

# Shoreline 2044 Comprehensive Plan



Picture it. Plan it. Build it.

## Acknowledgments

The City of Shoreline thanks the residents, businesses and community based organizations who contributed their valuable time and input throughout this process. The City extends special recognition to community members who participated in Community workshops and those who engaged with the project through online surveys or in-person events.

### CITY COUNCIL

- Mayor Chris Roberts**
- Deputy Mayor Laura Mork**
- Annette Ademasu**
- Eben Pobee**
- John Ramsdell**
- Betsy Robertson**
- Keith Scully**
- Doris Fujioka McConnell** (previous)

### PLANNING COMMISSION

- Christopher Mosier**
- Julie Povick**
- Bradley Cabe**
- Leslie Brinson**
- Mei-shio Lin**
- Lauren Hadley**
- Colt Fry**
- Pam Sager\***
- Julius Rwamashongye\***
- Janelle Callahan\***
- Andy Galuska\***

\* Term ended prior to Planning Commission recommendation or City Council adoption

### PROJECT CONSULTANTS

- Otak Inc**
- Leland Consulting Group**
- Stepherson and Associates**
- Fehr & Peers (Transportation Element)**

### CITY STAFF

#### Leadership Team

- Bristol Ellington** City Manager
- John Norris** Assistant City Manager
- Tricia Juhnke** Public Works Director
- Mary Reidy** Recreation, Cultural and Community Services Director
- Sara Lane** Administrative Services Director
- Margaret King** City Attorney
- Nathan Daum** Economic Development Manager
- Jim Hammond** Intergovernmental Relations and Communications Program Manager
- Tommy Collins** Police Chief
- Kelly Park** Chief of Police (previous)

#### Core Team

- Andrew Bauer** Planning & Community Development Director
- Rachael Markle** Planning & Community Development Director (Previous)
- Elise Keim** Planning Manager
- Steve Szafran** Senior Planner
- Sierra Carson** Senior Planner
- Hayley Barnett** Administrative Asst. II



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Shoreline's Aurora Interurban Bridge



# 1

# Introduction

The Shoreline Comprehensive Plan—Picture It! Plan It! Build It! (Plan)—plans for the next twenty years (2024 to 2044) in line with the community’s vision and reflecting community values. The goals and policies included in this Plan provide a basis for the City’s regulations and guide future decision-making. The Plan also addresses anticipated population and employment growth, and how facilities and services will be maintained and improved to accommodate expected growth.

The City adopted its first Comprehensive Plan in 1998 in response to the requirements of the Growth Management Act (GMA). This update builds off of the 2012 Comprehensive Plan update and responds to the GMA’s requirement for periodic review. The Plan also conforms to the Puget Sound Regional Council VISION 2050 and King County Countywide Planning Policies.

## SHORELINE'S FUNCTIONAL PLANS

Functional Plans that align with this Comprehensive Plan include but are not limited to:

- Parks, Recreation, Open Space, and Arts (PROSA) Plan
- Transportation Master Plan
- Surface Water Master Plan
- Shoreline Master Program

## What is a Comprehensive Plan?

The Comprehensive Plan is a roadmap for the next 20 years of Shoreline's future, and it guides the City's decisions on housing, infrastructure, the natural environment, and all other elements that make Shoreline what it is today. This Comprehensive Plan provides the framework for the majority of the City's decisions, and it is under this framework that the City's **functional plans** and other guiding documents are developed. The Comprehensive Plan outlines how we will grow and accommodate that growth over the next 20 years, while also preserving and improving all the things that make Shoreline desirable place.

In order to appropriately plan for Shoreline's future and align with the community's desired vision and goals, the Comprehensive Plan broadly covers a range of planning topics while still providing enough detail to provide a thorough framework for next 20 years. The Comprehensive Plan has **three main characteristics: it is comprehensive, general, and long-range.**

### A COMPREHENSIVE PLAN IS...

#### COMPREHENSIVE

The plan encompasses all the geographic and functional elements that have an impact on the community's physical development.

#### GENERAL

The plan summarizes the major policies and proposals of the City, but it does not usually provide specific locations or establish detailed regulations.

#### LONG-RANGE

The plan looks beyond the current pressing issues confronting the community to identify long-term goals, policies, and implementation strategies for achieving them.

# Why We Plan

The Washington Growth Management Act (GMA) is a series of state statutes, first adopted in 1990, that require fast-growing cities and counties to develop a Comprehensive Plan to manage and develop plans to accommodate their population growth. Under RCW 36.7A.020, the GMA establishes a series of **15 topic areas of importance** that should act as the basis of all comprehensive plans. For a Comprehensive Plan to be valid, it must be consistent with these goals and the specific requirements of the GMA. Cities and counties are required to periodically update their Comprehensive Plans to ensure they comply with updates in regional and state requirements, as well as address changes in local conditions.

As the region grows, changes, and adapts to a variety of trends including adverse issues related to climate change, unmet housing needs, racial and health disparities, increased traffic and congestion, and community resiliency, regional coordination is required to address these issues. The Puget Sound Regional Council's (PSRC) review and certification of local plans and policies ensures regional collaboration and supports local governments and public agencies in addressing challenging regional issues.



## GMA'S 15 TOPIC AREAS OF IMPORTANCE

1. **Urban growth**
2. **Sprawl reduction**
3. **Transportation**
4. **Housing**
5. **Economic development**
6. **Property rights**
7. **Permits**
8. **Natural resource industries**
9. **Open space and recreation**
10. **Environment**
11. **Citizen participation and coordination**
12. **Public facilities and services**
13. **Historic preservation**
14. **Climate change and resiliency**
15. **Shoreline management**

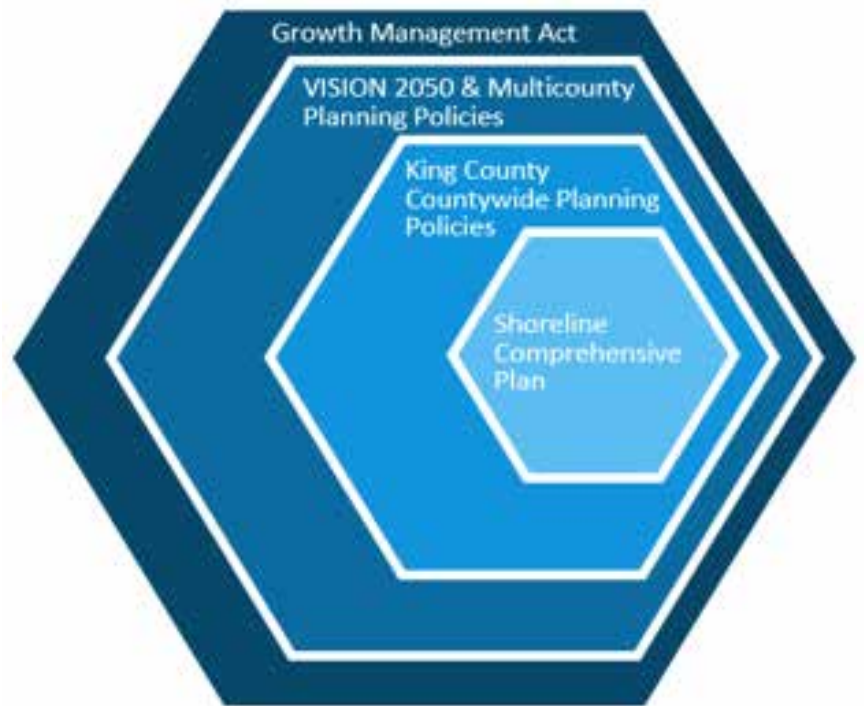
## Growth in Context – Regional Coordination

The central Puget Sound region is expected to grow by 1.5 million people by 2050, meaning it will be home to some 5.8 million people. As our region grows, we must act in a coordinated manner at the local and regional levels to continue to provide exceptional quality of life, opportunities for everyone, connected communities, a healthy natural environment, and an innovative and thriving economy. The GMA's guidelines are the first piece in a coordinated regional and local effort to achieve these goals.

Recent amendments to the GMA have changed the way jurisdictions approach Comprehensive Plan updates and how they address growth in general. The following list briefly summarizes the GMA amendments that affect this periodic update the most, though this is not a comprehensive list of updates. More detail on the requirements of the GMA amendments is provided in the individual Elements in Section III of this Plan.

As part of the GMA, PSRC adopts Multicounty Planning Policies (MPPs) as part of VISION 2050. The MPPs provide a regional framework for goals and policies consistently throughout the region. King County also adopts a set of policies, the Countywide Planning Policies (CPPs), which provide a framework for the goals and policies of cities to align with those of the county.

Shoreline's Comprehensive Plan takes into account the GMA and state legislation, PSRC VISION 2050 and MPPs, and King County CPPs when developing the goals, policies, and guidance within the Plan. City comprehensive plans provide the most specific guidance to meet the vision and needs of their communities while also aligning with the vision and needs of King County and the growing Central Puget Sound Region.



**Figure 1 Comprehensive Plan Planning Framework**



## Recent amendments to the GMA:

### 1. **House Bill 1241 - Periodic Review Due Dates**

Changed the time cycle requirement for periodic updates to comprehensive plans from eight to ten year and requires jurisdictions to submit an implementation progress reports five years after the adoption of their Comprehensive Plan.

### 2. **HB 1717 - Native Tribe Collaboration**

Adds new regulations for cities and counties to include local and regional tribes in planning processes and decisions.

### 3. **House Bill 1220 - Planning for Housing**

Significantly changes the housing-related provisions and strengthens the GMA housing goal from “Encourage the availability of affordable housing to all economic segments of the population” to “Plan for and accommodate housing affordable to all economic segments of the population of this state.”

### 4. **HB 2001 - Tiny House Communities**

Expands the ability to build tiny houses by encouraging jurisdictions to include them in their affordable housing incentive programs.

### 5. **SB 5042 - Encouraging Condominium Construction**

Intends to reduce barriers to condominium construction.

### 6. **SB 5235 - Occupants in a Dwelling Unit**

Intends to increase housing unit inventory by removing limits on housing occupancy.

### 7. **SB 5818 - Appeal protections**

Promoting housing construction in cities through amendments to limiting appeals under the State Environmental Protection Act and GMA.

### 8. **HB 1110 - Middle Housing**

Increases ability to produce middle housing (e.g. duplexes, triplexes, etc.) in areas historically dedicated to single-family detached housing.

### 9. **HB 1337 - Accessory Dwelling Units (ADUs)**

Expands housing options by easing barriers to the construction and use of ADUs.

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## MPPS

See the **Appendix B** for more information on VISION 2050 and the Multicounty Planning Policies.

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## CPPS

See the **Appendix C** for more information on King County's Countywide Planning Policies.

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See **Section II - Community Profile** for more information on the data collected and analyzed during this Comprehensive Plan update process.

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**Bikes on the Interurban Trail**

## VISION 2050

PSRC is the regional growth management, transportation, and economic development planning organization for the Central Puget Sound Region. In 2020, PSRC adopted VISION 2050 - an integrated, long-range vision for maintaining a healthy region. VISION 2050 contains an environmental framework, a numeric regional growth strategy, overarching goals and policies, or **Multicounty Planning Policies (MPPs)** organized by elements, implementation actions, and measures to monitor progress.

## King County's Countywide Planning Policies

As noted above, King County and its cities have developed **Countywide Planning Policies (CPPs)** that go beyond individual city boundaries to provide a consistent framework for every city to follow. These policies were designed to help the cities and the County address growth management in a coordinated manner.



## How a Plan is Made

Shoreline’s Comprehensive Plan was developed over a multi-year process of research, data analysis, and public engagement with different communities throughout the city. Research and data analysis is essential to understand how the city has changed since the last comprehensive plan update, and to identify the current challenges facing the city, such as racial inequalities, housing affordability, and climate change. It is also important to involve all members of the community when developing the Comprehensive Plan update to ensure the City is making informed decisions about how the future of Shoreline can better meet the needs of the community as well as align with their vision of the City.

## Growth Targets

As part of the periodic update, Shoreline is required to plan for its share of the anticipated growth by 2044 in King County. This includes planning to provide capacity for jobs and housing units, including affordable housing. Through a collaborative process the cities within King County are assigned forecasted growth targets. It is each city’s responsibility to address in their comprehensive plan how they will accommodate their allotment of anticipated growth.

Accommodating this growth involves assessing the City’s zoning and infrastructure plans to ensure there is enough capacity to allow for the additional jobs and housing units forecasted for Shoreline. If the City’s current zoning and infrastructure plans do not provide enough capacity, the comprehensive plan will not receive official certification, which may limit grant funding opportunities and result in other consequences. Shoreline’s allocated growth targets formed the basis for this 2024 Comprehensive Plan periodic update, which summarizes and plans for potential growth throughout the city from 2024 through 2044. The table below outlines the growth targets assigned to Shoreline.

|                   | <b>BASELINE 2019</b> | <b>2044 TARGET</b> | <b>INCREASE BY 2044</b> |
|-------------------|----------------------|--------------------|-------------------------|
| Housing (units)   | 24,042               | 37,342             | 13,330                  |
| Employment (jobs) | 16,932               | 26,932             | 10,000                  |

**Figure 2 - Growth Target Allocations**

A description of the City’s strategy for how the growth targets will be allocated across the city is discussed in the Land Use Element supporting analysis.

## Housing

Shoreline is required to plan for and accommodate an additional 13,300 housing units by 2044, but this target is further broken down into targets for different income bands. The table below identifies the number of housing units that Shoreline is required to accommodate for each income band. These income bands are identified by the percentage of the area median income (AMI) for King County, which is approximately \$146,500 (2023).

| INCOME BAND   | CURRENT UNIT COUNT | 2044 UNIT TARGET |
|---|--------------------|------------------|
| Emergency Housing                                   | 73                 | 2,620            |
| 0-30% AMI - <b>permanent support housing</b>        | 89                 | 1,902            |
| 0-30% AMI - <b>non-permanent supportive housing</b> | 1,159              | 3,617            |
| 30-50% AMI  | 1,524              | 2,710            |
| 50-80% AMI  | 3,759              | 740              |
| 80-100% AMI   | 4,486              | 573              |
| 100-120% AMI  | 3,459              | 650              |
| 120% AMI +  | 9,566              | 3,138            |

**Figure 3 - Housing Targets by Income Band**



**North City Sidewalk**

The Land Capacity Analysis (Appendix I) developed by the City shows that Shoreline has more than enough zoned land capacity to accommodate the overall 13,330 housing units. However, additional actions will be required to serve the anticipated housing growth within the individual income bands noted above.

Shoreline is producing enough housing yearly to meet the needs of low- and moderate-income households (50-120 percent AMI). However, rates of production for units affordable to households earning under 50 percent of AMI, permanent supportive housing, and emergency housing have historically not been sufficient to meet Shoreline's projected needs. Likewise, there is a lack of capacity for high-income units. However, Washington State through HB 1220 does not require the City to address this deficit.

To provide housing opportunities for households earning under 50 percent AMI, the City can implement a variety of strategies, such as providing incentives for affordable housing, removing barriers for the development of affordable units, and establishing partnerships with private, non-profit, and other organizations. Strategies to encourage additional housing creation are further discussed in the Housing Element in Section III.



**Community Garden Work Party**

## Employment

Shoreline is required to plan for and provide capacity for an additional 10,000 jobs by 2044. Through the Land Capacity Analysis (Appendix I) developed by the City, it was determined that Shoreline has sufficient zoned land capacity to support its jobs target, but additional actions would be required to actually achieve the creation of these jobs in Shoreline. In order to meet the job growth target, new commercial and office development must be denser in the future than the development seen in Shoreline's past. To accomplish this, the City can take actions such as requiring ground floor commercial uses in mixed-use buildings and providing certain incentives for mixed use, commercial, and office developments. Strategies to encourage additional job creation are further discussed in the Land Use and Economic Development Elements in Section III.

## Community Participation

As part of the Comprehensive Plan updates, cities are required to establish a public participation plan to ensure public input is considered and incorporated into the comprehensive planning process. Shoreline implemented several different methods of community engagement outreach, including public meetings, questionnaires and surveys, interviews with community-based organizations, and other activities to gather feedback community wide. To read about the full extent of community engagement refer to the City's Public Participation Plan in Appendix D and the Engagement Summary Report in Appendix E.



Figure 4 Overview of Engagement Activities

**Next Page: Images from various Community engagement events to gather input for the Comprehensive Plans Update**



## Key Themes for 2044

Throughout the development of the Comprehensive Plan, the City aligned goals and policies with three key themes to create a cohesive and interconnected plan for the future. These three themes of climate, housing, and equity and social justice address important issues can help to define the direction of the community in the years to come and to ultimately meet Shoreline’s vision for the future (see Shoreline Vision for 2044 Section below). These key themes are interwoven throughout the Plan and were used to guide the development of goals and policies for each element of the plan.

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See the **Appendix H.1 for the Climate Action Plan**, and major themes identified to help address the climate crisis.

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Boeing Creek Park



### Climate

In August 2022, Shoreline’s City Council adopted Resolution 494, declaring a climate emergency, and stating, in part:

**“Climate change is an urgent unfolding crisis that presents a serious threat to the survival of human, animal, and plant communities and ecosystems around the world, including within the City of Shoreline.... If unchecked, climate change will bring increasingly drastic declines to the health and prosperity of future generations, particularly for the most vulnerable communities.”**

Climate was selected as a key theme to make sure climate change considerations are a factor in all city decision making processes. The Plan considered climate by evaluating goals and policies for their impacts on greenhouse gas reduction, resilience to climate change impacts, protecting ecosystem health, and climate and environmental justice for marginalized or vulnerable groups. These four areas of focus were identified in the City’s 2022 Climate Action Plan to align the actions recommended with the City’s commitment to addressing the climate crisis.



## Housing

As noted in the Growth Target Section above, Shoreline is required to plan for 13,300 new housing units by 2044. Meanwhile, housing prices in Shoreline have seen a dramatic increase in recent years, while household incomes have not kept pace with those increases (see Section II - Community Profile for more information).

Additionally, House Bill 1220 changed the way communities are required to plan for housing (noted in the Growth in Context - Regional Coordination Section above, and further discussed in the Housing Element's Supporting Analysis). The Bill instructs local governments to actively "plan for and accommodate" housing that is affordable to all income levels.

With these factors in mind, Housing was selected as a key theme to ensure Shoreline does its part to provide housing for all members of the community. This includes establishing policies and strategies to provide opportunities for increased housing affordability, variety, supply, and resident stability. These areas of focus come from House Bill 1220, the PSRC Regional Housing Strategy, and the City's 2021 Shoreline Housing Action Plan.



**Autumn in Shoreline**

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See the **Appendix H.2 for the 2021 Shoreline Housing Action Plan**, and the broad goals of increasing the supply and variety of housing in Shoreline.

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## Equity and Social Justice

In January 2017, Shoreline City Council passed Resolution 401 declaring the City’s commitment to making Shoreline an inviting, equitable, and safe community for everyone who lives, works, and visits the city. In November 2020, Shoreline City Council passed Resolution 467 declaring the City’s commitment to building an anti-racist community. This resolution identifies and defines racism, acknowledges the City’s historical involvement in maintaining and perpetuating structural racism, and declares the City’s commitment to advocate locally for policy reform to improve conditions for communities of color.

As a city government, Shoreline has a responsibility to address systemic racism, which leads to disparate outcomes in many areas of life including housing, education, employment, criminal justice, and health. Since racism impacts so many areas of peoples’ lives, Shoreline must and has taken an anti-racist and equitable approach to the development of every goal and policy in the Comprehensive Plan.

Equity and Social Justice was selected as a key theme to ensure that the Shoreline of the future is a welcoming place for everyone and remains accountable to its commitments to be an anti-racist city. Consideration of equity and social justice in the development of every goal and policy of the Comprehensive Plan has been a priority. Goals and policies were assessed for their potential to continue racially disparate impacts and for possible language that could encode bias and/or result in discriminatory effects. The Equity and Social Justice lens also guided the plan writing to incorporate clear language promoting equitable access to opportunities and empowering vulnerable communities to adapt and thrive. These areas of focus come from the Washington State Department of Commerce Guidance to Address Racially Disparate Impacts, the American Planning Association Planning for Equity Policy Guide, and the City’s Racial Equity Analysis Report.



On a walk through the woods

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See **Section IV: Housing Element Supporting Analysis** for more information on the racial disparities identified in the City, and the recommended actions to address these inequities.

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# Living Document – Progress Tracking and Plan Updates

This Comprehensive Plan is designed to be a dynamic, living document that will be utilized on a regular basis for all planning decisions being made by the City of Shoreline. The purpose of the Plan is to provide goals and policies that guide the development of Shoreline in context of a coordinated regional planning effort and the community’s established vision for the future.

The City will implement the Comprehensive Plan through regulations, such as zoning and development standards, and through the investment in projects identified in the various functional plans developed by the City. The Plan will be made a reality through coordination efforts made by the City with, and the actions taken by, the private sector, non-profit, and community-based organizations. It is through these coordination efforts and partnerships that will contribute to the measuring the success of implementation of this Plan.

## Monitoring

To ensure this Plan will be a ‘living document’ and to ensure the City is achieving the vision, goals, and policies for how Shoreline will grow, the Plan will be closely monitored and updated regularly through the annual amendment process to adapt to the changing needs and ever-evolving environment. This monitoring will include regular reporting by the City on actions taken to implement the Plan, regular data collection and analysis of specific issues to assess the progress of measurable goals, and making information on the monitoring progress accessible and useful to the public. For more in-depth discussion of the monitoring process, refer to Section IV - Supporting Analysis.



**Richmond Beach  
shoreline**



# Structure of the Comprehensive Plan

Shoreline's Comprehensive Plan consists of five sections including, the Introduction, Community Profile, Comprehensive Plan Goals and Policies, the Supporting Analysis, and the Appendixes.

## Section I - Introduction

This section includes a description of the comprehensive planning process and requirements; Shoreline's allocated growth targets; public participation summary; and Shoreline's key themes and vision for 2044.

## Section II – Community Profile

This section includes a brief history of Shoreline and data and information describing Shoreline's current population and demographics.

## Section III - Goals and Policies

This section includes the plan goals and policies organized by the following elements: Natural Environment, Land Use; Housing; Economic Development; Community Development; Parks, Recreation & Open Space; Transportation; Utilities; Capital Facilities; and the Shoreline Master Program.

Each element consists of an introduction describing the purpose and intent of the element and the goals and policies that will be used to guide future decision making.

## Section IV – Supporting Analysis

This section outlines the supporting analysis and capital facility plans that provide the data and analyses that were used to inform the goals, and the strategies and action that can be used to implement the policies of the Comprehensive Plan. This section also identifies the process in which the City will regularly monitor the progress Shoreline is making towards meeting the Comprehensive Plan's vision, goals, policies, and implementation strategies.

## Section V – Appendixes – Shoreline Master Program Element and Subarea Plans

The following appendixes provide definitions and additional context that help to clarify the discussions within the Comprehensive Plan. Other appendixes consist of reports or functional plans that City has developed to provide more specific guidance on and in-depth analysis of certain elements of this plan.

# List of Appendices

- A. Glossary / Acronyms**
- B. VISION 2050 Multicounty Planning Policies**
- C. King County Countywide Planning Policies**
- D. Public Participation Plan**
- E. Public Engagement Summary**
- F. Department of Commerce Checklist**
- G. Ordinance Adopting the Comprehensive Plan**
- H. Background Reports**
  - 1. Climate Action Plan**
  - 2. Housing Action Report**
  - 3. Human Services Strategic Plan**
  - 4. PROSA Plan**
- I. Land Capacity Analysis**
- J. Environmental Review – SEPA/FEIS**
- K. Subarea Plans**
  - 1. Aldercrest**
  - 2. Southeast Neighborhood**
  - 3. Town Center**
  - 4. 185th Street Station Subarea**
  - 5. 145th Street Station Subarea**

The Giving Garden at Shoreline's  
Community Garden



# Comprehensive Plan Elements



**Natural Environment:** The City of Shoreline exemplifies and encourages sustainable practices in our operations and in our community. With a commitment to make the city even better for future generations, Shoreline acts as a steward to reduce greenhouse gas emissions, increase tree canopy and access to green spaces, preserve and enhance habitat for fish and wildlife and become a more resilient community facing the climate crisis together.



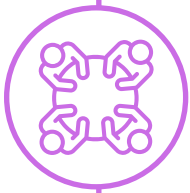
**Land Use:** This Element contains the goals and policies necessary to support the City's responsibility for managing land uses and accommodating growth. This element describes the human use of land, the modification of the natural environment into the built environment, and the management of these interrelated systems.



**Housing:** This Element contains the goals and policies that identify steps the City of Shoreline will take to address on a local level the housing issues facing the region. This element encourages the use of innovative techniques to meet the housing needs of all members of the community and provides steps the City will take to increase opportunities and access to a diverse range of affordable housing options.



**Economic Development:** This Element contains the goals and policies intended to improve local economic growth, vitality, and a high quality of life within the City of Shoreline. The element encourages the establishment of a greater number and variety of businesses to provide necessary services to the community and create employment opportunities for residents. The policies presented in this element will guide future City initiatives that, together with private sector actions, will contribute to establishing a strong local economy.



**Community Development:** This Element recognizes and supports a resilient community that is made up of a wide variety of individuals with different ages, household types, and incomes. This element promotes opportunities for people to come together at events and activities and recognizes the important role that the preservation and celebration of local heritage, scenic beauty, and the natural atmosphere have in increasing the quality of life in Shoreline.

# Comprehensive Plan Elements



**Parks, Recreation, Open Space, and Art:** This Element provides the goals and policies that establish a framework for future actions involving parks, recreation, open space, and arts programs and services within Shoreline. This element identifies the existing and seeks to expand the network of parks, recreation, and open space opportunities to meet the demands of Shoreline’s growing community.



**Transportation:** This Element provides a framework that guides multi-modal transportation investments over the next 20 years to support the vision of the Comprehensive Plan. This element identifies a roadmap for creating a welcoming and functional multi-modal transportation systems for all users. This includes the consideration of including pedestrians, bicyclists, those using shared-use mobility devices, those riding transit, and those driving personal vehicles.



**Utilities:** This Element contains goals and policies to support the coordination with third-party utility providers to ensure residents have access to basic utilities. This includes, but is not limited to, electricity, telecommunications, natural gas, and waste management services. This element also provides a framework for ensuring the long-term viability and resiliency of these services.



**Capital Facilities:** This Element is intended to address public facilities and services provided by the City of Shoreline. These services include but are not limited to, sewer, stormwater, park and recreation facilities, and other civic services provided by the City. This element also provides a forecast of the future demand for these services, and provides a framework for meeting those demands, while ensuring the long-term viability and resiliency of these services.



**Shoreline Master Program:** This Element provides framework goals and policies to ensure the protection, viable use, and resiliency of the City’s shoreline along the Puget Sound. This element includes guidance on public access and recreational opportunities, private shoreline uses regulations, conservation and restoration efforts, historical and cultural uses, and flood and other environmental hazards associated with the shoreline.

# Shoreline Vision for 2044

In the Spring and Summer of 2023, the City conducted a community survey and engaged with at a variety of events and festivals to gather information on how the community envisioned Shoreline in the future. In Fall 2023, the City began working with the Planning Commission and City Council to create a vision for the next 20 years to help maintain and enhance Shoreline's quality of life. Based what was heard from the community and on the comments from Planning Commission and City Council, the vision statement below was prepared to be included in this updated Comprehensive Plan.



Shoreline City Hall





## Shoreline's Vision for 2044

In 2044, Shoreline is a welcoming, safe, and inclusive home to people from a diverse set of cultures and economic backgrounds. The city is a place made for people and one that fosters connections to community, making the city even better for future generations.

### Shoreline is:

#### 1. A leader in anti-racism

The city is a welcoming place for all and prioritizes transparent and inclusive decision making. Shoreline's commitment to anti-racism drives decision making and equitable and inclusive community involvement helps to prioritize city action.

#### 2. A model for sustainability

Shoreline is a resilient and sustainable community. The city continues to reduce emissions by prioritizing investments in public transit, bike, and pedestrian infrastructure, and increasing the tree canopy and green spaces. Sustainable development of the built environment contributes to the protection of the city's tree canopy and green spaces.

#### 3. An economic and employment innovator

The city is an innovator in emerging technologies, training, and employment. The city is a proponent for local businesses, thriving commercial centers, creative centers, and manufacturing space.

#### 4. A city of walkable, well-connected neighborhoods

Shoreline is a city of well-connected, convenient, and walkable neighborhoods featuring affordable, diverse, and quality housing; award-winning schools; plentiful parks, and opportunities for cultural and artistic expression to meet one's daily needs and lifestyles.

#### 5. A caring and informed community

Shoreline's commitment to the safety and well-being of its community helps to prioritize city actions and community services.

**The people of Shoreline are committed to making the city even better for the next generation.**



Pop up pianos at Park at Town Center

## 11

# Community Profile

The City of Shoreline is located in the northwestern corner of King County, along the shores of Puget Sound. Shoreline is generally bounded by the City of Lake Forest Park to the east; the City of Seattle to the south; Puget Sound to the west; and the Cities of Mountlake Terrace and Edmonds, and the Town of Woodway.



**Figure CP-1: Richmond Beach Business District and train depot seen from Puget Sound in the 1890s, possibly the opening day of the train depot (SHM-106, Courtesy of the Shoreline Historical Museum)**

## Shoreline Yesterday

Prior to Euro-American settlement and since time immemorial, the Puget Sound area (including where Shoreline is today) was inhabited by Native American tribes residing along the shores of Puget Sound and local waterways. Their patterns of living intertwined with the diverse natural resources of the area—from the flora and fauna of the surrounding forests to the abundant sea life in Puget Sound. Spread across fourteen villages in the Puget Sound area, these first peoples of the area included the šilšola’bš (sheel-shol-AHBSH), of Salmon Bay, the xaʔ ačua’bš (kha-ah-chu-AHBSH) of Lake Union, the słuwilabš (s-lhu-weelahbsh) of Union Bay on Lake Washington, and the Tuobeda’bš (tu-oh-beh-DAHBSH) of Thornton Creek, McAleer Creek and Lyon Creek. Many of the Indigenous people of the area were violently displaced and concentrated into designated reservations with the signing of the Treaty of Point Elliot in 1855.

After the Treaty of Point Elliot was enacted, the Euro-American population of this region began to grow, coinciding with the expansion of railroad access and industries. The population growth and associated infrastructure development of the Richmond Beach area marked a significant moment in Shoreline’s history in 1891 when the portion of the Great Northern Railroad connecting Shoreline to Seattle was completed.

Expanding suburban growth was facilitated in the early 20th century with the completion of the Seattle-Everett Interurban line in 1906 and the construction of the brick North Trunk Road in 1913. These developments made it more feasible to divide large tracts of land into smaller lots in anticipation of future development. While large tracts of land in Shoreline were divided into smaller lots in the 1910s, houses tended to be scattered rather than concentrated in specific subdivisions. The advent of travel by automobile in this era significantly influenced settlement patterns

By the late 1930s, commercial development began concentrating along Aurora Avenue, the primary north/south travel route in the region. Commercial uses, in conjunction with the road's function as a primary north-south travel route (US Highway 99) of the growing region, led to greatly increased traffic. The corridor is now lined with a mix of retail options, services, office spaces, and residential land uses.

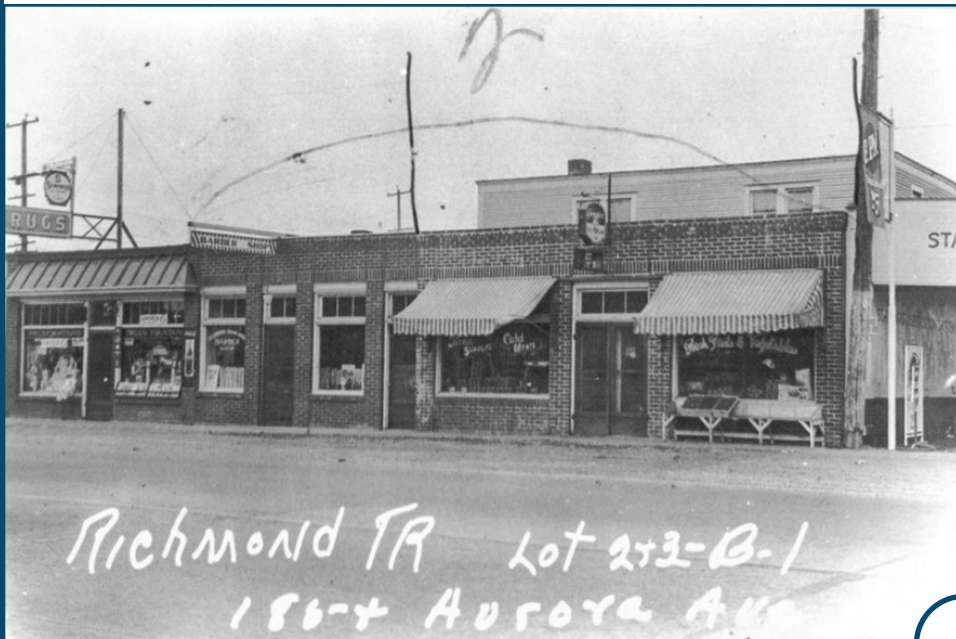


Throughout the early 1900s racially restrictive practices in real estate were common throughout Seattle and the now Shoreline area. Due to these practices, the growth that occurred was predominately comprised of white residents.

It is the intent of this Comprehensive Plan to continue the work started in 2020 with the adoption of Resolution No. 467 to address the inequity developed through historically restrictive covenants that influenced past growth in the city. Further information on this topic can be found in the Housing Element Supporting Analysis.

*Figure CP-2: Morton Anderson house, strawberry field, and barn in Richmond Beach at 15th Ave NW in approximately 1905 (SHM-1615, Courtesy of the Shoreline Historical Museum)*





***Trees clearcut for Interstate-5 at NE 200th Street and 10th Avenue NE in 1962 (SHM-670, Courtesy of the Shoreline Historical Museum)***

With the end of World War II, there was a tremendous demand for family housing. The late 1940s saw large housing developments such as Ridgecrest (NE 165th Street to NE 155th Street, 5th Avenue NE to 10th Avenue NE) spring up rapidly. Schools ran on double shifts as families with young children moved into new homes. Business leaders and residents began to see Shoreline as a unified region, which remained part of unincorporated King County at the time.

In 1965, Interstate 5 opened through Shoreline, bisecting the community north to south and limiting east to west access across the city. Smaller commercial neighborhood nodes began to emerge throughout the city.

Population growth continued through the 1960s in North King County region, which is now Shoreline, stabilizing in the 1970s (and later continuing to increase in around 2007 forward). In January 1992, a community effort called “Vision Shoreline” organized to promote incorporation of Shoreline as a City. In September 1994, the incorporation of Shoreline was approved by an overwhelming majority of voters. Following the election, a “Transition Team” was formed to organize the incorporation effort. This effort was successful, and Shoreline officially incorporated on August 31, 1995.

# Shoreline Today

Over the years, Shoreline has become a community distinguished by strong neighborhoods with excellent schools and parks. As Shoreline continues to grow, and with the introduction of high capacity transit such as bus rapid transit and light rail, several areas of the community are redeveloping into vibrant districts with more intensive mixed use and multifamily residential form. Today, the city encompasses approximately twelve square miles and is organized into fourteen neighborhoods.

Even with changes in recent years, Shoreline continues to remain primarily residential with significant land areas devoted to parks and open space. Neighborhood centers occur throughout the city, including at the intersections of major arterials. Mixed use commercial, employment, and residential development occurs along stretches of Aurora Avenue N, in the light rail station areas, and other activity hubs throughout the city. There is limited industrial development, but there are a substantial number of institutional, public, or tax exempt uses including cemeteries, schools, public services, and churches.

The City is home to many local businesses and industries, including nationally renowned recording studios, a growing number of local breweries, and a myriad of other small businesses that are vital to the fabric of the community. In addition, there are many larger entities such as the Washington State Department of Social and Health Services Fircrest Residential Habilitation Center, CRISTA Ministries, Shoreline Community College, Washington State Department of Transportation, and the State Public Health Laboratory that are located in Shoreline.

*Families playing at Echo Lake Park*



In many respects, the community of Shoreline is demographically representative of the greater Seattle-Bellevue-Tacoma Metropolitan Statistical Area (MSA, or the region) that is comprised of all of King, Snohomish, and Pierce Counties. The City is similar to the region (the MSA) in key metrics such as racial and linguistic diversity, household income, and commute habits. However, Shoreline residents stand out as slightly older, more educated, more likely to own their housing, and yet more likely to experience housing cost burden.



*Community gathering for a block party movie night*

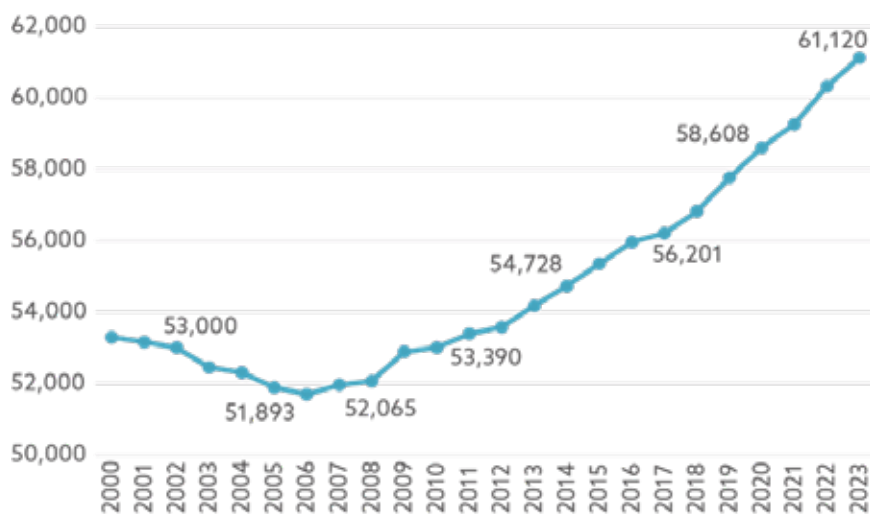


The data included in this community profile has been predominantly compiled from the U.S. Census Bureau's 2021 American Community Survey. Additional data, facts, and figures, as well as a deeper analysis of equity and housing affordability can be found in the Housing Element Supporting Analysis.

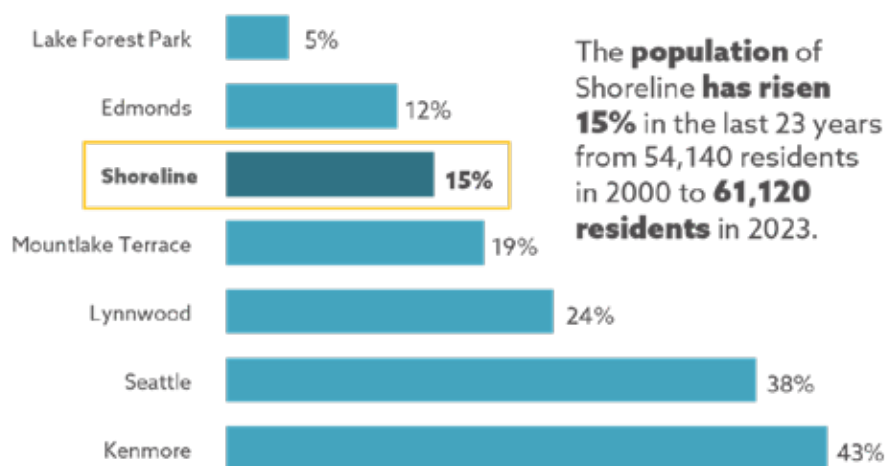


## Population Growth

In 2023, the Washington State Office of Financial Management (OFM) reported Shoreline's residential population to be 61,120.<sup>1</sup> According to OFM, the city's population has grown about 15 percent since the year 2000 with an average annual growth rate of 0.6 percent per year (Figure 5<sup>2</sup>). Other neighboring Seattle suburbs like Lake Forest Park, Edmonds, and Mountlake Terrace have grown about 5 percent, 12 percent, and 19 percent, respectively since 2000 (see Figure 6<sup>3</sup>).



**FIGURE CP-5**  
**Shoreline Population Growth from 2000 to 2023**



**FIGURE CP-6**  
**Population Growth from 2000 to 2023 (Percentage)**

<sup>1</sup> Washington State Office of Financial Management (OFM), April 1 official population estimates, April 2023

<sup>2</sup> Washington State Office of Financial Management (OFM), April 1 official population estimates, April 2023

<sup>3</sup> Washington State Office of Financial Management (OFM), April 1 official population estimates, April 2023

## Other Demographics

The following demographic statistics are based on data from the U.S. Census Bureau's American Community Survey (ACS) (five-year estimate) from 2021s. Information is presented that compares Shoreline's demographics with those of the region and highlights characteristics that make Shoreline demographically unique in the region.



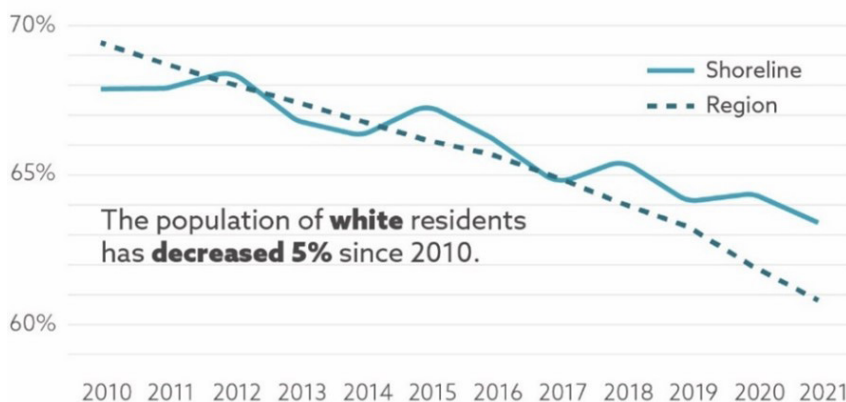
*Kids playing on slide at Camp Shoreline*

*Work day at community garden*



## Race and Ethnicity

As Shoreline's population grows, the community is becoming more diverse. Shoreline's racial and ethnic changes are trending in the same direction as the region, although Shoreline is changing more slowly. As seen in Figure 7<sup>4</sup>, the White population in Shoreline proportionally decreased by about 5 percent from 2010 to 2021 and the region's decreased by 9 percent.<sup>5</sup> Throughout the region, and in Shoreline, the proportion of foreign-born residents has increased by about 3 percent over the same period.<sup>5</sup>



**FIGURE CP-7**  
**Proportion of White Residents from 2010 – 2021**

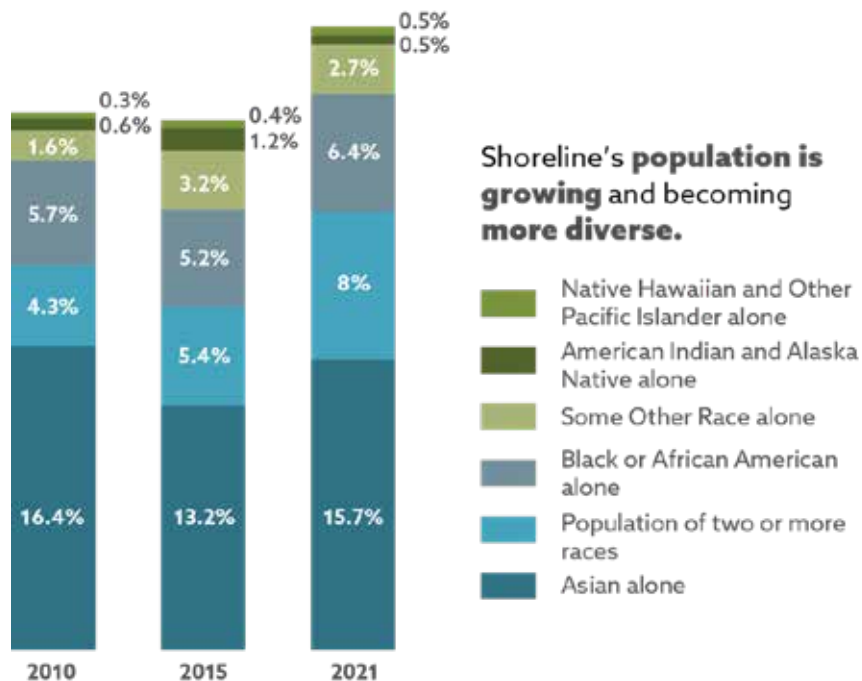
### Community participants planting at Richmond Beach



<sup>4</sup> U.S. Census, ACS Five-Year Estimates 2010-2021 - Table B01001H: Sex by Age (White alone, not Hispanic or Latino), April 2010 - April 2021

<sup>5</sup> U.S. Census, ACS Five-Year Estimates 2010-2021 - Table B01001H: Sex by Age (White alone, not Hispanic or Latino), April 2010 - April 2021

<sup>6</sup> U.S. Census, ACS Five-Year Estimates 2010-2021 - Table B05002: Place of Birth, April 2010 - April 2021.



**FIGURE CP-8**  
**Non-White Racial Makeup in Shoreline and the Region (Percent of Population)**

As of 2021, Shoreline's racial and ethnic makeup has increased since 2010 (Figure 8<sup>8</sup>). The ACS's race and ethnic data show that Shoreline is within two percentage points of the region for all primary race categories (as delineated by ACS). However, race is not evenly distributed throughout the City. As seen in Figure 5 there is a high concentration of non-Hispanic White residents, which make up approximately 63 percent of the population, along Puget Sound. There are fewer White households alongside Highway 99 and Interstate 5. The next most common racial/ethnic minority groups in Shoreline are Asian (16 percent) and multiracial (8 percent). Approximately 7 percent<sup>9</sup> of the Shoreline population identifies as Hispanic or Latino, which is slightly lower than the region (11 percent).<sup>10</sup>

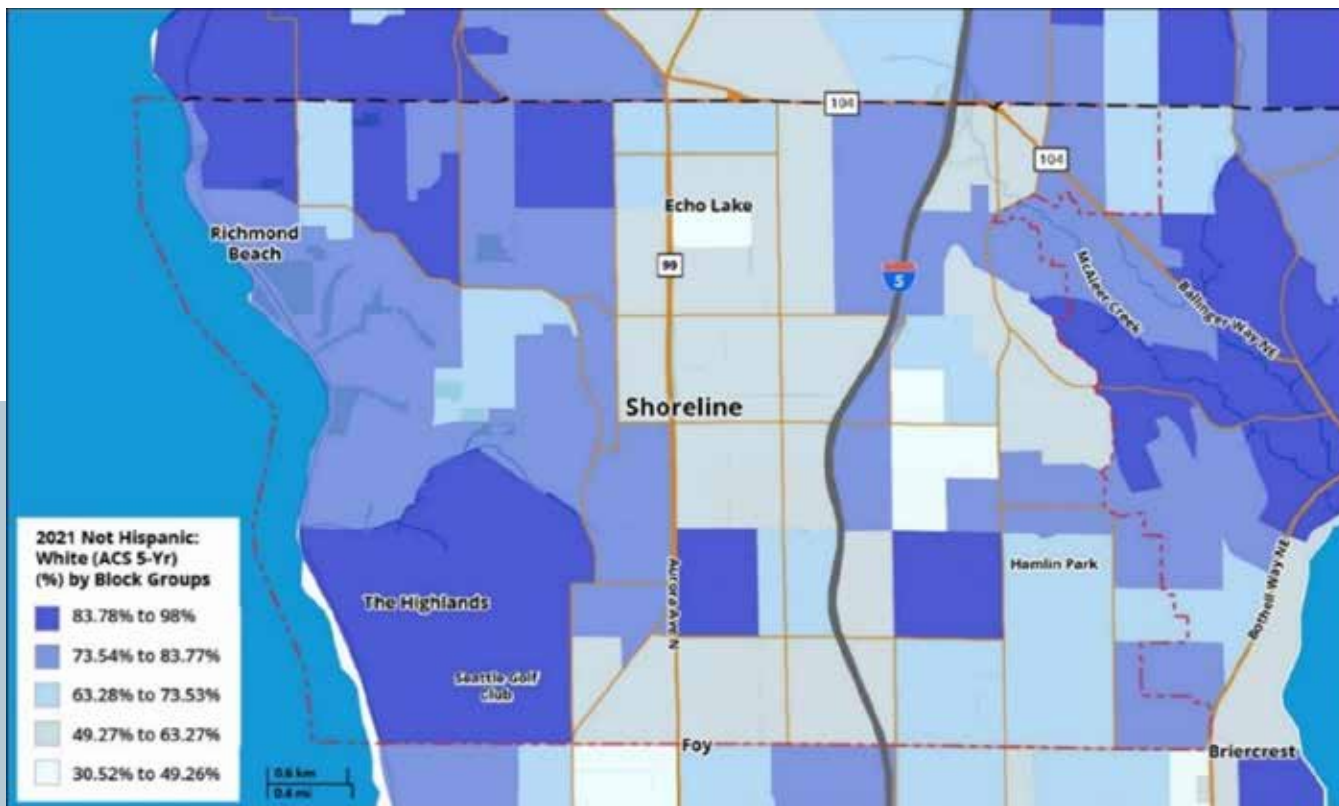
Approximately 23 percent of Shoreline residents are foreign born, about three percentage points higher than in the region.<sup>7</sup> The most common foreign regions in which Shoreline residents were born are Eastern Asia (6 percent of residents), South Eastern Asia (4 percent), Eastern Africa (3 percent), and Latin America (3 percent).

<sup>7</sup> U.S. Census, ACS Five-Year Estimates 2021 - Table B05002: Place of Birth, April 2021.

<sup>8</sup> U.S. Census, ACS Five-Year Estimates 2021 - Table B02001: Race, April 2010, April 2015, April 2021.

<sup>9</sup> U.S. Census, ACS Five-Year Estimates 2021 - Table B02001: Race, April 2021.

<sup>10</sup> U.S. Census, ACS Five-Year Estimates 2021 - Table B03002: Hispanic or Latino Origin by Race, April 2021.



**FIGURE CP-9**  
**Percentage of Non-Hispanic / Latino White Population by Census Block Group<sup>9</sup>**

<sup>11</sup> ESRI, ArcGIS Community Analyst, August 2023.

*Residents chatting as they move along the sidewalk*



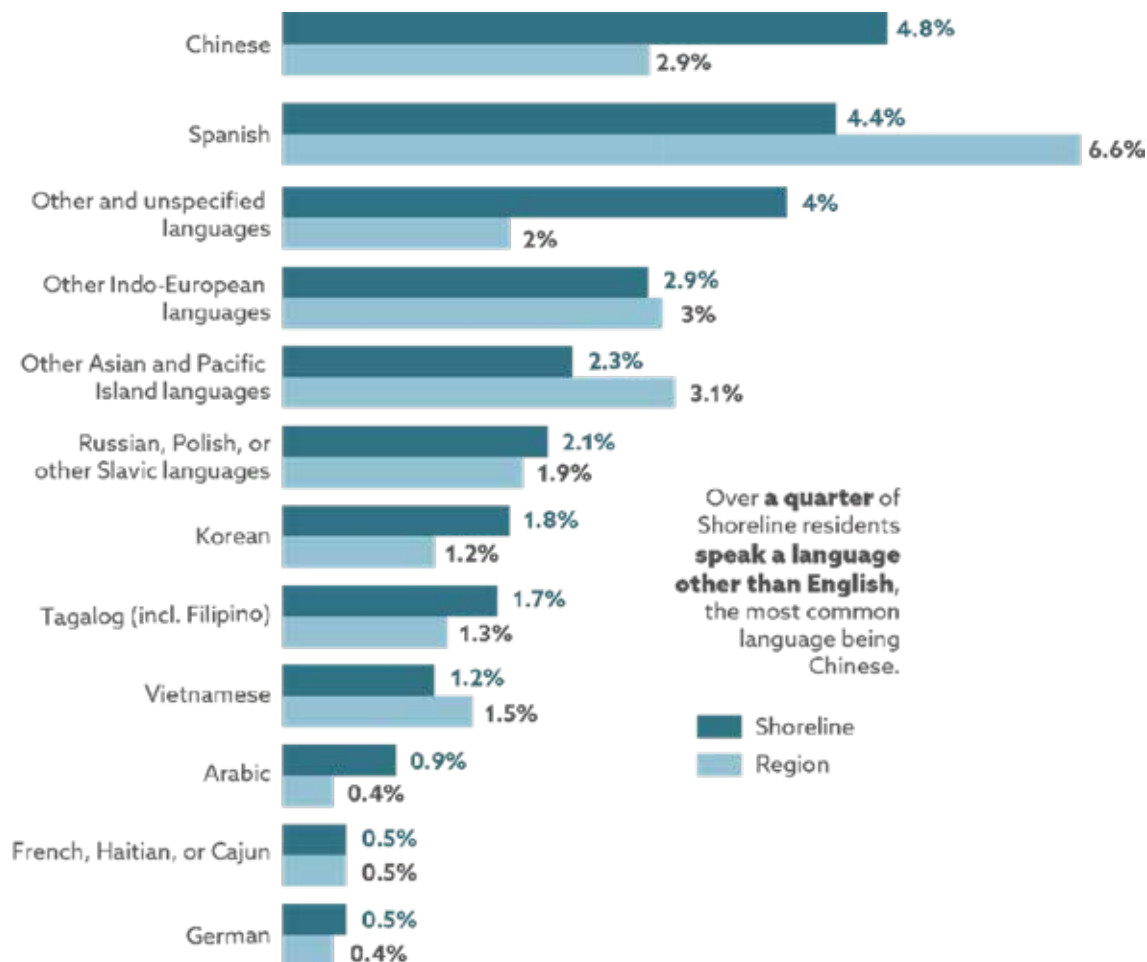
## Language

The diversity of languages spoken in Shoreline is similar to that of the region. About 73 percent of City residents speak English at home, compared to 76 percent in the region.<sup>12</sup> As seen in Figure 10<sup>13</sup> the most common languages in Shoreline other than English, using Census categories, are Chinese and Spanish. About 11 percent of residents describe their ability to speak English as “less than ‘very well,’” which is higher than the estimated 9 percent of residents in region.<sup>14</sup>

<sup>12</sup> U.S. Census, ACS Five-Year Estimates 2021 - Table C16001: Language Spoken at Home, April 2021.

<sup>13</sup> U.S. Census, ACS Five-Year Estimates 2021 - Table C16001: Language Spoken at Home, April 2021.

<sup>14</sup> U.S. Census, ACS Five-Year Estimates 2021 - Table C16001: Language Spoken at Home, April 2021.



**FIGURE CP-10**  
**Percentage of Non-Hispanic / Latino White Population by Census Block Group<sup>9</sup>**



*Gentle yoga participants*

## Age

Shoreline residents are older than those throughout the region, with a median age nearly five years higher (42 years).<sup>15</sup> This is largely driven by having a larger proportion of residents aged 65 years or more, with about 20 percent of residents falling within this age range, compared to 13 percent throughout the region (see Figure 11<sup>16</sup>). The City also has a smaller proportion of younger residents, with about 20 percent of Shoreline residents between the ages of 18 and 34, compared to 25 percent of residents within this age range throughout the region.



Shoreline's **median age is 42** years old. Residents are **older than** those in **the surrounding region.**

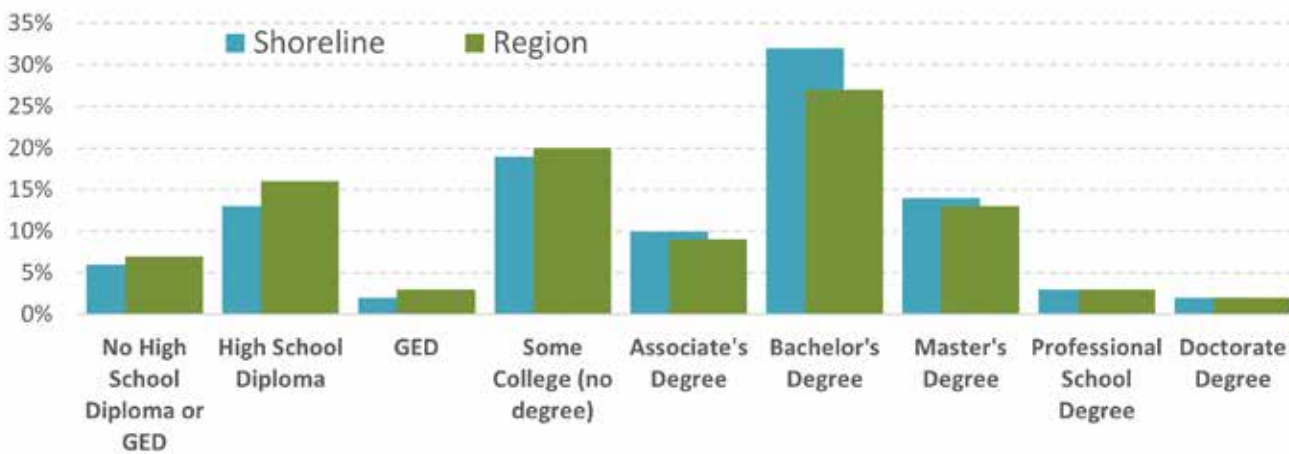
**FIGURE CP-11**  
**Age Distribution in Shoreline and the Region**

<sup>15</sup> U.S. Census, ACS Five-Year Estimates 2021 - Table B01001: Age, April 2021.

<sup>16</sup> U.S. Census, ACS Five-Year Estimates 2021 - Table B01001: Age, April 2021.

## Education

Compared to the region, residents of Shoreline have relatively high levels of education as seen in Figure 12<sup>17</sup>. For the population over 25 years of age, about 51 percent have a bachelor’s degree or higher, compared to approximately 45 percent in the region.<sup>18</sup> Some of this difference has accumulated over the past decade, with Shoreline’s proportion of residents with bachelor’s degree or higher increasing by about nine percentage points from 2012 through 2021 (as compared to a seven point increase in the region).<sup>19</sup> While 6 percent of Shoreline residents have not received a high school diploma or equivalent credential, 7 percent have completed high school or equivalent in the region.<sup>20</sup>



**FIGURE CP-12**  
**Educational Attainment in the Region**

*Children headed to school*

<sup>17</sup> ACS Five-Year Estimates 2021 - Table B15003: Educational Attainment, April 2021.

<sup>18</sup> ACS Five-Year Estimates 2021 - Table B15003: Educational Attainment, April 2021

<sup>19</sup> U.S. Census, ACS Five-Year Estimates 2010-2021 - Table B15003: Educational Attainment, April 2010 - April 2021.

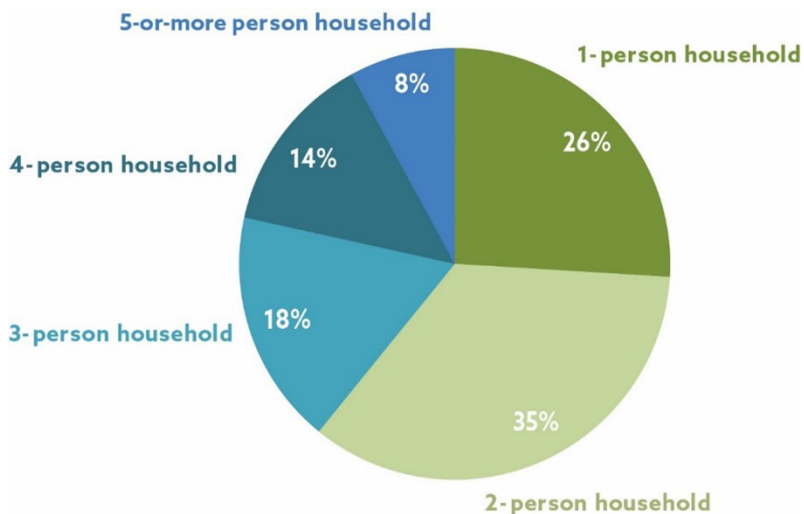
<sup>20</sup> U.S. Census, ACS Five-Year Estimates 2021 - Table B15003: Educational Attainment, April 2021.





## Household Types

The most common household type in Shoreline, by Census categories, is a married couple with no children. About 32 percent of households in the City are in this category, nearly four percentage points higher than in the region.<sup>21</sup> About 29 percent of Shoreline households include children, similar to those in the region.<sup>22</sup> Over 50 percent of households have two or fewer inhabitants (see Figure 13<sup>23</sup>).



**FIGURE CP-13**  
**Household Types**



For more information on **housing affordability** in the city of Shoreline, see the **Housing Element Supporting Analysis**.

### Childrens Craft Activity



<sup>21</sup> U.S. Census, ACS Five-Year Estimates 2021 - Table B11012: Household Type, April 2021.

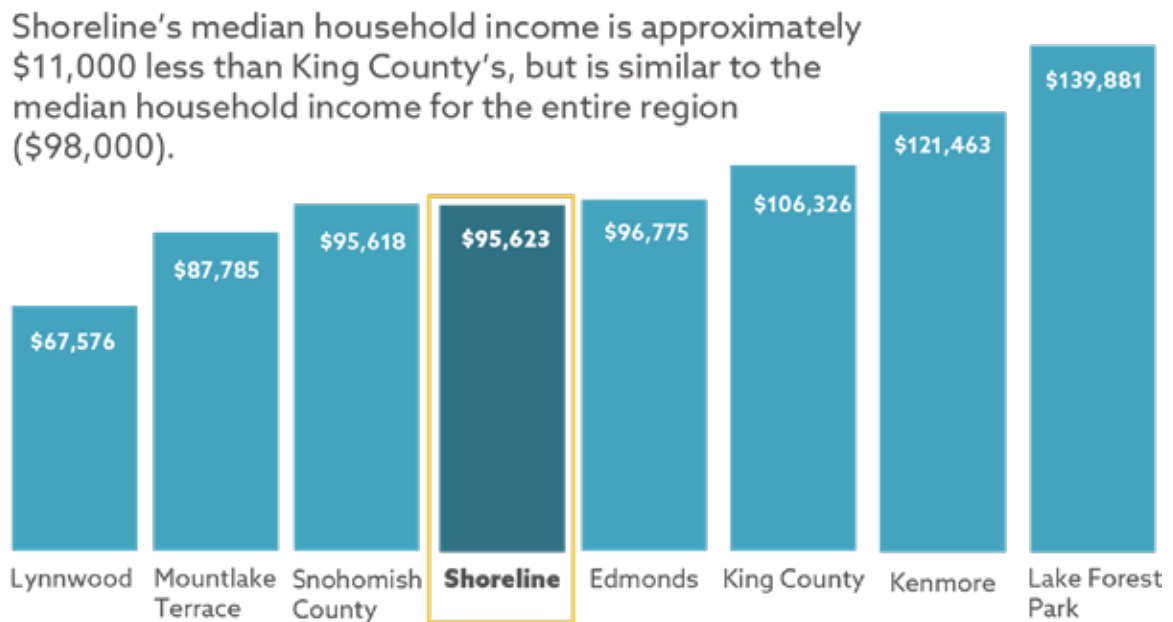
<sup>22</sup> U.S. Census, ACS Five-Year Estimates 2021 - Table B11005: Household Type by Presence of Own Children, April 2021.

<sup>23</sup> U.S. Census, ACS Five-Year Estimates 2021 - Table B11016: Household Size, April 2021.

## Income

Shoreline's median household income in 2021 is approximately \$96,000, with about 8 percent of households having an income below the poverty level.<sup>24</sup> These figures are nearly identical to regionwide numbers. One notable difference is a higher proportion of households in Shoreline with incomes under \$30,000, which is 16 percent compared to 13 percent in the region. The median household income of residents in Shoreline is similar to that of the region (\$98,000), but less than in King County as seen in Figure 17<sup>25</sup>. Household income is not distributed evenly throughout Shoreline, although there does not appear to be a concentration of high or low income residents in any one part of Shoreline as seen in Figure 15.

Another factor that distinguishes Shoreline compared to regionwide demographics is the high amount of Social Security income. About 32 percent of households in Shoreline receive Social Security income, nearly eight percentage points higher than the region.<sup>26</sup>

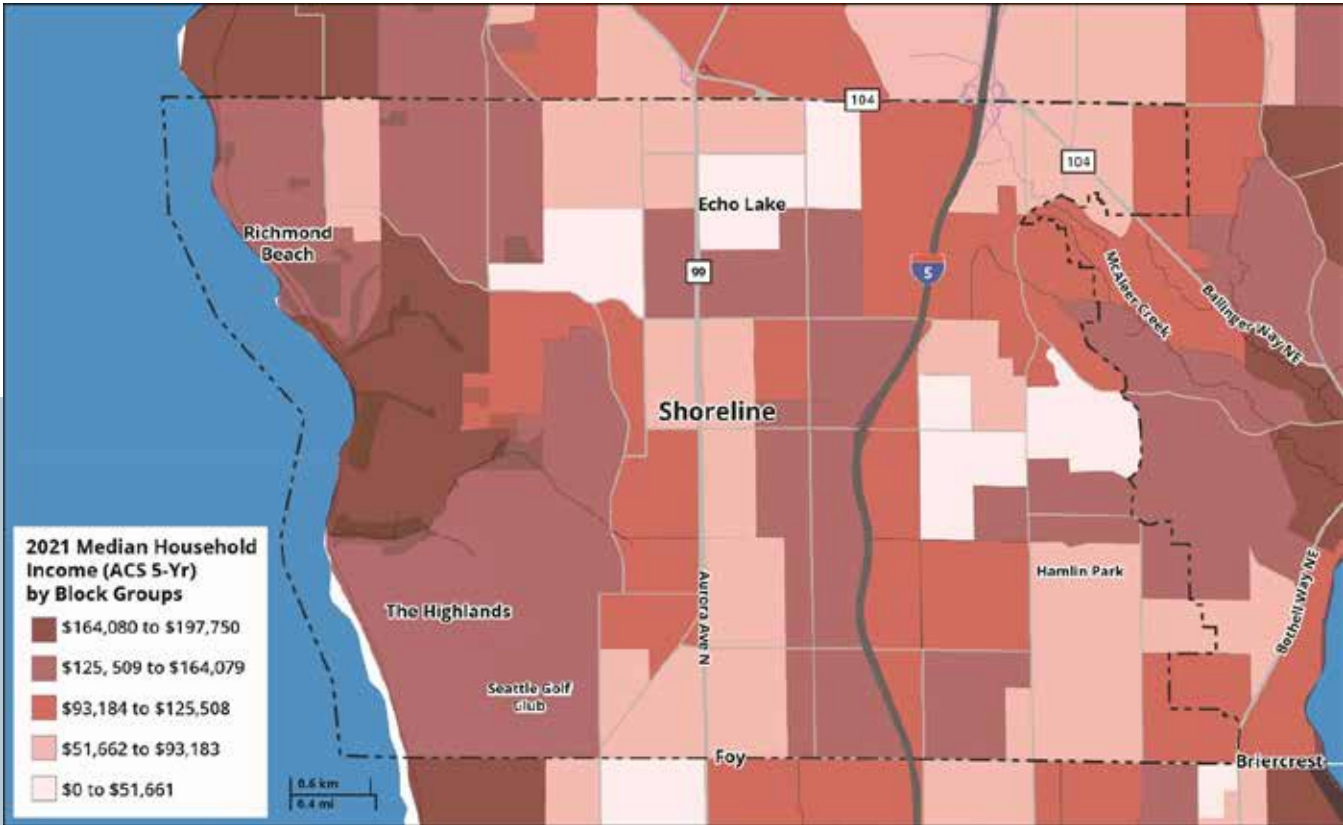


**FIGURE CP-14**  
**Median Income for Shoreline and Neighboring Cities**

<sup>24</sup> U.S. Census, ACS Five-Year Estimates 2021 – Table B19013: Median Household Income in the Past 12 Months, April 2021.

<sup>25</sup> U.S. Census, ACS One-Year Estimates 2021 – Table S1901: Income in the Past 12 Months (In 2021 Inflation-Adjusted Dollars), April 2021.

<sup>26</sup> U.S. Census, ACS Five-Year Estimates 2021 – Table B19055: Social Security Income Households, April 2021.



**FIGURE CP-15**  
**Median Household Income by Census Block Group<sup>27</sup>**

<sup>27</sup> ESRI, ArcGIS Community Analyst, August 2023.



*A couple taking a neighborhood walk*

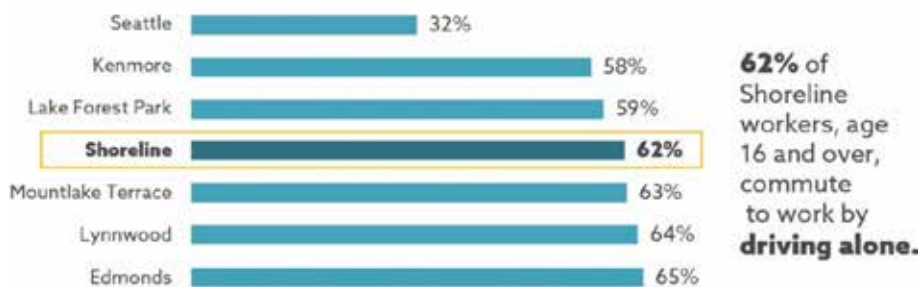


## Commute

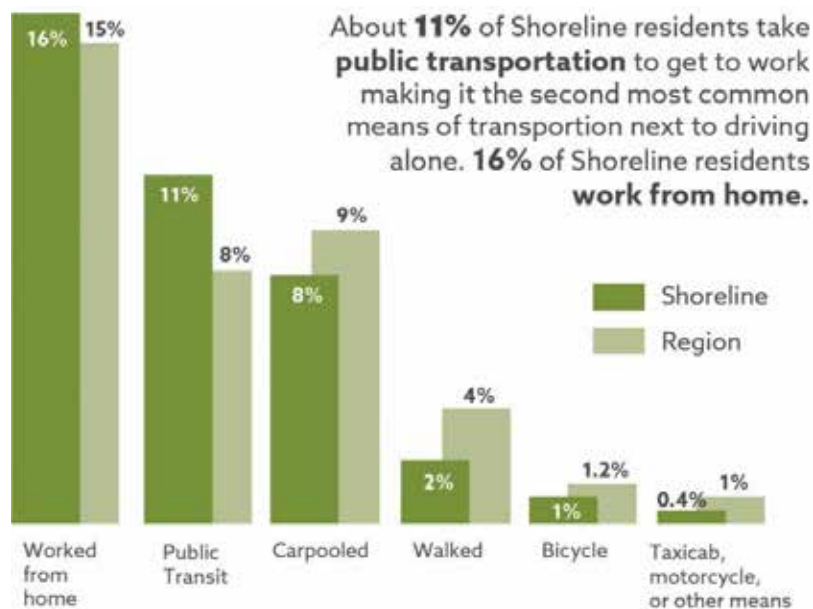
About 62 percent of Shoreline workers, aged 16 and over, commute to work by driving alone. As seen in Figure 16<sup>28</sup>, this is similar to neighboring cities. This same proportion of workers commute by driving alone throughout the region.<sup>29</sup>

However, Shoreline commuters are slightly more likely to commute by public transportation, with 11 percent doing so in Shoreline compared to 8 percent in the region (Figure 17<sup>30</sup>). From 2019 to 2021, the ACS reported an increase of Shoreline residents working from home from 6 percent to 16 percent, nearly identical to the increase seen in the region.<sup>31</sup> This pattern was presumably due to COVID 19 pandemic restrictions at that time, although working from home has continued as a pattern from 2022 to the present in 2024.

According to the 2020 Longitudinal Employer-Household Dynamics (LEHD) survey, only 8 percent of employed Shoreline residents have jobs located in Shoreline.<sup>32</sup>



**FIGURE CP-16**  
**“Drive Alone” Percentages in Shoreline and Neighboring Cities**



**FIGURE CP-17**  
**Commute Type Distribution other than Driving Alone in Shoreline and the Region**

<sup>28</sup> U.S. Census, ACS One-Year Estimates 2021 - Table S0801: Commuting Characteristics by Sex, April 2021.

<sup>29</sup> U.S. Census, ACS Five-Year Estimates 2021 - Table B08006: Means of Transportation to Work, April 2021.

<sup>30</sup> U.S. Census, ACS Five-Year Estimates 2021 - Table B08006: Means of Transportation to Work, April 2021.

<sup>31</sup> U.S. Census, ACS Five-Year Estimates 2019-2021 - Table B08006: Means of Transportation to Work, April 2019 - April 2021.

<sup>32</sup> U.S. Census, Longitudinal Employer-Household Dynamics (LEHD), OnTheMap, April 2020

## Healthcare

Healthcare coverage among residents of Shoreline is relatively strong, with about 96 percent of civilians covered by some form of health insurance. The regionwide rate is about 94 percent. Coverage rates at each income band are also one or two percentage points higher in Shoreline compared to the region.



*Table Tennis at the Recreation Center*

*Bahai of Shoreline*







# Goals and Policies

This section includes the plan goals and policies organized by the following elements: Natural Environment, Land Use; Housing; Economic Development; Community Development; Parks, Recreation & Open Space; Transportation; Utilities; Capital Facilities; and the Shoreline Master Program.

Each element consists of an introduction describing the purpose and intent of the element and the goals and policies that will be used to guide future decision making.



# Natural Environment

## GOALS AND POLICIES







The City of Shoreline exemplifies and encourages **sustainable practices** in our operations and in our community. With a commitment to make the city **even better for future generations**, Shoreline acts as a steward to reduce greenhouse gas emissions, increase tree canopy and access to green spaces, preserve and enhance habitat for fish and wildlife and become a more resilient community facing the climate crisis together.

## Introduction

This element contains goals and policies necessary to support the City's responsibility for protection of the natural environment. This element covers topics such as the protection and enhancement of critical areas, including water sources; clean air, and adapting to and planning for climate change.

In 2023, the Growth Management Act (GMA) passed House Bill 1181, which requires the incorporation of a new element into comprehensive [plans - a Climate Change and Resiliency Element. Shoreline is required to adopt this new element by 2029; however, many of the ideas and strategies that will be included in this new element are already incorporated into the Natural Environment Element as well as other elements of the Comprehensive Plan. The new Climate Change and Resiliency Element will strengthen and expand upon the sustainability and resiliency goals and policies set in this and other elements.

The Natural Environment Element Supporting Analysis section of this Plan contains the background data and analysis that describe the natural environment of the city and provides the foundation for the following goals and policies.

# Goals And Policies

## Goal NE 1

Address the negative environmental impacts of past land use and transportation policies that prioritized auto-oriented development.

**Policy NE 1.1** Reduce the amount of impervious and hardscape surfaces dedicated to motor vehicles including roadways and parking areas in order to minimize heat islands, lower greenhouse gas emissions, lessen the potential for flooding, and reduce pollution.

*This effort will be supported by the Surface Water Master Plan which can be found on the City's [website](#)*

**Policy NE 1.2** Advocate for expansion of mass transit and encourage car-sharing, cycling, and walking to **reduce greenhouse gas emissions**, and as an alternative to dependence on automobiles.

*See **Transportation Policies T1-T12** on **reducing greenhouse gas emissions and climate resiliency in the transportation network**.*

**Policy NE 1.3** Adopt policies, regulations, and processes related to new or existing fossil fuel facilities to protect public safety, protect natural ecosystems, and manage impacts on public services and infrastructure in emergency management, as well as to support resilience planning, capital investment prioritization, comprehensive environmental review, and reduced climate change impacts.

**Policy NE 1.4** Implement an urban heat resilience strategy that includes land use, urban design, urban greening, and waste heat reduction actions. Encourage developments to incorporate designs that reduce urban heat through practices like green roofs, high-albedo materials, and tree preservation.

*Children Playing at Richmond Beach Park*



## Goal NE 2

Lead by example and support efforts to protect and improve the natural environment, protect and preserve environmentally **critical areas**, promote environmental justice, increase community resilience, minimize pollution, and reduce waste of energy and materials.

*Critical areas include geologically hazardous areas, fish and wildlife habitat conservation areas, wetlands and streams, and frequently flooded areas.*

**Policy NE 2.1** Promote infill and concurrent infrastructure improvements in areas that are already developed in order to preserve rural areas, open spaces, established trees, ecological functions, and agricultural lands in the region while also implementing strategies to **minimize displacement** of vulnerable residents and businesses.

*See additional policies on **mitigating displacement risk**: [Policy LU 3.3](#), [Policy H 1.1](#), [Policy ED 2.6](#).*

**Policy NE 2.2** Conduct all City operations to minimize adverse environmental impacts by reducing consumption and waste of energy and materials; minimizing use of toxic and polluting substances; reusing, reducing, and recycling; and disposing of all waste in a safe and responsible manner.

**Policy NE 2.3** Provide development standards that minimize environmental impacts.

**Policy NE 2.4** Continue to identify and map the location of all critical areas and buffers located within Shoreline. If there is a conflict between the mapped location and field information collected during project review, field information that is verified by the City shall govern.

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## Goal NE 2 Continued

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**Policy NE 2.5** Environmentally critical areas may be designated as open space and should be conserved and protected from loss or degradation.

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**Policy NE 2.6** Use the best available science when establishing and implementing environmental standards.

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**Policy NE 2.7** Encourage the transition to a sustainable energy future by reducing demand through efficiency and conservation, supporting the development of energy management technology, and meeting energy needs from sustainable sources.

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**Policy NE 2.8** Support and encourage the production and storage of clean renewable energy.

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**Policy NE 2.9** Take early action to eliminate or control non-native invasive species, especially where invasives threaten native species or ecosystem function or take advantage of climate change.

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**Policy NE 2.10** Establish policy decisions and priorities considering long-term impacts on natural and human environments.

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**Policy NE 2.11** Apply **adaptive management techniques** and clearly communicate findings to the Shoreline community. Use analytical and monitoring tools with performance targets to evaluate investments.

***Adaptive management techniques are centered around making informed decisions based on best available science and the subject-specific data collected. This involves close monitoring, data collection, and analysis to evaluate potential outcomes, and re-evaluate and adjusting planning decisions and actions taken based on the findings.***

**Policy NE 2.12** Create incentives to encourage enhancement and restoration of ecosystems and wildlife habitat on both public and private property through new and existing programs.

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**Policy NE 2.13** Minimize clearing and grading if development is allowed in an environmentally critical area or critical area buffer.

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## Goal NE 3

Protect, enhance, and restore native wildlife habitat to sufficient size and levels of biodiversity to support those native fish and wildlife populations which have co-evolved with these habitats and rely on them for food, shelter, and a place to raise young.

**Policy NE 3.1** Participate in state and regional environmental efforts to preserve habitat and ecosystem functions for salmon, species of local importance, and other threatened and endangered species, including species protection efforts and ensuring that new development and mitigation projects support the State’s **streamflow restoration** law.

*Washington’s **Streamflow Restoration Act** can be found in [RCW 90.94](#).*

**Policy NE 3.2** Coordinate programs to protect and restore habitat and habitat connectivity in order to protect species under stress from climate change. Prioritize efforts that will result in the greatest ecological benefit.

**Policy NE 3.3** Identify and protect wildlife corridors prior to, during, and after land development through public education, incentives, regulation, and code enforcement.

**Policy NE 3.4** Work with volunteers, state and federal agencies, and tribes to identify, prioritize, and eliminate physical barriers and other impediments to anadromous fish spawning and rearing habitat.

**Policy NE 3.5** Restore the structure and function of streams, floodplains, and buffer zones to improve the resilience of streams, reduce flood risk, and increase habitat climate resilience for cold-water fish.

**Policy NE 3.6** Preserve critical wildlife habitat for priority species, including those identified priority habitats by the Washington Department of Fish and Wildlife, through regulation, acquisition, incentives, and other techniques.

## Goal NE 4

Protect clean air and the climate for present and future generations through significant reduction of greenhouse gas emissions to support the Paris Climate Action targets, the Mayor’s Climate Protection Agreement, the Growth Management Act (as updated by House Bill 1181), King County environmental targets, and **City of Shoreline Resolution 494**.

*Shoreline’s Resolution 494, adopted in 2022, declared a climate emergency and directs the City to take accelerated and comprehensive action to address the climate crisis.*

- Policy NE 4.1** Develop and implement policies and programs to reduce greenhouse gas emissions from climate change, increase ecosystem health and carbon sequestration, and increase community resilience and preparedness.
- Policy NE 4.2** Support federal, state, regional, and local policies intended to protect clean air in Shoreline and the Puget Sound area.
- Policy NE 4.3** Reduce the amount of air-borne particulates through continuation and possible expansion of the street-sweeping program, dust abatement on construction sites, tree preservation, education to reduce burning of solid and yard waste, and other methods that address particulate sources.
- Policy NE 4.4** Reduce and mitigate impacts to vulnerable populations and areas that have been disproportionately affected by climate change, noise, light, air pollution, or other environmental impacts
- Policy NE 4.5** Protect and restore natural resources that sequester and store carbon such as forests, farmland, wetlands, estuaries, and urban tree canopy.



*Echo Lake Park*

## Goal NE 5

Preserve, protect, and restore wetlands, aquifers, shorelines, estuaries, and streams for wildlife, appropriate human use for all residents, and the restoration or maintenance of hydrological and ecological processes.

- Policy NE 5.1** Identify and prioritize potential stream enhancement projects through surface water planning and related public participation processes. Enhancement efforts may include daylighting of streams that have been diverted into underground pipes or culverts, removal of anadromous fish barriers, or other options to restore aquatic environments to a natural state.
- Policy NE 5.2** Manage water resources sustainably in the face of climate change through smart irrigation, stormwater management, preventative maintenance, water conservation and wastewater reuse, plant selection, and landscape management.
- Policy NE 5.3** Seek to minimize risks to people and properties in geological and flood hazard areas through regulatory standards, holistic management, technology, data, and education.
- Policy NE 5.4** Create a plan for tsunamis and tsunami-related impacts.

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## Goal NE 5 Continued

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**Policy NE 5.5** Prioritize the resolution of flooding problems based on public safety risk, property damage, and flooding frequency, ensuring that problems are **resolved equitably** across the city.

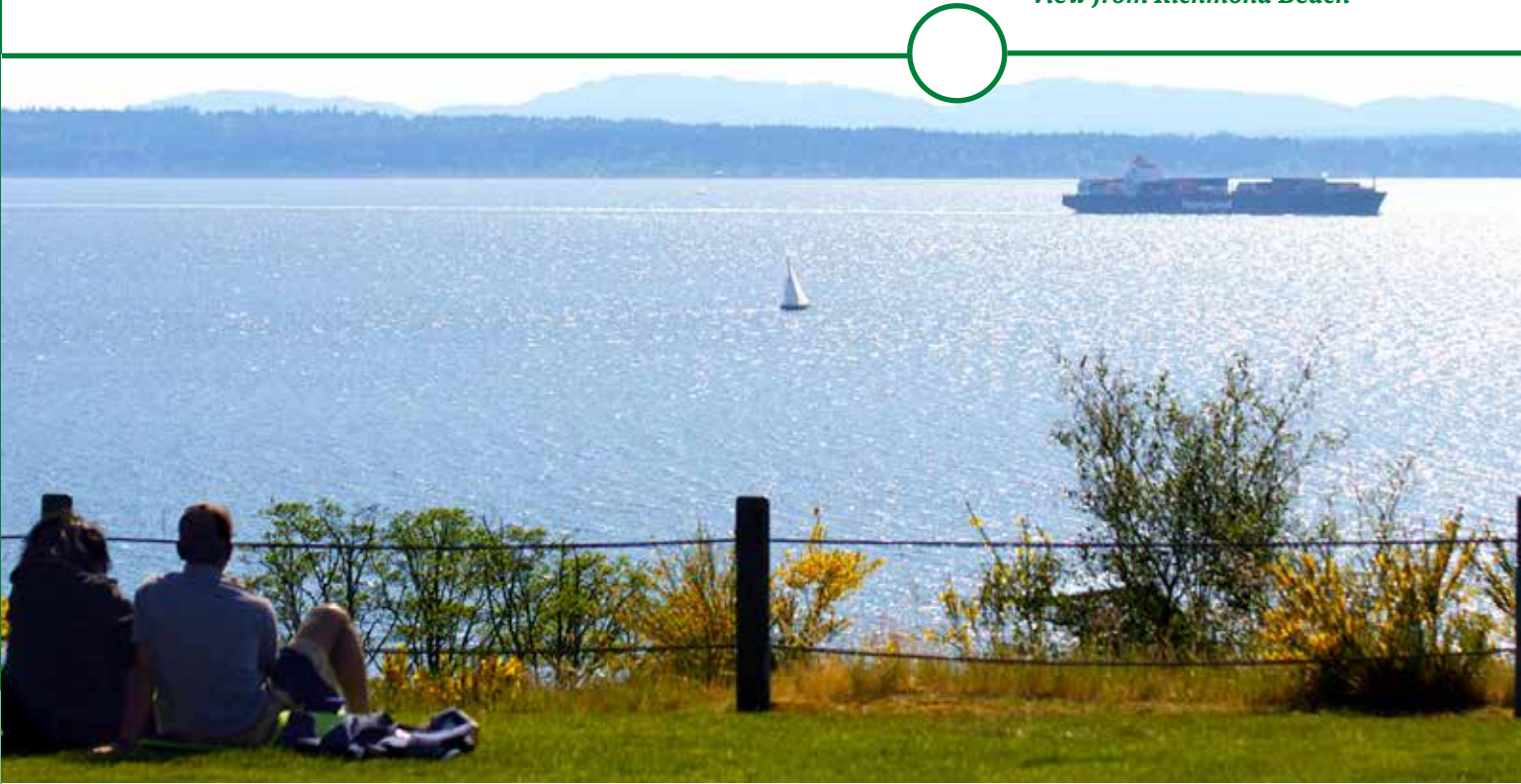
*Equitably resolving flooding problems throughout the City include addressing physical impacts citywide while prioritizing actions based on historical inequities in how past problems were resolved.*

**Policy NE 5.6** Mitigate sea level rise impacts by siting and planning for relocation of hazardous industries and essential public services away from the 500- year floodplain.

**Policy NE 5.7** Seek to protect critical aquifer recharge areas through regulatory standards.

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*View from Richmond Beach*





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## Goal NE 6

Empower individuals, businesses, and community organizations through education and outreach to increase understanding, stewardship, and protection of the natural environment.

**Policy NE 6.1** Protect and enhance the environment using integrated and interdisciplinary approaches to environmental assessment and planning in coordination with other governmental agencies, adjacent communities, Tribes, non-profit organizations, and other interested parties.

**Policy NE 6.2** Protect, enhance, and restore ecosystems in order to meet tribal treaty rights and conserve culturally important consumptive and non-consumptive resources including foods, medicinal plants, and materials that could be adversely impacted by climate change.

**Policy NE 6.3** Educate the public on best management practices, including the importance of reducing toxic pesticide and chemical fertilizer use, and promote alternatives that minimize risks to human health and the environment.

**Policy NE 6.4** Establish a comprehensive community resilience program, including evacuation plans and outreach materials, resilience hubs to support residents and distribute resources, and a notification alerts system to reduce the risk exposure to wildfire smoke and particulate matter.

**Policy NE 6.5** Promote public education and encourage preparation in areas that are potentially susceptible to geological and flood hazards.

**Policy NE 6.6** Inform landowners about site development, drainage, and yard maintenance practices that affect slope stability and water quality

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*Bikers on the Interurban Trail*

## Goal NE 7

Maintain and increase the urban tree canopy to provide wildlife habitat, support community resilience, mitigate urban heat, manage stormwater, conserve energy, protect and improve mental and physical health, and strengthen economic prosperity. Prioritize areas of low tree canopy coverage where Black, Indigenous, and other People of Color communities; low-income populations; and other frontline community members live, work, and play.

**Policy NE 7.1** Minimize the removal of healthy trees, encourage planting of native and low-maintenance species, and work with partners to support long-term restoration and carbon sequestration.

**Policy NE 7.2** Update **urban forestry planning resources** to be resilient to climate change.

*Shoreline's **Urban Forest Strategic Plan** can be found on the [City's website](#).*

**Policy NE 7.3** Prioritize funding for frontline communities that are hurt first and worst by climate change.

**Policy NE 7.4** Regularly review the tree code through the lenses of property rights, climate change resilience and adaptation, and equity.

**Policy NE 7.5** Develop educational materials, incentives, policies, and regulations to conserve native vegetation on public and private land for wildlife habitat, erosion control, and human enjoyment. Establish regulations to protect mature trees and other native vegetation from the adverse impacts of development.

**Policy NE 7.6** Consider establishing protective regulations for exceptionally large native trees.

## Goal NE 8

Support the need for all residents of the region, regardless of race, social, or economic status, to have clean air, clean water, and other elements of a healthy environment.

**Policy NE 8.1** Provide additional public access to Shoreline’s natural features, including the Puget Sound shoreline.

**Policy NE 8.2** Develop and maintain local government staff members’ technical expertise and skills related to climate change and environmental justice to improve communitywide policy implementation, equity, and resilience.

**Policy NE 8.3** Encourage local food production, distribution, and choice through the support of community gardens, **farmers markets**, and other initiatives.

*More information about Shoreline’s **Farmer’s Market** can be found on the [Market’s website](#).*

## Goal NE 9

Protect and restore watershed-scale processes to maximize the ecological benefits and climate resilience of riparian ecosystems.

**Policy NE 9.1** Mitigate drainage, erosion, siltation, and landslide impacts, while encouraging native vegetation and preservation of established trees.

**Policy NE 9.2** Conserve and protect groundwater resources.

**Policy NE 9.3** Designate, protect, and enhance significant open spaces, natural resources, established trees, and critical areas through mechanisms, such as the review and comment of countywide planning policies and local plans and provisions.

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## Goal NE 9 Continued

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**Policy NE 9.4** Protect and restore wetlands and corridors between wetlands to foster resilience to climate impacts in each drainage basin, prioritizing the restoration of existing degraded wetlands and striving for no net loss of wetland functions and values.

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## Goal NE 10

Identify and address the impacts of climate change on the region's hydrological systems in collaboration with regional partners.

**Policy NE 10.1** Advance state, regional, and local actions that support resilience and adaptation to climate change by identifying and addressing the impacts of climate change and natural hazards on water, land, infrastructure, health, and the economy. Prioritize actions that protect the most vulnerable populations and increase environmental justice.

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**Policy NE 10.2** Support basin stewardship programs and collaborate with the other agencies, organizations, and the general public to prevent adverse surface water impacts and to identify opportunities for habitat and watershed improvements.

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**Policy NE 10.3** Support multijurisdictional approaches for funding and monitoring water quality, quantity, biological conditions, and outcome measures and for improving the efficiency and effectiveness of monitoring efforts.

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## Goal NE 11

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Plan for development patterns and green infrastructure solutions that minimize greenhouse gas emissions to reduce climate-altering pollution and increase resilience of communities to climate change impacts. Prioritize neighborhoods with historical underinvestment in green infrastructure.

**Policy NE 11.1** Remove regulatory barriers and create incentives to retrofit existing buildings, provide ongoing maintenance, encourage the use of building methods documented to be sustainable, and use low greenhouse gas producing materials that may reduce impacts on the natural environment and reduce building energy use.

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**Policy NE 11.2** Preserve environmental quality by taking into account the land's suitability for development and directing intense development away from critical areas and/or promoting the use of environmentally sensitive development practices and best available science.

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**Policy NE 11.3** Advise public and private projects to incorporate locally appropriate, low-impact development approaches developed using a watershed planning framework for managing stormwater, protecting water quality, minimizing flooding and erosion, preserving established trees, protecting habitat, and reducing greenhouse gas emissions.

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**Policy NE 11.4** Design infrastructure that mimics natural ecological processes into projects. Continue to require that natural and on-site solutions, such as stormwater infiltration and rain gardens, be proven infeasible before considering engineered solutions, such as detention.

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# Land Use

## GOALS AND POLICIES





In order to grow together and achieve Shoreline’s vision for the future as a place where people of all ages, abilities, cultures, income levels and backgrounds are able to thrive Shoreline plans for land use that is responsive to community needs. A community’s use of land can **foster connections in a welcoming, safe and sustainable community** where people’s needs can be met at all stages of life.

## Introduction

Land use describes the human use of land, involving the modification of the natural environment into the built environment. Land use designations delineate a range of potentially appropriate zoning categories, and more broadly define standards for allowable uses and intensity of development. The combination and location of residential neighborhoods, commercial centers, schools, churches, natural areas, regional facilities, and other uses is important in determining the character of Shoreline. The pattern of how property is designated in different parts of the city directly affects quality of life regarding recreation, employment opportunities, environmental health, physical health, property values, safety, and other important factors.

This element contains the goals and policies necessary to support the City’s responsibility for managing land uses and to implement regulations, guidelines, and programs effecting the city’s development and land use patterns. The Land Use policies contained in this element, along with the Comprehensive Plan Map (Figure LU-2), identify the intensity of development and density recommended for each area of the city. These designations help to achieve the City’s vision by providing for sustainable growth that encourages housing choice; locates population centers adjacent to transit and services; provides areas within the city to grow businesses, services, jobs, and entertainment; respects existing neighborhoods; provides for appropriate transitions between uses with differing intensities; safeguards the environment; and maintains Shoreline’s sense of community. The goals and policies of this element also address identifying Essential Public Facilities.

The Land Use Element Supporting Analysis section of this Plan contains the background data and analysis that describe the physical characteristics of the city, describes how the city’s strategy for meeting its allocated growth targets, and provides the foundation for the following goals and policies.

# Goals And Policies

## Goal LU 1

Establish land use patterns that accommodate growth and promote well-connected neighborhoods and accessibility to goods, services, multimodal transportation, and amenities.

- Policy LU 1.1** Regularly assess whether the city's land capacity is sufficient to support the countywide allocated population and employment growth.
- Policy LU 1.2** Encourage land use patterns that provide opportunities to walk, bike, and use transit to access goods, services, education, employment, and recreation.
- Policy LU 1.3** Encourage the redevelopment of key, underdeveloped properties through incentives and public/private partnerships that address the needs of community, while mitigating potential environmental and displacement impacts.
- Policy LU 1.4** Coordinate with other agencies on matters that cross jurisdictional boundaries to encourage continuous land use patterns, natural systems, and transportation infrastructure.
- Policy LU 1.5** Update Development Code regulations to focus primarily on building form, allowing for more flexibility in uses while providing strong guidelines for the physical form of private developments and the public realm.



*'Shoreline Walks' at Hamlin Park*



## Goal LU 2

**Plan for and accommodate anticipated population growth to create a welcoming and complete community while mitigating potential environmental and displacement impacts.**

**Policy LU 2.1** Encourage residential development standards that promote quality development, inclusive neighborhoods, and minimize potential displacement impacts.

**Policy LU 2.2** Allow for small-scale commercial activity areas within residential neighborhoods that provide opportunities for employment and convenient access to daily goods, services, and amenities.

**Policy LU 2.3** Encourage a broad range of affordable housing types to meet the diverse needs of the community.

*See the **Housing Element** for more policies on how the city is approaching affordable housing.*

**Policy LU 2.4** Enact regulations that protect native trees to increase the city's climate resiliency and encourage the use of natural boundaries to act as buffers and guides to development locations and infrastructure improvements.

*See more policies related to tree preservation and Shoreline's urban forest in the **Natural Environment Element**.*

**Policy LU 2.5** Allow clustering of residential units and promote the use of low-impact development techniques to preserve open space, trees, and reduce surface water run-off.

**Policy LU 2.6** Require developments to incorporate best management and low-impact development practices in efforts to protect the quality and quantity of groundwater used for the public water system.

**Policy LU 2.7** Incorporate environmental justice practices into all planning decisions, including taking efforts to avoid creating or worsening environmental health disparities.

## Goal LU 3

Encourage the development of subareas, neighborhood centers, and corridors that provide a variety of housing choices, shopping, dining, entertainment, recreation, gathering spaces, employment, and services.

**Policy LU 3.1** Promote design standards and development regulations which reduce potential environmental and health impacts such as noise and glare.

**Policy LU 3.2** Within the first six months of 2025, update Development Code regulations to eliminate minimum parking ratios and encourage flexible parking configurations, such as shared parking, to reduce the amount of land dedicated to automobile parking.

**Policy LU 3.3** Evaluate the potential physical, economic, and cultural displacement of residents and businesses, particularly for vulnerable and over-burdened communities, and use a range of strategies to **mitigate displacement** impacts.

*See additional policies on **mitigating displacement risk**: **Policy NE 2.1**, **Policy H 1.1**, **Policy ED 2.6**.*

**Policy LU 3.4** Continue to implement and further develop specific regulations to support active ground floor uses on appropriate streets and locations to promote vibrant pedestrian corridors.

**Policy LU 3.5** Continue to implement, and update as needed, the city's existing subarea and other adopted plans, including those for Aldercrest, Southeast Neighborhoods, Town Center, Shoreline Place, 185th Street Station, and 145th Street Station Subareas.

**Policy LU 3.6** Evaluate subarea plans for areas, including but not limited to, that possess unique characteristics, strong economic interests, lack of services, and/or areas identified as an important fixture in the community.

**Policy LU 3.7** Develop design standards that enhances pedestrian compatibility with drive-thru restaurants and minimizes their impact on surrounding uses.

**Policy LU 3.8** Develop standards for parking, including construction parking, delivery, loading, and solid waste storage and staging that reduce the construction and ongoing impact of larger multifamily or commercial developments on the right of way including transit users, cyclists, pedestrians and drivers.

## Goal LU 4

Promote a mix of transit-supportive uses in **high-capacity transit areas** that will enhance livability and vibrancy to contribute to Shoreline’s social, environmental, and economical sustainability.

*High-capacity transit area include areas around LINK Light Rail stations and Bus Rapid Transit (BRT) stops.*

**Policy LU 4.1** Collaborate with regional transit providers to design transit stations, stops, 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.

*See the **Transportation Element** for more policies related to transportation and transit supportive infrastructure.*

**Policy LU 4.2** Coordinate with regional transit providers, neighborhood groups, business owners, and other diverse interests to identify additional design and amenity improvements that can be efficiently constructed in conjunction with high-capacity transit areas.

**Policy LU 4.3** Plan for and increase **transit-supportive land uses** and densities that maximize benefits of transit investments in high-capacity transit areas.

*The **185th Station Area** and **145th Station Area** plans are key examples of transit-supportive planning efforts.*

**Policy LU 4.4** Encourage mixed-use developments along transit corridors that create housing affordable to households of all sizes and incomes and are well connected to neighborhood centers with a range of transportation options.

**Policy LU 4.5** Create strategies, in partnership with the neighborhoods adjoining high-capacity transit areas, for the transition to more compact and transit supportive land uses.

**Policy LU 4.6** Encourage high-capacity transit areas to serve the greatest number of people traveling to, from, and within Shoreline, by promoting, where appropriate, residential densities with a mix of commercial and office uses, and multi-modal transportation facilities.

## Goal LU 4 Continued

- Policy LU 4.7** Encourage development of high-capacity transit areas that provide a transition from more intense multi-family, mixed-use, and commercial development to surrounding lower-intensity residential areas.
- Policy LU 4.8** Evaluate the potential physical, economic, and cultural displacement of marginalized residents and businesses in high-capacity transit station areas and use a range of strategies to mitigate displacement impacts.
- Policy LU 4.9** Promote the redevelopment of the Aurora Corridor from a commercial strip to a street with distinct centers that have a variety of activities and interests, while considering and using a range of strategies to mitigate potential displacement impacts.
- Policy LU 4.10 Design** transit-oriented areas to include non-motorized corridors accessible to the public, providing frequent connectivity for bicyclists and pedestrians to key destinations and transit stations. These corridors should be connected with surrounding bicycle and sidewalk networks.

*See the **Community Development Element** for more policies on urban design.*

## Goal LU 5

**Support and encourage emerging sustainable technologies and industries to enhance the city’s resiliency to climate change impacts, including those to social, economic, and the built environment.**

- Policy LU 5.1** Educate the community about development concepts, policies, and practices that support sustainability, including incentives and programs supported by the City and its partners.
- Policy LU 5.2** Continue providing incentives to residents and businesses that improve building energy performance and/or incorporate onsite renewable energy.

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## Goal LU 5 Continued

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**Policy LU 5.3** Support regional and state Transfer of Development Rights (TDR) programs throughout the city where infrastructure improvements are needed, and where additional density, height, and bulk standards can be accommodated.

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**Policy LU 5.4** Allow for a range of emerging clean industries and light manufacturing uses and develop standards for use and design.

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## Goal LU 6

**Establish a process, consistent with the Growth Management Act, to identify and equitably site essential public facilities within the City of Shoreline.**

**Policy LU 6.1** Site or expand essential public facilities identified in the Growth Management or by the City of Shoreline using a permitting process that incorporates broad public involvement, especially from historically marginalized and disproportionately burdened communities; that reduces and provides for mitigation of adverse social, environmental, and economic impacts on the City and its residents; and that equitably disperses impacts and benefits while supporting the goals and policies of the Comprehensive Plan.

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**Policy LU 6.2** Consider climate change, economic, equity, and health impacts when siting, expanding, and building essential public services and facilities.

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**Policy LU 6.3** Work to establish a cooperative interjurisdictional approach to the siting or expansion of essential public facilities with state, county, and local governmental agencies in alignment with the multi-county and county-wide planning policies. Such approach should allow for public involvement in the site selection process and review of the impacts and benefits of essential public facility.

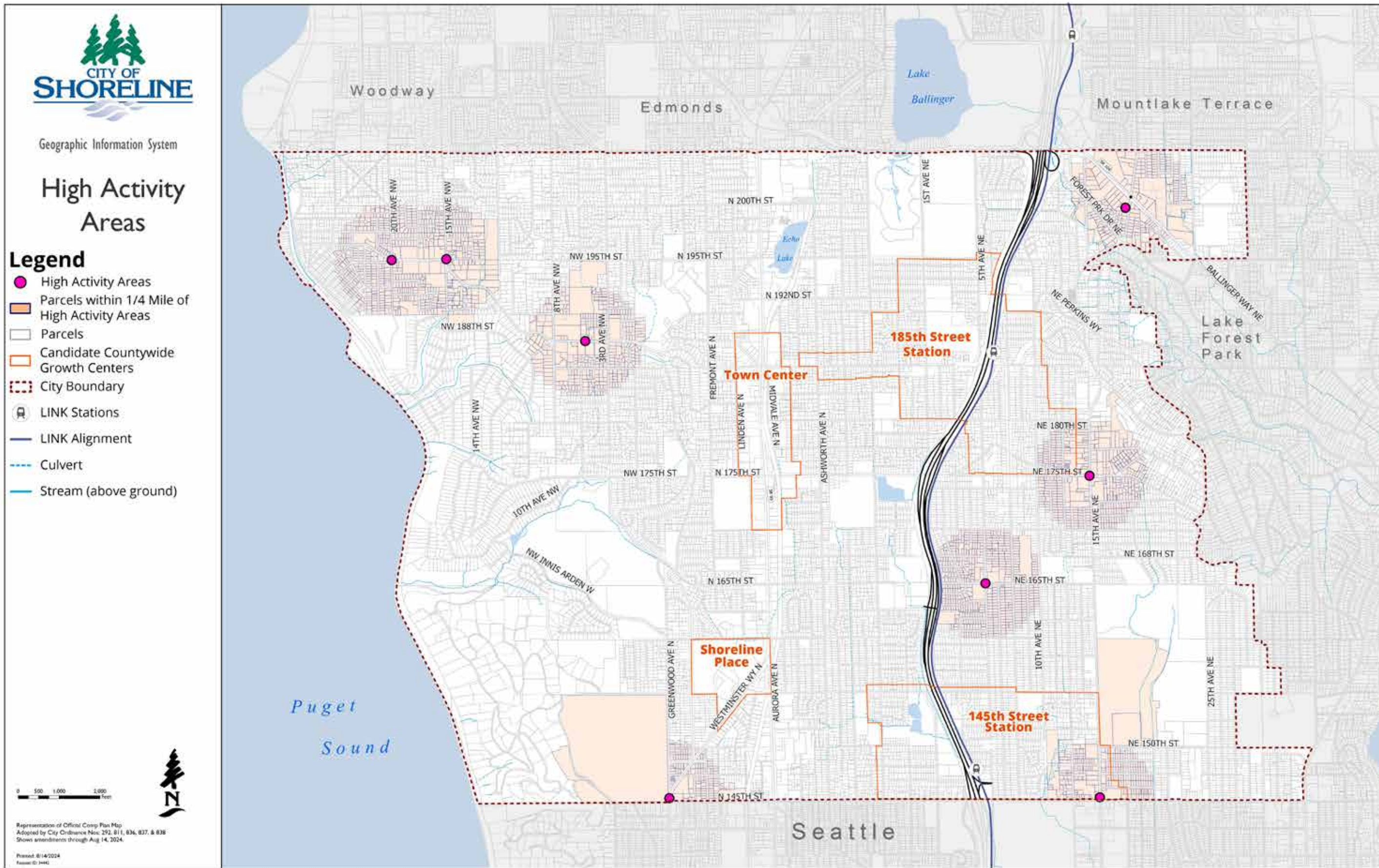
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## Goal LU 7

Nominate and provide supporting application materials for designating a **Countywide Center** (or Centers) in Shoreline, as defined by the King County Countywide Planning Policies.

*Countywide growth centers serve important roles as places for equitably concentrating jobs, housing, shopping, and recreational opportunities. These are often smaller downtowns, high-capacity transit station areas, or neighborhood centers that are linked by transit, provide a mix of housing and services, and serve as focal points for local and county investment. Countywide Growth Centers are designated for areas that already have high density mixed use development, or areas that have been planned for high density mixed use development.*

- Policy LU 7.1** Propose the potential Town Center Countywide Center to be the vibrant civic heart of the City, with a mix of housing and shopping options, thriving businesses, and public spaces.
- Policy LU 3.2** Propose the potential Shoreline Place Countywide Center to be an economically vibrant district and, providing an extensive shopping experience, conveniently connected by transit and the Interurban Trail.
- Policy LU 7.3** Propose the potential 145th Station Area Countywide Center to be the new southern hub providing a vibrant mix of housing, job, and recreation opportunities.
- Policy LU 7.4** Propose the potential 185th Station Area Countywide Center to be the new northern hub providing a vibrant mix of housing, job, and recreation opportunities, while connecting Shoreline Center to the greater region.



**FIGURE LUA-1**  
Subarea Plans and Neighborhood Centers

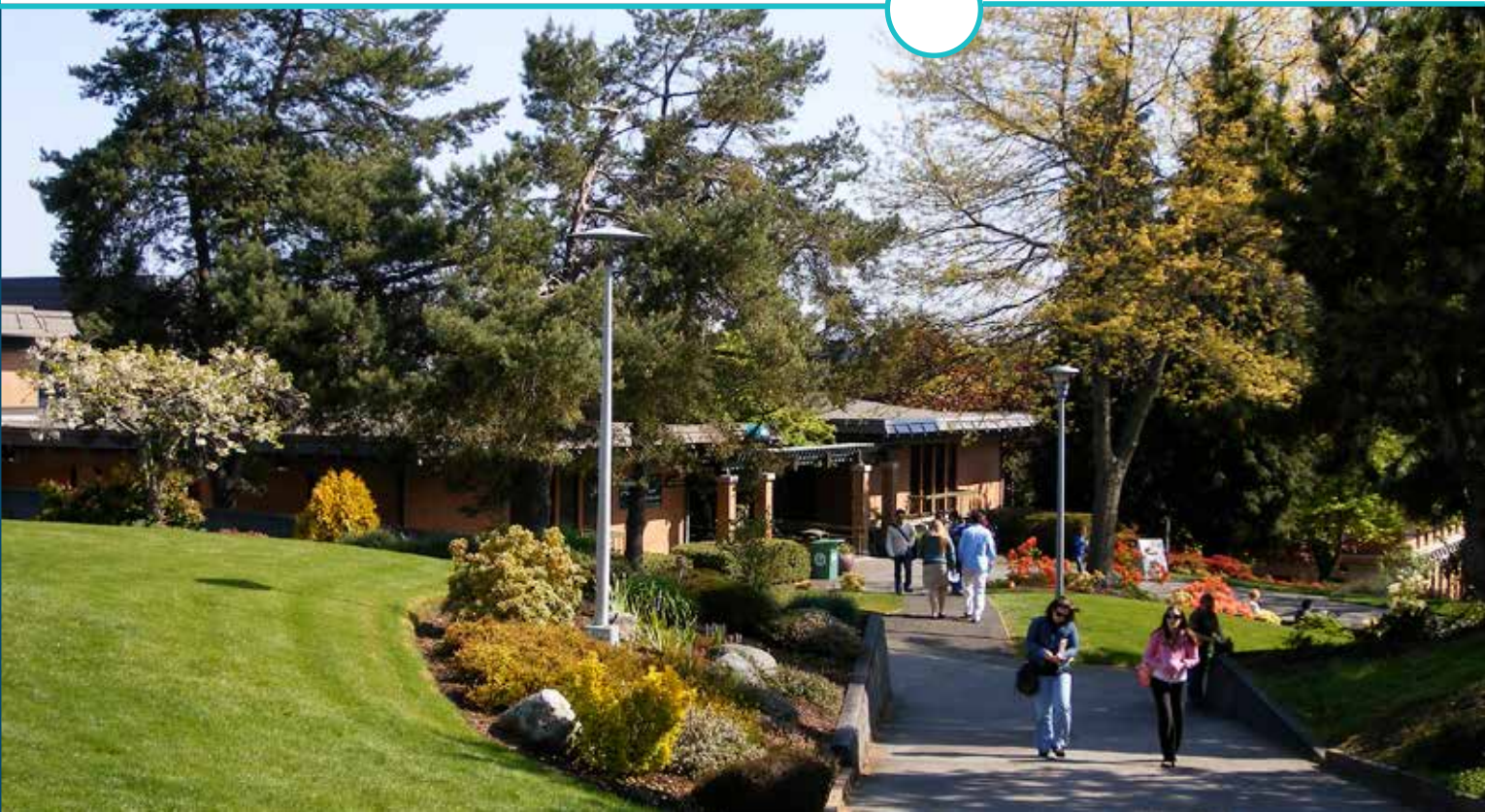
## Goal LU 8

**Encourage and maintain interjurisdictional cooperation with neighboring cities to address cross-jurisdictional impacts of land uses and development.**

**Policy LU 8.1** Encourage the use of interlocal agreements to address impacts arising from land uses and development that cross jurisdictional boundaries, such as impacts related to the natural environment, capital facilities, transportation, and public services.

**Policy LU 8.2** Maintain the cooperation developed with the 2019 Settlement and Interlocal Agreement entered into between the City and the Town of Woodway and with the 2023 Interlocal Annexation Agreement between Woodway, Snohomish County, the City, and Olympic View Water and Sewer District, in regard to comprehensive planning, development regulations, and permitting.

*Shoreline Community College*





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## Goal LU 9

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**Provide clear purpose for land use designations and locations throughout the city, to remain consistent with the Comprehensive Land Use Map and the Growth Management Act.**

**Policy LU 9.1** The Neighborhood Residential-3 (NR3) designation includes a mix of housing types in buildings that are similar in scale to a detached house, many of which are detached, and together form an open feel. This land use designation is typically further from employment and/or commercial areas and is either not served by transit or has low levels of transit service or is encumbered by critical areas. Limited neighborhood-scale commercial uses may be permitted where appropriate to serve nearby residents. The implementing zoning for this land use designation is Neighborhood Residential 3.

**Policy LU 9.2** The Neighborhood Residential-2 (NR2) designation includes a mix of housing types in buildings similar in scale to a detached house, many of which are close to each other or attached, and together form a compact feel. This land use designation is typically near employment and/or commercial areas, where low-to high-levels of transit service are present or likely. Some neighborhood-scale commercial uses are permitted in this land use designation to serve nearby residents. This designation may also serve as a transition between lower intensity residential designations and higher-intensity residential or commercial land use designations. The implementing zoning for this land use designation is Neighborhood Residential 2.

**Policy LU 9.3** The Neighborhood Residential-1 (NR1) designation includes a wide variety of housing types, most of which are attached, and/or stacked in buildings greater than three stories in height. This land use designation is typically near employment and/or commercial areas, where high levels of transit service are present or likely. Some commercial activities are permitted in this land use designation. This designation serves as a transition between lower-intensity residential land use designations and mixed-use, commercial or other higher-intensity land use designations. The implementing zoning for this land use designation is Neighborhood Residential 1.

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## Goal LU 9 Continued

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**Policy LU 9.4** The Mixed-Use 1 (MU1) designation integrates a wide variety of non-residential uses and mixed use residential with active ground-floor uses along major arterials. This land use designation is the most intensive employment and/or commercial area where high levels of transit service are present or likely. Commercial uses that serve the larger region are permitted. Larger mixed-use residential buildings are permitted to encourage abundant housing near transit, jobs and services. The implementing zone for this designation is Mixed Business.

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**Policy LU 9.5** The Mixed-Use 2 (MU2) designation encourages the development of walkable neighborhoods integrating a wide variety of non-residential uses and some larger attached housing types with an emphasis on mixed-use buildings. This land use designation is an employment and/or commercial area where high levels of transit service are present or likely. Commercial uses that serve nearby neighborhoods and residents are permitted. More intensive commercial or manufacturing uses that generate light, glare, noise or odor are not permitted. Larger mixed use residential buildings are permitted to establish vibrant neighborhood centers. The implementing zones for this designation are Community Business and Neighborhood Business.

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**Policy LU 9.6** The Station Area 1 (SA1) designation includes a mix of transit supportive land uses and developments, creating a compact and urban setting. This land use designation encourages Transit Oriented Development (TOD) in close proximity of the 185th/Shoreline North Light Rail Stations and 148th/Shoreline South Light Rail Station at I-5 and 185th Street and I-5 and 145th Street. The SA1 designation is intended to support high density residential, a mix of uses, reduced parking standards, public amenities, commercial and office uses that support the stations and residents of the light rail station areas. The implementing zone for this designation is Mixed Use Residential 70' (MUR-70').

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**Policy LU 9.7** The Station Area 2 (SA2) designation includes a mix of transit supportive land uses and developments, creating a compact and urban setting. This land use designation encourages Transit Oriented Development (TOD) in areas surrounding the 185th/Shoreline North Light Rail Station and 148th/Shoreline South Light Rail Station future light rail stations at I-5 and 185th Street and I-5 and 145th Street. The SA2 designation is intended to provide a transition from the SA1 designation. The implementing zone for this designation is Mixed Use Residential 45' (MUR-45').

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## Goal LU 9 Continued

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**Policy LU 9.8** The Station Area 3 (SA3) designation includes a mix of transit supportive land uses and developments, creating a compact and urban setting. This land use designation encourages Transit Oriented Development (TOD) in area is surrounding the 185th/Shoreline North Light Rail Station and the 148th/Shoreline South Light Rail Station. the future light rail stations at I-5 and 185th and I-5 and 145th. The SA3 designation is intended to provide a transition from the SA1 and SA2 designation to lower density designations. The implementing zone for this designation is Mixed Use Residential 35' (MUR-35').

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**Policy LU 9.9** The Town Center designation applies to the area along the Aurora corridor between N 170th Street and N 188th Street and between Stone Avenue N and Linden Avenue N, and provides for a mix of uses, including retail, service, office, and residential with greater densities.

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**Policy LU 9.10** The Public Facilities land use designation applies to a number of current or proposed facilities within the community. If the use becomes discontinued, underlying zoning shall remain unless adjusted by a formal amendment.

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**Policy LU 9.11** The Public and Private Open Space land use designation applies to public and privately owned open space. This designation typically contains parks, tracts dedicated for purposes of protecting environmentally critical areas, wildlife, and open space areas, and uses such as cemeteries and golf courses. The implementing zones for this designation will be determined through a study and creation of an appropriate zoning designation. Until such time, the underlying zoning for this designation would remain.

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**Policy LU 9.12** The Campus land use designation applies to four institutions within the community that serve a regional clientele on a large campus. Existing uses in these areas constitute allowed uses in the City's Development Code. All development within the Campus land use designations shall be governed by a Master Development Plan Permit.

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Geographic Information System

# Land Use Designations

## Legend

- City Boundary
- LINK Stations
- LINK Alignment
- Culvert
- Stream (above ground)

## Comprehensive Plan Land Use

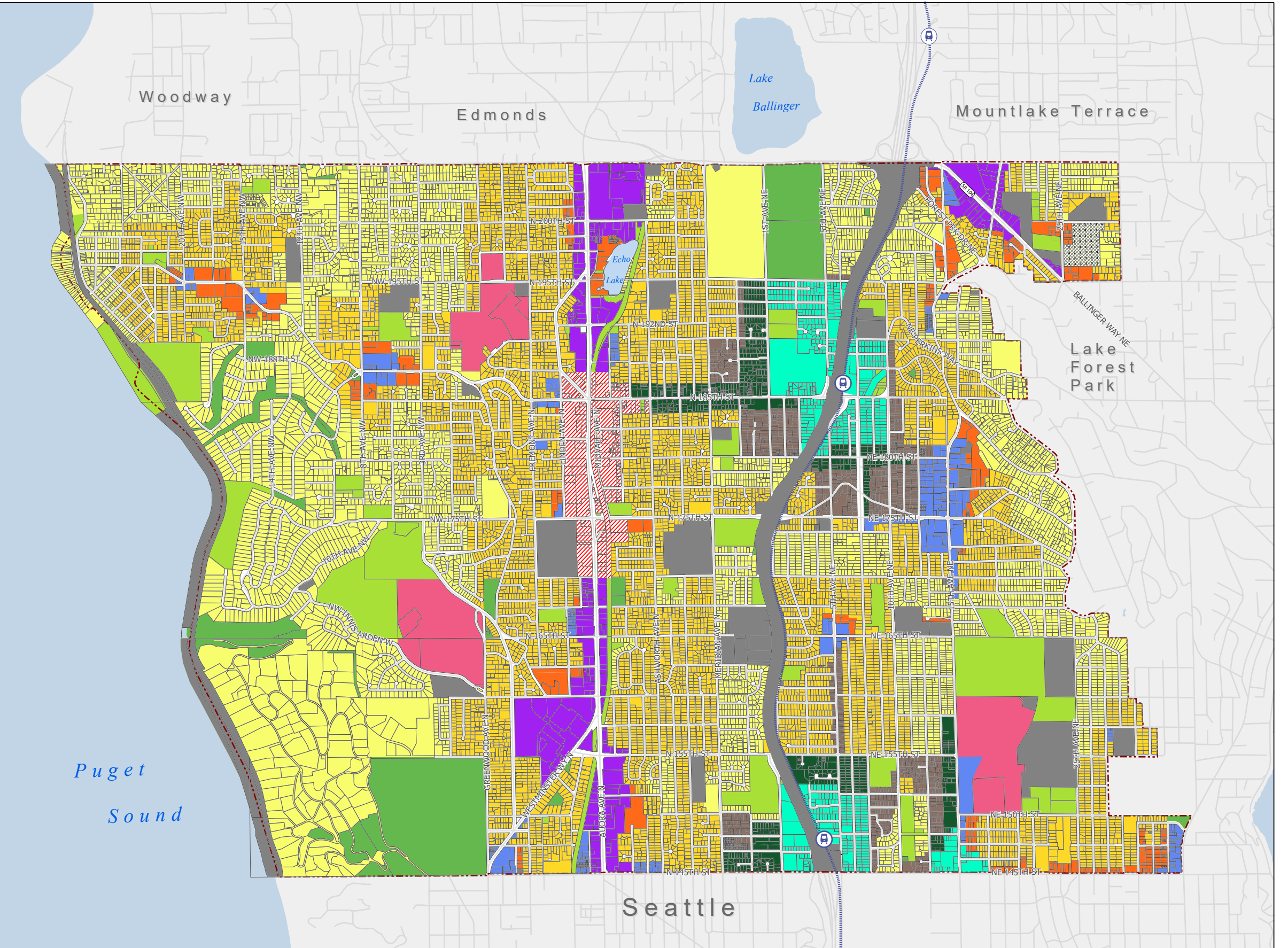
- Station Area 1
- Station Area 2
- Station Area 3
- Neighborhood Residential 1
- Neighborhood Residential 2
- Neighborhood Residential 3
- Institution / Campus
- Planned Area 3
- Mixed Use 1
- Mixed Use 2
- Town Center District
- Public Facility
- Public Open Space
- Private Open Space

0 500 1,000 2,000 Feet



Representation of Official Comp Plan Map  
Adopted by City Ordinance Nos: 292, 811, 836, 837, 838, & 1026  
Shows amendments through Dec 16, 2024.

Printed: 12/16/2024



# Housing

## GOALS AND POLICIES





Housing is a critical component of creating a welcoming community. In order to be a **leader in anti-racism and sustainability** Shoreline is pursuing a greater diversity of housing choices for people at all income levels and stages of life. With clear-eyed acknowledgement of past harms housing policies have created including racially disparate impacts, displacement and exclusion Shoreline is seeking to undo those harms to meet it's vision for the future.

## Introduction

This Housing Element contains the goals and policies that identify steps the City of Shoreline can take to address housing needs of the community. These steps are intended to ensure the vitality of the existing housing stock, estimate current and future housing needs, and provide direction to implement programs that satisfy those needs consistent with the goals and requirements of the Growth Management Act (GMA). Specifically, the housing goal stated in the GMA is to:

**“Promote a variety of residential densities and housing types, planning for and accommodating housing affordable to all economic segments of the population, and preservation of existing housing stock.”**

The GMA, Puget Sound Regional Council’s (PSRC) Multicounty Planning Policies (CCPs), and King County’s Countywide Planning Policies (CPPs) encourage 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. Washington State Legislature also passed several Housing Bills directing jurisdictions to address housing affordability and availability in different ways. Below are examples of a few of the recent housing bills focused on availability and affordability of housing:

- **HB 1220** - In 2021, the Washington Legislature changed the way cities and counties are required to plan for housing. For the first time, local jurisdictions are required to plan for and accommodate housing that is affordable to all income levels. This differs from a previous approach which was to have jurisdictions “encourage” affordable housing. This bill takes a jurisdiction’s allocated housing growth targets and separates them into different income bands. The jurisdiction must then demonstrate how they will accommodate or allow for housing available to each of these income bands. See the Housing Element Supporting Analysis section for more information.

- **HB 1110** - In 2023, the Washington State Legislature approved HB 1110, aiming to promote urban densification and expand the range of housing options available. Specifically, this legislation requires jurisdictions to provide further support for “middle housing” - dwelling types that bridge the gap between large, detached single-family homes and expansive multi-family complexes. Middle housing includes duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, and cottage housing.
- **HB 1337** - In 2023, HB 1337 was enacted with the intent to reduce obstacles to the construction and use of Accessory Dwelling Units (ADUs). This legislation mandates that cities and counties to allow for two ADUs on all lots that allow for single-family homes. The bill also encourages cities and counties to implement further measures to promote the construction of ADUs.

The City’s 2021 Housing Action Plan (HAP) explores City-led actions to support housing affordability for Shoreline’s current and future residents. The Housing Element Supporting Analysis section of this Plan contains the background data and analysis that describe the current and future housing needs of City of Shoreline residents, and provides the foundation for the following goals and policies.



*Pedestrians  
walking outside  
City Hall*



# Goals And Policies

## Goal H 1

Provide sufficient development capacity throughout the city to meet or exceed 2044 King County and regional housing allocations including targets for **extremely low-, low-, and moderate-income households** and emergency housing and annually monitor progress towards meeting these targets.

*What do these income levels mean?*

*These household income levels are determined by different percentages of the average annual median income (AMI).*

*What is the AMI in Shoreline?*

*The AMI that applies to Shoreline is based on county-wide analysis. King County's AMI in 2024 is \$147,400.*

*Extremely Low means a household income at or below 30% the average median income (AMI); or about \$44,220.*

*Low means a household income at or below 50% AMI; or about \$73,700.*

*Moderate means a household income at or below 80% AMI; or about \$117,920.*

**Policy H 1.1** Encourage infill development on vacant or **underutilized sites** where appropriate, with considerations for anti-displacement in redevelopment projects, by working with developers, state agencies, regional partnerships, and non-profits to identify locations, funding opportunities, and implementation strategies.

***Underutilized sites*** refer to properties that are developed less than fully or below the potential use of the land. This could include a site that was developed to previous, less-intensive development standards. Today, this may look like in a single-story and single-occupant storefront with a large surface parking lot, surrounded by three- to four-story mixed-use building with a parking garage that were developed using today's standards.





Celebrate Shoreline Dancers

## Goal H 2

Allow development of a wider variety of housing types throughout the city, including Accessory Dwelling Units (ADUs) and middle housing types such as duplexes and townhomes, to meet the needs of people of all incomes and abilities throughout their lifespan.

**Policy H 2.1** Allow a variety of housing types at all affordability levels in all residential areas.

**Policy H 2.2** Provide **incentives** to encourage the development of a variety of housing types in areas with existing infrastructure capacity, services, and transit, and near neighborhood commercial centers, while balancing the need to address disinvestment in historically marginalized neighborhoods.

*Possible **incentives or methods** could include density bonuses, fee reductions or waivers, expedited permitting, tax exemptions, etc.*

**Policy H 2.3** Encourage housing with a variety of sizes and number of bedrooms to accommodate a range of household types.

**Policy H 2.4** Explore incentives for the development of 3-bedroom housing types and first-time home buyer opportunities.

**Policy H 2.5** Explore establishing a pre-approved ADU design program to enable more efficient approval of this form of housing.

## Goal H 3

Preserve and develop housing throughout the city that addresses the needs of all economic segments of the community, including households earning under 30% of Area Median Income, recognizing that such housing requires significant public subsidy to construct, maintain, and operate.

**Policy H 3.1** Explore a variety and combination of incentives, strategies, and mandates, including federal, state, and local programs to encourage market rate and affordable housing developers to increase the supply of housing units that serve the diverse income needs of the City, including extremely low-, very low-, and low-income households.

*See the **Land Use Element** for more information on land use policies that support this goal.*

**Policy H 3.2** Work to reduce barriers and promote access to affordable homeownership for extremely low-, very low-, low-income, and moderate-income households through strategies, actions and regulations, including exploring affordable home ownership requirements.

**Policy H 3.3** Maintain and explore expanding the Affordable Housing Trust Fund to support in the development of housing serving extremely low-, very low-, low-income, and moderate-income households.

**Policy H 3.4** Based on the outcomes of the Affordable Housing Feasibility Study, maintain and expand the existing Affordable Housing Program to strengthen the City's capacity to facilitate development of affordable housing.

**Policy H 3.5** Increase the availability of affordable housing throughout the city to reduce the risk of displacement, through incentives, strategies, and actions to foster equitable access to community resources such as parks, open spaces, safe pedestrian and bicycle networks, clean air, soil, water, healthy foods, high-quality education, affordable and high-quality transit, and jobs.

*Children at play in Park*



## Goal H 3 Continued

- 
- Policy H 3.6** Require that any affordable housing funded in the city with public funds remains affordable for the longest possible term.
- 
- Policy H 3.7** Monitor the effectiveness of Shoreline’s Multifamily Tax Exemption (MFTE) program in creating affordable housing in the city, and continue to update based on results, best practices, and changes in statewide regulations.
- 
- Policy H 3.8** Identify, inventory, and prioritize use of surplus public and quasi-publicly owned land where appropriate for permanent supportive housing or housing affordable to extremely low-income households.
- 
- Policy H 3.9** Educate the public about community benefits of increasing housing opportunities with an emphasis on the acceptance of affordable housing. Ensure that materials are sensitive to the unique cultures, values, languages, and lived experiences of intended audiences to achieve participation and buy in.
- 
- Policy H 3.10** Dedicate resources to preserve existing housing for low-income households including addressing housing that does not meet health and safety standards and expiring affordable housing contracts.
- 
- Policy H 3.11** Continue to provide outreach and financial assistance to low-income residents to increase housing resilience by maintaining or repairing health and safety features of their homes through a housing rehabilitation program.
-

## Goal H 4

Integrate new development and redevelopment with consideration to design and scale that promotes the city’s vision for its future as a sustainable, welcoming, walkable, and safe city, provides effective transitions between different uses and intensities, and mitigates the potential risks of displacement from redevelopment.

See more on the City’s future land use policies in the [Land Use Element](#).

**Policy H 4.1** Ensure that development regulations and other implementation strategies create transitions between different building forms and land uses.

**Policy H 4.2** Explore implementation of **form-based standards** into the City’s residential regulations to advance housing choice, climate-friendly development, and equitable distribution of housing opportunities throughout Shoreline’s neighborhoods.

***Form-based code** refers to development standards that focus on the physical form of the building and its interaction with the street or sidewalk, more so than the type and intensity of use within the building. This type of code aims to provide an active and aesthetic streetscape that feels comfortable and inviting for pedestrians.*

Kruckeberg Botanic Garden



## Goal H 5

Encourage a variety of healthy, safe, and affordable housing opportunities for those with special needs, specifically older adults, and people with disabilities, including through smaller units such as missing middle housing types and ADUs and through development agreements.

*See more policies related to human services and homelessness policies in the **Community Development Element**.*

**Policy H 5.1** Encourage, assist, and support non-profit agencies that construct, manage, and provide services for affordable housing and homelessness programs within the city.

**Policy H 5.2** Support development of emergency, transitional, and permanent supportive housing with services for people with special needs, including people fleeing domestic violence or natural disasters, people experiencing homelessness, students, or households experiencing displacement, throughout the City and region.

**Policy H 5.3** Support opportunities for older adults and people with disabilities to remain in the community as their housing needs change, by encouraging universal design, retrofitting homes for lifetime use, and providing a wider variety of housing types throughout the city.

**Policy H 5.4** Support the development of housing and services for Shoreline's population of people who are experiencing homelessness.

**Policy H 5.5** Support age-friendly housing in the community, including universal design and accessible units in new development, retrofitting of existing homes for lifetime use, and the development of senior housing near transit, health care, and walkable communities.

## Goal H 6

**Collaborate and partner with community organizations, other jurisdictions, landowners, and developers to meet housing needs and provide solutions that cross jurisdictional boundaries.**

- Policy H 6.1** Establish partnerships with cultural institutions, faith groups, neighborhood organizations, community centers, and other community resources to inform residents on availability of affordable housing and first-time home ownership programs.
- Policy H 6.2** Encourage, assist, and support social and health service organizations that offer housing programs for households in need, particularly for households with extremely low-, very low- and low incomes.
- Policy H 6.3** Provide opportunities for landowners, developers, and housing and service providers to inform the City of barriers to permitting, constructing and maintaining affordable housing, and specifically long-term affordable housing options.
- Policy H 6.4** Collaborate with King and Snohomish Counties, other neighboring jurisdictions, the King County Housing Authority and Housing Development Consortium, market-rate and affordable housing developers, and social and health service agencies to assess housing needs, create affordable housing opportunities, and coordinate funding.
- Policy H 6.5** Work with partner agencies and neighboring jurisdictions to pursue funding for the collaborative development of impactful programs and strategies for affordable housing. These partnerships will work toward the goal of prevention of homelessness, including factors related to cost-burdened households, like availability of transit, food, health services, employment, and education.
- Policy H 6.6** Promote the City’s housing goals and policies by supporting legislation at the county, state, and federal levels.
- Policy H 6.7** Work with city agencies and other services providers to understand how their policies and regulations affect the viability of creating housing units at all levels of cost.

## Goal H 7

**Implement the recommendations and strategies in the 2021 Shoreline Housing Action Plan and other City planning efforts related to housing as adopted.**

**Policy H 7.1** Consider housing cost and supply implications of proposed regulations and procedures to ensure implementation results in the intention of policy.

**Policy H 7.2** Analyze the impact of short-term rentals on Shoreline’s housing market, the housing supply in the city, and the community overall.

## Goal H 8

**Implement anti-displacement regulations, with consideration given to the preservation of vulnerable populations and overburdened communities by investing in subsidized affordable housing; equitable development initiatives; inclusionary zoning; community planning requirements; tenant protections; land disposition policies; and consideration of public land that may be used for affordable housing.**

**Policy H 8.1** Ensure policies addressing racially disparate outcomes, exclusion, displacement, and displacement risk are working as intended by tracking implementation and performance measures.

**Policy H 8.2** Adopt zoning that addresses racially disparate impacts of past housing policies through permitting of new residential development in a variety of housing types more equitably across all neighborhoods.



Shoreline Farmers Market

## Goal H 8 Continued

**Policy H 8.3** Initiate and encourage equitable and inclusive community engagement, especially with communities disproportionately impacted by housing challenges. Prioritize the needs and solutions expressed by these disproportionately impacted communities for implementation.

**Policy H 8.4** Explore strategies to require developers, public funds, or a combination of the two, to provide **relocation funds** for displaced tenants at or below 50% of the county median income.

***Relocation funds are financial and/or housing assistance offered to anyone displaced by land acquisitions, demolitions, and/or redevelopment.***

**Policy H 8.5** Improve strategies and regulations that protect housing stability for renter households by continuing rental assistance, utility assistance and tenant protections and establishing tax deferral education programs, tenant opportunity to purchase programs, and limiting rent increases.

**Policy H 8.6** Implement and promote fair housing policies and practices so that every person in the city has equitable access and opportunity to thrive in their communities of choice, regardless of their race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other relevant category of protected people.



## Goal H 9

Encourage new development and redevelopment to be aligned with the goals and themes of the City’s **Climate Action Plan**, including climate change mitigation, resilience and adaptation, ecosystem health, and environmental justice.

*See the City’s 2022 **Climate Action Plan** for more information in Appendix H.1*

**Policy H 9.1** Encourage the use of sustainable building methods, low-carbon materials, electrification of space and water heating, and energy efficiency in new buildings and in retrofits of existing buildings to reduce impacts on the natural environment, while considering the impact of these construction methods on affordability.

*See the **Capital Facilities Element** and **Utilities Element** for more information on coordination on future energy needs.*

**Policy H 9.2** Support greenhouse gas emission reduction efforts through transit-oriented development, increased density and walkability, and parking demand reduction in new housing development, particularly near transit.

**Policy H 9.3** Identify opportunities to increase tree retention and canopy cover and reduce impervious surfaces in new housing development, while acknowledging the potential impacts to development feasibility.

# Economic Development

## GOALS AND POLICIES





To create a complete community where people can have their daily needs met Shoreline is investing in economic development in multiple sectors as well as **emerging technologies and training**. From local cafes to major employers, the city is a place business large and small can establish, contribute to the community and grow.

## Introduction

The Economic Development Element aims to improve the quality of life in the city by encouraging a greater number and variety of commercial businesses that provide services and create employment opportunities for Shoreline residents, as well as grow the tax base to take the burden off residential property tax.

The policies in this element address aspects of creating a healthy economic climate for Shoreline, including quality of life, sustainable revenue sources, and opportunities and partnerships. The policies presented in this element will guide future City initiatives that, together with private sector actions, will produce a strong economy. The results will preserve and improve the quality of life that Shoreline's residents and workers currently enjoy.

The Economic Development Supporting Analysis section of this Plan contains background data and analysis, which describe the existing economic conditions of the city, and provide the foundation for the following goals and policies.

# Goals And Policies

## Goal ED 1

**Leverage the growing regional economy to enable the creation of living- and family-wage jobs to support the ability of all Shoreline residents to maintain and improve their quality of life and grow the city's tax base.**

- Policy ED 1.1** Maintain a supportive regulatory environment and adequate supply of land through zoning and development regulations to accommodate 2044 King County job growth allocations in Shoreline.
- Policy ED 1.2** Utilize market research and identify tools or resources to develop a systematic, data-driven approach to recruit appropriate businesses or other uses that catalyze activity in key locations and reduce commercial vacancies in the city.
- Policy ED 1.3** Develop key performance indicators to evaluate the effectiveness of economic development policies.
- Policy ED 1.4** Support the redevelopment of state-owned property adjacent to the Washington State Department of Health Laboratory Campus to generate revenue for designated beneficiaries including schools and services for developmentally disabled adults.



*Pedestrians walking along North City sidewalk*

## Goal ED 2

**Plan for and accommodate anticipated population growth to create a welcoming and complete community while mitigating potential environmental and displacement impacts.**

**Policy ED 2.1** Encourage and support home-based businesses in the city, adjusting regulations as needed to account for surrounding neighborhood contexts while limiting financial impacts on small businesses.

**Policy ED 2.2** Encourage the adaptive reuse of underutilized commercial properties in the city through regulatory changes, and public-private partnerships that can support new small businesses to operate within them.

*Program Exemplar: launched in response to the economic impacts of the COVID-19 Pandemic, the first Shoreline location of the Small Business Development Center of Washington is located at Shoreline Community College with startup funding provided by the City of Shoreline through the federal American Recovery Plan Act stimulus grant. SBDC provides free business planning assistance, start-up and entrepreneurial training, assistance navigating government services, and more.*

*In 2024, the Shoreline SBDC staff of one had a waiting list of several months, a portfolio of more than 100 active clients which it helps with business startup assistance, business management, establishing business plans, and a documented success in the amount of hundreds of thousands of dollars in business financing secured just by clients who elected to make their results public. An analysis of SBDC outcomes has identified an increase of \$5 in tax revenues from participating businesses for every \$1 invested into the SBDC.*

*“All the help and guidance I received in the second half of 2023 really paid off this year as I grew my business and had a very successful pottery sale in June. Couldn’t have done it without their help.” -Shoreline Small Business Owner*

## Goal ED 2 Continued

- Policy ED 2.3** Promote and facilitate access to technical assistance programs in order to strengthen the ability of small businesses to thrive in Shoreline.
- Policy ED 2.4** Explore ways to streamline the permitting process and remove regulatory barriers for commercial improvements and expansions to reduce time and costs for business startups, small businesses, locally owned and women- and minority-owned businesses.
- Policy ED 2.5** Explore new tools and regulations to create affordable commercial space for small business start-ups and incubators.
- Policy ED 2.6** Explore policies and strategies to mitigate the displacement of existing businesses and business clusters.
- Policy ED 2.7** Encourage the creation of neighborhood serving commercial businesses and business centers that support access to desired services and amenities within the community.
- Policy ED 2.8** Support the **creative economy** through partnerships, pursuit of available funding sources, and other strategies that promote the creation and expansion of spaces for artists and innovators, especially in new development and for those most at-risk of displacement.

*Attendees perusing an outdoor market*





***Creative economy*** refers to economic activity dependent on individual creativity for its value arts, culture, design, media, fashion, and a range of other creative products fueled by technology. Washington’s creative sector is the largest in the nation by share of state GDP at nearly 20% of Washington state’s economy, contributing nearly \$120 billion annually to the state GDP, according to the Washington State Department of Commerce. The Pacific Northwest has long been a haven for those who think differently and this creativity and innovation fuels the region’s key industries.

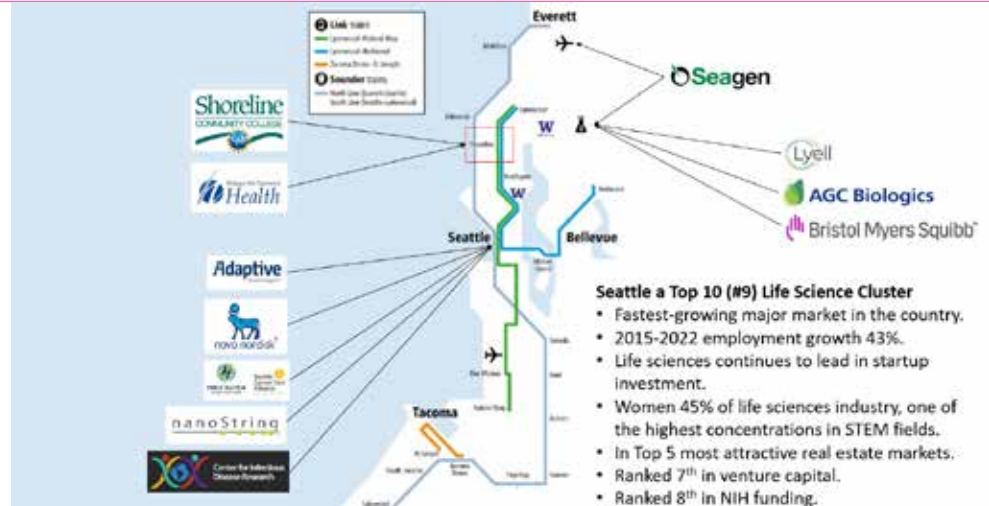
Additionally, arts and culture are frequently cited as principal attractions that keeps talent in any given region. While many creatives have relocated from Seattle to Shoreline in recent years due to high cost of living, the overall employment in “Arts, Entertainment, and Recreation,” in Shoreline declined by 467 jobs from 2004-2024. Intentional strategies will be needed to support the recovery of the sector and its continued catalytic influence on the local economy.

The Shoreline Community College continues to be an economic engine for the City, leading the way in the region in the field of filmmaking and digital video productions which resulted in 5 feature-length productions in Shoreline in just one year (2019), and breaking ground on the new Bracken STEAM Building (pictured) which includes expanded and upgraded studios and teaching space for the campus’ vaunted music programs.

## Goal ED 3

Promote collaboration and partnerships among local business associations, regional economic development agencies, educational institutions, civic and community organizations, and non-profits to meet local economic development goals and implement VISION 2050 and the Regional Economic Strategy.

**Policy ED 3.1** Coordinate with local community and technical colleges, and other institutions of higher learning, including the University of Washington, Shoreline Community College, and Edmonds College, to better connect local students and residents to workforce training and business development opportunities in existing industries and trades, as well as growth industries like life sciences, clean tech, space, AI, media production and yet to be identified emerging industries.



*On Seattle's north side, the National Science Foundation (NSF) has recognized Shoreline Community College's robust education and training for the rapidly growing immuno-biotechnology industry. Funded by the NSF as a Biotech "National Hub," the College recently opened the Cedar Building, a new Health Science & Manufacturing Classroom Complex. And, thousands of new workers attracted by the innovation economy have settled nearby in new urban walkable communities. The time has never been better for employers to offer their workforce a vibrant new urban environment. The growing W.R. Geidt Public Health Laboratories employ more than 300 scientists working in the public interest and contributing significantly to the city's living-wage, high-skill employment base.*



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## Goal ED 3 Continued

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**Policy ED 3.2** Continue to leverage regional partners to identify opportunities for business attraction to Shoreline, particularly in industries that provide living- and family-wage jobs in growing and emerging industries and traded sectors and increase the daytime population for the benefit of local businesses.

**Policy ED 3.3** Coordinate with regional partners to provide financial assistance for businesses, when appropriate, using county, state, and federal program funds, facility grants, loans, and revolving loan funds. Consider adapting programs to provide targeted support to women- and minority-owned businesses.

**Policy ED 3.4** Engage public-private partnerships to facilitate or fund infrastructure improvements, including the potential of tax increment financing (TIF) as a tool to support increased economic opportunity in identified commercial nodes.

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## Goal ED 4

**Guide investment into growth that is compact, connected, and amenity rich, complete ongoing projects that support opportunities along transit corridors, and identify future projects that enhance additional neighborhood centers with public investments and business.**

**Policy ED 4.1** Improve access to businesses and commercial services through the support of new connections within and between existing commercial districts, residential neighborhoods, and light rail station areas by enhancing the street grid, encouraging streets that connect parallel rights of way, improving pedestrian amenities and safety, and expanding east-west connections through the city's existing trail network and future intra-city transit routes.

**Policy ED 4.2** Balance incentives, regulations, and financial strategies to encourage increased housing, commercial, and mixed-use development near existing commercial districts, especially those served by high-capacity transit, to expand the customer base of businesses, address workforce housing needs, and seek a balance between jobs and housing.

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**Policy ED 4.3** Establish and enhance new and existing neighborhood commercial centers and corridors to support increased commercial activity, neighborhood identity, and access to daily goods and services by focusing investment into improved pedestrian and bicycle facilities, wayfinding, public plazas and green space, events and programming, and other desired community amenities.

**Policy ED 4.4** Establish and strengthen the identity of existing and emerging **commercial districts and neighborhood centers** to better support local businesses in these areas.

*Instead of one recognizable, central “downtown” Shoreline has many **commercial areas and corridors**. Promoting the evolution of these areas as distinct districts differentiated by their unique strengths, attributes, opportunities, and interests of the surrounding communities could be accomplished through overlays, Innovative Partnership Zones, Creative Districts, leveraging festivals, tournaments and other events and more.*

*New groundfloor retail in a mixed use building*



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## Goal ED 5

**Prioritize environmental and socially responsible business practices that expand access to opportunity for economically disadvantaged communities and build resilience and sustainability into the local economy.**

**Policy ED 5.1** Explore Shoreline’s unique cultural and environmental assets, such as its shoreline, as potential drivers of economic prosperity by developing policies and working cooperatively with local businesses in ways that increase access to, protect, and restore the natural environment.

**Policy ED 5.2** Improve access to living- and family-wage job opportunities through the improvement of government hiring programs and contracting that promote the local workforce, particularly for women – and minority-owned businesses.

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## Goal ED 6

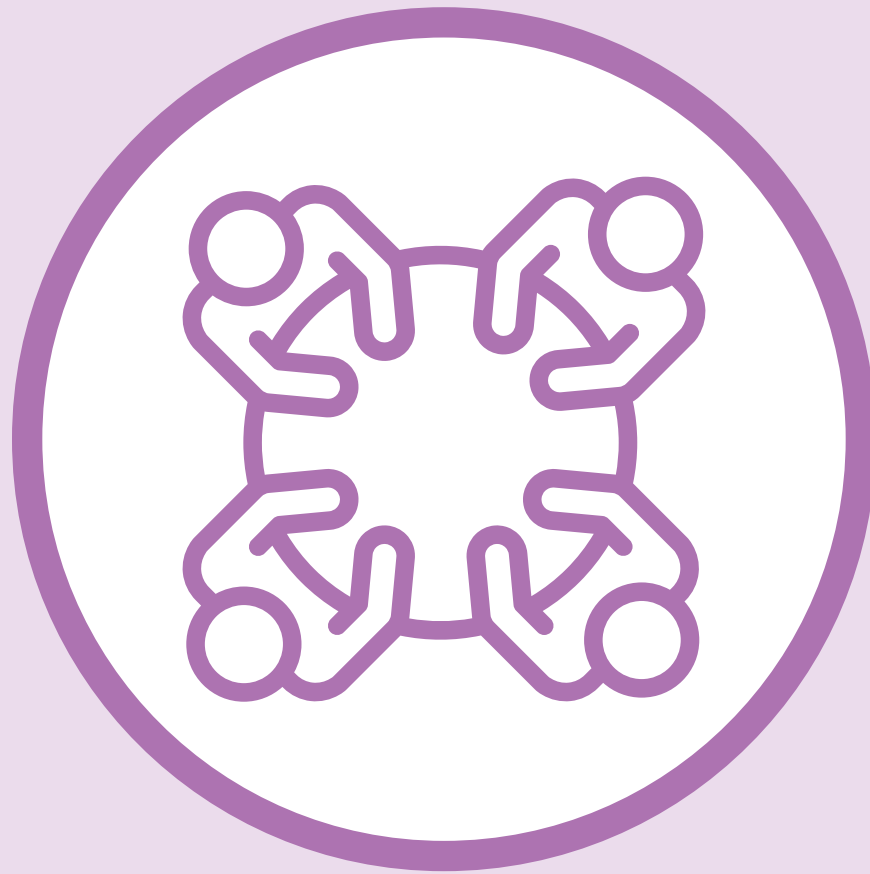
**Continue the practice of becoming an anti-racist community working to disrupt and dismantle racism in various forms including institutional racism, unconscious bias, and white supremacy through economic development policies and programs.**

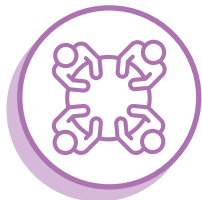
**Policy ED 6.1** Support policies and programs that lead to wealth creation and business development for Black, Indigenous, and People of Color communities as a strategy to extend the benefits of economic development and generational wealth creation more equitably.

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# Community Development

## GOALS AND POLICIES





Shoreline is committed to ensuring the city remains a welcoming, **inclusive and safe community** for all who live, work and visit here. Welcoming, inclusivity and safety show up in many ways, large and small, in both the built environment and physical infrastructure as well as social infrastructure and social services. Community well-being is enhanced through investment in community and public spaces, individuals, families and community programs to become a caring and informed community.

## Introduction

Community Development policies influence how Shoreline physically appears and functions to enhance aesthetic appeal and quality of life. Good community design can increase privacy or visibility, raise property values, encourage people to interact in commercial areas and public places, and create a cohesive community image.

In addition to the physical appearance of the development, this element also recognizes the role that residents and community members play in creating a welcoming environment. This element includes policies on furthering the various human services provided by the City and highlights the importance of community engagement in all aspects of the City governance. .

The Community Development Element Supporting Analysis section of this Plan contains the background more detailed analysis and guidance on furthering community development of the city and provides the foundation for the following goals and policies.

# Goals And Policies

## Goal CD 1

Promote community development and redevelopment that is aesthetically pleasing, functional, and consistent with the City's **vision**.

*The **community's vision** is:*

*Shoreline is a welcoming, safe, and inclusive home to people from a diverse set of cultures and economic backgrounds. The city is a place made for people and one that fosters connections to community, making the city even better for future generations.*

*To see the full vision statement see the Introduction.*

**Policy CD 1.1** Encourage architecture and building design that creates distinctive places in the community.

**Policy CD 1.2** Refine design standards to ensure new developments implement the community's vision for its future as a sustainable, welcoming, walkable, and safe city.

**Policy CD 1.3** Implement design standards which support people of all ages and abilities participating in public life.

**Policy CD 1.4** Implement administrative design standards that are objective, clear, and focus on achieving the community's vision.

**Policy CD 1.5** Encourage commercial, mixed-use, and multi-family development to incorporate public amenities, such as public and pedestrian access, pedestrian-oriented building design, mid-block connections, public spaces, activities, and solar access.

*See the **Land Use Element** for more information on land use policies to support these community development goals.*

**Policy CD 1.6** Buffer the visual impacts on residential areas of commercial, office, industrial, and institutional development.

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## Goal CD 1 Continued

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**Policy CD 1.7** Encourage architectural elements that provide protection from the weather.

### Signs

**Policy CD 1.8** Require signage to be complementary in scale to the building architecture and site design.

**Policy CD 1.9** Discourage multiple or large signs that clutter, distract, or dominate the streetscape of commercial areas.

**Policy CD 1.10** Be attentive to loss of nonconforming status as an opportunity to remove billboards.

**Policy CD 1.11** Prohibit signage that is distracting to drivers.

### Vegetation and Landscaping

**Policy CD 1.12** Encourage development to consolidate onsite landscape areas to be large enough to provide ecological benefit and balance the scale of the development.

**Policy CD 1.13** Encourage concentrated seasonal planting in highly visible, public, and semi-public areas.

**Policy CD 1.14** Where feasible, preserve significant trees and mature vegetation with the goal to increase the tree canopy of the urban forest.

*See more policies related to tree preservation and Shoreline's urban forest in the **Natural Environment Element**.*

**Policy CD 1.15** Prohibit use of invasive plant species in required landscaping, and encourage use of native plant species throughout the city.

**Policy CD 1.16** Preserve and enhance views from public places of water, mountains, or other unique landmarks as valuable civic assets.

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## Goal CD 1 Continued

### Vegetation and Landscaping Continued

**Policy CD 1.17** Provide public and open spaces of various sizes and types throughout the community.

*See more policies related to open spaces in the **Parks, Recreation, Open Space, and Arts Element**.*

**Policy CD 1.18** Design public spaces to provide amenities and facilities such as seating, lighting, landscaping, solar access, weather protection, kiosks, wayfinding elements, and connections to surrounding uses and activities that contribute to a sense of place and security.

**Policy CD 1.19** Consider Crime Prevention through Environmental Design (CPTED) principles when developing mixed use, commercial, high-density residential uses, and in the design of adjacent public spaces.

### Public Art

**Policy CD 1.20** Encourage a variety of artwork and arts activities in public places such as parks, public buildings, rights-of-way, and plazas.

*See the **Parks, Recreation, Open Space, and Art Element** for more related to Shoreline's public art.*

**Policy CD 1.21** Encourage private donations of art for public display and/or money dedicated to the City's Municipal Art Fund.

### Freeway

**Policy CD 1.22** Encourage the equitable distribution of visual barriers and sound absorption methods to reduce impacts from the freeway to residential neighborhoods.

**Policy CD 1.23** Implement standards for increased sound attenuation in new buildings most impacted from freeway noise.



*Stormwater planting along path*



## Goal CD 2

**Design complete and connected streets with shade trees and vegetation, lighting, and continuous bike and pedestrian improvements that connect neighborhoods.**

- Policy CD 2.1** Implement street, site, and building design standards which limit overall block lengths and encourage new streets, alleyways, and tree-shaded pedestrian paths.
- Policy CD 2.2** Provide lighting, seating, landscaping, and other amenities along sidewalks, walkways, and trails.
- Policy CD 2.3** Implement design standards that support safe and active trail corridors (Interurban Trail and Trail Along the Rail) where buildings front on the trail and provide strong physical and visual connections to the trail.
- Policy CD 2.4** Encourage buildings to be sited at or near the public sidewalk.
- Policy CD 2.5** Support equitable distribution of neighborhood improvement projects throughout the city with City grants or other funding opportunities. Possible projects include signs, crosswalks, traffic calming, fencing, special lighting, street furniture, trails, and landscaping.

### Street Corridors

- Policy CD 2.6** Provide an enhanced streetscape, including street trees, landscaping, natural surface water management techniques, lighting, pathways, crosswalks, pedestrian and bicycle facilities, decorative paving, signs, seasonal displays, and public art.

## Goal CD 2 Continued

### Street Corridors Continued

- Policy CD 2.7** Provide identity and continuity to street corridors by adopting a comprehensive street tree plan and other landscaping standards to enhance corridor appearance, create distinctive districts, and enhance the tree canopy of the urban forest.
- Policy CD 2.8** Provide comfortable, pleasant gathering spaces near sidewalks and trails that encourage neighborhood vibrancy and community connections.
- Policy CD 2.9** Establish and maintain attractive gateways at entry points into the city.
- Policy CD 2.10** Use Low Impact Development techniques or green street elements , except when determined to be unfeasible. Explore opportunities to expand the use of natural surface water treatment in the right-of-way through partnerships with public and private property owners.
- Policy CD 2.11** Explore opportunities for pathways and linear open space areas adjacent to streets with exceptionally wide rights-of-way, such as Firlands Way.

*Bicyclist overpassing Aurora Ave*





*Intersection and Crest Theater*

## Goal CD 3

**Encourage heritage conservation including education and outreach to provide context for people to understand their community's past including the history of Indigenous tribes.**

- Policy CD 3.1** Recognize the heritage of the community by naming or renaming parks, streets, and other public places with their original historic names (including Indigenous terms) or after major figures and events meaningful to Shoreline.
- Policy CD 3.2** Educate the public about the history of the region and Shoreline (including Indigenous history and culture) through commemoration and interpretation.
- Policy CD 3.3** In partnership with the Shoreline Landmarks Commission interlocal agreement, continue to improve the process for review of proposed changes to historic landmark sites and structures to recognize the importance of these resources and preserve them as part of the community.
- Policy CD 3.4** Develop incentives, such as fee waivers and code flexibility, to encourage preservation of historic resources, including those that are currently landmarked and sites that are not yet officially designated.
- Policy CD 3.5** Encourage public and private stewardship of historic sites and structures.
- Policy CD 3.6** Work cooperatively with tribes, other jurisdictions, agencies, organizations, and property owners to identify and preserve historic resources.
- Policy CD 3.7** Continue to inventory Shoreline's historic resources.

*See the **Community Development Supporting Analysis** for a complete inventory of history resources.*



Green Street Improvements

## Goal CD 4

Ensure human services programs are robust, equitable, data-driven, outcome focused, responsive to changing community needs, and coordinated with other City efforts.

**Policy CD 4.1** Explore or pilot innovative long term, strategic **human services programs** and connect human services to the city's housing strategies.

*Shoreline already funds some **programs**, such as direct financial assistance for utility costs, eviction prevention, and others. Additional pilot programs to consider may address basic income and system navigation.*

**Policy CD 4.2** Enhance positive partnerships with provider organizations, including funding to support higher compensation and to recognize providers' importance to the community.

**Policy CD 4.3** Provide support and capacity building to a wide array of organizations tied to diverse communities in Shoreline.

**Policy CD 4.4** Support the Human Services programs through various funding sources, including Community Development Block Grants, state funds, and utility fees. Identify and pursue additional funding sources.

*Human Services staff provide direct support to residents related to contracting and performance measurement, evaluation of human services grant applications, supporting and monitoring grant agencies, and building partnerships across City departments, the community, and the region.*

*Public Engagement on City Plans*



## Goal CD 4 Continued

**Policy CD 4.5** Support age-friendly programs such as those consistent with the World Health Organization’s Eight Domains of Livability that include: outdoor spaces and buildings, transportation, housing, social participation, respect and social inclusion, work and civic engagement, communication and information, and community and health services.

## Goal CD 5

**Maintain a robust human services program which focuses on equity, priority areas, and outcome metrics.**

*Most direct human services in Shoreline are provided under contract, for reasons of cost-effectiveness and scalability, as well as sector-specific skills and credentials.*

**Policy CD 5.1** Support people experiencing homelessness in Shoreline through housing and other human service programs.

**Policy CD 5.2** Prioritize serving people in the community who may be the most negatively impacted by inequity.

**Policy CD 5.3** Research and pilot programs that support employment training, education completion, and other programming to help individuals increase stability and self-sufficiency.

**Policy CD 5.4** Encourage human services near transit facilities to allow convenient access for all Shoreline residents.

## Goal CD 6

**Inform and involve the community in planning decisions with a focus on outreach to those that have been historically excluded from or marginalized by city decisions.**

- Policy CD 6.1** Conduct inclusive, user-friendly engagement in planning processes to identify and address the diverse needs of the community.
- Policy CD 6.2** Consider the interests and needs of the entire community (present and future), and the goals and policies of this Plan when making planning decisions. Ensure revisions to the comprehensive plan consider community impacts through an equity lens.
- Policy CD 6.3** Educate community members about various planning and development processes, how they interrelate, and when community input will be most influential and effective.
- Policy CD 6.4** Inform the community and solicit feedback early in design of city plans and infrastructure improvements to promote civic engagement and government accountability and transparency.

*Link Light Rail Station*



# Parks, Recreation, Open Spaces, and Art

## GOALS AND POLICIES



A significant part of fostering connections to community is through recreation, access to nature, and cultural and artistic expression. Through all of these people develop deeper connections and understanding of themselves, their neighbors, and their place in the larger world. Ensuring **equitable access** to these places and programs for the people of Shoreline helps **foster a unique and welcoming community**.

This plan for the future of the City’s parks, open spaces, public art, recreation, and cultural services is to support the vision of the City of Shoreline (City) as a **“Welcoming Place for All”**. This Plan assesses current service levels, projected needs, and community feedback to create goals and strategies targeted at providing high quality, equitable services to all current and future residents.



## Introduction

This element describes the vision, goals, and policies that create a framework for future decisions for parks, recreation, open spaces, arts, and cultural services in Shoreline.

More specific guidance is provided in the current version of the Parks, Recreation, Open Space, and Arts (PROSA) Plan. The PROSA Plan is the framework for strategic planning for the Parks Board and the Parks, Recreation, and Cultural Services Department. In addition to the goals and policies included here, the PROSA Plan also delineates implementation strategies to establish a method for achieving the long-term vision for the City’s parks, recreation, cultural service facilities and programs. The Vision Statement from the PROSA Plan is:

**“Shoreline is a thriving, friendly city where people of all ages, cultures, and economic backgrounds love to live, work, and play, and most of all, call home.**

**Shoreline will continue to have the highest quality parks, recreation, cultural services, and public art that are equitably distributed; promote public health and safety; protect our natural environment; and enhance the quality of life of the whole community, supporting the fulfillment of the City’s Vision.”**



# Goals And Policies

## Goal PROSA 1

Preserve, enhance, maintain, and acquire built and natural resources to ensure equitable high-quality access for current and future residents.

**Policy  
PROSA 1.1**

Encourage restoration, protection, preservation, education, and stewardship of natural, **cultural, art, and historical resources**.

*Additional policies related to **cultural and historic resources** can be found in the **Community Development Element Goal 3**.*

**Policy  
PROSA 1.2**

Provide a variety of indoor and outdoor gathering places for recreational and cultural activities.

**Policy  
PROSA 1.3**

Plan for acquisition and development of land with **defined metrics** to meet the needs of the City of Shoreline’s growing and changing demographics.

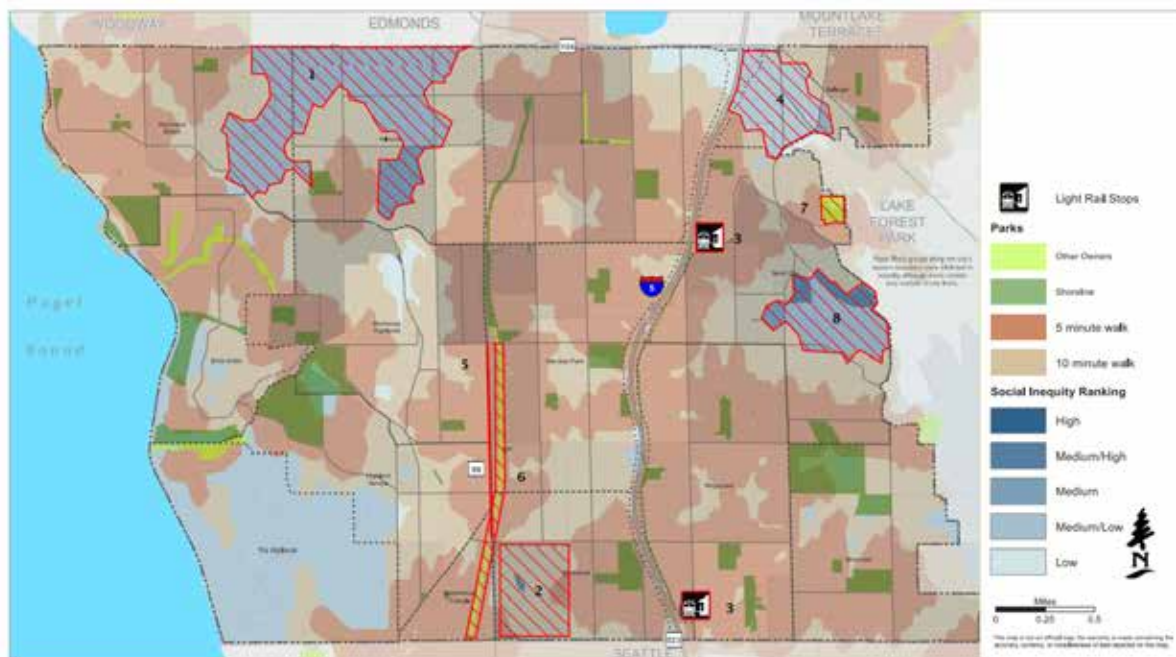
*See **Policy CF 2.1** on **Level of Service (LOS) standards for parks**. The city uses multiple target level of service (LOS) determination factors further described in chapter 5 of the PROSA plan, see Appendix H.4.*

*Kids exploring water*



## Goal PROSA 1 Continued

Refer to the PROSA Plan in Appendix H.4 for more information on plans for future development of parks, and Map PROSA-1, from the PROSA Plan, which highlights target areas for future park development.



**Shoreline Parks Development Target Areas (indicated in red)**

- |                            |                      |                                 |
|----------------------------|----------------------|---------------------------------|
| 1 North Hillwood           | 4 West Ballinger     | 7 Cedarbrook School (joint use) |
| 2 Southwest Parkwood       | 5 Aurora Corridor    | 8 NE North City                 |
| 3 Light Rail Station Areas | 6 S Interurban Trail |                                 |

### Policy PROSA 1.4

Maintain environmentally sustainable resources that **reduce waste**, protect ecosystems, and address impacts of past practices.

*Additional policies related to **reducing waste** in city operations can be found in the **Natural Environment Element Policy NE 2.2**.*

### Policy PROSA 1.5

Create efficiencies and reduce maintenance costs by using new technology, contracted services, and volunteers where appropriate.

### Policy PROSA 1.6

Support a variety of **multi-modal infrastructure** options, such as trails, paths, and bikeways, that improve accessibility to resources in an equitable manner.

*Additional policies related to **multi modal infrastructure** can be found in the **Transportation Element**.*

## Goal PROSA 1 Continued

**Policy PROSA 1.7** Improve accessibility and usability of existing facilities.

**Policy PROSA 1.8** Explore opportunities to increase use of City facilities to meet community needs.

**Policy PROSA 1.9** Support **climate change** mitigation efforts and critical area conservation and city trees.

*Additional policies related to the City's response to **climate change** and resilience can be found in the **Natural Environment Element Goal 2**.*

## Goal PROSA 2

**Provide parks, recreation, cultural, and art services in an accessible and equitable manner based on community needs.**

**Policy PROSA 2.1** Provide and enhance recreational and cultural programs which are responsive to the City of Shoreline's diverse needs.

**Policy PROSA 2.2** Increase access to fee-based services by providing affordable programs and financial support.

**Policy PROSA 2.3** Create culturally responsive and accessible programs that engage community and support active and healthy lifestyles.

**Policy PROSA 2.4** Determine priority for resources and services by conducting regular needs assessments.

**Policy PROSA 2.5** Adjust program and facility offerings to align with demographic trends, community feedback, and needs assessments.

## Goal PROSA 3

Establish and strengthen partnerships with other entities and communities to maximize use of all resources.

**Policy PROSA 3.1** Collaborate with and support public and private partners to strengthen community-wide resources and programs.

**Policy PROSA 3.2** Seek public and private partners in the planning, enhancement, and maintenance of resources and programs.

**Policy PROSA 3.3** Develop and improve mechanisms for public outreach, communication, and coordination among all partners.

**Policy PROSA 3.4** Engage and partner with the business community to create public open space in private development.

*This PROSA policy supports the goals of the **Economic Development Element** to provide.*

## Goal PROSA 4

Utilize an **equity lens** to engage communities in parks, recreation, and cultural services decisions and activities.

See the **Community Development Element** for more related to **equitable community engagement**.

**Policy PROSA 4.1** Encourage consistent and effective public involvement in planning processes to engage underserved communities, as identified by program and population data and community needs assessments.

## Goal PROSA 4 Continued

**Policy PROSA 4.2** Utilize effective communication strategies to inform residents of opportunities to participate in services, programs and policy decisions, and other activities.

**Policy PROSA 4.3** Create volunteer and other opportunities to encourage resident involvement and participation.

## Goal PROSA 5

Expand and strengthen the City of Shoreline’s public art collections and programs.

**Policy PROSA 5.1** Include **public art** in the City’s place-making efforts.

*See the **Community Development Element** for more related to Shoreline’s **public art**.*

**Policy PROSA 5.2** Support and reflect the City’s commitment to anti-racism, equity, and inclusion through public art collections and programs.

**Policy PROSA 5.3** Encourage public and private partnerships which integrate and support art in the community.

**Policy PROSA 5.4** Support the City of Shoreline’s **creative economy**.

*More information about the **Creative Economy** can be found in the **Economic Development Element Policy ED2.8**.*

**Policy PROSA 5.5** Integrate Public Art within Parks, Recreation and Cultural Services and the city.

# Transportation

## GOALS AND POLICIES & SUPPORTING ANALYSIS





Shoreline multimodal transportation system offers safe and easy travel options that are accessible for everyone, builds climate resiliency, and promotes livability. This system has been developed over time, informed by a robust, inclusive dialogue with the community.

## Introduction

The Transportation Element provides a framework that guides transportation investments over the next 20 years to support the City of Shoreline 2024 Comprehensive Plan and comply with the Washington State Growth Management Act. This Transportation Element identifies a roadmap for creating a welcoming and functional system for all users, including people walking, biking, using shared-use mobility devices, riding transit, as well as driving, in accordance with the Shoreline transportation vision and goals, which were developed with the community and endorsed by Shoreline City Council in May 2021.

The Transportation Element was adopted in advance of the other comprehensive plan chapters. Due to this timing difference, the Transportation Element is formatted as one document, with goals and policies and the supporting analysis as one chapter.



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## **TRANSPORTATION VISION**

*Shoreline has a well-developed multimodal transportation system that offers safe and easy travel options that are accessible for everyone, builds climate resiliency, and promotes livability. This system has been developed over time, informed by a robust, inclusive dialogue with the community.*

- **Goal 1: Safety**  
**Make Shoreline's transportation system safe and comfortable for all users, regardless of mode or ability.**
- **Goal 2: Equity**  
Ensure all people, especially those whose needs have been systemically neglected<sup>1</sup>, are well served by making transportation investments through an anti-racist and inclusive process which results in equitable outcomes.
- **Goal 3: Multimodality**  
Expand and strengthen the multimodal network, specifically walking, bicycling, and transit, to increase the number of safe, convenient, reliable, and accessible travel options.
- **Goal 4: Connectivity**  
Complete a network of multimodal transportation connections to and from key destinations such as parks, schools, community services, commercial centers, places of employment, and transit.
- **Goal 5: Climate Resiliency**  
Increase climate resiliency by promoting sustainability, reducing pollution, promoting healthy habitats, and supporting clean air and water.
- **Goal 6: Community Vibrancy**  
Foster livability by evoking a sense of identity through arts/culture, attracting and sustaining desired economic activity, and accommodating the movement of people and goods.

Several national, state, and regional agencies influence transportation mobility options in Shoreline, including the United States Department of Transportation, Washington State Department of Transportation, Puget Sound Regional Council, King County Metro, Sound Transit, and Community Transit. One purpose of the Transportation Element is to guide how the City focuses strategic efforts in local investments to create a connected, multimodal transportation system that utilizes regional transportation facilities and services.

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<sup>1</sup> People who have been systemically neglected in the transportation and planning process are those who have not historically been served or have been typically underrepresented like Black, Indigenous People of Color (BIPOC), youth, older adults, people with disabilities, people with low incomes, and people with limited English language skills.



The Transportation Element is designed to provide insight into the City's intentions and commitments, so that public agencies and individual households can make decisions, coordinate development, and participate in achieving a shared vision. It also provides the foundation for development regulations contained in the Shoreline Development Code and Engineering Development Manual.

In addition to the regulatory guiding framework of the Transportation Element, the City is also adopting a Transportation Master Plan (TMP) in 2023. While separate from this Transportation Element, the TMP shares the same vision, goals, and guidance but provides more detailed implementation actions to provide a cohesive long-range blueprint for travel and mobility in Shoreline.

### *OUTREACH PROCESS*

This Transportation Element is the product of a robust public outreach process that has benefited from **thousands of voices, spanning the full spectrum of Shoreline's diverse communities**. The outreach process is summarized below:

- **Goals for Mobility (Outreach Series 1):** In early 2021, community members were asked what transportation issues are most important to them. Community members participated via online survey, two virtual open houses, and through numerous smaller, community meetings. This outreach led to the development of the transportation vision and six goals, which guided the identification and prioritization of capital projects and programs.
- **Planning a System for All (Outreach Series 2):** In mid-2021, the City gathered feedback from community members on modal networks in an effort to accommodate all modes of travel. Like Phase 1, this phase included an online survey, virtual open house, and small group meetings. Community members provided specific input on challenging locations for walking, biking, taking transit, and driving. Community members also provided feedback on key destinations they wanted to reach via transit or by shared use mobility devices.
- **How to Prioritize the System (Outreach Series 3):** In early 2022, the City returned to the community with draft modal plans (i.e., draft plans to accommodate people walking, biking, riding transit, using shared-use mobility hubs, and driving) and project prioritization criteria, which were informed by input received in Phases 1 and 2. The community was able to provide input about whether each draft modal plan invested too much, too little, or was about right. Community members were also able to weigh in on the prioritization criteria, in terms of which criteria are most important to consider in evaluating and ultimately prioritizing projects. This outreach phase included physical popup displays at key community gathering spaces and online informational videos and survey.
- **Recommended TE Update (Public Hearing):** In the fall of 2022, the draft TE update will have a **Public Hearing for public comment and the Planning Commission's recommendation to proceed with Council adoption by the end of 2022**. This draft TE update will contain the City's transportation vision, goals, and modal plans. It will also include the project prioritization process and a financially constrained list of draft priority projects.



In incorporating public input at critical milestones throughout its development, this Transportation Element intends to be a community-driven document that supports the City vision for a complete and inclusive transportation system that provides reliable, safe, equitable, and sustainable travel choices.

### *POLICIES*

The following **policies serve as the foundation of Shoreline's Transportation Element, providing** guidance on actions the City can take to advance the Transportation Vision and Goals.

#### Climate Resiliency

**T1.** Work to reduce vehicle miles traveled (VMT) and transportation-related greenhouse gas emissions in line with the level needed to meet emission reduction goals in the Climate Action Plan.

**T2.** Reduce the impact of the City's transportation system on the environment through expanded zero-emission vehicle use and active transportation options and identify opportunities to increase electric vehicle charging infrastructure when planning and designing transportation projects and facilities, on City rights-of-way or adjacent property(s), or through other transportation policies and programs.

**T3.** Emphasize transportation investments that provide and encourage alternatives to single occupancy vehicle travel and increase travel options, especially to and within King County [candidate] Countywide Centers<sup>2</sup> and along corridors connecting centers.

**T4.** Continue to implement the City's Commute Trip Reduction Plan as well as evaluate, implement, and advocate for other parking management and transportation demand management strategies that support the goal of reducing VMT.

**T5.** Plan, design, and construct transportation projects and facilities to avoid or minimize negative environmental impacts and to increase climate resiliency to the maximum extent feasible.

**T6.** Use Low Impact Development (LID) techniques, except when determined to be infeasible. Explore opportunities to expand the use of natural stormwater treatment in the right-of-way through partnerships with public and private property owners. Leverage green stormwater infrastructure (GSI) to expand and connect pedestrian/bicycle path networks for alternative transportation routes, including connections to the Interurban Trail.

**T7.** Create a safer and more enjoyable travel experience as well as reduce air pollution and ambient temperatures by maintaining established trees and increasing tree plantings along public right of way

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<sup>2</sup> Countywide growth centers serve important roles as places for equitably concentrating jobs, housing, shopping, and recreational opportunities. These are often smaller downtowns, high-capacity transit station areas, or neighborhood centers that are linked by transit, provide a mix of housing and services, and serve as focal points for local and county investment. On December 1, 2021, the Growth Management Planning Council (GMPC) approved the City of Shoreline's 148th St. Station Area, 185th St. Station Area, Shoreline Place, and Shoreline Town Center as candidate Countywide Centers. Jurisdictions with candidate Countywide Centers are expected to fully plan for their centers as a part of the 2024 comprehensive plan periodic update or in parallel local planning efforts.



and planting tree species that will be more resilient to climate impacts where feasible, while ensuring safety and mobility requirements are met.

**T8.** Identify opportunities to increase climate resilience when planning and designing transportation projects and facilities. Include features that improve surface water management, reduce urban heat island effects, and equitably increase services to the extent possible - especially in areas with identified climate impacts.

**T9.** Build and grow partnerships - with other public and private organizations and agencies - that support mode shift and a sustainable, resilient transportation system.

**T10.** Develop a resilient, multimodal transportation system that protects against major disruptions and climate change by developing recovery strategies and by coordinating disaster response plans.

**T11.** Modify design standards for the transportation system as needed to ensure that future land use development and transportation improvements increase city-wide resilience to climate change, including the retention of established trees where feasible, while ensuring safety and mobility requirements are met.

**T12.** Coordinate land use and transportation plans and programs with other public and private stakeholders to encourage parking management, vehicle technology innovation, shifts toward electric and other cleaner, more energy-efficient vehicles and fuels, integration of smart vehicle technology with intelligent transportation systems, and greater use of mobility options that promote climate resiliency and/or reduce VMT.

#### Community Vibrancy

**T13.** Evaluate and implement innovative and robust economic development, land use and transportation plans, policies and projects that promote climate resiliency and community vibrancy.

**T14.** Explore strategies to effectively manage curbside space for a variety of uses such as ride-share, buses, pedestrians, freight delivery, commerce, and other needs.

**T15.** Plan and implement the transportation system improvements utilizing urban street design principles in recognition of the link between mobility with urban design, safety, economic development, equity, and community health.

**T16.** Actively engage the public, especially historically underserved populations, during all phases of the development/update/improvement of a transportation service or facility to identify and reduce negative community impacts.

**T17.** Implement a strategy for regional coordination that includes the following activities:

- Identify high priority transportation improvements in Shoreline that involve partners and form strategic alliances with potential partners, such as adjacent jurisdictions, like-minded agencies, and community groups.
- Create seamless pedestrian, bicycle, and transit connections across city borders, including regional trail connections across state highways.



## Shoreline 2044 | Transportation Element

- Participate in federal, state, regional, and county planning, budget, and appropriations processes that will support **the City's strategic interests**.
- Develop partnerships with the local business community and other local groups/stakeholders to advocate at the federal, state, and regional level for common interests.

### Equity

**T18.** Provide accessible and affordable transportation for all, especially historically underserved populations, to enable equitable distribution of transportation resources, benefits, costs, programs and services.

**T19.** Develop new data collection focused on capturing individual and household travel cost, travel time, trips not taken, access to different travel options, and access to key resources across different demographic groups to better inform more equitable decision making.

**T20.** As feasible, partner with community organizations and/or community members to develop and tailor language access strategies that work for a particular limited/non-English speaking community.

**T21.** Explore the feasibility of parking management programs, shared parking strategies, and/or subsidized ORCA cards programming as new low-income housing units are being developed; addressing the transportation needs as development occurs, not after units are built.

**T22.** Explore how to prioritize investments in underserved communities experiencing significant levels of traffic-related air pollution.

### Safety

**T23.** In conjunction with the Washington State Target Zero Plan, prioritize transportation planning, design, improvement, and operational efforts with the goal of achieving zero serious or fatal injury collisions.

**T24.** Adopt a Target Zero policy specific to the City of Shoreline and consistent with regional programs including the Washington State Target Zero Plan.

**T25.** Prioritize pedestrian, bicyclist, and other vulnerable user safety over vehicle capacity improvements.

**T26.** Use engineering, enforcement, and educational tools to improve safety for all transportation users.

**T27.** Use data-driven and evidence-based approaches to guide transportation safety investments.

**T28.** Routinely update City engineering design standards and design roadways consistent with injury minimization and speed management techniques.

**T29.** Utilize the Street Light Master Plan to guide ongoing public and private street lighting investments.

### Pedestrian System

**T30.** Implement the Pedestrian Plan through a combination of public and private investments by using the Sidewalk Prioritization Plan and ADA Transition Plan as guides.



**T31.** When identifying transportation improvements, prioritize construction of sidewalks, walkways, pedestrian crossings, and trails, including increasing the number of pedestrian-oriented connections and safe crossings that reduce barriers and make walking trips more direct.

**T32.** Utilize existing undeveloped right-of-way to create pedestrian paths and connections where feasible.

**T33.** Design and construct roadway improvements to be accessible by all, minimize pedestrian crossing distances, create convenient and safe crossing opportunities, reduce pedestrian exposure to vehicle traffic, and lower vehicle speeds.

**T34.** Continue an engagement program to inform people about options for walking in the City and educate residents about pedestrian safety and health benefits of walking. This program should include coordination or partnering with outside agencies.

### Bicycle System

**T35.** Implement the Bicycle Plan. Develop a program to construct and maintain a connected bicycle network that is safe and comfortable for people of all ages and abilities, connects to essential destinations, provides access to transit, and is easily accessible.

**T36.** Design and construct all roadway improvements to be consistent with the future bike network vision and, when deemed safe and feasible, use short-term improvements, such as signage and markings, to identify routes when large capital improvements identified in the Bicycle Plan will not be constructed for several years.

**T37.** Along trails and other low stress (LTS 1 and 2) bicycle facilities, encourage development that is supportive of bicycling and oriented toward the bikeways.

**T38.** Develop guidelines for the creation of bicycle and scooter parking facilities.

**T39.** Develop a public outreach program to inform people about bicycle safety, health benefits of bicycling, and options for bicycling in the City. This program should include coordination or partnering with outside agencies.

**T40.** Establish an ongoing funded capital program to construct the Bicycle Plan and support pursuit and implementation of grant opportunities.

### Transit System

**T41.** Make transit a more convenient, appealing, and viable option for all trips where community members desire to use it and create safe, easily accessible first and last mile connections to transit through implementation of the Transit Plan.

**T42.** Monitor the level and quality of transit service in the City, and advocate for more frequent service and associated capital improvements to increase transit reliability as appropriate.

**T43.** Work with transportation providers to develop a safe, reliable, and effective multi-modal transportation system to address overall mobility and accessibility. Maximize the people-carrying capacity of the surface transportation system.



## Shoreline 2044 | Transportation Element

- T44. Support and encourage the development of additional high-capacity transit service in Shoreline.
- T45. Continue to install and support the installation of transit-supportive infrastructure.
- T46. Work with Metro Transit, Sound Transit, and Community Transit to start planned transit service as early and effectively as possible in order to develop bus service plans that connect people to light rail stations, high-capacity transit corridors, shared-use mobility hubs, Park & Ride lots, King County [candidate] Countywide Centers (148<sup>th</sup> St. Station, Shoreline Place, Town Center, 185<sup>th</sup> St. Station), and any future key destinations if identified.
- T47. Promote livable neighborhoods near high-capacity transit through land use patterns, transit service, and transportation access.
- T48. Encourage development that is supportive of transit, and advocate for expansion and addition of new frequent bus routes in areas with transit-supportive densities and uses.
- T49. **Support transit planning efforts based on criteria guided by the City's preferred land use, population and employment distribution, and opportunities for redevelopment.** Preserve right-of-way for future high-capacity transit service.
- T50. Partner to ensure provisions of first/last mile services, such as microtransit, flex-services, and other mobility options that connect people between transit and destinations.

### Roadway System

- T51. Design City transportation facilities with a primary purpose of moving people and goods via multiple modes (component of Complete Streets<sup>3</sup>), including automobiles, freight trucks, transit, bicycles, and walking, with vehicle parking identified as a secondary use, and utilizing natural stormwater management techniques and landscaping (component of Green Streets) where appropriate.
- T52. In accordance with Complete Streets Ordinance No. 755, new or rebuilt streets shall accommodate, as much as practical, right-of-way use by all users.
- T53.1. Direct delivery service and trucks and other freight transportation to appropriate streets so that they can move through Shoreline safely and reliably.
- T53.2. **Explore a variety of mechanisms to protect Shoreline's transportation network from excessive wear due to freight movement, especially the movement of heavy goods through the City, and to mitigate for impacts due to such freight movement.**

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<sup>3</sup> A “complete street” is one that is designed, operated, and maintained to enable safe and convenient access and travel for all users including pedestrian, bicyclists, transit users, and people of all ages and abilities, as well as freight and motor vehicles while protecting and preserving the community's environment and character.





**T54.** Routinely update development standards to mitigate the impact of growth on the City's transportation infrastructure; encourage and incentivize Transportation Demand Management (TDM) strategies.

**T55.** Improve the street grid network to maximize multi-modal connectivity throughout the City.

**T56.** Develop a regular maintenance program and schedule for all components of the transportation infrastructure. Maintenance schedules should be based on safety/imminent danger and preservation of transportation resources.

**T57.** Ensure that maintenance and operation of the existing and proposed transportation network is included in transportation planning and design.

**T58.** Use roadway maintenance and preservation work, including paving and restriping, to install short-term and planned long-term improvements.

#### Concurrency and Level of Service

##### Vehicle LOS Policy

**T59.** Adopt Level of Service E (LOS E) at intersecting arterials within King County [candidate] Countywide Centers and Highways of Statewide Significance and Regionally Significant State Highways (I-5, Aurora Avenue N, and Ballinger Way). For all other intersecting arterials, adopt LOS D. For evaluating planning level concurrency and reviewing traffic impacts of redevelopment, intersections **that operate worse than the identified standard will not meet the City's established concurrency threshold.** The level of service shall be calculated with the delay method described in the most recent **edition of the Transportation Research Board's Highway Capacity Manual.** Adopt a supplemental LOS for Principal and Minor Arterials that limits the volume to capacity (V/C) ratio to 1.1 or lower within King County [candidate] Countywide Centers, and 0.9 or lower for all other Principal and Minor Arterials in **the City's jurisdiction. The V/C measurement applies to a segment of roadway between arterial intersections.**

These LOS standards apply throughout the City unless an alternative LOS standard is identified in the Transportation Element for intersections or road segments, where an alternate LOS has been adopted in a subarea plan, or for Principal or Minor Arterial segments where:

- Widening the roadway cross-section is not feasible, due to significant topographic constraints; or
- The improved roadway configuration balances increased congestion with safety, climate resiliency, and active transportation mobility benefits.

Arterial segments meeting at least one of these criteria as identified in June 2022 are:

- Meridian Avenue N from N 155<sup>th</sup> Street to N 175<sup>th</sup> Street
- Meridian Avenue N from N 175<sup>th</sup> Street to N 185<sup>th</sup> Street



#### Pedestrian LOS Policy:

T60.1. Provide for sidewalks on all streets consistent with the Shoreline Municipal Code and the standards outlined in the Engineering Development Manual.

T60.2. Establish a connected and complete pedestrian network by constructing the sidewalks and trails outlined in the Sidewalk Prioritization Plan (SPP).

#### Bicycle LOS Policy:

T61.1. Establish the Bicycle Plan to connect major destinations, transit stops and stations, and residential, commercial/retail centers, and employment centers.

T61.2. Establish sufficient, safe, and convenient bicycle parking and security to support trips made by bicycle.

#### Transit LOS Policy:

T62.1. Advocate for transit service that is aligned with Shoreline land use and demographics as presented in the Transit Plan.

T62.2. Make bus stop facilities more comfortable and secure to encourage ridership.

T62.3. Prioritize capital improvements along City streets to facilitate transit speed and reliability.

#### Shared-use Mobility Hub Policy:

T63.1. Provide mobility hubs at locations that support the City's equity, climate resiliency, transportation, and land use goals.

T63.2. Prepare for shared-use mobility service in Shoreline, including providing guidance for how and where that service is provided.

#### Concurrency Policy

T64. Adopt a transportation concurrency program that advances construction of multimodal transportation facilities in Shoreline.

T65. Coordinate with the County and neighboring jurisdictions to implement concurrency strategies and provide for mitigation of shared traffic impacts through street improvements, signal improvements, intelligent transportation systems improvements, transit system improvements, or transportation demand management strategies.

#### Transportation Improvements

T66. Complete the multimodal transportation network by implementing prioritized projects using the following criteria:

- Safety
- Equity
- Multimodality



## Shoreline 2044 | Transportation Element

- Connectivity
- Climate Resiliency
- Community Vibrancy

**T67.** Consider and coordinate the construction of new capital projects with upgrades or projects needed by utility providers operating in the City.

**T68.** Pursue corridor studies on key corridors to determine improvements that address safety, capacity, mobility, climate resiliency and support adjacent land uses.

**T69.** Implement projects that address improvements noted in planning studies or reports (such as the Transportation Improvement Plan or Annual Traffic Report) including the corridors of 145th Street, 175th Street, 185th Street, Meridian Avenue, Trail Along the Rail, and sidewalk/bicycle networks.

### Funding

**T70.** Aggressively seek grant opportunities to secure regional and federal funding to help implement high-priority projects in the Shoreline TMP.

**T71.** Support efforts at the local, regional, state, and federal level to increase funding for the transportation system.

**T72.** Ensure City staff have the resources to identify and secure funding sources for transportation projects, including shared use mobility, bicycle and pedestrian projects.

**T73.** Update the citywide Transportation Impact Fee (TIF) program to fund multi-modal growth-related transportation improvements, and when necessary, use the State Environmental Policy Act to provide traffic mitigation for localized development project impacts.

**T74.** Adequately fund maintenance, preservation, and safety **for the City's multimodal transportation** system, especially those facilities used by the most vulnerable users, including those walking and rolling.

**T75.** Finance the six-year TIP within the City's financial capacity to achieve a balance between available revenue and needed transportation facilities. If the projected funding is inadequate to finance needed transportation facilities based on adopted level of service standards and forecasted growth, the City could do one or more of the following:

- a. Lower the level of service standard;
- b. Change the Land Use Plan;
- c. Increase the amount of revenue from existing sources; and/or
- d. Adopt new sources of revenue.
- e. Remove an unfunded project from the TIP

### *Transportation Context*

The Transportation Element is being created as part of the City of Shoreline Comprehensive Plan update process. As required under the Washington State Growth Management Act, the Transportation Element is the compliance document that will be adopted into the Shoreline Comprehensive Plan, the centerpiece of local planning. As part of developing the Transportation Element, the City reviewed



## Shoreline 2044 | Transportation Element

existing and future conditions for transportation in Shoreline. By having insight into how Shoreline will grow in the future, the City can plan for how the transportation system will need to evolve to accommodate the interests and needs of all current and future transportation users.

Part of that evolution will be a multimodal transportation system that accommodates all users, including people walking, bicycling, riding transit, using shared mobility devices, and driving. To help achieve this, the City has developed goals, policies, and implementation strategies that identify how to improve and expand the Shoreline transportation system with the following products:

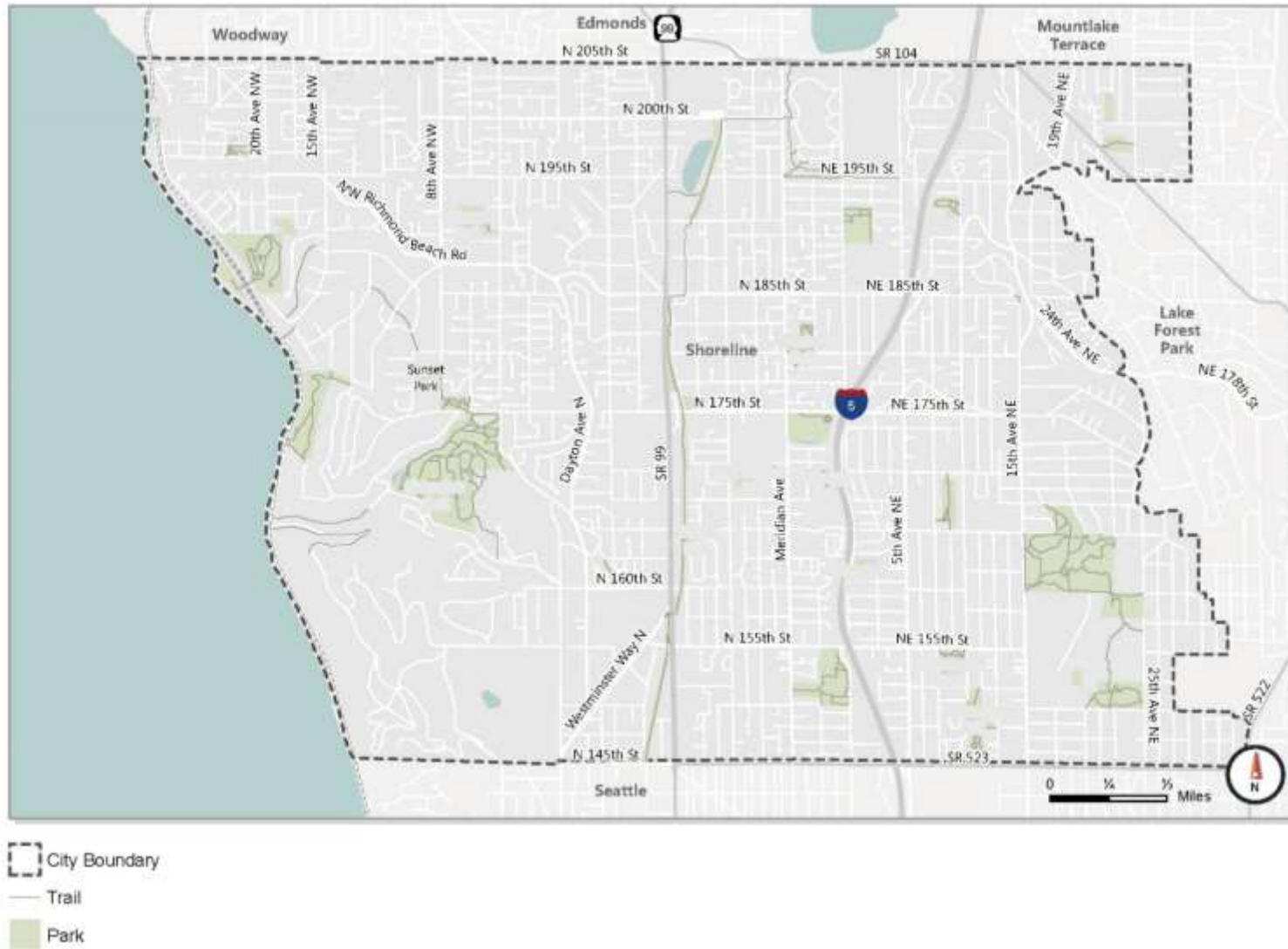
- Modal networks that show complete systems for mobility throughout the City.
- Projects needed to accommodate growth over the next twenty years.
- A funding strategy to pay for the identified improvements.
- Ongoing implementation and monitoring to ensure that adequate transportation facilities will be in place as growth occurs.

### *Shoreline Profile*

Shoreline became a city in 1995. As shown in Figure 1, Shoreline is bordered on the west by Puget Sound, on the north by the communities of Woodway, Edmonds, and Mountlake Terrace, on the east by Lake Forest Park, and to the south by the City of Seattle. Shoreline covers approximately 11.74 square miles and has a population of more than 56,000 residents. The City is currently primarily residential with more than 70 percent of the households being single-family residences but is continuing to grow and redevelop. Shoreline is made up of 14 well-defined neighborhoods, each with its own character. Over the years, the Shoreline community has developed a reputation for strong neighborhoods, excellent schools, and abundant parks. The City of Shoreline offers classic Puget Sound beauty and the convenience of suburban living with the attraction of nearby urban opportunities.



Figure 1. City of Shoreline





## Demographics

A Transportation Element needs to serve the entire community, so it is critical to understand who lives in Shoreline and what their needs are. **A person's mobility needs and priorities vary greatly depending on their individual circumstance.** For instance, a low-income resident may not have the finances for all transportation options; they may not own a car and might rely on public transit, creating different needs **than someone who commutes by car. Someone who doesn't speak English may require different accommodations than native English speakers.** Someone who uses a wheelchair may require more **accessible accommodations than someone who doesn't use mobility devices.** **As Shoreline's population becomes increasingly diverse, understanding and responding to these distinctions becomes more important as time goes on.** The following sections describe the current demographics in Shoreline.

### *Income and Poverty*

In 2019, the Shoreline median household income was \$86,827, an increase of 31.5% over 2015. However, median incomes differ significantly by race and ethnicity. Households of all races and ethnicities except White/Caucasian **make less than the citywide median income. Households that identify as "Asian alone"** are close to the median incomes (0.9% less than the citywide median), while American Indian and Alaska Native households have a median household income of 43.7% less than the citywide median.

In 2019, roughly 4,300 people or 7.7% of the Shoreline population were experiencing poverty. This was a significant decline from previous years; however, the COVID-19 pandemic has likely impacted poverty in Shoreline, though this data is not yet available.

### *Housing*

Renters are much more likely than homeowners to spend more than 30% of their income on housing costs, a metric known as cost burden.

- 26.9% of homeowner households in Shoreline are cost-burdened.
- 52.6% of renter households in Shoreline are cost-burdened.

### *Race/Ethnicity*

**As of 2019, residents who identify as "White alone" comprised 64.1% of Shoreline's population.** From 2010 to 2019, the absolute size of all racial/ethnic groups increased, in conjunction with overall population increases.

- Residents who identify as American Indian or Alaska Native alone increased by the largest **percentage, with an increase of 113.7%. However, this group comprises only 0.6% of Shoreline's total population.**
- Residents who identify as White alone increased by the smallest percentage, with an increase of 1.2%.
- From 2010 to 2019, residents who identify as Hispanic or Latino of any race increased by 56.5%, or an additional 1,624 individuals since 2010. This group represents 8.0% of the Shoreline total 2019 population.



## Shoreline 2044 | Transportation Element

### *Age*

In 2019, the 35 to 39-year-old segment represented the largest share of the Shoreline population, and the median age was 41.8 years. Residents aged **60 and older made up 25% of Shoreline's population.**

### *Foreign-Born Population*

Approximately 12,100 Shoreline residents have birthplaces outside of the United States. From 2018 to 2019, **Shoreline's foreign-born population increased by 8.0%**, and by 18.6% over the last five years. Of residents born outside the United States, 52.6% were born in Asia.

### *Language*

**According to 2019 demographics, some Shoreline residents speak English less than “very well.”** These residents are most likely to speak Spanish or Chinese, *with* an estimated 1,350 speaking Spanish and an estimated 900 speaking Chinese.

### Land Use

Shoreline is comprised of distinct areas with varying land uses. Shoreline has 409 acres of parkland, including 41 park areas and facilities. Shoreline is primarily residential in character with over half of its land area developed with single-family residences. Commercial development stretches along Aurora Avenue, with other neighborhood centers located at intersections of primary arterials, such as NE 175th Street at 15th Avenue NE in North City, NW Richmond Beach Road at 8th Avenue NW, and 5th Avenue NE at NE 165th Street in Ridgecrest. The areas on either side of Interstate 5 (I-5) near NE 145th Street and NE 185th Street are designated as station areas, which are planned for mixed-use redevelopment in conjunction with the new light rail stations and transit investments.

### Future Land Use

The Shoreline Comprehensive Plan anticipates adding 13,330 additional households and 10,000 new jobs in the City by 2044. This will result in a total of 36,570 households and 30,020 jobs in the City in 2044. To support this Transportation Element update, the City evaluated the transportation needs of these future community members through travel demand forecasting and multimodal analysis. The City envisions most of this growth occurring in the four designated [candidate] Countywide Centers, which are locations with zoned densities that can support high-capacity transit and benefit from robust networks for walking, biking, and accessing shared mobility devices, as envisioned by this Transportation Element.

### Transportation Network

The following sections document transportation networks within the City and discuss identified opportunities for improvement. The Shoreline transportation network accommodates various modes for getting around, including walking, bicycling, taking public transit, and driving, among others, and commercial needs such as freight transport.

The growth targets established in the 2022 Transportation Element were based on PSRC 4K Regional Model. More details can be found on [the City's growth strategy](#) and updated targets can be found in the [Land Use Supporting Analysis](#)



*Street Network*

Shoreline's street network is comprised of a variety of roadway types, which balance vehicle capacity with the needs of other uses (people walking, bicycling, and taking transit), and connects all users to local and regional facilities. Table 1 describes the different types of roadways in Shoreline, also called street classification, and Figure 2 maps their locations in Shoreline.




**Table 1: City of Shoreline Street Classification**

| Type               | Description <sup>1</sup>   | Examples   | Photo   |
|--------------------|--|--|---|
| Principal Arterial | Principal Arterials are roadways that provide a high degree of vehicular mobility with more restricted access and have regional significance as major vehicular and transit travel routes that connect between cities within a metropolitan area. They generally have sidewalks on both sides of the roadway, and some have bicycle facilities. Speed limits on Principal Arterials in Shoreline range from 25-40 mph. | Aurora Avenue N, N/NE 175th Street from Aurora Ave N to 15 <sup>th</sup> Ave NE, and 15th Avenue NE  |  <p>Aurora Avenue N</p>     |
| Minor Arterial     | Minor Arterials are generally designed to provide a high degree of intra-community connections and are less significant from a perspective of regional mobility, but many also provide transit service. They generally have sidewalks on at least one side of the roadway, and some have bicycle facilities. Speed limits on Minor Arterials in Shoreline are 30-35 mph.   | Meridian Avenue N, N/NE 185th Street from Fremont Ave N To 10 <sup>th</sup> Ave NE, and NW Richmond Beach Road from 20 <sup>th</sup> Ave NW to Fremont Ave N |  <p>Meridian Avenue N</p> |





## Shoreline 2044 | Transportation Element

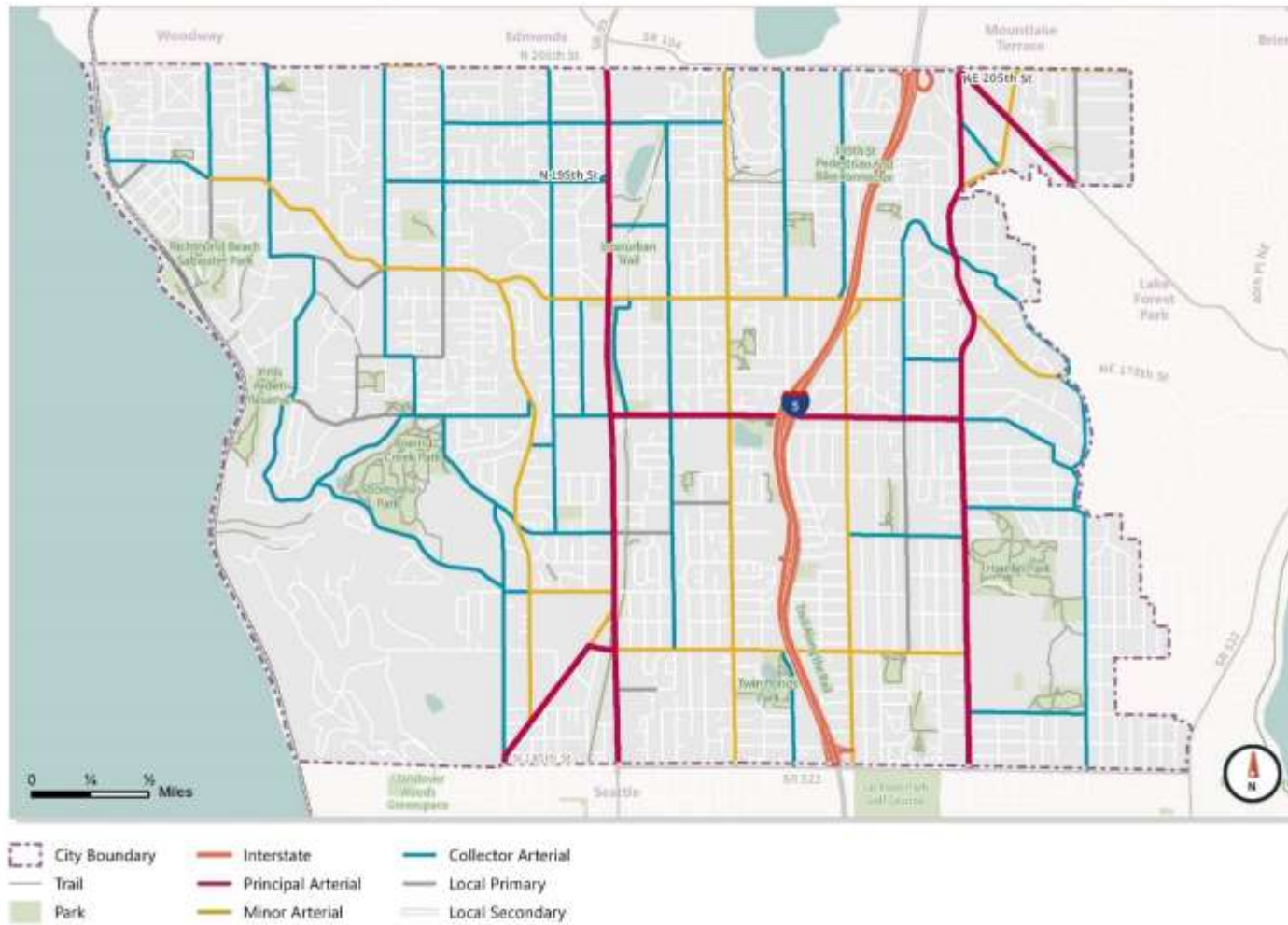
| Type               | Description <sup>1</sup>   | Examples  | Photo  |
|--------------------|--|---|--|
| Collector Arterial | Collector Arterials assemble traffic from the interior of an area/community and deliver it to the closest Minor or Principal Arterial. Collector Arterials provide for both mobility and access to property and are designed to fulfill both functions. Some Collector Arterials provide transit service, sidewalks, and bicycle facilities, but there are gaps. The speed limit on Collector Arterials in Shoreline is 25-35 mph. | Greenwood Avenue N, Fremont Avenue N from N 165 <sup>th</sup> Street to NW 205 <sup>th</sup> Street, and NW Innis Arden Way   |  <p style="text-align: center;">Greenwood Avenue N</p>           |
| Local Primary      | Local Primary roadways connect traffic to Arterials, accommodate short trips to neighborhood destinations and provide local access. They generally do not have transit service, sidewalks, or bicycle facilities. The speed limit on Local roadways in Shoreline is 25 mph.  | 25th Avenue NE from Ballinger Way NE to NE 205 <sup>th</sup> Street, N 167th Street from Ashworth Ave N to Meridian Ave N, and 10 <sup>th</sup> Ave NE from NE 155 <sup>th</sup> St to NE 175 <sup>th</sup> Street. |  <p style="text-align: center;">10th Avenue NE</p>              |
| Local Secondary    | Local Secondary roadways provide local access. They generally do not have transit service, sidewalks, or bicycle facilities. The speed limit on Local roadways in Shoreline is 25 mph.   | Wallingford Avenue N, 11th Avenue NE, 12th Avenue NE, NE 158 <sup>th</sup> Street   |  <p style="text-align: center;">NE 158<sup>th</sup> Street</p> |

Source: Shoreline TMP, 2011; Google Maps, 2020

<sup>1</sup> Speed limits for specific facilities can be found in the Shoreline Municipal Code 10.20.010



Figure 2. Existing Street Classification





### Existing Vehicle Congestion

The operational performance of intersections within Shoreline is measured using a standard methodology known as level of service (LOS). LOS represents the degree of congestion at an intersection based on a calculation of average delay per vehicle at a controlled intersection, such as a traffic signal or stop sign. Individual LOS grades are assigned on a letter scale, A-F, with LOS A representing free-flow conditions with no delay and LOS F representing highly congested conditions with long delays.

Table 2 shows the definition of each LOS grade from the 6th Edition Highway Capacity Manual (HCM) methodology, which is based on average control delay per vehicle. Signalized intersections have higher delay thresholds compared with two-way and all-way stop-controlled intersections. HCM methodologies prescribe how delay is measured at different types of intersections: for signalized and all-way stop intersections, LOS grades are based on the average delay for all vehicles entering the intersection; for two-way stop-controlled intersections, the delay from the most congested movement is used to calculate LOS. LOS is usually calculated for the busiest hour of the day, or “peak hour”, to represent the worst observed conditions on the roadway.

Table 2: Intersection LOS Criteria Based on Delay

| Level of Service | Signalized Intersections<br>(seconds per vehicle) | Stop-Controlled Intersections<br>(seconds per vehicle) |
|------------------|---|--|
| A                | <= 10   | <= 10  |
| B                | >10 to 20   | >10 to 15  |
| C                | >20 to 35   | >15 to 25  |
| D                | >35 to 55   | >25 to 35  |
| E                | >55 to 80   | >35 to 50  |
| F                | > 80  | > 50   |

Source: 6th Edition Highway Capacity Manual

The City’s 2011 TMP identified LOS standards for the City’s roadway network. In general, it required LOS D operations at signalized intersections along arterial streets and at unsignalized intersecting arterials for most streets.

Additionally, the City measures the performance of its roadway system based on the volume to capacity (V/C) ratio of principal and minor arterials. The V/C ratio compares roadway demand (vehicle volumes) with roadway supply (carrying capacity). If a roadway has a V/C of 1.0, the roadway is operating at full capacity. The 2011 TMP set a V/C standard of 0.90 or lower for most principal and minor arterials, but recognized certain streets where these standards may not be achievable due to topographical, land ownership, or other feasibility constraints.

This Transportation Element revises these standards for City-owned roadway facilities, specifically to allow for LOS E operations at intersections and a higher V/C (1.1) within King County [candidate] Countywide Centers. These revisions recognize that the City must balance the needs of vehicles with the needs of other street users, including people walking and bicycling in urban districts, like the four designated centers.



## Shoreline 2044 | Transportation Element

In addition to City facilities, there are also state-owned roadway facilities in Shoreline. The LOS standards for these facilities are assigned by the Washington State Department of Transportation (WSDOT) and are as follows:

- SR 99 has a LOS standard of D
- SR 523 has a LOS standard of E mitigated<sup>4</sup>
- SR 104 from SR 99 to 15th Ave NE has a LOS standard of D
- SR 104 from 15th Ave NE to the eastern city limits has a LOS standard of E mitigated

Figure 3 and Table 3 show how several intersections in Shoreline are operating today (intersection numbers on map correspond with Map ID# in table).

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<sup>4</sup> E mitigated means that congestion should be mitigated (such as transit) when p.m. peak hour LOS falls below LOS "E"



Figure 3: Existing Level of Service in Shoreline

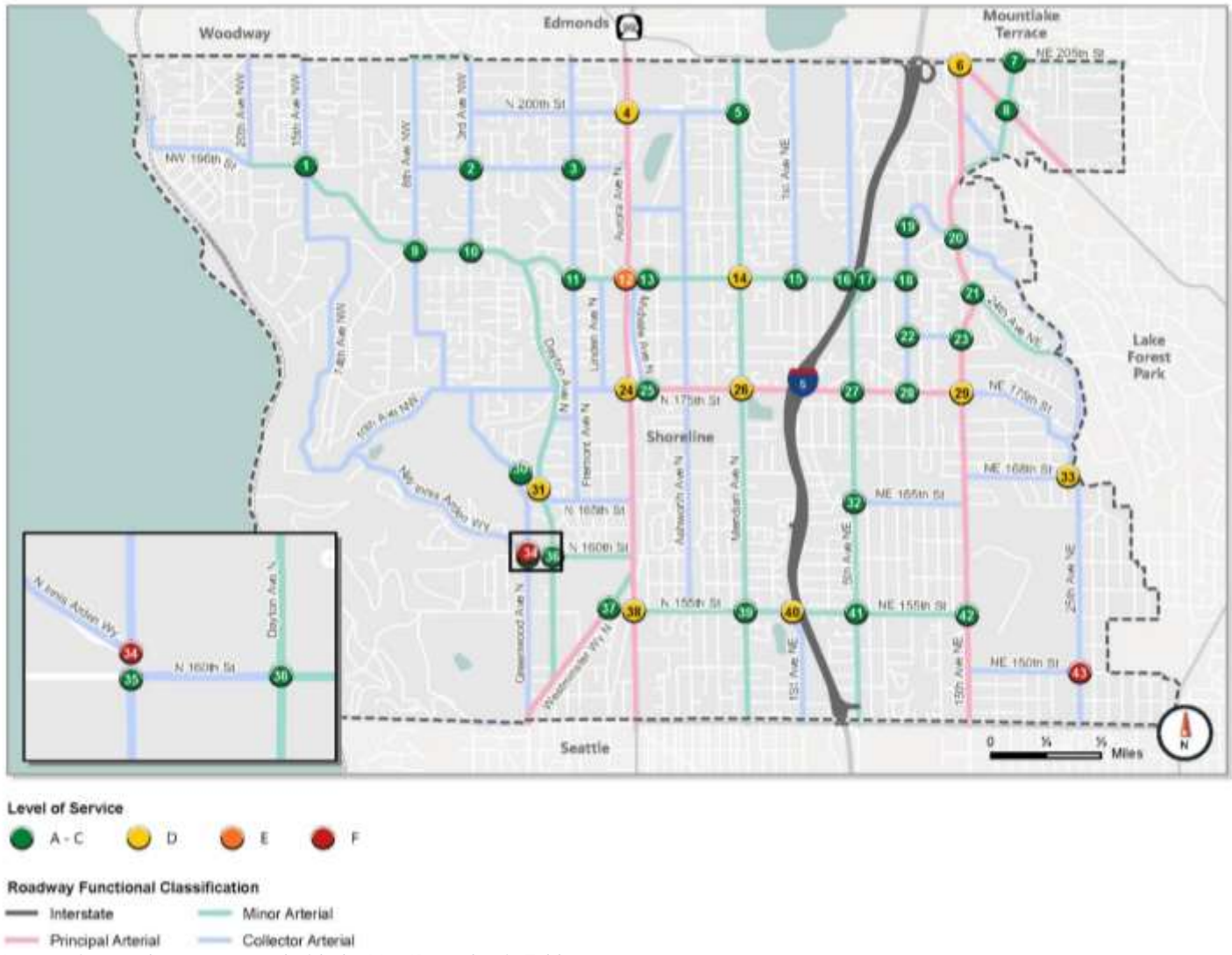




Table 3: Existing Level of Service in Shoreline (mapped in the preceding Figure 3)

| Map ID | Intersection Location                        | Delay (seconds) | LOS | Map ID | Intersection Location               | Delay (seconds) | LOS |
|--------|--|-----------------|-----|--------|-------------------------------------|-----------------|-----|
| 1      | 15th Ave NW & NW 195th St                    | 19              | C   | 23     | 15th Ave NE & NE 180th St           | 8               | A   |
| 2      | 3rd Ave NW & NW 195th St                     | 14              | B   | 24     | Aurora Ave N & N 175th St           | 55              | D   |
| 3      | Fremont Ave N & N 195th St                   | 10              | B   | 25     | Midvale Ave N & N 175th St          | 10              | B   |
| 4      | Aurora Ave N & N 200th St                    | 53              | D   | 26     | Meridian Ave N & N 175th St         | 49              | D   |
| 5      | Meridian Ave N & N 200th St                  | 8               | A   | 27     | NE 175th St & 5th Ave NE            | 18              | B   |
| 6      | Ballinger Way NE & NE 205th St & 15th Ave NE | 46              | D   | 28     | NE 175th St & 10th Ave NE           | 6               | A   |
| 7      | NE 205th St & 19th Ave NE                    | 31              | C   | 29     | 15th Ave NE & NE 175th St           | 38              | D   |
| 8      | Ballinger Way NE & 19th Ave NE               | 29              | C   | 30     | Greenwood Ave N & Carlyle Hall Rd   | 17              | C   |
| 9      | NW Richmond Beach Rd & 8th Ave NW            | 26              | C   | 31     | Dayton Ave N & Carlyle Hall Rd      | 26              | D   |
| 10     | 3rd Ave NW & NW Richmond Beach Rd            | 17              | B   | 32     | 5th Ave NE & NE 165th St            | 10              | A   |
| 11     | Fremont Ave N & N 185th St                   | 25              | C   | 33     | 24th Ave NE & NE 168th St           | 26              | D   |
| 12     | Aurora Ave N & N 185th St                    | 59              | E   | 34     | Greenwood Ave N & NW Innis Arden Wy | 97              | F   |
| 13     | Midvale Ave N & N 185th St                   | 7               | A   | 35     | Greenwood Ave N & N 160th St        | 18              | C   |
| 14     | Meridian Ave N & N 185th St                  | 40              | D   | 36     | Dayton Ave N & N 160th St           | 15              | B   |
| 15     | 1st Ave NE & NE 185th St                     | 15              | B   | 37     | Westminster Way N & N 155th St      | 19              | B   |
| 16     | 5th Ave NE & NE 185th St (West Side of I-5)  | 19              | C   | 38     | Aurora Ave N & N 155th St           | 49              | D   |
| 17     | 5th Ave NE & NE 185th St (East Side of I-5)  | 16              | B   | 39     | Meridian Ave N & N 155th St         | 34              | C   |
| 18     | 10th Ave NE & NE 185th St                    | 9               | A   | 40     | 1st Ave NE & N 155th St             | 26              | D   |
| 19     | 10th Ave NE & NE Perkins Way & NE 190th St   | 8               | A   | 41     | 5th Ave NE & NE 155th St            | 13              | B   |
| 20     | NE Perkins Way & 15th Ave NE                 | 20              | B   | 42     | 15th Ave NE & NE 155th St           | 21              | C   |
| 21     | 15th Ave NE & 24th Ave NE                    | 7               | A   | 43     | 25th Ave NE & NE 150th St           | 96              | F   |
| 22     | 10th Ave NE & NE 180th St                    | 10              | B   |        |                                     |                 |     |

Source: Fehr & Peers, 2021



### *Measured Vehicle Speeds*

Another way of checking intersection operations with actual travel data is by looking at average vehicle speeds which can be an indicator of congestion. Average vehicle speeds during the PM peak hour were **compared to posted speed limits at 134 locations along Shoreline's roadway network.** Figure 4 shows that there is minimal congestion during the PM peak hour in Shoreline for locations with available speed data. None of the locations have PM peak period speeds that are more than 50 percent below the posted speed limit. Only about 30 percent of the analyzed locations have congested speeds that are 15 to 50 percent below the posted speed limit. Therefore, most vehicles are traveling at speeds that are close to **the posted speed limits. Note that while this map doesn't report on 145<sup>th</sup> Street and 205<sup>th</sup> Street because they are outside of the City's jurisdiction, the City is monitoring their conditions and helping to plan these corridors with neighboring cities and transportation agencies.**

### *Existing Traffic Volumes*

Figure 5 shows average weekday traffic volumes for roadways in Shoreline as of 2019.



Figure 4. Speed Analysis

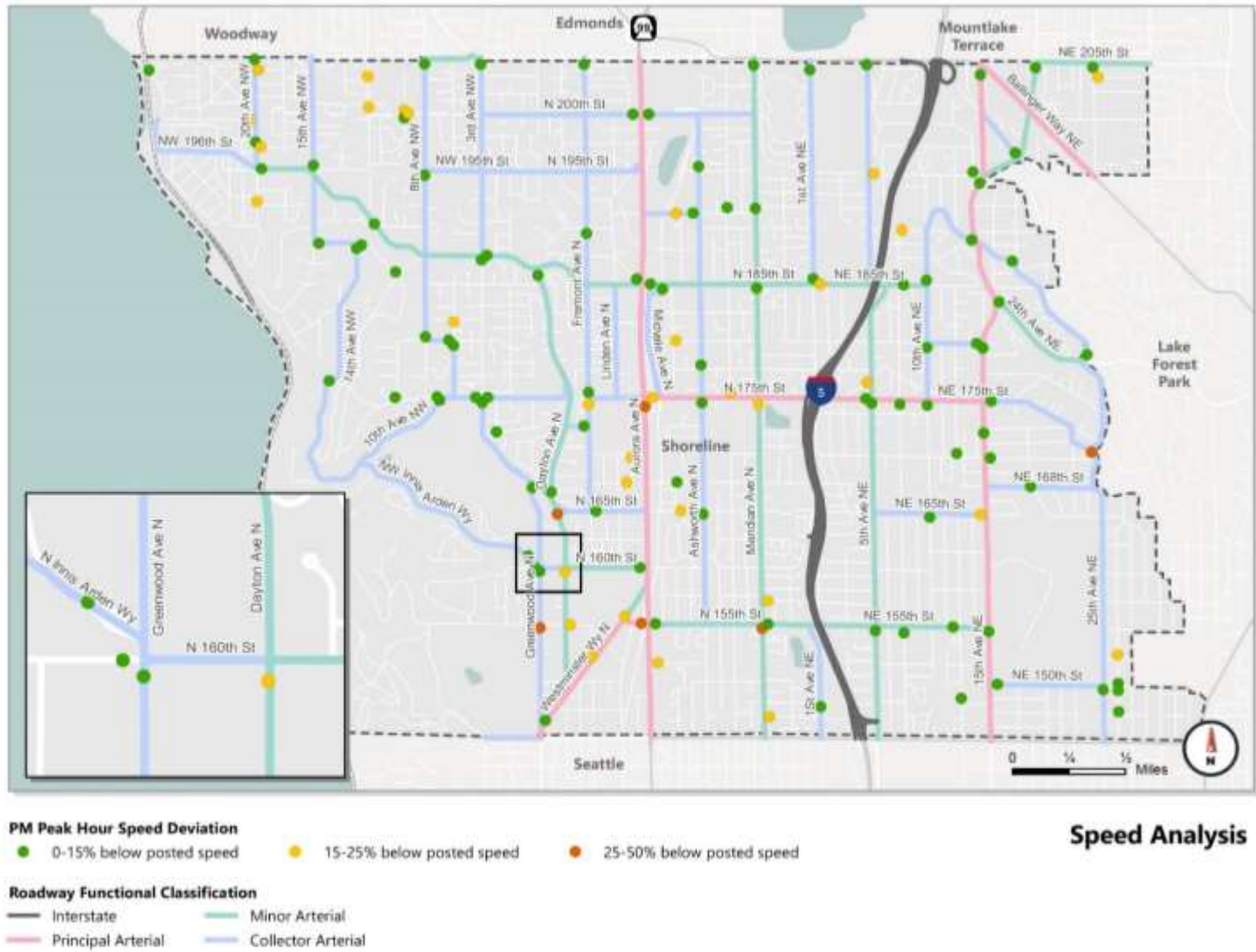
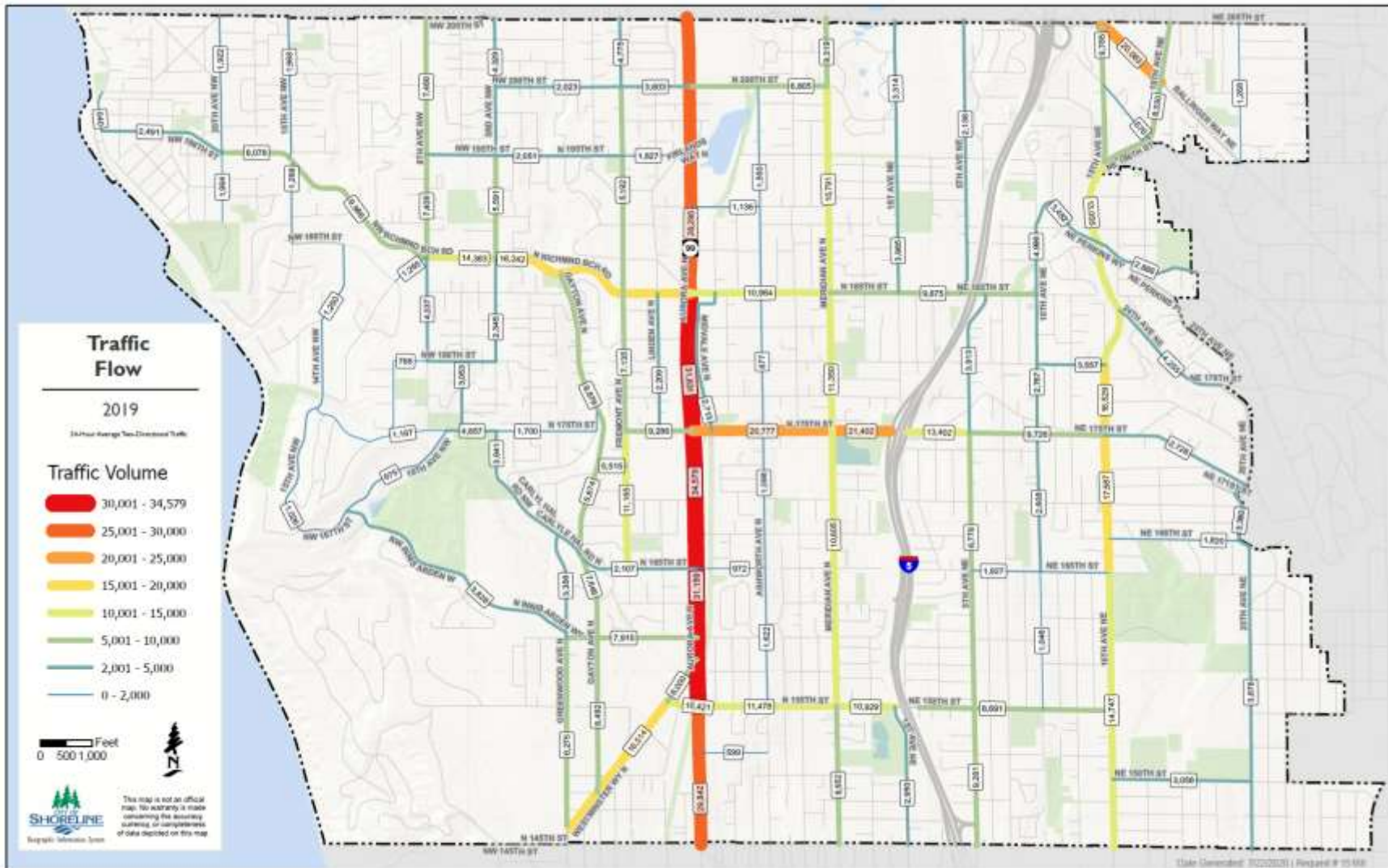






Figure 5. Average Weekday Traffic Flows in 2019



Source: City of Shoreline, 2019 Annual Traffic Report



### *Future Traffic Growth*

By 2044, the **City's Comprehensive Plan anticipates adding 13,330 additional households and 10,000 new jobs**. To understand how this growth (and anticipated regional growth outside of the city) will **impact Shoreline's transportation system, the City must project growth and its impacts into the future** using specialized travel models. For this Transportation Element, the City has projected just over 20 years into the future, developing a travel model with horizon year 2044. This travel model was based on the Puget Sound Regional Council (PRSC) regional model, which considers many data points such as local and regional transportation investments (such as extending light rail to Lynnwood), road usage charges, and demographic shifts in household size, income, and composition to understand how travel patterns might change in the future. This modeling effort provides one of the best means to evaluate anticipated traffic congestion in 2044 both on local streets and on state facilities.

### *Future Vehicle Congestion*

The City must balance the needs of vehicles with the needs of other street users, including people walking and bicycling. This is especially true in urban districts, like the four designated [candidate] Countywide Centers (areas near the 148<sup>th</sup> Street and 185<sup>th</sup> Street light rail stations, Shoreline Place, and **"Town Center" along Aurora Avenue**) where **Shoreline will be concentrating the most growth as these areas will be adjacent to more transportation options. King County's designated** Countywide Centers are locations with zoned densities that can support high-capacity transit and shorter trips on foot to nearby supportive land uses and can serve as a focal point for investment. In part due to more transportation options in these areas, this Transportation Element proposes to revise the City of Shoreline LOS policy to allow more automobile delay (LOS E) at intersections within the Countywide Centers and along state routes but maintain the current LOS policy (LOS D) outside of these areas. State routes serve as important regional connections **and are more impacted by regional travel patterns outside of the City's** control. They also carry the highest volumes of traffic within the City, so these facilities often experience higher levels of delay.

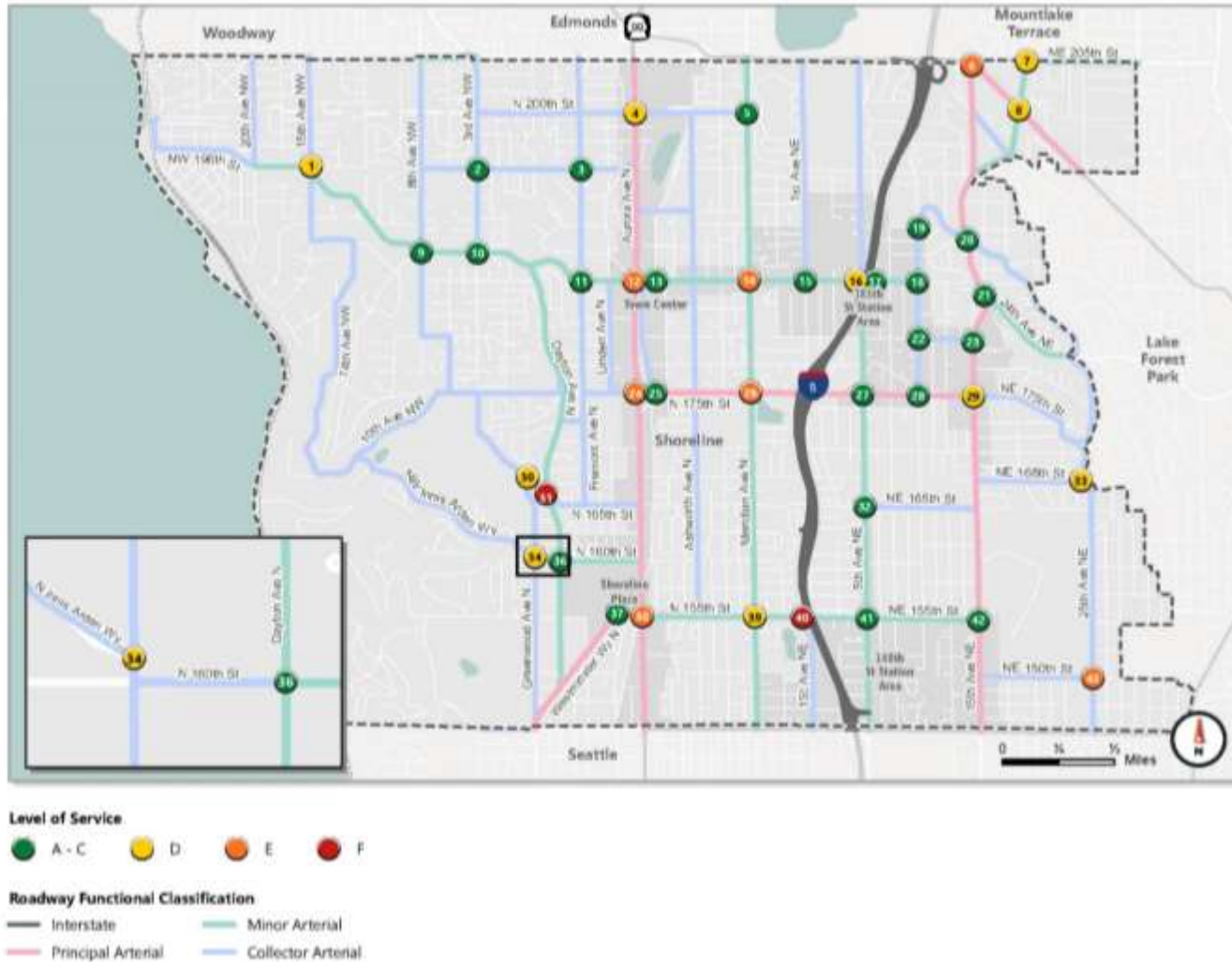
This balanced approach allows the City to incentivize growth in the Countywide Centers where infrastructure is available to support more trips by foot, bike, and transit, while upholding a more stringent intersection delay standard in areas where less supportive multimodal infrastructure exists.

**Using the projected traffic growth from the City's travel model, the projected 2044 delay and LOS at key** intersections was calculated. The following Figure 6 and Table 4 show the expected LOS for intersections in Shoreline in 2044. It is important to note that not all arterial intersections were studied as part of this effort; as growth occurs, localized impacts to intersections are studied on a project-by-project basis for compliance with LOS standards.

In addition to evaluating traffic growth in local facilities, State guidance requires that this Transportation Element consider estimated traffic impacts to state-owned transportation facilities resulting from land use growth anticipated by 2044. Table 5 summarizes traffic operations projected on state facilities by 2044, based on the modeling assumptions described above. Aurora Ave N is not included in Table 5. The City of Shoreline considers the Aurora Corridor to be mitigated to the extent feasible as it relates to non-transit vehicles. Any future vehicle-oriented improvements to the Aurora Corridor will focus on transit speed and reliability rather than adding general capacity improvements to encourage more trips through the City by single occupant vehicles.



Figure 6. Future Automobile Level of Service in Shoreline by 2044



Note: Intersection numbers correspond with the information in Table 4.



Table 4: Future Level of Service in Shoreline (mapped in Figure 6)

| Map ID | Intersection Location                        | Delay (seconds) | LOS | Map ID | Intersection Location                            | Delay (seconds) | LOS |
|--------|--|-----------------|-----|--------|--|-----------------|-----|
| 1      | 15th Ave NW & NW 195th St                    | 26              | D   | 23     | 15th Ave NE & NE 180th St                        | 22              | C   |
| 2      | 3rd Ave NW & NW 195th St                     | 17              | C   | 24     | Aurora Ave N & N 175th St                        | 72              | E   |
| 3      | Fremont Ave N & N 195th St                   | 12              | B   | 25     | Midvale Ave N & N 175th St                       | 12              | B   |
| 4      | Aurora Ave N & N 200th St                    | 54              | D   | 26     | Meridian Ave N & N 175th St                      | 73              | E   |
| 5      | Meridian Ave N & N 200th St                  | 9               | A   | 27     | NE 175th St & 5th Ave NE                         | 23              | C   |
| 6      | Ballinger Way NE & NE 205th St & 15th Ave NE | 62              | E   | 28     | NE 175th St & 10th Ave NE                        | 8               | A   |
| 7      | NE 205th St & 19th Ave NE                    | 37              | D   | 29     | 15th Ave NE & NE 175th St                        | 42              | D   |
| 8      | Ballinger Way NE & 19th Ave NE               | 43              | D   | 30     | Greenwood Ave N & Carlyle Hall Rd                | 30              | D   |
| 9      | NW Richmond Beach Rd & 8th Ave NW            | 30              | C   | 31     | Dayton Ave N & Carlyle Hall Rd                   | 53              | F   |
| 10     | 3rd Ave NW & NW Richmond Beach Rd            | 26              | C   | 32     | 5th Ave NE & NE 165th St                         | 13              | B   |
| 11     | Fremont Ave N & N 185th St                   | 32              | C   | 33     | 24th Ave NE & NE 168th St                        | 26              | D   |
| 12     | Aurora Ave N & N 185th St                    | 79              | E   | 34     | Greenwood Ave N & NW Innis Arden Wy <sup>1</sup> | 31              | D   |
| 13     | Midvale Ave N & N 185th St                   | 8               | A   | 35     | Greenwood Ave N & N 160th St <sup>1</sup>        |                 |     |
| 14     | Meridian Ave N & N 185th St                  | 59              | E   | 36     | Dayton Ave N & N 160th St                        | 17              | B   |
| 15     | 1st Ave NE & NE 185th St                     | 18              | B   | 37     | Westminster Way N & N 155th St                   | 25              | C   |
| 16     | 5th Ave NE & NE 185th St (West Side of I-5)  | 28              | D   | 38     | Aurora Ave N & N 155th St                        | 78              | E   |
| 17     | 5th Ave NE & NE 185th St (East Side of I-5)  | 29              | C   | 39     | Meridian Ave N & N 155th St                      | 52              | D   |
| 18     | 10th Ave NE & NE 185th St                    | 14              | B   | 40     | 1st Ave NE & N 155th St                          | 55              | F   |
| 19     | 10th Ave NE & NE Perkins Way & NE 190th St   | 9               | A   | 41     | 5th Ave NE & NE 155th St                         | 19              | B   |
| 20     | NE Perkins Way & 15th Ave NE                 | 27              | C   | 42     | 15th Ave NE & NE 155th St                        | 25              | C   |
| 21     | 15th Ave NE & 24th Ave NE                    | 7               | A   | 43     | 25th Ave NE & NE 150th St                        | 43              | E   |
| 22     | 10th Ave NE & NE 180th St                    | 15              | C   |        |  |                 |     |

Source: Fehr & Peers, 2021

<sup>1</sup> The intersections of Greenwood Ave N & NW Innis Arden Wy and Greenwood Ave N & N 160th St are planned as a single roundabout intersection in 2044.



Table 5: Future Level of Service on State Facilities not Discussed Above

| ID | Facility                        | From        | To          | LOS             | V/C Ratio (2019) |       | V/C Ratio (2044) |       | Notes on Impacts under 2044 Conditions               |
|----|---------------------------------|-------------|-------------|-----------------|------------------|-------|------------------|-------|--|
|    |                                 |             |             | Standard        | NB/EB            | SB/WB | NB/EB            | SB/WB |  |
| 1  | Interstate 5                    | NE 145th St | NE 175th St | LOS D           | 0.89             | 0.75  | 0.90             | 0.74  | SB meets LOS D standard; NB exceeds LOS D standard   |
| 2  | Interstate 5                    | NE 175th St | SR 104      | LOS D           | 0.80             | 0.72  | 0.81             | 0.73  | Meets LOS D standard along both directions           |
| 3  | SR 104                          | west of I-5 | -           | LOS D           | 0.50             | 0.54  | 0.51             | 0.57  | Meets LOS D standard along both directions           |
| 4  | SR 104                          | east of I-5 | -           | LOS E Mitigated | 0.36             | 0.27  | 0.36             | 0.26  | Meets LOS E Mitigated standard along both directions |
| 5  | N/NE 145 <sup>th</sup> (SR 523) | west of I-5 | -           | LOS E Mitigated | 0.47             | 0.40  | 0.41             | 0.53  | Meets LOS E Mitigated standard along both directions |
| 6  | NE 145 <sup>th</sup> (SR 523)   | east of I-5 | -           | LOS E Mitigated | 0.56             | 0.54  | 0.63             | 0.52  | Meets LOS E Mitigated standard along both directions |



*Walking and Bicycling*

**Facilities for walking and bicycling are essential components of the City’s multimodal transportation system.** Safe and convenient pedestrian infrastructure makes it easier and more convenient to take short trips by foot or wheelchair. Pedestrian infrastructure includes a range of treatments spanning from sidewalks and crosswalks, to trails and shared-use paths. **Most of the City’s principal and minor arterials have sidewalks;** some lower classified roadways (including local streets) also have sections of sidewalk. Even where sidewalks are present, they are not always wide enough to accommodate passing another person comfortably or provide a buffer from fast-moving traffic. Many sections have insufficient lighting, and some sections are in substandard condition or not ADA compliant. An inventory of all existing sidewalks and shared-use paths is shown in Figure 7.

Bicycling facilitates longer trips than walking with similar benefits to the environment, individuals, and the community. Electric bikes and scooters provide even more mobility options for longer trips and make trips in difficult terrain easier. There is a variety of different bicycling infrastructure types that can appeal to bicyclists and riders of electric bikes and scooters with varying levels of experience and confidence. Bicycle facilities currently found in Shoreline include shared-use paths/trails, bike lanes, sharrows, and signed bicycle routes. While there are bike lanes on some key roadways, such as sections of NE 155<sup>th</sup> Street, NE 185<sup>th</sup> Street, NW Richmond Beach Road, 15<sup>th</sup> Avenue NE, and 5<sup>th</sup> Avenue NE, there are many gaps in the bicycle network and many of the facilities are not comfortable for users of all ages and abilities. **Shoreline’s** existing bicycle network is shown in Figure 8.



Figure 7. Existing Sidewalks

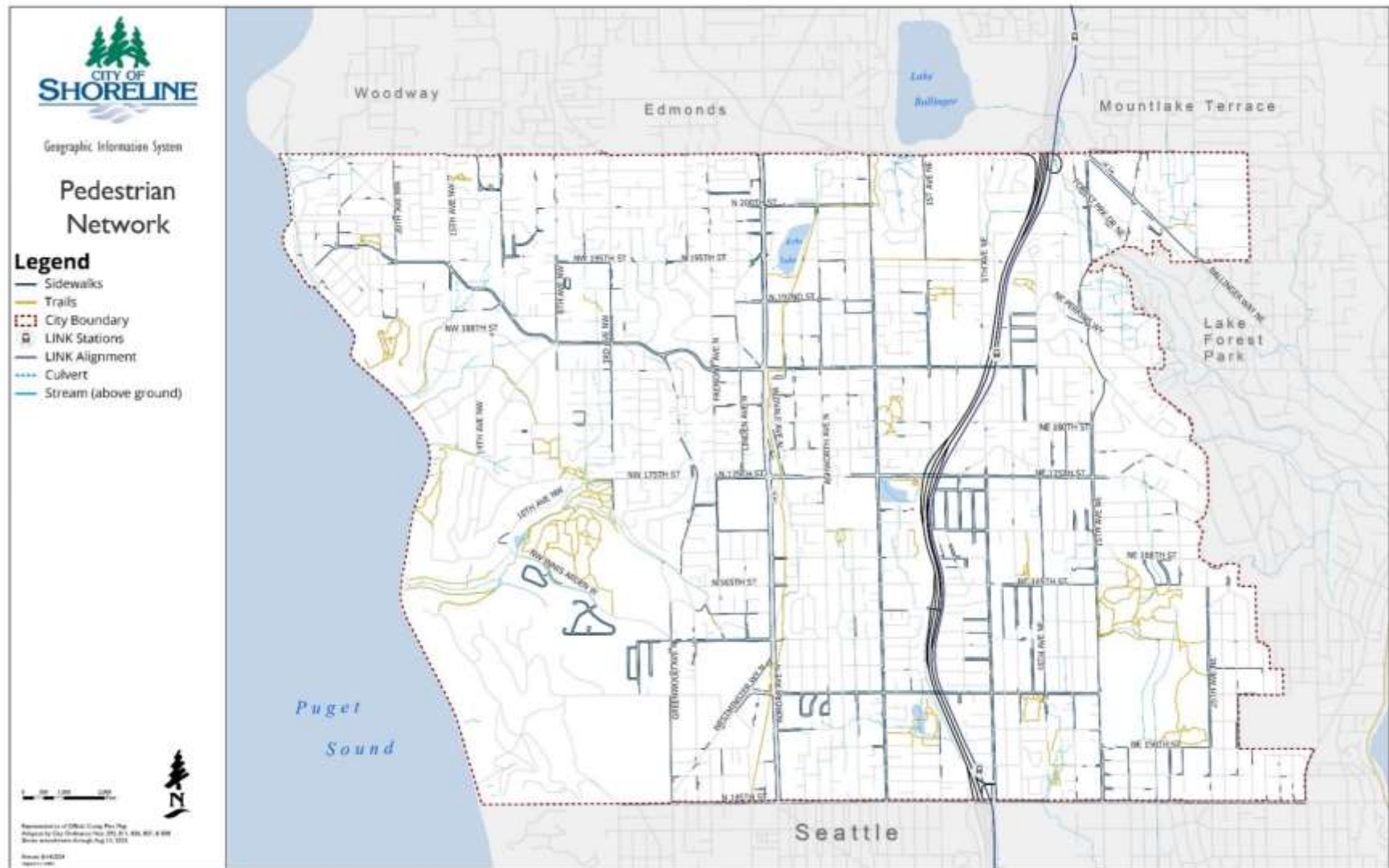
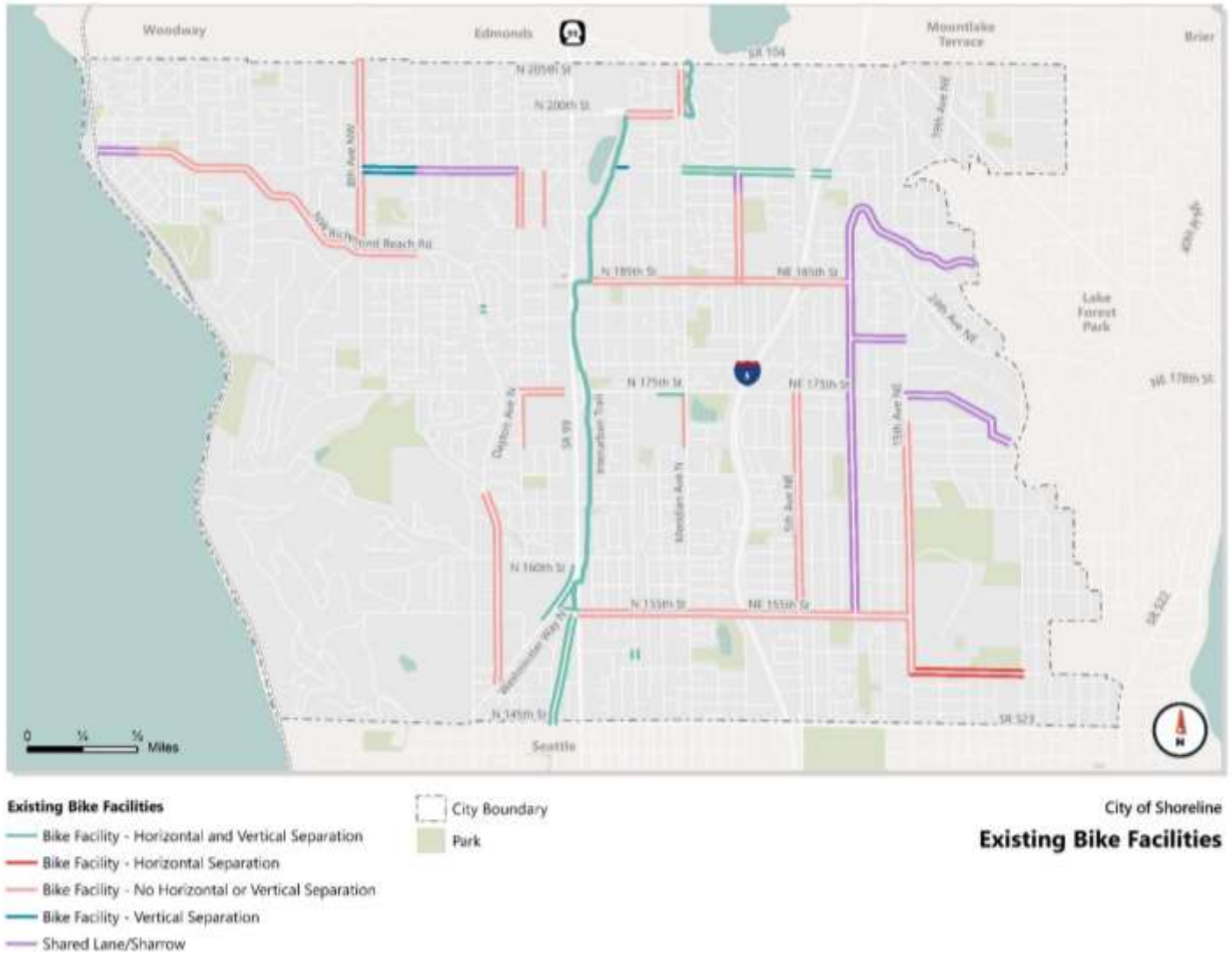




Figure 8. Existing Bicycle Facilities







### *Transit*

To provide convenient and equitable connections to transit for Shoreline residents, employees, and visitors, the City must support access to transit by all modes of travel and ensure that street infrastructure enables transit to operate safely, efficiently, and reliably. While transit has historically been made up of fixed route bus and light rail services, flexible microtransit is another important service that can provide first and last mile connections to fixed route transit and key local destinations.

King County Metro Transit (KC Metro), Community Transit (CT), and Sound Transit (ST) all serve travelers in Shoreline. Additionally, travelers have access to KC Metro paratransit service, Community Van and Ride Share programs, and Transportation Network Companies (TNCs) such as Uber and Lyft. KC Metro connects Shoreline through bus transit service to destinations throughout King County; CT provides service to destinations throughout Snohomish County; and ST offers regional bus service from Shoreline to Seattle, Mountlake Terrace, Lynnwood, and Everett via I-5. Figure 9 shows KC Metro's service plan (as of March 2024) and Figure 10 shows CT and ST routes.

The Aurora Village Transit Center is located on the north side of N 200th Street and just east of Aurora Avenue. The facility serves as a multi-modal transfer point which connects CT and KC Metro transit service. The City of Shoreline also has nine Park & Ride facilities, ranging in size from 20 to 393 parking spaces.

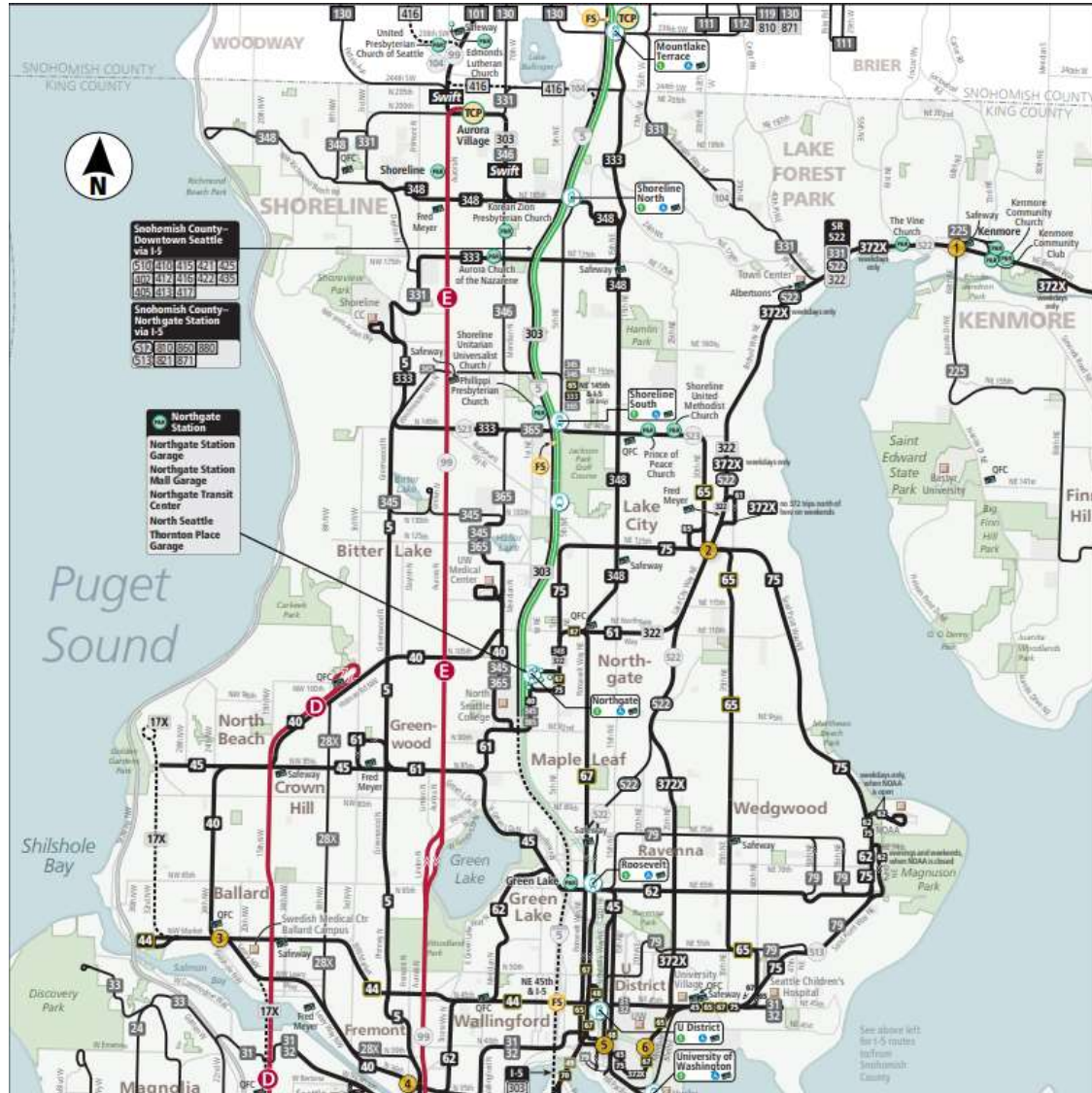
There are various factors that act as deterrents and/or limit the use of transit in Shoreline including:

- Gaps in active transportation infrastructure.
- Lack of safe and comfortable access to transit facilities, such as missing, narrow, or deteriorated pedestrian facilities and lack of lighting; and/or busy intersections or a lack of crosswalks.
- Potential transit riders may find deficiencies in the network or feel uncomfortable or at risk while riding on transit.

KC Metro, CT, and ST are currently implementing long range planning efforts to provide reliable, consolidated services throughout Shoreline and the Puget Sound region. The adoption of Sound Transit plans (ST2, ST3) by regional voters and the development of the KC Metro Connects Plan lay groundwork that establishes a roadmap for fixed-route transit service over the next 25 years. Based on known information in 2022 from transit service providers and their plans, Figure 11 provides a look at what future transit service in Shoreline will look like, including KC Metro routes, and Sound Transit light rail and bus rapid transit (BRT) service. Additionally, CT is working on extending transit service provided by Swift Blue Line to integrate with the region's long-range plans.



Figure 9. 2024 King County Metro Route Network\*



**Bus Routes and Facilities**

- C** RapidRide line
- 124** frequent all-day route (every 15 minutes or less until 6pm Mon-Fri)
- 125** all-day route
- 131** all-day routes that combine for frequent service
- 132** all-day routes that combine for frequent service
- 212** route includes Night Owl service
- 906** peak-only route
- Dial-A-Ride Transit (DART):**

**Agencies**

- TC** Metro Transit (King County)
- Sound Transit (regional express routes)
- Community Transit (Snohomish County)

**transit centers:**

- TCP** no parking | with park & ride
- PM** park & ride
- FS** freeway station
- 1** major transfer point

**Other Transit Services and Facilities**

- Amtrak** Sounder commuter rail line and station
- Link light rail and station:** 1 Line
- Link light rail:** 2 Line, Under Construction
- Seattle Streetcar line**
- Seattle Center Monorail line and station**
- Washington State Ferries route and terminal**
- King County Water Taxi route and terminal (passenger-only ferry)**

**Selected Base Map Features**

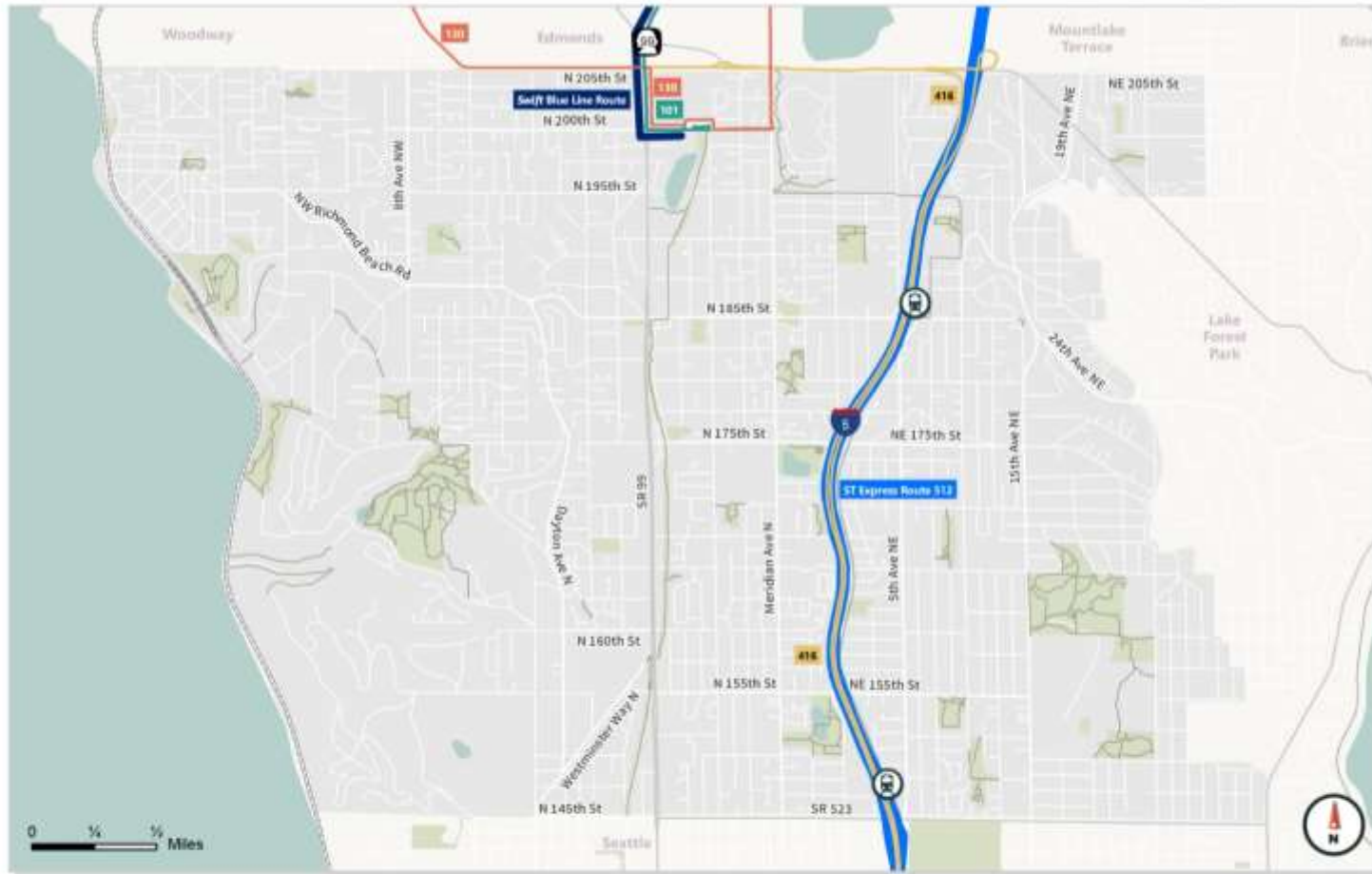
- 5 520** interstate / state highway routes
- MEDINA** city
- Admiral** neighborhood
- landmark

September 2024

\* The route network is current as of 2024. Individual routes have the potential to change based on agency discretion.



Figure 10. Existing Community Transit and Sound Transit Routes\*



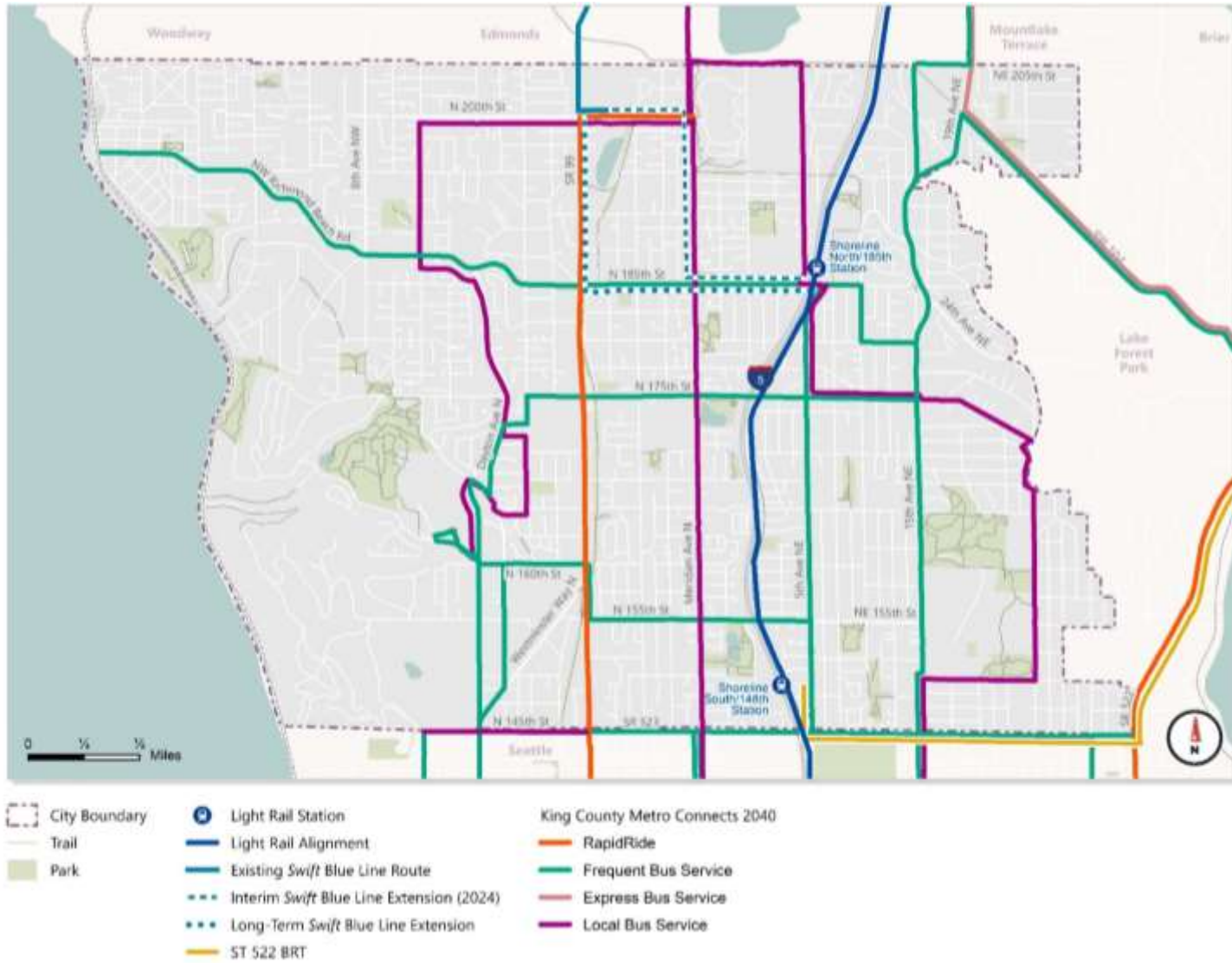
- |                          |                         |       |
|--------------------------|-------------------------|-------|
| Community Transit Routes | ST Express Route 512    | Trail |
| 101                      | Swift Blue Line Route   | Park  |
| 130                      | Link Light Rail Station |       |
| 416                      |                         |       |

**Existing Transit**

*\* The route network is current as of 2024. Individual routes have the potential to change based on agency discretion.*



Figure 11. Future Fixed Route Transit Service





### *Freight and Truck Mobility*

Freight plays a critical role in the economic vitality of Shoreline; businesses and residents rely on freight shipped via trucks. Truck sizes range from single-unit trucks (such as package delivery, moving, and garbage trucks that navigate through neighborhoods), to large semi-truck trailers delivering vehicles and freight to local businesses. Trucks delivering wholesale and retail goods, business supplies, and building materials throughout Shoreline contribute to and are impacted by traffic congestion. The City partners with regional agencies and the State to build and maintain Freight and Goods Transportation System (FGTS) routes. Designated FGTS routes aim to prevent heavy truck traffic on lower volume streets and promote the use of adequately designed roadways. WSDOT classifies roadways using five freight tonnage classifications, which are described in Table 6.

**Table 6: WSDOT Freight Classification**

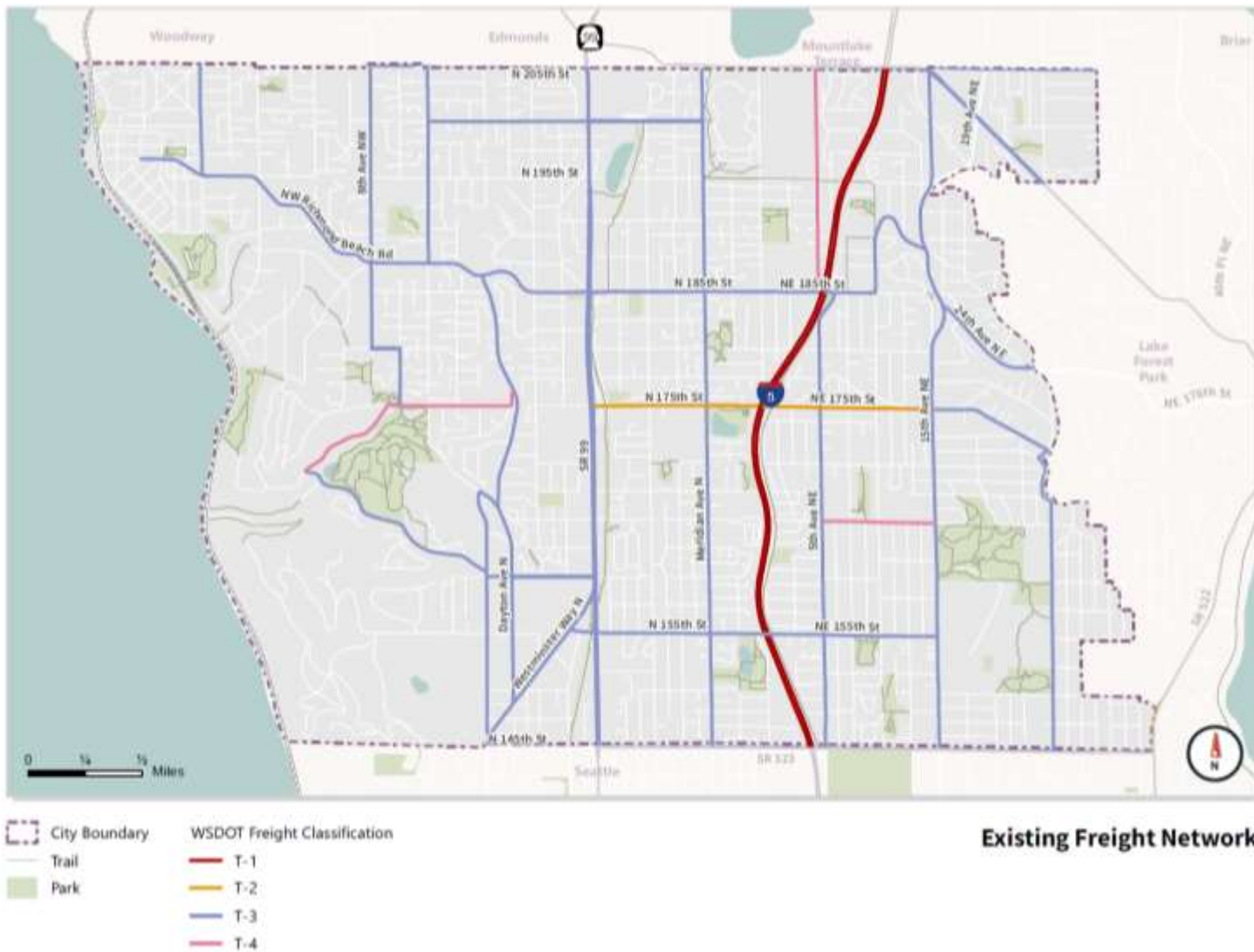
| Freight Corridor | Description  |
|------------------|--|
| T-1              | More than 10 million tons of freight per year                                  |
| T-2              | Between 4 million and 10 million tons of freight per year                      |
| T-3              | Between 300,000 and 4 million tons of freight per year                         |
| T-4              | Between 100,000 and 300,000 tons of freight per year                           |
| T-5              | At least 20,000 tons of freight in 60 days and less than 100,000 tons per year |

Source: WSDOT Washington State Freight and Goods Transportation System (FGTS) 2019 Update, 2020

As shown in Figure 12, I-5, which is part of the national Interstate Highway system, is a T-1 corridor that runs north/south through Shoreline and moves more than 10 million tons of freight per year. The only T-2 corridor within city limits is 175th Street, on both sides of I-5. Several roadways in Shoreline are classified as T-3 corridors, as they facilitate the movement of between 300,000 and 4 million tons of freight per year.



Figure 12. WSDOT Classified Freight Routes





### *Air and Water Facilities*

There are no airports located in Shoreline. The closest public airports are Paine Field, located approximately 12 miles north which provides limited passenger flights, and Seattle-Tacoma International Airport located approximately 25 miles south.

**Puget Sound makes up Shoreline's western border, so residents do have access to the water for recreation though there is no boat ramp access. There are no ferry terminals in Shoreline, but the Edmonds/ Kingston ferry dock is located five miles north of the City.**

### Opportunities and Challenges

This Transportation Element provides a framework to guide transportation investments over the next 20 years to support the City's 2024 Comprehensive Plan, comply with the State's Growth Management Act, and to fulfill the City's vision and goals for transportation, which were developed with the community and endorsed by Shoreline's City Council in May 2021. The following discussion notes key opportunities and challenges to implementing this vision, based on Shoreline's transportation system today.

#### *Goal 1: Safety*

*Make Shoreline's transportation system safe and comfortable for all users, regardless of mode or ability.*

The safety of all transportation users is important to the City of Shoreline. A common interest among all transportation modes (users?) is **the need to get to one's destination safely. The City's collision data** was analyzed to identify collision hotspots and overall collision trends in Shoreline. Between January 2010 and December 2019, there were a total of 4,995 collisions reported in the city. Of note, 263 (5%) of the total collisions involved pedestrians or bicyclists, 1,635 (33%) resulted in injuries, and 10 fatalities were reported. Of the total fatalities, 80 percent were vehicle-vehicle collisions, and 20 percent involved a pedestrian.

In Shoreline, all classified local streets have a speed limit of 25 mph and facilitate less vehicular movement than arterial streets, so there is less opportunity for collisions to occur on local streets and less severe outcomes when they do occur. Although local streets account for about 73% of roadway centerline miles, collision data dating back to 2010 consistently shows that less than 10% of injury collisions occur on local streets.

The City conducts a system-wide traffic safety analysis annually to identify locations where safety improvements should be prioritized. Addressing priority locations by implementing proven safety countermeasures will help Shoreline achieve a safer and more welcoming transportation system.

While safety statistics are an important component of this goal, it is also important to ensure that people feel safe walking, bicycling, and using transit, otherwise they will not choose to do so. Community feedback indicates that many people do not feel safe walking, bicycling, or riding transit. Sidewalk gaps, gaps in bicycle facilities, insufficient lighting, and facilities that are not ADA compliant deter people from walking, bicycling, and taking transit in Shoreline.

This Transportation Element identifies new and improved facilities to address gaps in the pedestrian and bicycle network and provide safe and comfortable access to transit facilities. Overall, **meaningful improvements in safety for all users of Shoreline's transportation system** will require a multi-



disciplinary and multi-agency approach that involves implementation of engineering solutions as well as non-physical improvements, such as education, encouragement, and ongoing evaluation.

### *Goal 2: Equity*

*Ensure all people, especially those whose needs have been systemically neglected, are well served by making transportation investments through an anti-racist and inclusive process which results in equitable outcomes.*

People who live and work in Shoreline are diverse, so it is critical that transportation investments serve the needs of all people and that decision makers consider diverse perspectives. The 2018 Sidewalk Prioritization Plan included equity as a criterion for prioritizing sidewalk projects with the intent to provide support to populations who have the greatest need, including children, older adults, people with disabilities, lower income communities, and under-served communities. **In addition, the City's 2019 ADA Transition Plan** responded to community needs by identifying non-compliant mobility barriers and proposing ways to remove barriers and prioritize ADA facility construction.

This Transportation Element seeks to ensure that transportation investments equitably serve all people in Shoreline. Conducting equitable public outreach and evaluating projects through an equity lens was part of this process.

### *Goal 3: Multimodality*

*Expand and strengthen the multimodal network, specifically walking, bicycling, and transit, to increase the number of safe, convenient, reliable, and accessible travel options.*

Having a variety of realistic and reliable transportation modes gives people travel choices, which helps to optimize the people-carrying capacity of our transportation system and reduces reliance on driving. While people have expressed a strong desire to use transit and are excited for upcoming light rail extensions, there are gaps in transit service that make transit an inconvenient option for many. Residents have expressed a need for more frequent service, new routes, and new connections from neighborhoods to light rail and bus stops in order for transit to become a truly viable option. Developing a network of Complete Streets that accommodate all modes and abilities is also vital to increasing walking, bicycling, and riding transit.

This Transportation Element identifies investments to expand and strengthen the pedestrian, bicycle, and transit networks and provide more seamless connections between various modes to the extent **practical, which could include the development of “mobility hubs”** – places of connectivity where different modes of transportation come together seamlessly and can be easily accessed.

### *Goal 4: Connectivity*

*Complete a network of multimodal transportation connections to and from key destinations such as parks, schools, community services, commercial centers, places of employment, and transit.*

Having a complete and connected transportation network provides Shoreline residents seamless opportunities to travel to and from various destinations of interest. People are discouraged from walking, bicycling, and using transit if there are gaps in the transportation network. The 2018 Sidewalk Prioritization Plan echoed the importance of connectivity and proximity as criteria used to score sidewalk projects, with emphasis placed on improved pedestrian connections to schools, parks, transit,





and activity centers. Public outreach feedback received in support of this Transportation Element highlighted that connectivity is a challenge for many roadway users. There are gaps in the sidewalk and bicycle networks, which make it challenging to walk and bicycle to access jobs, services, and other destinations.

This Transportation Element identifies investments to enhance pedestrian and bicycle connections to and from key destinations by filling gaps in current sidewalk, bicycle, trail, pathway, and transit networks surrounding parks, schools, community services, commercial centers, places of employment, and bus stops and transit stations.

### *Goal 5: Climate Resiliency*

*Increase climate resiliency by promoting sustainability, reducing pollution, promoting healthy habitats, and supporting clean air and water.*

Transportation decisions directly affect the environment. Streets and other transportation facilities comprise the majority of public space in Shoreline. Transportation infrastructure is typically hardscape, which generates runoff and carries contaminants into streams and waterways. Therefore, transportation infrastructure in Shoreline should be designed to promote sustainability, reduce pollution, and support clean air and water. Encouraging multimodal, connected transportation options gets people out of their cars and plays a significant role in advancing the goal of protecting the environment. The **“Climate Resiliency” prefix to the criteria of Connectivity and Multimodality, and Built Environment** shows how these criteria are interrelated and support Shoreline Climate Action Plan goals. Climate Resiliency-Built Environment metrics assign project points for areas of surface water vulnerabilities and urban heat islands. Climate Resiliency-Multimodality and Climate Resiliency-Connectivity metrics assign points for projects that build better pedestrian, bicycle, and transit connections which, in turn, helps reduce transportation-related greenhouse gas emissions by encouraging taking other travel modes than driving.

This Transportation Element identifies investments to expand transit use, provide more pedestrian and **bicycle transportation options, and improve the operations of the City’s street network to be more efficient, and seeks to incorporate street design elements such as trees, landscaping, planted medians, and permeable paving to reduce the impact of the City’s transportation system on the environment.**

### *Goal 6: Vibrant Community*

*Foster livability by evoking a sense of identity through arts/culture, attracting and sustaining desired economic activity, and accommodating the movement of people and goods.*

**Shoreline’s livability is highly dependent on its transportation system. Lengthy commutes and traffic congestion inhibit desired economic activity and directly impact quality of life.** Shoreline residents want to see design elements that promote a sense of community and make people proud to live and work in Shoreline. While the City already incorporates some design elements to achieve this vision, there are **opportunities to incorporate additional placemaking elements that enhance Shoreline’s unique character.**

This Transportation Element prioritizes opportunities to include spaces for community gathering and play, benches for sitting, lighting for safety, public art for placemaking, and signage for guiding people



throughout the City. This goal also seeks to promote a connected transportation system with multimodal options which can attract and sustain desired economic activity and accommodate the movement of both people and goods.

### *MODAL NETWORKS*

The City of Shoreline recognizes that a complete, safe, and equitable transportation system includes facilities that support all travelers, regardless of which mode they choose: walking, biking, taking transit, using a shared mode, or driving. To do this, the City takes a layered network approach to focus **on how Shoreline’s transportation network can function as a system to meet the needs of all users. With** a layered network approach, the City aims to both build a connected network for each mode of travel and also consider how the modes can safely share the streets. While Shoreline aims to develop **“complete streets,” which address the needs of all users, providing accommodations that serve all** modes well on every street can be an unattainable goal in practice, given constraints such as limited rights-of-way and funding for capital (improvements?).

To practically address this challenge, the City considers adjacent land uses in developing plans for its layered, multimodal transportation network. By considering the function of multiple streets and transportation facilities together, this approach allows for certain transportation facilities (such as streets, trails, and intersections) to emphasize specific modes or user types. These plans will help the City identify future improvement projects to be implemented.

**The following sections outline the City of Shoreline’s modal networks.**

### Pedestrian Plan

The Pedestrian Plan is intended to optimize the comfort of individuals on foot and those using mobility devices, such as wheelchairs. The fundamental expectations for physical space, modal separation, and street crossing amenities are informed by the neighborhood and land use context of a given street; low volume/low speed neighborhood streets may require fewer facilities while pedestrians traveling on a higher speed street may feel safer with more space and separation from vehicles. Therefore, pedestrian facility standards are tailored to different neighborhood/street contexts.

Previously listed Policy T-60 **states to, “Establish a connected and complete pedestrian network by constructing the sidewalks outlined in the Sidewalk Prioritization Plan (SPP).”** The Pedestrian Plan includes existing sidewalks and future sidewalks that were identified in the 2018 Sidewalk Prioritization Plan, existing and future pedestrian/bicycle bridges, existing and future trails, and areas with public access known as **“unimproved right of way” that could accommodate a future pathway connection to** expand the walking network. The Pedestrian Plan shows unimproved ROW broken into two categories:

- Unimproved ROW associated with a future sidewalk project in the Sidewalk Prioritization Plan (in red)
- Unimproved ROW that is not part of the Sidewalk Prioritization Plan (in blue).

The 2018 Sidewalk Prioritization Plan (SPP) was developed as early work for the Transportation Element and TMP updates. The SPP differs from the Pedestrian Plan in that the SPP prioritizes the implementation of roughly 75 miles of new sidewalk projects whereas the Pedestrian Plan is a



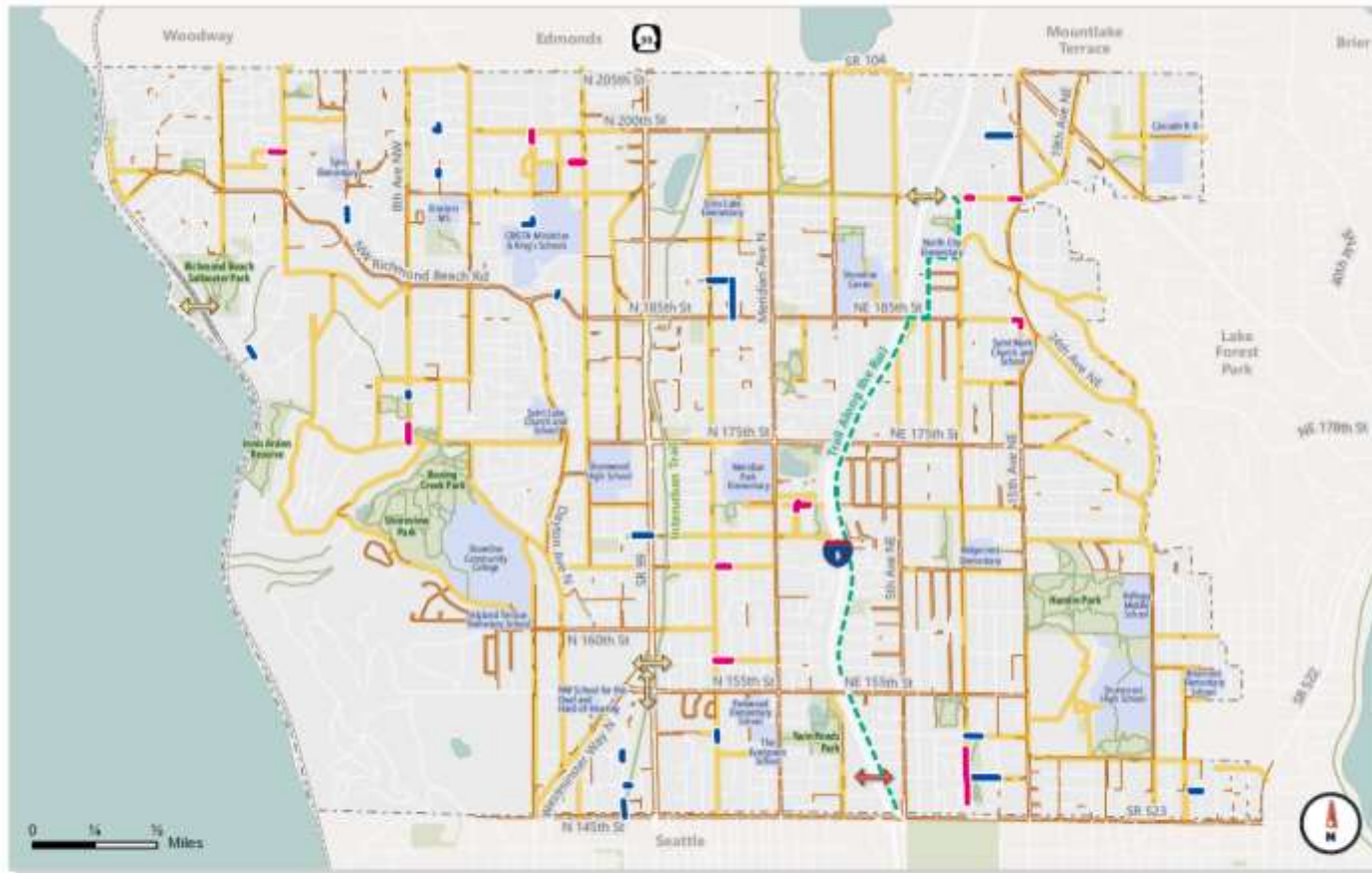
**comprehensive map of the City’s existing and future planned sidewalks as well as unimproved right of way, trails, and pedestrian/bicycle bridges.**

The SPP lives and is updated outside of the Transportation Element as its level of specificity is too detailed to be included in the Transportation Element, which is a high-level, 20-year guidance document. The City intends to update the data inputs into the SPP approximately every five years and to revisit the prioritization criteria and metrics every 10 years in coordination with each TE update.

Existing and future planned sidewalk can be viewed in Figure 13. The map indicates areas where sidewalk exists but does not specify if the sidewalk meets standards set forth in Policy T60.1 of this document. Shared-use paths, trails, and facilities such as pedestrian lighting help to enhance the planned network.



Figure 13. Pedestrian Plan



- |  |                   |   |
|--|-------------------|---|
| Planned Sidewalk from Sidewalk Prioritization Plan             | Existing Sidewalk | Existing Pedestrian/Bicycle Bridge        |
| <b>Unimproved Right-of-Way:</b>                                | Existing Trail    | Future 148th St Pedestrian/Bicycle Bridge |
| Part of a sidewalk project in the Sidewalk Prioritization Plan | Future Trail      |   |
| Not part of the Sidewalk Prioritization Plan (conditions vary) | City Boundary     |   |

City of Shoreline  
**Pedestrian Plan**



### Bicycle Plan

Level of traffic stress (LTS) is the current industry recognized practice for planning bicycle facilities and was developed by the Mineta Institute and San Jose State University in 2012. This approach provides a framework for designing bicycle facilities that meet the needs of the intended users of the system. The following Figure 14 describes the four typical categories of bicyclists, each of which requires different levels of accommodation to feel comfortable using the system.

Figure 14. Bicycle Level of Traffic Stress Categories



Source: Fehr & Peers, 2022

Figure 15 identifies the City's vision for a connected network of low-stress (LTS 1 and 2) routes in Shoreline. This network considers variables like grade and freeway crossings, in addition to the typical variables that impact the roadway comfort for bicycling, such as traffic speeds and traffic volumes. These variables help to determine an appropriate type of separation. Figure 16 defines how LTS is measured on specific streets and can guide the identification of capital treatments to provide the City's desired LTS level on individual streets.



Figure 15. Bike LTS Vision





Figure 16. LTS designations by posted speed limit, traffic volume, and bicycle infrastructure

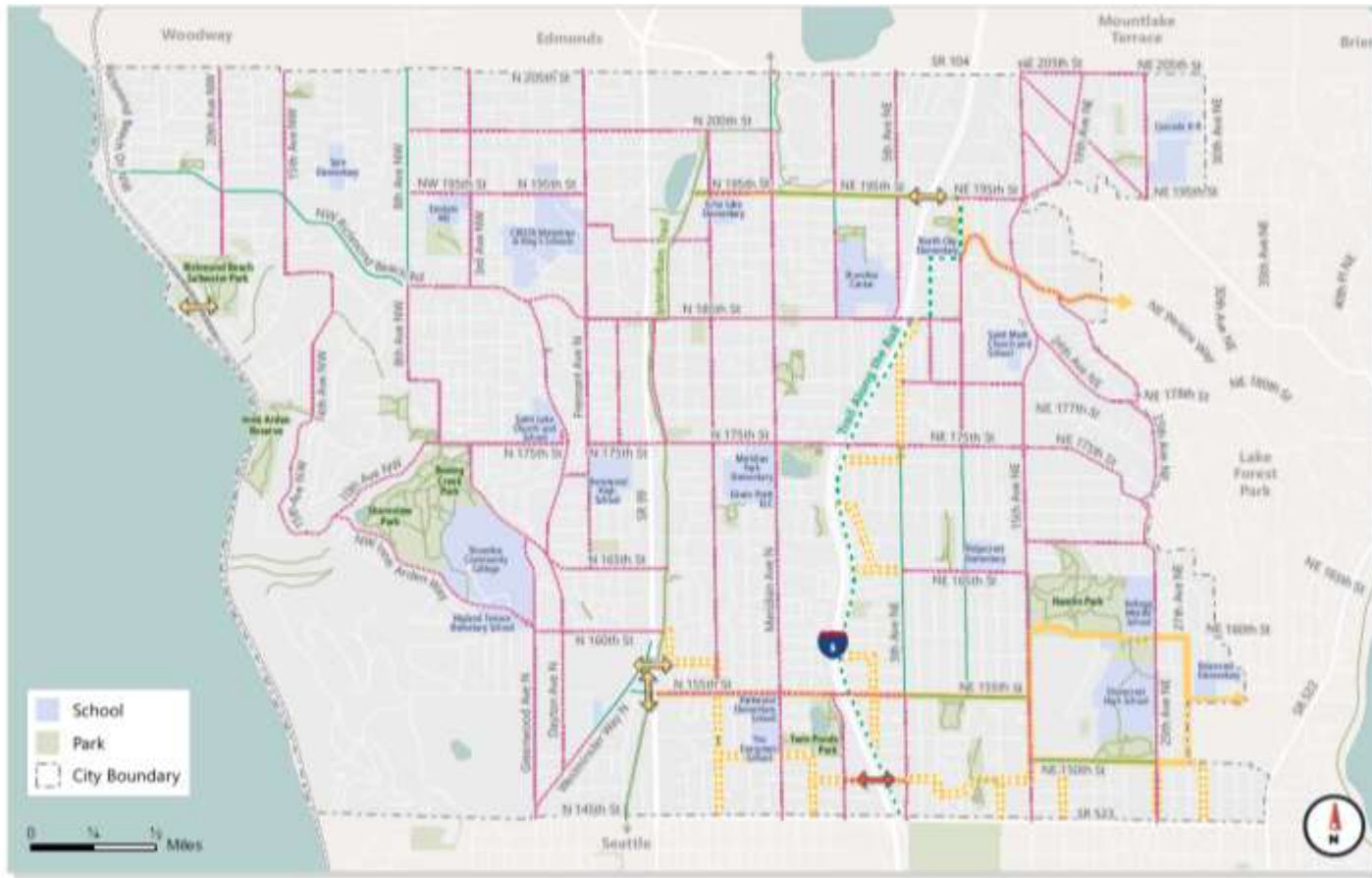
| Speed Limit (mph) | Traffic Volume | No Marking | Sharrow Lane Marking | Striped Bike Lane | Buffered Bike Lane | Protected Bike Lane | Physically Separated Bike Path |
|-------------------|----------------|------------|----------------------|-------------------|--------------------|---------------------|--------------------------------|
| ≤25               | Local streets  | 1          | 1                    | 1                 | 1                  | 1                   | 1                              |
|                   | Up to 7k       | 3          | 3                    | 2                 | 2                  | 1                   | 1                              |
|                   | ≥7k            | 3          | 3                    | 2                 | 2                  | 1                   | 1                              |
| 30                | <15k           | 4          | 3                    | 2                 | 2                  | 1                   | 1                              |
|                   | 15-25k         | 4          | 4                    | 3                 | 3                  | 3                   | 1                              |
|                   | ≥25k           | 4          | 4                    | 3                 | 3                  | 3                   | 1                              |
| 35                | <25k           | 4          | 4                    | 3                 | 3                  | 3                   | 1                              |
|                   | ≥25k           | 4          | 4                    | 4                 | 3                  | 3                   | 1                              |
| 40                | Any volume     | 4          | 4                    | 4                 | 4                  | 3                   | 1                              |

It is important to provide bicycle facilities on a range of street types, including busy arterial streets, not just lower volume neighborhood streets. Bicyclists need to be able to connect to key destinations and commercial corridors which are often located along arterial streets. A successful modal network for bicycles will also consider how facilities are connected. When a bicycle facility along an arterial corridor comes to an intersecting arterial, the corridor LOS and associated intersection treatments should be carried across the arterial. Otherwise, the arterial intersection may become a barrier to bicycle travel.

As noted in Policy T-61, the City seeks to establish a low-stress bicycle network that connects major destinations, transit stops and stations, and residential and employment centers. Figure 17 shows the Bicycle Modal Plan for the City of Shoreline.



Figure 17. Bicycle Plan



- Existing Bicycle Facility
  - New or Improved Bicycle Facility\*
  - Existing Trail Connection
  - Future Trail Connection
  - Existing Trail
  - Future Trail
  - Existing Pedestrian/Bicycle Bridge
  - Future 148th St Pedestrian/Bicycle Bridge
- \* Bike facility type to be determined based on Level of Traffic Stress (LTS) Vision.

City of Shoreline  
**Bicycle Plan**





### Transit Plan

Many Shoreline residents rely on public transit for their commuting needs; some must rely solely on this means of transportation to make local and broader regional connections. Since King County Metro, **Community Transit, and Sound Transit operate the transit service in Shoreline, the City's role in transit service is focused on providing access to transit, supporting flexible microtransit options, and hosting transit service on Shoreline streets.**

Although transit agencies are responsible for determining route locations, frequency, and bus stop treatments, the City is empowered to advocate for additional transit service (to enhance speed and reliability, and support connectivity and planned growth) and for transit stops and stations along City roadways. The City can also explore and advocate for microtransit services, either run by the transit agencies or other providers, that support first and last mile connections to the fixed route system.

The City actively engages with transit operators in developing priority connections and service standards. This process involves identifying the following:

- Priority connections between key destinations (including neighborhood centers and major regional destinations) based on travel needs and demand, and desired connections between transit services.
- **Frequent transit service that could connect Shoreline's growth centers to the region, and neighborhoods to urban centers and the regional transit spine.** Each connection is designed to meet a wide variety of user groups and trip purposes, and meet the needs of multiple markets.
- Preferred travel paths that represent a balance between transit travel speed and coverage **(access to transit) for Shoreline's growth centers and neighborhoods.**
- **Appropriate "Service Families" that define the desired level of service in terms of the frequency of service by time of day.** These standards are established by identifying potential transit demand based on population and employment density measures (persons and jobs per acre), as well as overall travel demand measures (all-day person trips) along each corridor.

As noted in Policy T-62, **the City will advocate for transit service that is aligned with Shoreline's land use and demographics, which is outlined in the Transit Modal Plan described in Table 7 and shown in Figure 18.**

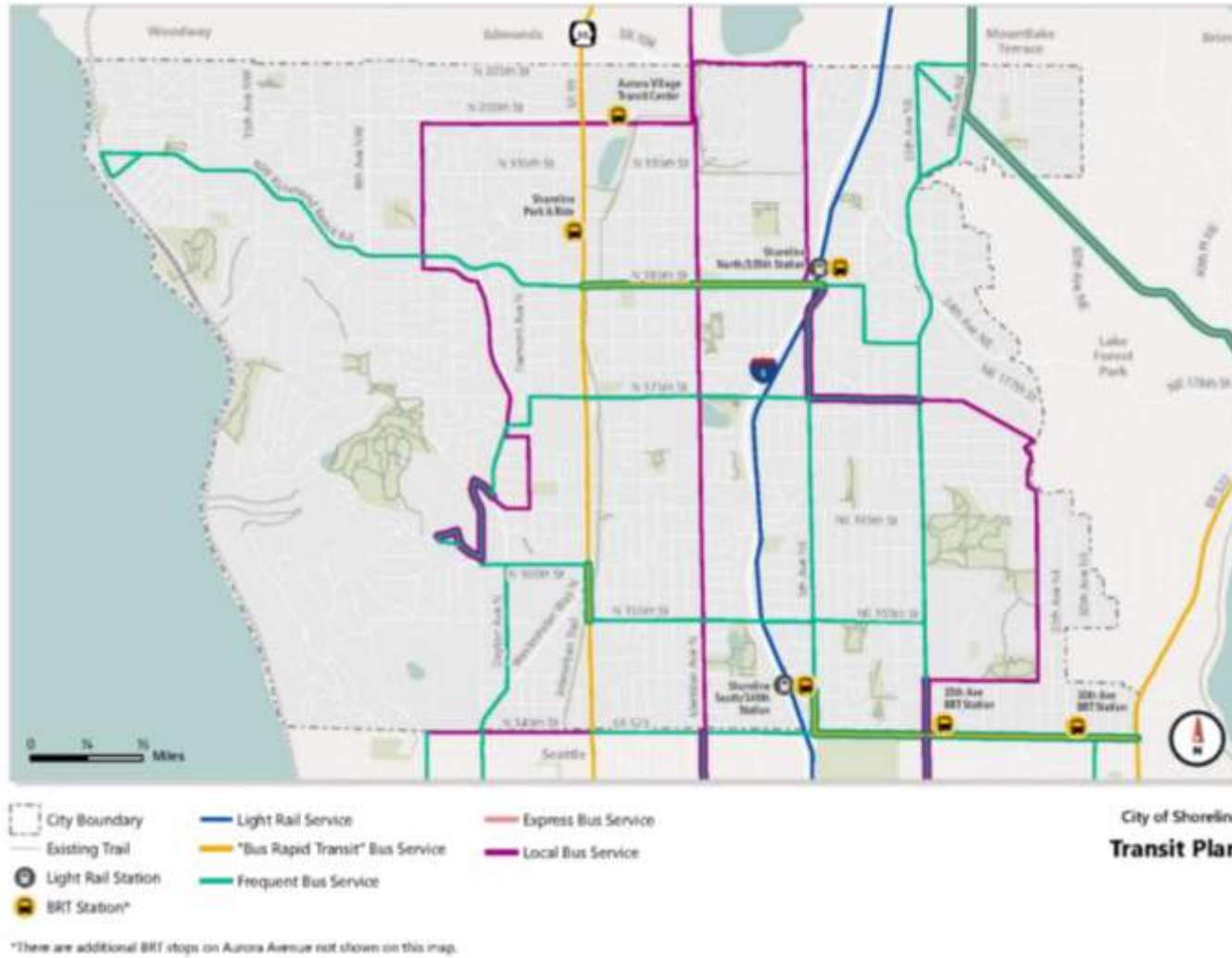


Table 7: Transit Accommodation

| Policy   | Performance Measure   | Potential Projects/Actions   |
|--|---|--|
| Tier 1: Light Rail, BRT, Frequent, and Express Bus Service |   |  |
| Support frequent and reliable light rail/bus service.      | Strive for target travel speeds along key transit routes.   | Speed and reliability treatments, such as transit signal priority and queue jumps. Advocate for increased service/reduced headways.  |
| Strive to maximize rider comfort and security.             | Bus stop/sub shelter amenities.   | <ul style="list-style-type: none"> <li>Investments in comfort/amenities at major stops and stations; e.g., lighting; seating; comfortable shelters; real time transit information.</li> </ul>  |
| Strive to maximize rider access.                           | <p>Number of people that can access stops on a low stress network. cur</p> <p>High quality connections to light rail and BRT.</p> | <p>Sidewalks/trails connecting to stops and stations.</p> <p>Enhanced street crossings.</p> <p>Bike parking and amenities.</p> <p>Curb space management considerations.</p> <p>Develop shared-use mobility hubs.</p> <p>Advocate for increased transit service to light rail stations.</p> |
| Tier 2: Local Bus Service                                  |   |  |
| Support continuous service.                                | Strive for continuous service based on hours/day and days/week; minimum headways.   | Advocate for continuous service.   |
| Strive to maximize rider comfort and security.             | Bus stop/bus shelter amenities.   | <ul style="list-style-type: none"> <li>Investments in comfort/amenities at major stops and stations; e.g., lighting; seating; comfortable shelters.</li> </ul>   |
| Strive to maximize rider access.                           | Number of people that can access stops on a low stress network.   | <p>Accessible sidewalks/trails connecting to stops.</p> <p>Enhanced street crossings.</p> <p>Develop shared-use mobility hubs.</p>   |



Figure 18. Transit Plan





### Shared-Use Mobility Hub Plan

The City of Shoreline is interested in creating “mobility hubs” in strategic locations throughout the City to help people make trips without using personal cars. The hubs would provide centralized points throughout Shoreline where people could readily access “shared-use mobility” services, such as scootershare, bikeshare, carshare, rideshare (e.g., Uber and Lyft), carpool, vanpool, and micro/flexible transit forms of public transit such as bus and light rail. Mobility hubs can offer a range of services, such as bike parking and lockers, charging stations for personal and shared e-bikes, public art, Wi-Fi, bus shelters, and more. The City is particularly interested in integrating mobility hubs into mixed-use development surrounding the upcoming light rail stations and frequent bus service/Bus Rapid Transit, and connecting residents to neighborhoods, commercial services, and other key destinations.

Policy T-63.1 states that Shoreline will provide mobility hubs at locations that support the City’s land use vision. Shoreline envisions having three types of mobility hubs, each with a range of features and amenities appropriate for the neighborhood and location. These are classified as:

- Regional hubs - A robust type of mobility hub co-located with major transit hubs, providing the most features and amenities. They will support the largest number of people from within and outside of Shoreline.
- Central hubs - A medium size mobility hub, providing sufficient amenities to support commuting, leisure, and recreation at and around hubs. They will connect people to key locations in Shoreline.
- Neighborhood hubs - The smallest type of mobility hub, providing simple and comfortable amenities to accommodate active transportation and transit access for local communities.

Figure 19 shows the Shared-Use Mobility Hub Plan for the City of Shoreline. Table 8 lists potential features and amenities by mobility hub type. Each hub would be analyzed and designed with public input to help determine the right amenities to include at each location.



Figure 19. Shared-Use Mobility Hub Plan

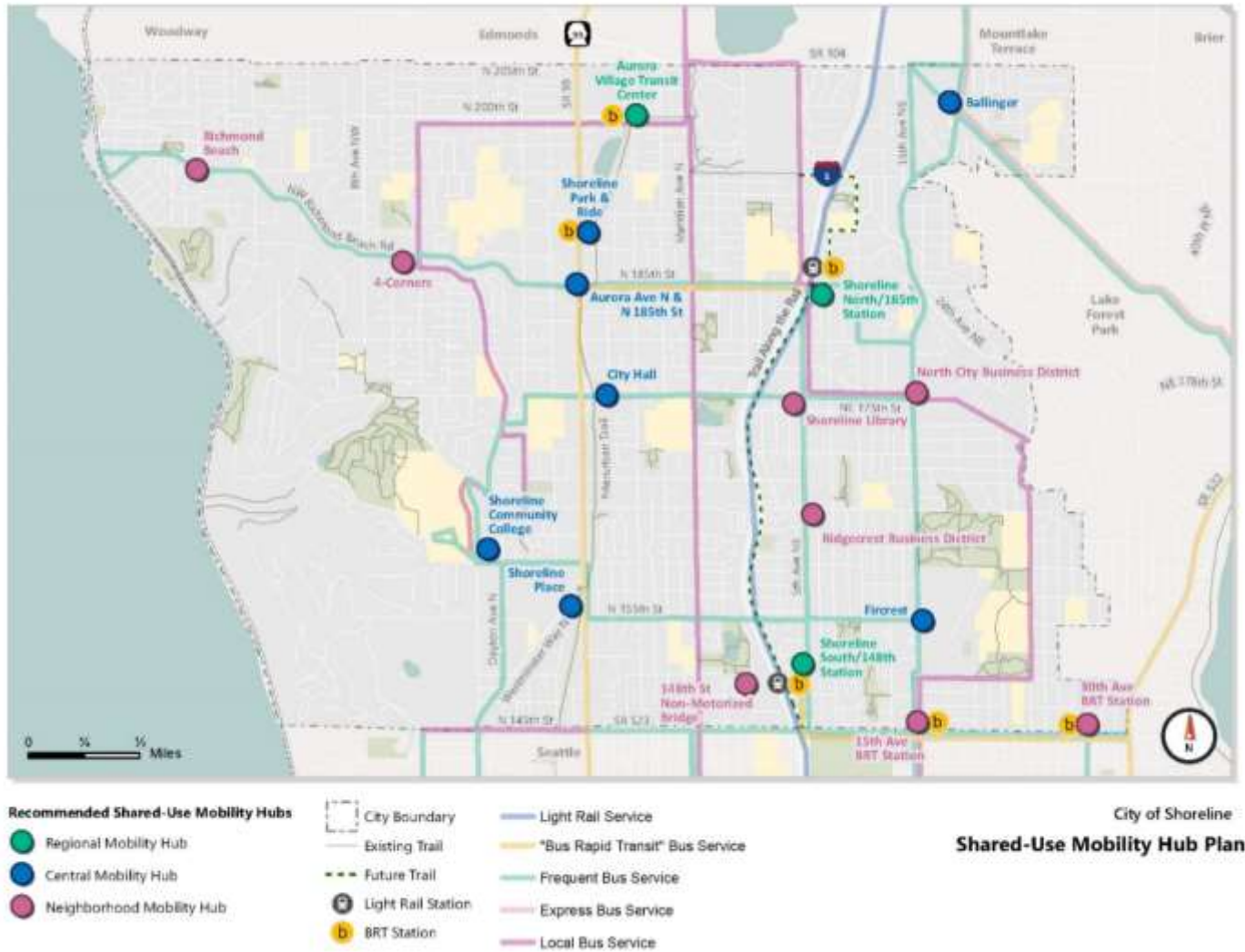




Table 8: Mobility Hub Potential Amenities

| Typology   | Potential Features and Amenities   |
|--|--|
| Regional Hubs<br><i>Example: Shoreline South/148th Station</i> | Amenities listed for Neighborhood Hubs and Central Hubs, and; <ul style="list-style-type: none"> <li>• Bus layover zones*</li> <li>• Wi-Fi &amp; cell phone charging stations</li> </ul>   |
| Central Hubs<br><i>Example: Shoreline Place</i>                | Amenities listed for Neighborhood Hubs, and; <ul style="list-style-type: none"> <li>• Covered bus stops with real-time arrival and departure information*</li> <li>• Bike/scooter parking (lockers for long-term, racks in front of cafes and retail)</li> <li>• Well-marked sidewalks, pedestrian signals</li> <li>• Rideshare pick-up/drop-off zones and kiss-and-ride</li> <li>• EV car charging stations</li> <li>• Greenspace or retail/residential integration</li> <li>• Carshare parking</li> <li>• Drinking fountain</li> <li>• Portland Loo-style bathrooms</li> </ul> |
| Neighborhood Hubs<br><i>Example: 4-Corners</i>                 | <ul style="list-style-type: none"> <li>• Covered bus stops*</li> <li>• Seating/lean rail, garbage and recycling cans</li> <li>• Pedestrian-scale lighting</li> <li>• Universal wayfinding signs</li> <li>• Bike/scooter parking (racks with the potential for lockers)</li> <li>• Bike repair station</li> <li>• EV bike charging station</li> <li>• Scootershare and bikeshare pick-up/drop-off zones</li> <li>• Public art</li> <li>• Crosswalk improvements</li> </ul>  |

\*Agency coordination/partnership opportunity

### Automobile Plan

The Automobile Plan for the City of Shoreline sets the standard for vehicle traffic flow on its main roadways compared to the level of delay acceptable to the City. The operational performance of intersections within Shoreline is measured using a standard methodology known as level of service (LOS). LOS represents the degree of congestion at an intersection based on a calculation of average delay per vehicle at the intersection. These measurements generally represent morning or afternoon **“rush hour” delays and are often referred to as a.m. or p.m. “peak” hour. Individual LOS grades are** assigned on a letter scale, A-F, with LOS A representing free-flow conditions with no delay and LOS F representing highly congested conditions with long delays. It is not standard practice to strive for LOS A conditions as this may represent an overbuilt roadway with too much investment in vehicle capacity at the expense of other travel modes.

Table 9 shows the definition of each LOS grade from the 6th Edition Highway Capacity Manual (HCM) methodology, which is based on average control delay per vehicle. Signalized intersections have higher delay thresholds compared with two-way and all-way stop-controlled intersections. Highway Capacity



Manual methodologies prescribe how delay is measured at different types of intersections: for signalized and all-way stop intersections, LOS grades are based on the average delay for all vehicles entering the intersection; for two-way stop-controlled intersections, the delay from the most congested movement is used to assess LOS.

Table 9: Intersection LOS Criteria Based on Delay

| Level of Service | Signalized Intersections<br>(seconds per vehicle) | Stop-Controlled Intersections<br>(seconds per vehicle) |
|------------------|---|--|
| A                | <= 10   | <= 10  |
| B                | >10 to 20   | >10 to 15  |
| C                | >20 to 35   | >15 to 25  |
| D                | >35 to 55   | >25 to 35  |
| E                | >55 to 80   | >35 to 50  |
| F                | > 80  | > 50   |

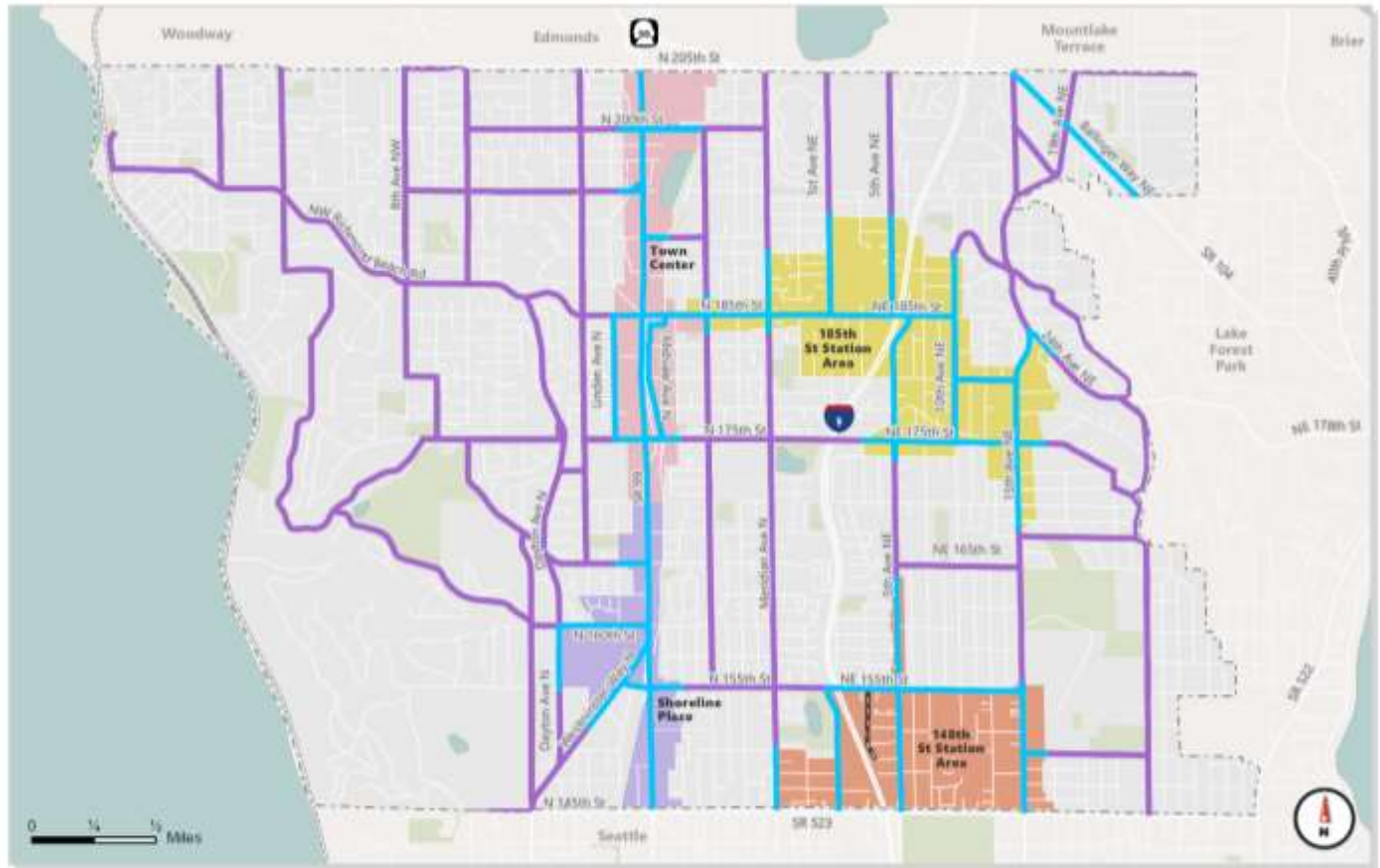
Source: 6th Edition Highway Capacity Manual

As noted in Policy T-60, the City of Shoreline Automobile Plan allows more automobile delay (LOS E) along State Routes and at intersections within the four designated King County [candidate] Countywide Centers in areas near the 148<sup>th</sup> Street and 185<sup>th</sup> Street light rail stations, Aurora Square, and “Town Center” along Aurora Avenue where Shoreline will be concentrating the most growth in coming years. Intersections outside of these areas will be held to an LOS D standard (see Figure 20).

This balanced approach allows the City to incentivize growth in the Centers where denser land use and multimodal infrastructure is available to support more trips by foot, bike, and transit, while upholding a more stringent intersection delay standard in areas where less supportive multimodal infrastructure exists. As growth occurs and congestion increases in our denser land use areas, the City will continue to monitor traffic safety Citywide through its Annual Traffic Report. Additionally, the City will work proactively with redevelopment projects to identify potential safety impacts of increased traffic and mitigation where appropriate.



Figure 20. Automobile Plan



**King County Candidate Countywide Centers\***

- 148th St Station Area
- 185th St Station Area
- Shoreline Place
- Town Center

City Boundary

**Intersection Level of Service (LOS) Standards**

- LOS D or better
- LOS E or better\*\*

\*For illustrative purposes only.

\*\*For Intersections along State Highways or within King County Candidate Countywide Centers

Future 3rd Ave NE Connector

**City of Shoreline  
Automobile Plan**





## *PROJECT NEEDS*

The previous sections describe **the City's vision for accommodating travel for everyone in Shoreline** as guided by a framework of multimodal networks and policies to achieve this vision. This section describes the Transportation Element project needs, which if addressed, would provide a safer and more connected multimodal system utilizing a Complete Streets approach to improvements to address identified needs. The following section also **describes the City's anticipated financial resources over the next 20 years** to implement projects that address these needs.

During the Transportation Element development process, many transportation needs and project ideas to meet those needs were identified across the City. Project ideas came from a variety of sources including community ideas shared during the three outreach series, projects carried forward from past plans, projects identified as needed **to provide sufficient capacity to accommodate Shoreline's planned growth**, as well as projects that would help construct the modal networks presented in the previous section.

Overall, well over 100 ideas were identified (see Table 10 that describes these project ideas). These project ideas are high-level, not prioritized or financially constrained, but encompass the complete list of possible project needs identified through this planning process. Project ideas are grouped into the following categories:

### Intersection (I) and Multimodal Corridor (MMC) Project Ideas

These project ideas provide capacity to accommodate anticipated future travel demand and build out pedestrian, bicycle, and transit modal networks to safely accommodate all users on Shoreline streets.

Notably, concepts include future capacity projects that the City has previously committed to:

- N 160<sup>th</sup> St / Greenwood Ave N / N Innis Arden Way – Roundabout to be installed.
- Meridian Ave N from N 155<sup>th</sup> St to N 175<sup>th</sup> St – Restripe with two-way left turn lane in key locations.
- N 185<sup>th</sup> St from 1<sup>st</sup> Ave NE to 5<sup>th</sup> Ave NE (west of I-5) – Sound Transit to rechannelize to three-lane cross section by station opening.
- 8<sup>th</sup> Ave NE and NE 185<sup>th</sup> Street – Sound Transit to install a Roundabout.
- 5<sup>th</sup> Ave NE and NE 185<sup>th</sup> Street – Sound Transit to install a signal.
- 5<sup>th</sup> Ave NE and NE 148<sup>th</sup> Street – Sound Transit to install a signal.
- 5<sup>th</sup> Ave NE and I-5 NB on ramp – Sound Transit to install a signal.

Project ideas **also include the following additional capacity projects needed to meet the City's proposed LOS standard by 2044:**

- Dayton Ave N & Carlyle Hall Road – Realign intersection geometry and signalize.
- 1st Ave NE & N 155th St – Redesign as urban compact roundabout.
- 25th Ave NE & NE 150th St – Redesign as urban compact roundabout.
- Meridian Ave N & N 175th St – Lane reconfigurations and signal phase changes to improve capacity.
- Meridian Ave N from N 155th St to N 175th St (NB) – Either widen or provide a segment LOS exemption.



## Shoreline 2044 | Transportation Element

- Meridian Ave N from N 175th St to N 185th St (NB) – Either widen or provide a segment LOS exemption.

The City has already begun design on two major corridors, 175th Street (Stone Ave to I-5) and 145th Street (Aurora Ave/Interurban Trail to I-5). These projects do not appear on the project ideas list, but the City is committed to securing funding to implement their construction.

### Unimproved Right-of-Way (R)

Areas with public access known as “unimproved right of way” that could accommodate a future pathway connection to expand the walking network.

### Trail Along the Rail (TAR)

An approximately 2.5 mile shared-use trail running roughly parallel to the planned Lynnwood Link Light Rail Extension alignment between 145th Street and 195th Street.

### Trail Connection (T)

Future on-street trail connections including the planned 145th Street Off-Corridor Bike Network and planned on-street connections to the Trail Along the Rail. These connections will help bicyclists navigate from trails to their final destinations. While these routes have various bicycle facility types, they tend to be on low-speed, low volume local streets.

### Bridge Project (B)

The only bridge concept is the 148th Street Non-Motorized Bridge, which will provide pedestrian and bicycle access across Interstate 5 to the Shoreline South/148th light rail station. The bridge is currently under design with several funding sources.

### Shared-Use Mobility Hubs (SUM)

Shared-use mobility hubs are places of connectivity where different modes of transportation come together seamlessly at concentrations of employment, housing, shopping, and recreation; and at major transit facilities. Shared-use mobility hubs can include space for bike share, scooter share, car share, as well as curb space for ride hailing services/pickups like Uber and Lyft. They also can provide creature comforts like public bathrooms, information kiosks, outdoor seating, bike parking, public art, and cell-phone recharging stations. There are 18 proposed locations for shared-use mobility hub projects which are categorized into the following three typologies:

- Regional hubs are near light rail stations or major bus stations and should have the most features and amenities, as they will support the largest quantity of people from within and outside of Shoreline.
- Central hubs connect to key locations in Shoreline and should have sufficient amenities to support commuting, leisure, and recreation at and around hubs.
- Neighborhood hubs are the smallest type of mobility hubs and should focus on simple, pedestrian-friendly, and comfortable amenities for local communities.

Table 10 describes the full list of project ideas in the City. It is important to note that these project ideas are high-level only. Specific details, including specific designs and project termini, are subject to change.



Table 10: Project Ideas List

| Street                                  | From               | To                   | Description  |
|---|--------------------|----------------------|--|
| Multimodal Corridors                    |                    |                      |  |
| 20th Ave NW                             | NW 205th St        | NW 190th St          | 20th Ave NW from NW 205th St to NW 190th St improve to bike LTS 1 and fill Sidewalk Gaps   |
| 15th Ave NW                             | N 205th St         | NW 188th St          | 15th Ave NW from N 205th St to NW 188th St improve to bike LTS 1 and fill sidewalk gaps  |
| NW 188th St                             | 15th Ave NW        | Springdale Ct NW     | NW 188th St from 15th Ave NW to Springdale Ct NW improve to bike LTS 1   |
| 14th Ave NW / 15th Ave NW / NW 167th St | NW 188th St        | NW Innis Arden Way   | 14th Ave NW / 15th Ave NW from NW 188th St to NW Innis Arden Way improve to bike LTS 1 and fill sidewalk gaps                        |
| 10th Ave NW                             | NW Innis Arden Way | NW 175th Street      | 10th Ave NW from NW Innis Arden Way to NW 175th Street improve to bike LTS 1 and fill sidewalk gaps                                  |
| NW/N 175th St/St Luke Pl N              | 10th Ave NW        | Dayton Ave N         | NW/N 175th St from 10th Ave NW to St Luke Pl N/Dayton Ave N improve to bike LTS 1 and fill sidewalk gaps                             |
| 6th Ave NW                              | NW 175th St        | NW 180th St          | 6th Ave NW from NW 175th St to NW 180th St improve to bike LTS 2 and fill sidewalk gaps  |
| NW 180th St                             | 8th Ave NW         | 6th Ave NW           | NW 180th St from 8th Ave NW to 6th Ave NW improve to bike LTS 2 and fill sidewalk gaps   |
| 8th Ave NW                              | NW 180th St        | NW Richmond Beach Rd | 8th Ave NW from NW 180th St to NW Richmond Beach Rd improve to bike LTS 2 and fill sidewalk gaps                                     |
| NW Innis Arden Way                      | 10th Ave NW        | Greenwood Ave N      | NW Innis Arden Way from 10th Ave NW to Greenwood Ave N improve to bike LTS 1 and fill sidewalk gaps                                  |
| Greenwood Ave N                         | N 145th St         | N 160th St           | Greenwood Ave N from N 145th St to N 160th St improve to bike LTS 1 and fill sidewalk gaps   |
| Greenwood Ave N                         | N 160th St         | Carlisle Hall Rd N   | Greenwood Ave N from N 160th St to Carlisle Hall Rd N improve to bike LTS 2 and fill sidewalk gaps                                   |
| Westminster Way N                       | N 145th St         | Fremont Ave N        | Westminster Way N from N 145th St to Fremont Ave N improve to bike LTS 1 and fill sidewalk gaps and accommodate frequent bus service |
| Dayton Ave N                            | Westminster Way N  | N 160th St           | Dayton Ave N from Westminster Way N to N 160th St improve to bike LTS 2 and fill sidewalk gaps and accommodate frequent bus service  |
| Dayton Ave N                            | N 160th St         | Carlisle Hall Rd N   | Dayton Ave N from N 160th St to Carlisle Hall Rd N improve to bike LTS 2 and fill sidewalk gaps                                      |



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| Street                          | From              | To                  | Description   |
|---------------------------------|-------------------|---------------------|---|
| Dayton Ave N                    | Carlyle Hall Rd N | N 171st St          | Dayton Ave N from Carlyle Hall Rd N to N 171st St improve to bike LTS 1 and fill sidewalk gaps and accommodate frequent bus service   |
| Dayton Ave N                    | N 171st St        | N Richmond Beach Rd | Dayton Ave N from N 171st St to N Richmond Beach Rd improve to bike LTS 1 and fill sidewalk gaps and accommodate local bus service  |
| N 160th St                      | Greenwood Ave N   | SR 99               | N 160th St from Greenwood Ave N to SR 99 improve to bike LTS 2 and accommodate frequent bus service   |
| N 165th St                      | Dayton Ave N      | SR 99               | N 165th St from Dayton Ave N to SR 99 improve to bike LTS 1 and fill sidewalk gaps  |
| Carlyle Hall Rd NW / 3rd Ave NW | Dayton Ave N      | NW 175th St         | Carlyle Hall Rd NW / 3rd Ave NW from Dayton Ave N to NW 175th St improve to bike LTS 2 and fill sidewalk gaps   |
| N 155th St                      | SR 99             | Meridian Ave N      | N 155th St from SR 99 to Meridian Ave N to provide bike LTS 2 and accommodate frequent bus service  |
| N 155th St                      | Meridian Ave N    | 5th Ave NE          | N 155th St from Meridian Ave N to 5th Ave NE improve to bike LTS 2 and accommodate frequent bus service   |
| Ashworth Ave N                  | N 145th St        | N 155th St          | Ashworth Ave N from N 145th St to N 155th St improve to fill sidewalk gaps and build future trail connection  |
| N 150th St                      | Ashworth Ave N    | Meridian Ave N      | N 150th St from Ashworth Ave N to Meridian Ave N improve to fill sidewalk gaps and build future trail connection  |
| Ashworth Ave N                  | 155th St          | N 157th St          | Ashworth Ave N from 155th St to N 157th St improve to bike LTS 1 and fill sidewalk gaps and build future trail connection   |
| Ashworth Ave N                  | N 157th St        | N 175th St          | Ashworth Ave N from N 157th St to N 175th St improve to bike LTS 1 and fill sidewalk gaps   |
| Ashworth Ave N                  | N 175th St        | N 185th St          | Ashworth Ave N from N 175th St to N 185th St improve to bike LTS 2 and fill sidewalk gaps   |
| Ashworth Ave N                  | N 185th St        | N 200th St          | Ashworth Ave N from N 185th St to N 200th St improve to bike LTS 1 and fill sidewalk gaps   |
| Meridian Ave N                  | N 145th St        | N 175th St          | Meridian Ave N from N 145th St to N 175th St improve to bike LTS 2 and accommodate local bus service  |
| Meridian Ave N                  | N 175th St        | N 185th St          | Meridian Ave N from N 175th St to N 185th St reconfigure the intersection of Meridian Ave N and 175 <sup>th</sup> St and provide bike LTS 2 and accommodate local bus service |
| Meridian Ave N                  | N 185th St        | N 195th St          | Meridian Ave N from N 185th St to N 195th St improve to bike LTS 2 and accommodate local bus service  |
| Meridian Ave N                  | N 195th St        | N 200th St          | Meridian Ave N from N 195th St to N 200th St improve to bike LTS 2 and fill sidewalk gaps and accommodate local bus service   |



## Shoreline 2044 | Transportation Element

| Street               | From                 | To             | Description  |
|----------------------|----------------------|----------------|--|
| Meridian Ave N       | N 200th St           | N 205th St     | Meridian Ave N from N 200th St to N 205th St improve to fill sidewalk gaps and accommodate local bus service                       |
| NW Richmond Beach Rd | 8th Ave NW           | Dayton Ave N   | NW Richmond Beach Rd from 8th Ave NW to Dayton Ave N to provide bike LTS 2 and accommodate frequent bus service                    |
| N Richmond Beach Rd  | Dayton Ave N         | Fremont Ave N  | N Richmond Beach Rd from Dayton Ave N to Fremont Ave N improve to bike LTS 2 and accommodate frequent bus service                  |
| 3rd Ave NW           | NW Richmond Beach Rd | NW 195th St    | 3rd Ave NW from NW Richmond Beach Rd to NW 195th St improve to bike LTS 1 and fill sidewalk gaps and accommodate local bus service |
| 3rd Ave NW           | NW 195th St          | N 205th St     | 3rd Ave NW from NW 195th St to N 205th St improve to bike LTS 1 and fill sidewalk gaps and accommodate local bus service           |
| NW 200th St          | 8th Ave NW           | 3rd Ave NW     | NW 200th St from 8th Ave NW to 3rd Ave NW improve to bike LTS 1  |
| NW/N 200th St        | 3rd Ave NW           | Fremont Ave N  | NW/N 200th St from 3rd Ave NW to Fremont Ave N improve to bike LTS 2 and fill sidewalk gaps and accommodate local bus service      |
| N 200th St           | Fremont Ave N        | SR 99          | N 200th St from Fremont Ave N to SR 99 improve to bike LTS 2 and fill sidewalk gaps and accommodate local bus service              |
| N 200th St           | SR 99                | Ashworth Ave N | N 200th St from SR 99 to Ashworth Ave N improve to bike LTS 2 and accommodate local bus service                                    |
| Fremont Ave N        | N 165th St           | N 172nd St     | Fremont Ave N from N 165th St to N 172nd St improve to bike LTS 2 and fill sidewalk gaps and accommodate local bus service         |
| Fremont Ave N        | N 172nd St           | N 205th St     | Fremont Ave N from N 172nd St to N 205th St improve to bike LTS 2 and fill sidewalk gaps   |
| N 172nd St           | Dayton Ave N         | Fremont Ave N  | N 172nd St from Dayton Ave N to Fremont Ave N improve to LTS 2 and accommodate local bus service                                   |
| N 193rd St           | Fremont Ave N        | Firlands Way N | N 193rd St from Fremont Ave N to Firlands Way N improve to bike LTS 1  |
| Firlands Way N       | N 193rd St           | N 192nd St     | Firlands Way N from N 195th St to N 188 <sup>th</sup> St improve to bike LTS 1-2 and fill sidewalk gaps                            |
| N 192nd St           | Firlands Way N       | Ashworth Ave N | N 192nd St from Firlands Way N to Ashworth Ave N improve to bike LTS 1   |
| N 195th St           | Ashworth Ave N       | Meridian Ave N | N 195th St from Ashworth Ave N to Meridian Ave N improve to bike LTS 1   |
| Linden Ave N         | N 185th St           | N 175th St     | Linden Ave N from N 185th St to N 175th St improve to bike LTS 2 and fill sidewalk gaps  |
| Midvale Ave N        | N 185th St           | N 175th St     | Midvale Ave N from N 185th St to N 175th St improve to bike LTS 2  |
| N 185th St           | Fremont Ave N        | SR 99          | N 185th St from Fremont Ave N to SR 99 improve to bike LTS 1 and accommodate frequent bus service                                  |



## Shoreline 2044 | Transportation Element

| Street                                 | From                     | To                       | Description   |
|--|--------------------------|--------------------------|---|
| N 185th St                             | SR 99                    | 5th Ave NE (west of I-5) | N 185th St from SR 99 to 5th Ave NE improve to bike LTS 1 and accommodate Bus Rapi Transit  |
| N 185th St                             | 5th Ave NE (west of I-5) | 10th Ave NE              | N 185th St from 5th Ave NE to 10th Ave NE improve to bike LTS 1 and accommodate frequent bus service  |
| N 175th St                             | Fremont Ave N            | Stone Ave N              | N 175th St from Fremont Ave N to Stone Ave N improve to bike LTS 1 and fill sidewalk gaps and accommodate frequent bus service                        |
| N 175th St                             | Stone Ave N              | Meridian Ave N           | N 175th St from Stone Ave N to Meridian Ave N improve to bike LTS 1 and fill sidewalk gaps and accommodate frequent bus service                       |
| N 175th St                             | Meridian Ave N           | I-5                      | N 175th St from Meridian Ave N to I-5 improve to bike LTS 1 and accommodate frequent bus service  |
| N 175th St                             | I-5                      | 15th Ave NE              | N 175th St from I-5 to 15th Ave NE improve to bike LTS 2 and accommodate frequent bus service, address safety concerns.                               |
| N 175th St / 22nd Ave NE / NE 171st St | 15th Ave NE              | 25th Ave NE              | N 175th St / 22nd Ave NE / NE 171st St from 15th Ave NE to 25th Ave NE improve to bike LTS 2 and fill sidewalk gaps and accommodate local bus service |
| 1st Ave NE                             | NE 195th St              | NE 205th St              | 1st Ave NE from NE 195th St to NE 205th St improve to bike LTS 2 and fill sidewalk gaps   |
| 1st Ave NE                             | N/NE 185th St            | N/NE 193rd St            | 1st Ave NE from N/NE 185th St to N/NE 193rd St improve to bike LTS 2  |
| 5th Ave NE                             | NE 185th St              | NE 205th St              | 5th Ave NE from NE 185th St to NE 205th St improve to bike LTS 2 and fill sidewalk gaps and accommodate local bus service                             |
| 10th Ave NE                            | NE 175th St              | NE 180th St              | 10th Ave NE from NE 175th St to NE 180th St improve to bike LTS 2 and fill sidewalk gaps  |
| 10th Ave NE                            | NE 180th St              | N 185th St               | 10th Ave NE from NE 180th St to N 185th St improve to bike LTS 2 and fill sidewalk gaps and accommodate frequent bus service                          |
| 10th Ave NE                            | N 185th St               | NE 190th St              | 10th Ave NE from N 185th St to NE 190th St improve to bike LTS 2 and fill sidewalk gaps   |
| 8th Ave NE                             | NE 180th St              | N 185th St               | 8th Ave NE from NE 180th St to N 185th St improve to bike LTS 1 and fill sidewalk gaps  |
| NE 180th St                            | 5th Ave NE               | 10th Ave NE              | NE 180th St from 5th Ave NE to 10th Ave NE improve to bike LTS 1  |
| NE 180th St                            | 10th Ave NE              | 15th Ave NE              | NE 180th St from 10th Ave NE to 15th Ave NE improve to fill sidewalk gaps and accommodate frequent bus service  |
| NE 205th St                            | 15th Ave NE              | 19th Ave NE              | NE 205th St from 15th Ave NE to 19th Ave NE improve to bike LTS 1 and accommodate frequent bus service  |
| NE 205th St                            | 19th Ave NE              | 25th Ave NE              | NE 205th St from 19th Ave NE to 25th Ave NE improve to bike LTS 1   |



## Shoreline 2044 | Transportation Element

| Street                    | From           | To             | Description   |
|---------------------------|----------------|----------------|---|
| 15th Ave NE               | NE 205th St    | NE 196th St    | 15th Ave NE from NE 205th St to NE 196th St improve to bike LTS 2 and accommodate frequent bus service                                      |
| Forest Park Dr NE         | 15th Ave NE    | NE 196th St    | Forest Park Dr NE from 15th Ave NE to NE 196th St improve to bike LTS 1 and fill sidewalk gaps  |
| Ballinger Way NE          | 15th Ave NE    | 19th Ave NE    | Ballinger Way NE from 15th Ave NE to 19th Ave NE improve to bike LTS 1 and accommodate frequent bus service                                 |
| Ballinger Way NE          | 19th Ave NE    | 25th Ave NE    | Ballinger Way NE from 19th Ave NE to 25th Ave NE improve to bike LTS 1 and fill sidewalk gaps and accommodate frequent bus service          |
| 19th Ave NE / NE 196th St | NE 205th St    | NE 195th St    | 19th Ave NE / NE 196th St from NE 205th St to NE 195th St improve to bike LTS 2 and fill sidewalk gaps and accommodate frequent bus service |
| 25th Ave NE               | NE 205th St    | NE 195th St    | 25th Ave NE from NE 205th St to NE 195th St improve to bike LTS 1 and fill sidewalk gaps  |
| 15th Ave NE               | NE 195th St    | 24th Ave NE    | 15th Ave NE from NE 195th St to 24th Ave NE improve to bike LTS 1 and fill sidewalk gaps and accommodate frequent bus service               |
| 24th Ave NE               | 15th Ave NE    | 25th Ave NE    | 24th Ave NE from 15th Ave NE to 25th Ave NE improve to bike LTS 2 and fill sidewalk gaps  |
| 25th Ave NE               | NE 178th St    | NE Perkins Way | 25th Ave NE from NE 178th St to NE Perkins Way improve to bike LTS 2 and fill sidewalk gaps   |
| 25th Ave NE               | NE 178th St    | NE 171st St    | 25th Ave NE from NE 178th St to NE 171st St improve to bike LTS 2 and fill sidewalk gaps  |
| 25th Ave NE               | NE 171st St    | NE 150th St    | 25th Ave NE from NE 171st St to NE 150th St improve to bike LTS 2 and fill sidewalk gaps and accommodate local bus service                  |
| 25th Ave NE               | NE 150th St    | NE 145th St    | 25th Ave NE from NE 150th St to NE 145th St improve to bike LTS 2 and build future trail connection   |
| 15th Ave NE               | 24th Ave NE    | NE 180th St    | 15th Ave NE from 24th Ave NE to NE 180th St improve to bike LTS 1 and fill sidewalk gaps and accommodate frequent bus service               |
| 15th Ave NE               | NE 180th St    | Hamlin Park Rd | 15th Ave NE from NE 180th St to Hamlin Park Rd improve to bike LTS 2 and accommodate frequent bus service                                   |
| NE 168th St               | 15th Ave NE    | 25th Ave NE    | NE 168th St from 15th Ave NE to 25th Ave NE improve to bike LTS 1 and fill sidewalk gaps  |
| NE 165th St               | 5th Ave NE     | 15th Ave NE    | NE 165th St from 5th Ave NE to 15th Ave NE improve to bike LTS 1 and fill sidewalk gaps   |
| 15th Ave NE               | Hamlin Park Rd | NE 155th St    | 15th Ave NE from Hamlin Park Rd to NE 155th St improve to fill sidewalk gaps and accommodate frequent bus service                           |



## Shoreline 2044 | Transportation Element

| Street  | From   | To  | Description  |
|---|--|---|--|
| 15th Ave NE   | NE 155th St  | NE 150th St   | 15th Ave NE from NE 155th St to NE 150th St to fill sidewalk gaps and accommodate frequent bus service                                 |
| 15th Ave NE   | NE 150th St  | N 145th St  | 15th Ave NE from NE 150th St to N 145th St to provide bike LTS 1 and accommodate frequent bus service                                  |
| NE 150th St   | 15th Ave NE  | 25th Ave NE   | NE 150th St from 15th Ave NE to 25th Ave NE improve to fill sidewalk gaps and accommodate local bus service                            |
| NE 150th St   | 25th Ave NE  | 28th Ave NE   | NE 150th St from 25th Ave NE to 28th Ave NE improve to fill sidewalk gaps and build future trail connection                            |
| 28th Ave NE   | NE 150th St  | NE 145th St   | 28th Ave NE from NE 150th St to NE 145th St to build future trail connection   |
| 17th Ave NE   | NE 150th St  | NE 145th St   | 17th Ave NE from NE 150th St to NE 145th St to build future trail connection   |
| 5th Ave NE  | NE 155th St  | NE 145th St   | 5th Ave NE from NE 155th St to NE 145th St improve to bike LTS 2 and accommodate frequent bus service                                  |
| 1st Ave NE  | N 155th St   | N 145th St  | 1st Ave NE from N 155th St to N 145th St improve to bike LTS 2 and fill sidewalk gaps  |
| Triangle formed by Richmond Beach Dr NW / NW 195th PI / NW 196th St |  |   | Triangle formed by Richmond Beach Dr NW / NW 195th PI / NW 196th St improve to fill sidewalk gaps and accommodate frequent bus service |
| NW 196th St   | 23rd Ave NW  | 20th Ave NW   | NW 196th St from 23rd Ave NW to 20th Ave NW improve to fill sidewalk gaps and accommodate frequent bus service                         |
| NE 174th St   | 1st Ave NE   | 5th Ave NE  | NE 174th St from 1st Ave NE to 5th Ave NE to build future trail connection   |
| <b>Unimproved Right-of-Way</b>                                      |  |   |  |
| N 148th St  | Linden Ave N   | Interurban Trail                                      | Unopened Right of Way  |
| 3 <sup>rd</sup> Ave NE Connector                                    | NE 149 <sup>th</sup> St  | NE 151 <sup>st</sup> St                               | Unopened Right of Way  |
| Linden Ave N  | N 150th St   | 150 feet south of N 150th St                          | Unopened Right of Way  |
| Linden Ave N  | Southern termini of Linden Ave N (between N 148th St and N 145th St) | N 145th St  | Unopened Right of Way  |
| Ashworth Ave N  | N 152nd St   | Ashworth Ave N (northern termini south of N 152nd St) | Unopened Right of Way  |





## Shoreline 2044 | Transportation Element

| Street  | From   | To  | Description           |
|---|--|---|-----------------------|
| N 157th St                                      | Ashworth Ave N                                       | Densmore Ave N  | Unopened Right of Way |
| N 165th St                                      | Ashworth Ave N                                       | Densmore Ave N  | Unopened Right of Way |
| Corliss Ave N connection                        | Corliss Ave N (northern termini south of N 171st St) | Corliss Ave N (southern termini south of N 171st St)          | Unopened Right of Way |
| Corliss PI N connection                         | Corliss PI N   | Corliss Ave N (southern termini south of N 171st St)          | Unopened Right of Way |
| NE 147th St                                     | 27th Ave NE  | 28th Ave NE   | Unopened Right of Way |
| Near 15th PI NE                                 | NE 185th St  | NE 184th PI   | Unopened Right of Way |
| NE 195th St                                     | 10th Ave NE  | 11th Ave NE   | Unopened Right of Way |
| Near NE 195th St                                | 14th Ave NE  | 15th Ave NE   | Unopened Right of Way |
| Near NE 200th Ct                                | 12th Ave NE  | 15th Ave NE   | Unopened Right of Way |
| N 188th St                                      | Ashworth Ave N                                       | Densmore Ave N  | Unopened Right of Way |
| Near N 193rd St                                 | Palatine Ave N                                       | Greenwood Ave N   | Unopened Right of Way |
| N 198th St                                      | Near Dayton Ave N                                    | Fremont Ave N   | Unopened Right of Way |
| Greenwood PI N                                  | Near NW 200th St                                     | Greenwood PI N (northern termini south of NW 200th St)        | Unopened Right of Way |
| 5th Ave NW                                      | NW 197th St  | NW 196th PI   | Unopened Right of Way |
| Near intersection of NW 200th St and 5th Ave NW | NW 200th St  | 5th Ave NW  | Unopened Right of Way |
| 12th Ave NW                                     | Southern termini of 12th Ave NW south of NW 196th St | Northern termini of 12th Ave NW north of NW Richmond Beach Rd | Unopened Right of Way |
| NW 198th St                                     | 15th Ave NE  | Eastern termini of NW 198th St west of 15th Ave NE            | Unopened Right of Way |
| 17th Ave NW                                     | 17th PI NW/16th Ave NW                               | 17th Ave NW   | Unopened Right of Way |
| 8th Ave NW                                      | Near Sunset Park                                     |   | Unopened Right of Way |
| 8th Ave NW                                      | NW 177th PI  | NW 175th St   | Unopened Right of Way |
| Daytona PI N                                    | N 188th St   | N Richmond Beach Rd   | Unopened Right of Way |



## Shoreline 2044 | Transportation Element

| Street   | From   | To   | Description   |
|--|--|--|---|
| Near 148th St  | through Paramount Open Space   |  | Unopened Right of Way   |
| N 167th St   | Whitman Ave N  | Aurora Ave N   | Unopened Right of Way   |
| NE 152nd St  | 10th Ave NE  | 11th Ave NE  | Unopened Right of Way   |
| West side of Paramount Open Space                    |  |  | Unopened Right of Way   |
| <b>Trail Connections</b>                             |  |  |   |
| Interurban Trail SR 104 Crossing (Preliminary Study) | Northern terminus on south side of NE 205th St. (SR-104) in the City of Shoreline. | Southern terminus of Interurban Trail at 76th Ave. W. and McAleer Way or junction with 240th St. SW at Mathay-Ballinger Park in the City of Edmonds. | This study will analyze and compare options for either an at-grade or elevated crossing of the Interurban Trail to determine a safe, feasible way to connect users to City of Edmonds facilities. |
| near 148th St  | I-5  | 15th Ave NE  | Eastside Off-Corridor Bike Network  |
| 5th Ave NE/ NE 174th St                              | NE 185th St  | NE 174th St/1st Ave NE   | Eastside Off-Corridor Bike Network  |
| NE 150th St  | 15th Ave NE  | 17th Ave NE  | Eastside Off-Corridor Bike Network  |
| N 150th St/Corliss Ave N                             | Meridian Ave N   | N 145th St   | 145th Street Off-Corridor Bicycle Network   |
| 12th Ave NE  | NE 148th St  | NE 145th St  | Eastside Off-Corridor Bike Network  |
| 25th Ave NE  | 25th Ave NE  | NE 150th St  | Off-Corridor Trail Network  |
| multiple local streets                               | Interurban Trail   | N 145th St   | Off-Corridor Trail Network  |
| near NE 160th St                                     | near Hamlin Park   | west of 25th Ave NE  | Trail Network   |
| NE 165th St  | I-5  | 5th Ave NE   | Off-Corridor Trail Network  |
| 3rd Ave NE   | NE 170th St  | NE 165th St  | Off-Corridor Trail Network  |
| NE 158th St / 3rd Ave NE                             | 1st Ave NE   | NE 149th St  | NE 158th St / 3rd Ave NE from 1st Ave NE to NE 149th St to build on-street future trail connection  |
| <b>Trail Along the Rail</b>                          |  |  |   |
| TAR Segment  | NE 195th St  | NE 189th St  | Trail Along the Rail; Phase 1   |
| TAR Segment  | NE 155th St  | NE 149th St  | Trail Along the Rail; Phase 2   |
| TAR Segment  | NE 159th St  | N 155th St   | Trail Along the Rail; Phase 3   |



## Shoreline 2044 | Transportation Element

| Street   | From        | To          | Description                   |
|--|-------------|-------------|-------------------------------|
| TAR Segment  | NE 163rd St | NE 161st St | Trail Along the Rail; Phase 3 |
| TAR Segment  | NE 170th St | NE 163rd St | Trail Along the Rail; Phase 3 |
| TAR Segment  | N 175th St  | NE 174th St | Trail Along the Rail; Phase 3 |
| TAR Segment  | NE 180th St | N 175th St  | Trail Along the Rail; Phase 4 |
| <b>Shared Use Mobility Hubs</b>                          |             |             |                               |
| Ashworth Avenue N & N 200 <sup>th</sup> Street           | -           | -           | Aurora Village Transit Center |
| NE 185 <sup>th</sup> Street & 5 <sup>th</sup> Avenue NE  | -           | -           | Shoreline North/185th Station |
| NE 151 <sup>st</sup> Street & 5 <sup>th</sup> Avenue NE  | -           | -           | Shoreline South/148th Station |
| Westminster Way N & N 155 <sup>th</sup> Street           | -           | -           | Shoreline Place               |
| N 160 <sup>th</sup> Street & Dayton Avenue N             | -           | -           | Shoreline Community College   |
| N 185 <sup>th</sup> Street & Aurora Avenue N             | -           | -           | Aurora Ave N & N 185th St     |
| Aurora Avenue N & N 192 <sup>nd</sup> Street             | -           | -           | Shoreline Park & Ride         |
| NW Richmond Beach Road & 3 <sup>rd</sup> Avenue NW       | -           | -           | 4-Corners                     |
| NE 175 <sup>th</sup> Street & 15 <sup>th</sup> Avenue NE | -           | -           | North City Business District  |
| NE 165 <sup>th</sup> Street & 5 <sup>th</sup> Avenue NE  | -           | -           | Ridgecrest Business District  |
| N 149 <sup>th</sup> Street & 1 <sup>st</sup> Avenue NE   | -           | -           | 148th St Non-Motorized Bridge |
| 15 <sup>th</sup> Avenue NE & NE 146 <sup>th</sup> Street | -           | -           | 15th Ave BRT Station          |
| NE 155 <sup>th</sup> Street & 15 <sup>th</sup> Avenue NE | -           | -           | Fircrest                      |
| Ballinger Way NE & 19 <sup>th</sup> Avenue NE            | -           | -           | Ballinger                     |



## Shoreline 2044 | Transportation Element

| Street   | From               | To                | Description                                      |
|--|--------------------|-------------------|--|
| NE 145 <sup>th</sup> Street & 30 <sup>th</sup> Avenue NE | -                  | -                 | 30th Ave BRT Station                             |
| N 175 <sup>th</sup> Street & Midvale Avenue N            | -                  | -                 | City Hall  |
| NW 195 <sup>th</sup> Street & 20 <sup>th</sup> Avenue NW | -                  | -                 | Richmond Beach                                   |
| N 175 <sup>th</sup> Street & 5 <sup>th</sup> Avenue NE   | -                  | -                 | Shoreline Library                                |
| Bridges  |                    |                   |  |
| NE 148 <sup>th</sup> Street                              | -                  | -                 | 148th St Bridge                                  |
| Intersections  |                    |                   |  |
| Meridian Avenue N & N 175th Street                       | -                  | -                 | Meridian Avenue N & N 175th Street               |
| Dayton Avenue N & Carlyle Hall Road                      | -                  | -                 | Dayton Avenue N & Carlyle Hall Road              |
| 1st Ave NE & N 155th Street                              | -                  | -                 | 1st Ave NE & N 155th Street                      |
| 25th Ave NE & NE 150th Street                            | -                  | -                 | 25th Ave NE & NE 150th Street                    |
| N 160th St & Greenwood Ave N & N Innis Arden Way         | -                  | -                 | N 160th St & Greenwood Ave N & N Innis Arden Way |
| 145th Corridor   |                    |                   |  |
| N 145 <sup>th</sup> Street                               | Greenwood Avenue N | Interurban Trail  | Greenwood to the Interurban Trail                |
| N 145 <sup>th</sup> Street                               | Interurban Trail   | Wallingford Ave N | Interurban Trail to Wallingford Ave N            |
| N 145 <sup>th</sup> Street                               | Wallingford Ave N  | Corliss Ave N     | Wallingford to Corliss Ave N                     |



### FUNDING AND IMPLEMENTATION

The previous section presents an expansive list of the types of projects that would be needed to complete the City of Shoreline’s overall transportation vision. A key planning requirement of the Growth Management Act is the concept of fiscal restraint in transportation planning. A fiscally-constrained Transportation Element must first allow for operation and maintenance of existing facilities, and then capital improvements. To introduce fiscal constraint into the plan, an inventory of past revenues and costs was undertaken to identify funds that are likely to be available for capital construction and operations.

Revenues that fund transportation operations and capital in Shoreline include those from outside sources and grants, general city funds, real estate excise taxes, vehicle license fees, sales tax, impact fees, and gas tax receipts. Each of these funding sources has different eligibility requirements, in terms of activities they can fund. For example, the City of Shoreline collects vehicle license fees, which are dedicated to the maintenance and rehabilitation of existing streets.

Table 11a: Anticipated Funding for Basic Transportation Maintenance and Operations

| Revenues  | 2023-2044 Total     |
|---|---------------------|
| Gas tax revenue is used to fund basic transportation maintenance and operations such as pavement repair, pavement marking maintenance, sign maintenance, signal operations, snow and ice control, vegetation maintenance, incident response, and street lighting. | \$27,075,000        |
| General Fund Transfers provide transportation-eligible monies from the City general fund (for example, property and sales tax) to subsidize gas tax revenue shortfalls.   | \$35,700,000        |
| <b>Total Basic Maintenance and Operations Revenues</b>  | <b>\$62,775,000</b> |

\* Note: Gas tax and General Fund Transfer revenues reflected above are relatively flat extrapolations of 2024 actuals. Higher General Fund transfers than reflected in the table would be required to maintain existing service levels.

Table 12b: Anticipated Funding for Capital Expansion and Major Maintenance Projects

| Revenues   | 2023-2044 Total |
|--|-----------------|
| Real Estate Excise Tax (REET 2) is an optional tax collected on the sale of qualifying real estate sales. REET is dependent on the amount of real estate sales and tends to fluctuate from year to year. REET 2 revenues are restricted to transportation and park needs; the City of Shoreline has a policy to use REET 2 for transportation capital funding, which supports rehabilitation and maintenance as well as expansion projects. Specific ongoing use of REET supports signal and sidewalk rehab as well as pavement preservation programs. | \$20,800,000*   |
| Grants from federal, state, and local (King County Metro and Sound Transit) agencies are available to help fund transportation projects. Grants are competitive and the City   | \$40,000,000    |



| Revenues   | 2023-2044 Total      |
|--|----------------------|
| competes with other jurisdictions based on need, service population, project potential, project deliverability, and expected impact/value.   |                      |
| Transportation Benefit District Sales Tax (TBD Sales Tax) is collected on taxable retail sales within the TBD boundaries. TBD Sales Taxes must be voter approved and reauthorized every 20 years. In 2018, Shoreline voters approved the maximum TBD sales tax rate of 0.2% to be used for sidewalk expansion and repair. Voters will next consider TBD Sales Tax in 2038.   | \$71,560,000         |
| Transportation Benefit District Vehicle License Fees (TBD VLF) authorized for sidewalk expansion and repairs collected on vehicle license and is utilized for maintenance of pavement and sidewalks.   | \$32,000,000         |
| Transportation Impact Fees are authorized by the Washington State Growth Management Act. Impact Fees are only levied on new development as a means to pay for the increased demand that development puts on infrastructure. The City of Shoreline has enacted impact fees to pay for development-related transportation capital projects. Impact fees are calculated from the identified capital needs in planning documents such as the Transportation Master Plan or Capital Facilities Plan, and should be updated with those plans to remain current. The City of Shoreline will update its transportation impact fees following adoption of the Transportation Element. | \$36,820,000         |
| Miscellaneous revenue sources come from a variety of non-specified sources (e.g. surface/waste water contributions to transportation projects) and have increased as a transportation capital source in the past two years and thus are assumed to contribute <b>to funding the City's transportation system over</b> the planning horizon.  | \$19,470,000         |
| General Fund Transfers are not a specific revenue source but movement of unrestricted or transportation-eligible monies from the City general fund (for example, property, sales, and gambling tax). Some grants require matching a portion of the grant amount which is typically done from general funds.  | \$12,590,000         |
| <b>Total Capital Revenues</b>  | <b>\$233,240,000</b> |

\* Note: Half of REET 2 revenues are spent on capital rehabilitation projects like overlays and traffic signal upgrades and this practice is expected to continue.

While \$201 million is a substantial amount of funding for transportation, it is nowhere close to the level of revenue that would be needed to fully fund the project needs presented in the prior section. Table 13 presents the projects that the City of Shoreline has already committed to funding, as well as projects that would be needed to meet **the City's concurrency requirements through 2044. These projects total \$160 million in capital, leaving approximately \$41 million for a more discretionary list of high priority complete streets projects, trails, and transit-oriented improvements that could help advance the City's transportation vision.**



Table 13: Fiscally Constrained 2023-2044 Project List – Committed and Concurrency Projects

| Project                                       | Description   | Category  | 2023-2044 Anticipated City Cost | Sources  |
|---|---|-----------|---------------------------------|--|
| New sidewalks program & sidewalk maintenance  | Construction of 12-TBD funded sidewalk projects and funding for sidewalk maintenance  | Committed | \$71,560,000                    | TBD Sales Tax  |
| 148 <sup>th</sup> Street Non-motorized Bridge | N 148th Street non-motorized bridge crossing (based on <b>Council's selection of a preferred alignment</b> during the feasibility study phase) of Interstate 5 to the Shoreline South/148th Station.  | Committed | \$10,100,000                    | Federal, King County Trails Levy, Sound Transit, State legislature, and other undefined future funds |
| 1st Ave NE Sidewalks (N 145th to N 155th)     | This project will design and construct sidewalks on 1st Ave NE from N 145th to N 155th. This route was identified and prioritized as part of the Sound Transit Multimodal Access Improvements to provide pedestrian and bicycle improvements to the South Shoreline/N 148th Street Station.   | Committed | \$1,300,000                     | Sound Transit Light rail access mitigation funds   |
| 145 <sup>th</sup> Corridor: Aurora to I-5     | This multi-year phased roadway reconstruction project includes design, environmental, right-of-way and construction of improvements to SR523 (N/NE 145th Street) between Interstate 5 (I-5) and Aurora Ave N (SR 99). The project will enhance safety, operations and mobility and address transit demand associated with the South Shoreline/N 148th Street Station and planned growth within the station subarea. | Committed | \$27,000,000                    | Federal, Connecting Washington, Roads Capital Fund, other undefined future funds                     |



| Project   | Description   | Category  | 2023-2044 Anticipated City Cost | Sources  |
|---|---|-----------|---------------------------------|--|
| 145 <sup>th</sup> and I-5 Interchange             | This project constructs two multi-lane roundabouts at the intersection of NE 145th and the I-5 southbound offramp and at the 5th Ave. NE intersection. The roundabouts replace the functions of the existing signalized intersections and the left turn lanes on the overpass bridge deck, allowing re-channelization of the bridge deck to include two travel lanes in each direction, bicycle/pedestrian facilities on the north side of the bridge deck and existing sidewalk on the south side. | Committed | \$0                             | Federal, Sound Transit, Transportation Improvement Board, and other undefined future funds |
| 175 <sup>th</sup> Corridor: Stone Avenue N to I-5 | Planned improvements include reconstruction of the existing street to provide two traffic lanes in each median and turn pockets, bicycle lanes (integrated into the sidewalk), curb, gutter, and sidewalk with planter strip where feasible, illumination, landscaping, retaining walls, and various intersection improvements.   | Committed | \$45,500,000                    | Federal, State, Transportation impact fees, other undefined future funds                   |
| N 160th St & Greenwood Ave N & N Innis Arden Way  | Project will design and construct a roundabout at this intersection as a mitigation requirement for development of the Shoreline Community College. The design will be coordinated with Shoreline Community College, Metro Transit and the Shoreline School District.   | Committed | \$0                             | Shoreline Community College  |





| Project  | Description   | Category    | 2023-2044 Anticipated City Cost | Sources                            |
|--|---|-------------|---------------------------------|------------------------------------|
| N 185th St from 1st Ave NE to 5th Ave NE (west of I-5) | Sound Transit to rechannelize to three-lane cross section by station opening. | Committed   | \$0                             | Sound Transit                      |
| 8th Ave NE and NE 185th Street                         | Sound Transit to install a Roundabout.  | Committed   | \$0                             | Sound Transit                      |
| 5th Ave NE and NE 185th Street                         | Sound Transit to install a signal.  | Committed   | \$0                             | Sound Transit                      |
| 5th Ave NE and NE 148th Street                         | Sound Transit to install a signal.  | Committed   | \$0                             | Sound Transit                      |
| 5th Ave NE and I-5 NB on ramp                          | Sound Transit to install a signal.  | Committed   | \$0                             | Sound Transit                      |
| Meridian Ave N & N 175th St                            | Lane reconfigurations and signal phase changes to improve capacity.           | Concurrency | n/a**                           | Impact fees, undefined local funds |
| Dayton Ave N & Carlyle Hall Rd                         | Realign intersection geometry and signalize.                                  | Concurrency | \$1,080,000                     | Impact fees, undefined local funds |
| 1st Ave NE & N 155th St                                | Redesign as urban compact roundabout.   | Concurrency | \$1,310,000                     | Impact fees, undefined local funds |
| 25th Ave NE & NE 150th St                              | Redesign as urban compact roundabout.   | Concurrency | \$1,310,000                     | Impact fees, undefined local funds |
| Total  |   |             | \$160,000,000                   |                                    |

\* This project is included in the 175th: I-5 to Stone Way corridor project.

Based on the potential revenue for transportation projects over the next 20 years and removing any currently committed projects and concurrency projects that must be addressed over this period (shown in the preceding table), the City has approximately \$41 million available to fund additional transportation projects.

As a tool to help guide the consideration of final projects totaling approximately \$41 million to be added to a financially constrained project list, the project ideas created in Table 10 were scored by a set of prioritization metrics and performance measures (see Table 14). Various project ideas received higher rankings than others. The following package of projects were found to both advance the City of Shoreline transportation vision and goals, while fitting within the fiscal constraint of this Transportation Element.

The City could fund the top ranked Shared Use Mobility Hubs totaling approximately \$5.25 million:



## Shoreline 2044 | Transportation Element

- Aurora Ave N & N 185th St
- Richmond Beach - NW 195th Street & 20th Ave NW
- 15th Ave BRT Station - 15th Ave NE & NE 146th St
- City Hall - N 175th St & Midvale Ave N
- Shoreline North/185th Station
- 4-Corners (NW Richmond Beach Rd and somewhere 8th Ave NW to 3rd Ave NW)

As funding for this type of project is available, the City would need to verify that the above is still an appropriate list and surrounding facilities are in place to support these hubs. A hub that could replace one on this list might include the hub near the Shoreline South/148th Street light rail station since large investments are under way to support all types of users at this station facility.

For approximately \$1 million, the City could also advance the Eastside Off-Corridor Bike Network (the portion from 5th Ave NE to 15th Ave NE), which scored highest in trail ideas. A pre-design study would need to be completed first. The entire Eastside Off-Corridor Bike Network will continue east of 15th Ave NE and the entire length should be completed to be consistent and complete.

The City could enhance access to the Shoreline South/148<sup>th</sup> Street light rail station through construction of the 3<sup>rd</sup> Avenue Connector. This \$4.1 million project would provide a curbless street design that would better connect the Shoreline South/148<sup>th</sup> Street light rail station to the 148<sup>th</sup> Non-motorized Bridge, 155<sup>th</sup> Street, adjacent neighborhoods, and planned Trail Along the Rail. The woonerf would provide a slow, shared space that would facilitate placemaking and comfortable pedestrian/bicycle movements.

Finally, the City could partially fund two high-scoring Multimodal Corridors that would advance mobility priorities in this TE and appear to fit within available funds with high-level, estimated total project costs estimated at \$28.6 million:

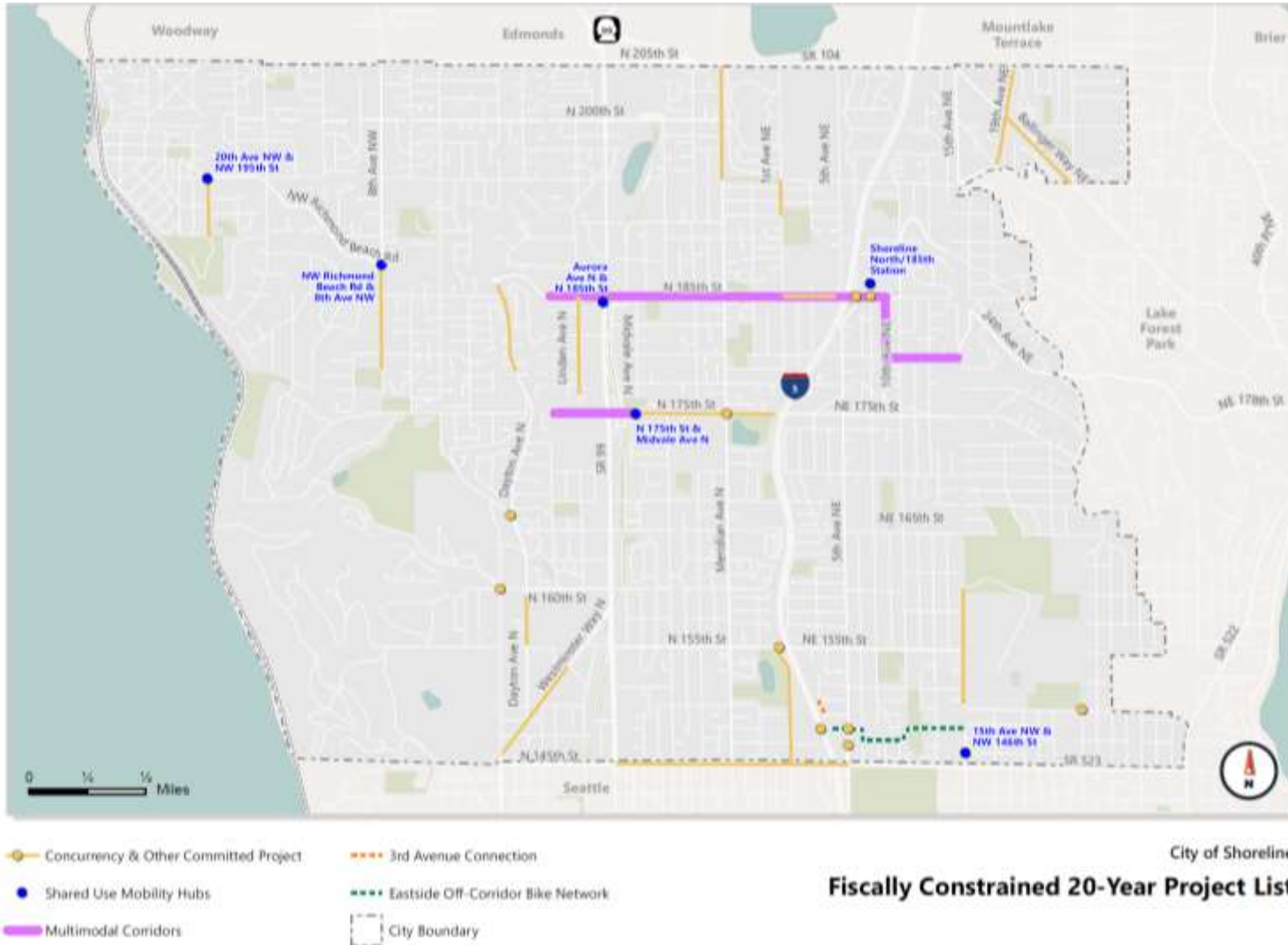
- N 175th St: Extend multimodal improvements from Fremont Ave N to Stone Ave; improve to bike LTS 1 and fill sidewalk gaps and accommodate frequent bus service.
- 185th Corridor: The City developed a 185th Street corridor improvement strategy that includes N/NE 185th St from Fremont Ave N to 10th Ave NE; 10th Ave NE from NE 185th St to NE 180th St; and NE 180th St from 10th Ave NE to 15th Ave NE. Improvements for this corridor include bike improvements to LTS1; pedestrian improvements; and accommodations for frequent bus service.

Figure 21 **displays the City of Shoreline's 20-year fiscally constrained project list, which includes both committed and concurrency projects, as well as the additional projects described above that help advance the City's transportation vision and goals.**

It is unknown how much of these costs could be recovered if re-development contributes to some of these improvements over the 20-year period or if the City is very successful in securing competitive grants. However, these provide a framework for how the City could spend available funding to expand mobility over the life of this TE. Depending on final costs of these projects, other pedestrian/bicycle oriented investments, including sidewalks, trails, and new connections could be considered.



Figure 21. Fiscally Constrained 2023-2044 Project List





### Options to Increase Revenue

Like all Washington State cities, the City of Shoreline has limited dedicated transportation funding options, many of which the City is already using. Expected future collections for the identified dedicated transportation funding options are included below; the potential impact on funding shortfalls depends on the City's final capital plan.

*Transportation Benefit District* sales tax and vehicle licensing fees are independent taxing districts created by ordinance. This is a flexible source of funding that can be applied for either capital or programmatic expenditures. The City of Shoreline uses both the sales and use tax and vehicle licensing fees options. While the City is levying the maximum allowable sales and use tax rate, the vehicle licensing fee (VLF) could be increased from the current \$40 up to \$100. The fee could be raised to \$50 without voter approval; any increase above \$50 would require a vote of the people. Since the 2019 increase to \$40, VLF revenues have averaged \$1.5 million. Based on the estimated number of registered vehicles in the City of Shoreline provided by the Washington State Department of Licensing, increasing the VLF to \$50 would increase annual revenues to approximately \$2 to \$3 million.<sup>5</sup> With voter approval, the maximum \$100 per vehicle fee from a VLF would raise \$4 to \$6 million annually.

*Local Improvement Districts (LIDs)* are special purpose financing mechanisms that can be created by cities to fund capital improvements in specific areas. LIDs generate funds by implementing proportionate special assessments on property owners that benefit from improvements. LID revenues are limited in their use to specific capital projects that benefit owners in the special purpose area for which they were created. Cities are authorized to form LIDs under RCW 35.43 without voter approval; however, LID formation is a complex process and must first be demonstrated to be financially feasible. **Additionally, if the City receives protests from “property owners who would pay at least 60% of the total cost of the improvement”<sup>6</sup> the LID would be dissolved.**

The City does not currently use LIDs. The potential amount LIDs could generate is dependent on the planned projects within the area. To generate LID revenue in the future, the City would have to identify specific projects that fit the general requirements of a LID on a case-by-case basis.

*Commercial Parking Tax* is levied on commercial parking lots, either collected from businesses or from customers at the time of sale. The City of Shoreline currently has no commercial parking lots. Cities are not restricted in the amount that can be levied, but use of revenues is restricted to transportation. As a City with more than 8,000 residents, the City of Shoreline would need to develop and adopt a program connected to the City's other transportation planning efforts and identify the geographic boundaries in

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<sup>5</sup> The Washington State Department of Licensing estimated 59,805 registered vehicles in the City of Shoreline with an expectation that this estimate is a lower than expected total because of data issues within DOL's database. However, even after accounting for the 1% administration fee for DOL, Shoreline's collected vehicle license fees are only two thirds of what would be expected. This difference could be from individuals not renewing.

<sup>6</sup> Municipal Research Services Center, "[Local Improvement Districts](#)," last modified April 2, 2021.



which revenues will be collected and expended.<sup>7</sup> This program would only generate revenue once commercial parking is provided in the City.

Example jurisdictions with commercial parking taxes include the cities of Mukilteo, SeaTac, Seattle, and Tukwila. SeaTac levies the tax on a per transaction basis whereas the other three levy a percent of sales. Rates range from 8%-25%. The Washington State Department of Revenue (DOR) data suggest that sales for parking lots and related personal service industries run from \$0 to \$200,000<sup>8</sup>. Applying the low and high area example rates suggests that a commercial parking tax would raise \$0 to \$40,000 annually.

*Red Light and School Speed Zone Enforcement Cameras* create infractions for failing to stop at red lights or for speeding by photographing cars in individual intersections. The Washington State Supreme Court is responsible for setting traffic infraction penalties (46.63.110(1)), which currently lists a \$48 fine for failure to stop. Jurisdictions can increase the fee, up to \$250 per infraction. Based on infraction rates and the percentage of people that pay their penalties, the City of Shoreline could generate approximately \$150,000 in annual revenue per camera. Revenues need to be balanced against the cost of buying, installing, and maintaining the units.

*Business License Fees* are charged to businesses operating within the City's bounds. As a code city, Shoreline's ability to levy business licenses is controlled by RCW 35A.82.020. Currently, the City collects \$40 per year for businesses earning \$2,000 or more in revenues annually. Since 2017, the City also collects business and occupation (B&O) tax for those businesses with gross receipts of \$500,000 or more annually.

The City could move to levying business license fees on a sliding scale dependent on gross receipts or employment (head tax). As business generates economic activity for the City, there is a trade-off between encouraging increased business activity in a city and charging businesses for the ability to **conduct business within a jurisdiction's borders; as MRSC suggests, "fees charged should be fair and bear a reasonable relation to the costs."** Increased revenues could be earmarked for transportation purposes, although these fees are not restricted in use and could always be reappropriated by Council action or financial policy.

In addition to transportation specific revenue options, the City has other revenue and financing options that can be used for transportation. Some of these options create additional revenues for the City but others are revenue neutral, suggesting a reduction of spending in other places.

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<sup>7</sup> [RCW 82.80.070\(3\)\(a-d\)](#).

<sup>8</sup> The Washington State Department of Revenue provides total taxable retail sales by North American Industry Classification System codes. However, data are suppressed when the number of businesses is low enough to provide identifiable data (typically less than 4 businesses). For Parking Lots and Garages (NAICS 812930) the data are suppressed, but by moving up a level of specification to NAICS cluster 8129 and running reports for the other six-digit industry groupings, data suggest that sales run from \$0 to \$200,000.



*Limited Tax General Obligation (LTGO) Bonds and Unlimited Tax General Obligation (UTGO) Bonds* are financing tools cities can levy. Debt bears additional costs through interest, and any use of bonding capacity for transportation projects reduces the remaining bonding capacity available for other city projects. LTGO bonds will impact the General Fund, while UTGO bonds will have an additional tax burden.

Cities, TBDs, and LIDs may issue general obligation bonds, by special election or council decision, to finance projects of general benefit to the jurisdiction. In addition to the principal and interest costs of issuing debt, there are usually costs associated with issuing bonds, including administrative time, legal and underwriting costs, and insurance costs. The Washington State Constitution limits **the amount of debt municipalities can incur to 5.0% of the City's assessed value of taxable properties**; the Washington State Legislature has statutorily limited the debt carrying capacity further to **2.5% of the assessed value**. **Taking on additional bond debt will affect cities' credit rating**, so best practices suggest using less than two-thirds of the debt capacity to maintain credit rating.

LTGO bonds can be used for any purpose, but funding for debt service must be made available from existing revenue sources. UTGO bonds can be used only for capital purposes, and replacement of equipment is not permitted.

Redirecting unrestricted funds currently used for other purposes (e.g., using REET 1 - a 0.25% real estate excise tax a city can impose - for transportation purposes) could provide around \$30 million (2021\$) from 2023-2044.

In addition to the above funding options, it is important to note that the City of Shoreline is an active regional partner that routinely secures grant funding for projects (approximately \$2 million per year). Regional partnerships and attracting outside funding through federal, state, and regional grants should **continue to be a funding source that supports implementation of Shoreline's multimodal transportation system**.

### Implementation

The Transportation Element will guide local and regional transportation investments and define the **City's future transportation policies, programs, and projects for the next 20 years**. The Transportation Element helps the City assess the relative importance of transportation projects and programs; as Shoreline growth takes place and the need for improved and new facilities is warranted, scheduling the planning, engineering, and construction of projects becomes key. The Transportation Element establishes a methodology for prioritizing projects to be included in the future Transportation Improvement Plan (TIP) and Capital Improvement Plan (CIP).

Since the City operates within a finite set of resources, it is important to develop a transparent, equitable, and data-driven process for prioritizing implementation of the transportation projects over the next 20 years. Building on the project evaluation criteria, the City developed the project prioritization metrics and performance measures presented in [Table 14](#) to understand and **communicate the City's progress** toward implementing priority projects, as well as overall progress in achieving **the City's transportation Vision and Goals**.

**Following these criteria over time will ensure that Shoreline's transportation system** realizes the vision that is outlined in the Transportation Element.



Table 14: Project Prioritization Metrics and Performance Measures

| Goal  | Project Prioritization Metrics  | Performance Measures<br><i>Reported every two years unless otherwise noted</i>   |
|---|---|--|
| Safety<br>   | <b>Safety Metrics</b><br><i>Location of improvement has a collision history (auto and/or pedestrian/bike):</i><br><i>At least one injury collision within the past five years</i><br><i>At least one pedestrian or bike/auto collision within the past five years</i><br><i>Two or more pedestrian or bike/auto collisions within the past five years</i><br><i>Location of improvement is along a street with speed limit:</i><br><i>≤ 25 mph</i><br><i>≤ 30 mph</i><br><i>≤ 35 mph</i><br><i>Location of improvement has a street classification of:</i><br><i>Collector Arterial</i><br><i>Minor Arterial</i><br><i>Principal Arterial</i> | <b>Safety Performance Measures</b><br><i>Report number of injury and fatal collisions citywide through the Annual Traffic Report.</i>  |
| Equity<br> | <b>Equity Metrics</b><br><i>Equity Priority Areas based on the aggregated score of the following metrics:</i><br><i>Improvement is within an area of concentrated need based on Age:</i><br><i>Under 18 years</i><br><i>60 years or older<sup>9</sup></i><br><i>Improvement is within an area of concentrated need based on income</i>  | <b>Equity Performance Measures</b><br><i>Report number of newly constructed or renovated multimodal projects in Equity Priority Areas and number of public engagement activities for each of the projects.</i> |

<sup>9</sup> Eligibility for the Older Americans Act starts at age 60.

<sup>10</sup> Eligibility threshold for King County Housing Authority residents is 80% of median income. U.S. Department of Housing and Urban Development (HUD) defines 50%-80% of median income as “Low Income”.





| Goal  | Project Prioritization Metrics   | Performance Measures<br><i>Reported every two years unless otherwise noted</i>  |
|---|--|---|
|   | <p><i>Improvement serves a concentrated community of color</i></p> <p><i>Top 20% of population density of households of people of color.</i></p> <p><i>Improvement serves a concentrated community with disabilities</i></p> <p><i>Improvement serves a concentrated community of limited English speakers</i></p>   |   |
|    | <p><b>Climate Resiliency<sup>11</sup> - Multimodality Metrics</b></p> <p><i>Improvement is located along an existing or proposed transit route.</i></p> <p><i>Improvement is located within a ¼ mile radius of a bus stop.</i></p> <p><i>Improvement is located within a ½ mile radius of an existing or planned BRT stop or light rail station.</i></p> <p><i>Improvement connects to an existing or proposed location of a shared-use mobility hub or park and ride.</i></p> | <p><b>CR-Multimodality Performance Measures</b></p> <p><i>Report number of newly constructed multimodal projects along an existing or proposed transit route.</i></p> <p><i>Report number of newly constructed multimodal projects within a ¼ mile radius of a bus stop.</i></p> <p><i>Report number of newly constructed multimodal projects within a ½ mile radius of an existing or planned BRT stop or light rail station.</i></p> <p><i>Report number of newly constructed multimodal connections to an existing or proposed location of a shared-use mobility hub or park and ride.</i></p> |
|  | <p><b>Climate Resiliency - Connectivity Metrics</b></p> <p><i>Improvement is located within a ¼ mile radius of a school.</i></p> <p><i>Improvement is located within a ¼ mile radius of a park.</i></p>  | <p><b>Climate Resiliency - Connectivity Performance Measures</b></p> <p><i>Report number of newly constructed pedestrian and/or bicycle projects within a ¼ mile radius of a school.</i></p> <p><i>Report number of newly constructed pedestrian and/or bicycle projects within a ¼ mile radius of a park.</i></p>  |

<sup>11</sup> Climate Resiliency prefix appears in several categories to show interrelated climate resiliency metrics without double counting points.





| Goal  | Project Prioritization Metrics   | Performance Measures<br><i>Reported every two years unless otherwise noted</i>   |
|---|--|--|
|   | <i>Closes gap or extends an existing pedestrian or bicycle facility.</i>   | <i>Report number of newly constructed pedestrian and/or bicycle projects that close a gap or extend an existing pedestrian and/or bicycle facility.</i>  |
| Climate Resiliency<br><br>   | <b>Climate Resiliency - Built Environment Metrics</b><br><br><i>Improvement is within a Surface Water Vulnerabilities area per the City's Climate Impacts Tool and will include measures to reduce surface water runoff.</i><br><br><i>Improvement is within an Urban Heat Island area per the City's Climate Impacts Tool and will include measures to mitigate urban heat island effect.</i><br><br><i>Refer to Multimodality and Connectivity for metrics for reducing transportation-related greenhouse gas (GHG) emissions by encouraging taking other travel modes than driving.</i> | <b>Climate Resiliency - Built Environment Performance Measures</b><br><br><i>Report number of newly constructed multimodal projects in Surface Water Vulnerabilities areas and number of measures used to reduce surface water runoff for each project.</i><br><br><i>Report number of newly constructed multimodal projects in Urban Heat Island areas and number of measures used to mitigate urban heat island effect for each project.</i><br><br><i>Report Shoreline Vehicle Miles Traveled (VMT) per capita and its resulting GHG emissions.</i><br><br><i>Report number of trees removed and trees planted for all newly constructed multimodal projects and its projected net amount of CO2 sequestered over 20 years.</i> |
| Community Vibrancy<br><br> | <b>Community Vibrancy Metrics</b><br><br><i>Improvement enhances multimodal access to an activity center (within a ¼ mile radius of a retail/business area or civic/community building).</i><br><br><i>Improvement provides an alternative to walking or bicycling along a motorized facility e.g., ped/bike bridge, trail/path through park or unopened right of way, etc.</i><br><br><i>Improvement provides places for public art, culture, and/or community gathering e.g., locations of shared-use mobility hubs, trailheads, gateways, park frontages.</i>                           | <b>Community Vibrancy Performance Measures</b><br><br><i>Report number of newly constructed multimodal projects within a ¼ mile radius of an activity center.</i><br><br><i>Report number of newly constructed or renovated ped/bike bridges, trails, and paths.</i><br><br><i>Report number of newly constructed or renovated places for public art, culture, and/or community gathering.</i>   |

# Utilities

## GOALS AND POLICIES





To ensure the city reaches its vision for a sustainable and welcoming future, **investments in utilities and coordination with regional partners are critical.** With an eye toward equity Shoreline works to provide the utility infrastructure to meet the needs of the community so people can focus on achieving their own dreams for their future.

## Introduction

The Growth Management Act (GMA) requires the City to include a Utilities Element within its Comprehensive Plan consisting of the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines (RCW 36.70A.070). The Utilities Element also provides a framework for the efficient and predictable provision and siting of utility facilities and services within the city, consistent with each of the serving utility's public service obligations.

This element contains the goals and policies necessary to support the City's responsibility for ensuring that residents are provided with basic utility services, and for coordinating with private utilities to ensure that the Comprehensive Plan is supported by utility infrastructure. Publicly operated utilities (water, wastewater, and surface water) are also addressed in the Capital Facilities Element. This element, along with the Capital Facilities and the Land Use Elements of this Plan, provides the goals and policies that guide utility provision within the city.

The Utilities Element Supporting Analysis section contains an inventory of utility services in the City, specifically electrical, natural gas, and telecommunication services (cable, telephone, etc.), and provides the foundation for the following goals and policies.

# Goals And Policies

## Goal U 1

Facilitate, support, and/or provide citywide utility services that are:

- consistent, reliable, and equitable;
- technologically innovative, environmentally sensitive, and energy efficient;
- sited with consideration for location, aesthetic, public health and safety, and climate change; and
- financially sustainable.

- |                     |   |
|---------------------|---|
| <b>Policy U 1.1</b> | Coordinate with utility providers to ensure that the utility services are provided equitably and at reasonable rates citywide, and that those services meet service levels identified or recommended in the Capital Facilities Element. |
| <b>Policy U 1.2</b> | Where found to be safe and appropriate, promote recreational use of utility corridors, such as trails, sport courts, and similar facilities.  |
| <b>Policy U 1.3</b> | Work with electric utility providers to limit trimming of trees and other vegetation to that which is necessary for the safety and maintenance of transmission facilities.  |
| <b>Policy U 1.4</b> | Promote the undergrounding of new and existing electric distribution lines, where physically and financially feasible, as streets are improved and/or areas are redeveloped, based on coordination with local utilities.                |
| <b>Policy U 1.5</b> | When located adjacent to overhead utilities, encourage planting of vegetation and trees that will be a compatible size to limit the need for future topping and trimming.   |
| <b>Policy U 1.6</b> | Support service providers' climate change mitigation efforts.   |
| <b>Policy U 1.7</b> | Support conservation efforts by service providers.  |

## Goal U 1 Continued

- Policy U 1.8** Promote low-carbon, renewable, and alternative energy resources and energy conservation.
- Policy U 1.9** Provide access to sustainable, safe, high-quality water and adequate water supplies for emergencies.
- Policy U 1.10** Support the growth of distributed energy resources managed by property owners.
- Policy U 1.11** Support service providers' evaluation of the potential for renewable, recoverable natural gas in existing systems.
- Policy U 1.12** Minimize impacts of wireless telecommunication facilities and towers on surrounding uses and protect community aesthetics by planning for well-sited and well-designed wireless telecommunication facilities.

## Goal U 2

**Facilitate the provision of appropriate, reliable utility services, whether through City-owned and operated services, or other providers.**

- Policy U 2.1** Continue to explore alternative service provision options for future water service provision in Shoreline, including examining future options in the Seattle Public Utilities and North City Water District service areas.
- Policy U 2.2** Encourage and assist the timely provision of the full range of utilities within Shoreline in order to serve existing businesses, including home businesses, and promote economic development.
- Policy U 2.3** Advocate for the timely expansion, maintenance, operation, and replacement of utility infrastructure in order to meet anticipated demand for growth identified in the Land Use Element.



*Maintenance workers replacing city facilities*

## Goal U 2 Continued

- 
- Policy U 2.4** Monitor solid waste collection providers for adequacy of service and compliance with service contracts.
- 
- Policy U 2.5** Support recycling, composting, and waste reduction efforts throughout the community.
- 
- Policy U 2.6** Increase the electrification of space and water heating for new and existing buildings.
- 
- Policy U 2.7** Support the provision of reliable, high-quality cable, satellite, and high-speed Internet service throughout the community, promoting equitable access for households of all income levels, and increasing the service area on the western side of the city.
- 
- Policy U 2.8** Promote opportunities for distance learning and telecommuting to implement economic development and climate initiatives, such as encouraging more home-based businesses that provide jobs without increased traffic.
- 
- Policy U 2.9** Encourage and work with telecommunication providers to develop networks which employ technologies that increase interconnectivity between different networks.
- 
- Policy U 2.10** Work with utility companies and public institutions to develop a full range of community information services available to citizens and businesses through the telecommunication network.
- 
- Policy U 2.11** Manage the placement of all communication antennas, antenna support structures, buildings, and associated equipment to promote efficient service delivery and avoid unnecessary proliferation.
- 
- Policy U 2.12** Coordinate with natural gas utilities for ongoing maintenance and improvements of existing natural gas service throughout the community.
-



*Boeing Creek Grate Clean up*

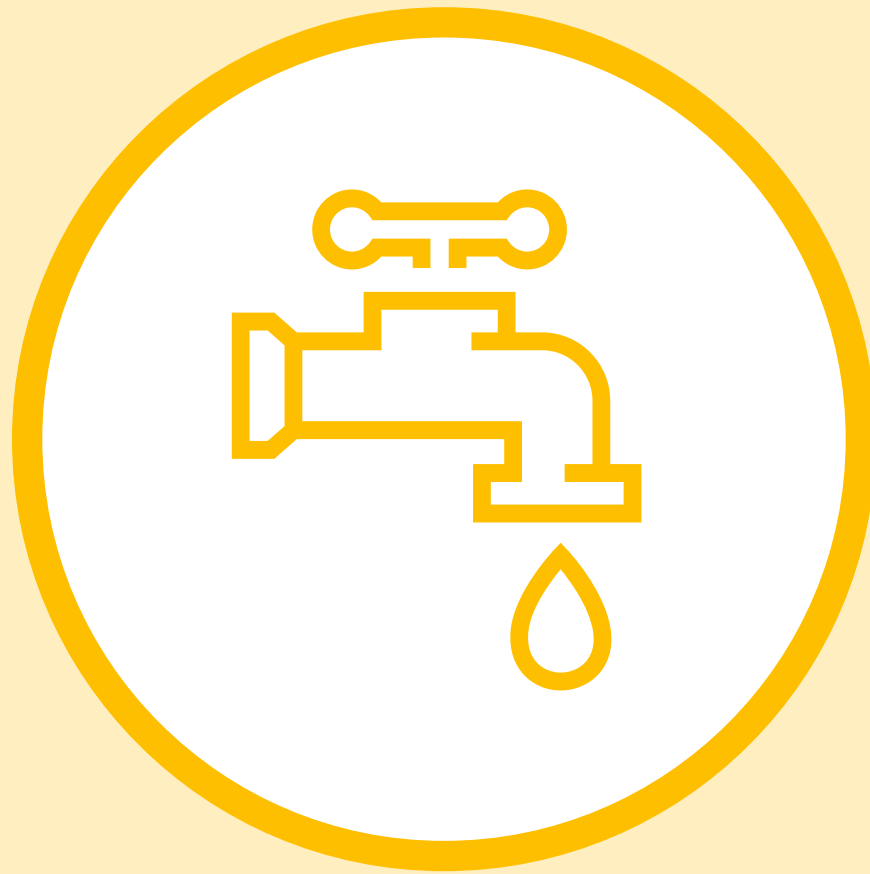
## Goal U 3

Coordinate with utility providers to ensure utility planning and capital improvement plans consider the City's anticipated growth and the Land Use Element of this plan, with particular focus in high activity areas and Countywide Centers.

- Policy U 3.1** Continue hosting annual utility coordination meeting.
- Policy U 3.2** Coordinate with other jurisdictions and governmental entities in the planning and implementation of multi-jurisdictional utility facility additions and improvements.
- Policy U 2.3** Encourage the design, siting, construction, operation, and relocation or closure of all utility systems in a manner that:
- is cost effective;
  - minimizes and mitigates impacts on adjacent land uses;
  - is environmentally sensitive; and
  - is appropriate to the location and need.
- Policy U 3.4** Encourage the co-location or joint use of trenches, conduits, or poles so that utilities may encourage expansion, maintenance, undergrounding, and upgrading facilities with the least amount of disruption to the community, environment, or of service delivery.
- Policy U 3.5** Promote the undergrounding of telecommunication lines in coordination with the undergrounding of other utilities and capital facility systems.

# Capital Facilities

## GOALS AND POLICIES







The city invests in capital facilities to ensure public services are adequate, efficient and equitable. The city strives to be a responsible steward of public funds to make the required investments into these services and ensure future public facilities meet diverse community needs. With a focus on sustainability and equity, Shoreline is focused on providing the infrastructure to make the city even better for future generations.

## Introduction

The Washington State Growth Management Act (GMA), RCW 36.70A.070 requires cities to prepare a Capital Facilities Element consisting of:

1. An inventory of current capital facilities owned by public entities showing the location and capacities of those public facilities, and identifying any current deficiencies;
2. A forecast of the future needs for such capital facilities;
3. The proposed capacities of expanded or new capital facilities;
4. At least a 6-year plan that will finance capital facilities within the projected funding capacities and clearly identify sources of public money for such purposes; and

Capital facilities investments include major rehabilitation or maintenance projects on capital assets; construction of new buildings, streets, and other facilities; and land for parks and other public purposes.

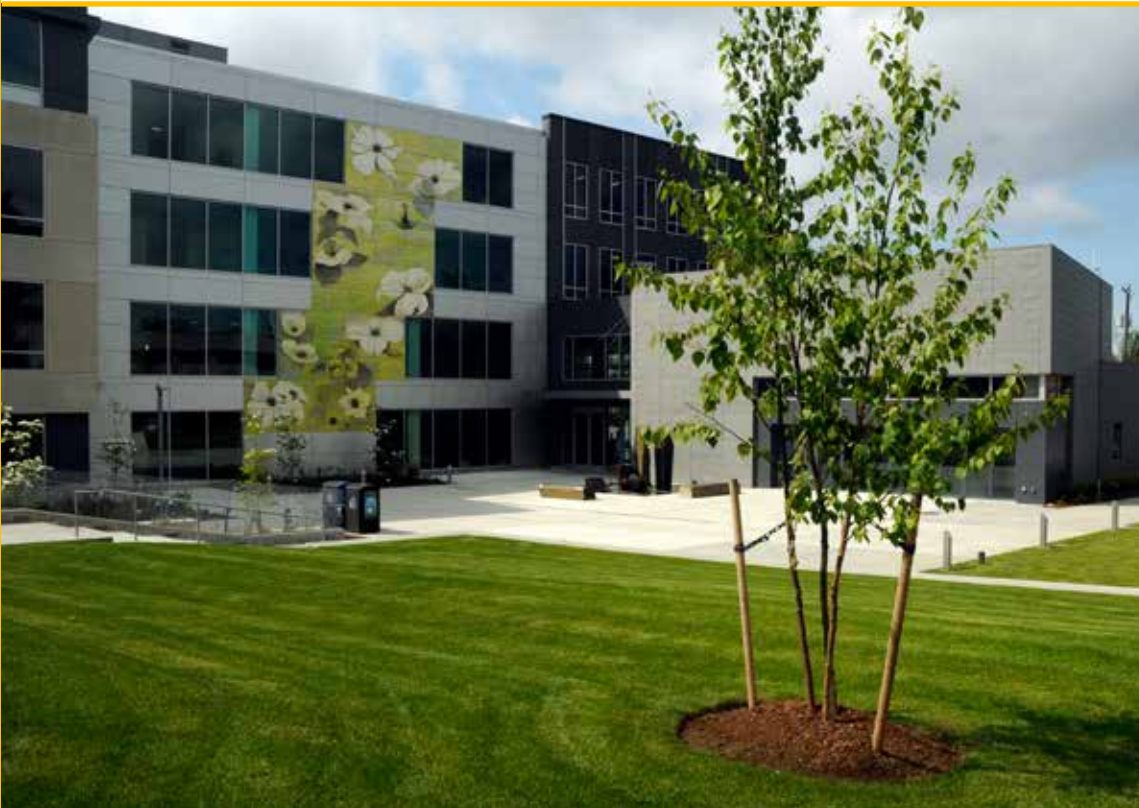
This element covers all public facilities, except transportation system which is discussed in the Transportation Element, and the park system which is discussed in the Parks, Recreation, Open Space, and Arts Element. While specifics on the current inventory and plans for improvements of these two systems are discussion in their respective elements, this Capital Facilities Element does include discussions of financial planning for these networks. More specific funding strategies will also be identified in the individual elements.

The City of Shoreline is responsible for providing facilities and services that are needed by the residents and businesses of the City for a safe, secure, and efficient environment. These facilities and services include, but are not limited to, police and fire protection, parks, streets, and sanitary sewer service, storm drainage service, and schools.

The City of Shoreline directly provides services for parks, streets, sanitary sewer, and stormwater management. The City has established interlocal agreements or contracts for those services that it does not provide directly. The Capital Facilities Element describes those services the City provides directly and through external organizations.

To be consistent with GMA, the City maintains a 6-year Capital Improvement Program (CIP). The costs of facilities associated with interlocal or franchise agreements are not included in the CIP. Only City-owned or managed facilities are considered for capital expenditures, meaning they have capital expenditure costs. Data regarding the projected needs of indirect services such as water, fire protection, and schools were provided by the local service providers.

This element contains the goals and policies that address the City's infrastructure - both those capital facilities that are owned and largely operated by the City, and those that are provided by other public entities. Other services, such as electricity, natural gas, cable, and telephone are discussed in the Utilities Element. The Capital Facilities Supporting Analysis section of this Plan contains the background data that provides the foundation for the following goals and policies. The Supporting Analysis section also includes the list of potential capital projects to implement the goals of the Comprehensive Plan.



*Shoreline  
City Hall*

# Goals And Policies

## Goal CF 1

**Provide adequate public facilities that address past deficiencies and anticipate the needs of growth through acceptable levels of service, prudent use of fiscal resources, and realistic timelines.**

- Policy CF 1.1** Advocate and partner with non-City service providers to prioritize capital facility improvements where deficiencies in infrastructure and services have been identified.
- Policy CF 1.2** Actively partner with providers to prioritize deficiencies that pose a threat to public safety or health, or impediments to meeting identified service levels.
- Policy CF 1.3** Work with service providers to ensure that their individual plans have funding policies that are compatible with this element.
- Policy CF 1.4** Capital facility improvements that are needed to correct existing deficiencies or maintain existing levels of service should have funding priority over those that would significantly enhance service levels above those designated in this Plan.
- Policy CF 1.5** Prioritize funding for improvements to critical City services, such as police, surface water, transportation, and wastewater, over other non-critical infrastructure improvements.
- Policy CF 1.6** Explore all new and existing available funding and financing mechanisms, such as utility rates, bonds, impacts fees, grants, and local improvement districts for funding capital facilities.
- Policy CF 1.7** Evaluate proposed public capital facility projects to identify net costs and benefits, including impacts on transportation, stormwater, parks, environmentally critical area buffer zones, tree canopy, and other public services. Assign greater funding priority to those projects that provide a higher net benefit and provide multiple functions to the community over projects that provide single or fewer functions.
- Policy CF 1.8** Utilize financing options that best facilitate implementation of the Capital Improvement Plan (CIP) in a financially prudent manner.

## Goal CF 2

Ensure that capital facilities and public services necessary to support existing and new development are available, concurrent with locally adopted levels of service and in accordance with Washington State Law.

**Policy CF 2.1** The City establishes the following levels of service as the minimum thresholds necessary to adequately serve development, as well as the minimum thresholds to which the City will strive to provide for existing development:

**Park Facilities:** As established by the adopted 2024 Parks, Recreation, Open Space, and Arts (PROSA) Plan and as provided in the Capital Facilities Supporting Analysis section.

**Police:** 0.85 officers per 1,000 residents; and a response time of 5 minutes or less to all high priority calls, and within 30 minutes to all calls.

**Transportation:** As established by the Transportation Element, adopted Transportation Master Plan, and as provided in the Capital Facilities Supporting Analysis section.

**Surface Water:** Consistent with the level of service recommended in the most recently adopted Surface Water Master Plan.

**Wastewater:** Consistent with the level of service recommended in the most recently adopted Comprehensive Sewer Plan.



*Cromwell  
Park*

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## Goal CF 2 Continued

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**Policy CF 2.2** The City establishes the following targets to guide the future delivery of community services and facilities, and to provide a measure to evaluate the adequacy of actual services:

**Water:** Consistent with fire flow rates stated in the International Fire Code. Potable water as determined by the Washington State Department of Health.

**Wastewater:** Collection of peak wastewater discharge, including infiltration and inflow, resulting in zero overflow events per year due to capacity and maintenance inadequacies (or consistent with current health standards).

**Schools:** The City of Shoreline is wholly within the boundaries of the Shoreline School District. The City neither sets nor controls the level of service standards for area schools. The Shoreline School District is charged with ensuring there is adequate facility space and equipment to accommodate existing and projected student populations. The City coordinates land use planning with the school district to ensure there is adequate capacity in place or planned.

**Fire Protection and Emergency Services:** The City is wholly within the boundaries of the Shoreline Fire Department, an independent special purpose fire protection district. The City neither sets nor controls the level of service standards for the Fire Department. The Fire Department is charged with providing fire and rescue services to the area. The Fire Department has established benchmark performance standards following the guidelines established by the Center for Public Safety Excellence.

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**Policy CF 2.3** Evaluate and establish designated levels of service to meet the needs of existing and anticipated development.

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**Policy CF 2.4** Plan accordingly so that capital facility improvements needed to meet established level of service standards can be provided by the City or the responsible service providers.

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**Policy CF 2.5** Identify deficiencies in capital facilities based on adopted levels of service and facility life cycles, and determine the means and timing for correcting these deficiencies.

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**Policy CF 2.6** Resolve conflicts between level of service standards, capital improvement plans, and service strategies for interrelated service providers.

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## Goal CF 2 Continued

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**Policy CF 2.7** Work with all outside service providers to determine their ability to continue to meet service standards over the 20-year timeframe of this Plan.

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## Goal CF 3

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**Provide continuous, reliable, and cost-effective capital facilities and public services in the city and its Urban Growth Area in a phased, efficient manner, reflecting the sequence of development as described in other elements of the Comprehensive Plan.**

**Policy CF 3.1** The City's 6-year Capital Improvement Plan (CIP) shall serve as the short-term budgetary process for implementing the long-term Capital Facility Plan (CFP). Project priorities and funding allocations incorporated in the CIP shall be consistent with the long-term CFP.

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**Policy CF 3.2** Obtain and maintain an inventory that includes locations and capacities of existing City-managed and non-City-managed capital facilities.

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**Policy CF 3.3** Review capital facility inventory findings and identify future needs regarding improvements and space, based on adopted levels of service standards and forecasted growth, in accordance with this Plan and its established land uses. Reassess the land use element if probably funding for capital facilities falls short of meeting existing needs.

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**Policy CF 3.4** Coordinate with public entities that provide services within the City's planning area in development of consistent service standards.

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**Policy CF 3.5** Identify, construct, and maintain infrastructure systems and capital facilities needed to promote the full use of the zoning potential throughout the City.

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**Policy CF 3.6** Ensure appropriate mitigation for both the community and adjacent areas if Shoreline is selected as a site for a regional capital facility, or is otherwise impacted by a regional facility's expansion, development, or operation.

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## Goal CF 3 Continued

**Policy CF 3.7** Critically review updated capital facility plans prepared by special districts or other external service providers for consistency with the Land Use and Capital Facilities Elements of this Plan, and identify opportunities for:

- co-location of facilities;
- service enhancements and coordination with City facilities and services;
- development of public and environmental enhancements; and
- reductions to overall public costs for capital improvements.

**Policy CF 3.8** Work collaboratively with school districts to plan for existing and future community needs, including new and expanded schools.

## Goal CF 4

**Enhance the quality of life in Shoreline through the planned provision of capital facilities and public services that are provided either directly by the City or through coordination with other public and private entities.**

**Policy CF 4.1** Encourage the adequate provision of the full range of services, such as parks, schools, municipal facilities, solid waste, telecommunications, and emergency services for new development, at service levels that are consistent throughout the city.

**Policy CF 4.2** Increase tree canopy coverage to support climate resilience, stormwater management and water quality improvement in Shoreline's receiving waters.

**Policy CF 4.3** Support coordinated planning for public safety and emergency management services, programs, and infrastructure.

## Goal CF 4 Continued

**Policy CF 4.4** Increase the resilience of capital facilities by preparing for **climate change** and disasters.

*See the **Natural Environment Element** for more about **climate change**.*

**Policy CF 4.5** Track technological innovations to take advantage of opportunities to enhance services or create new utilities, possibly including supporting Electric Vehicle (EV) charging infrastructure.

## Goal CF 5

Facilitate, support, and/or provide citywide utility services that are:

- consistent, reliable, affordable, and equitable;
- technologically innovative, environmentally sensitive, and energy efficient;
- sited with consideration for location, aesthetic, and public health and safety; and
- financially sustainable.

**Policy CF 5.1** Maximize on-site mitigation of development impacts to minimize the need for additional capital facility improvements in the community.

**Policy CF 5.2** Promote the co-location of capital facilities, when feasible, to enhance efficient use of land, reduce public costs, and minimize disruption to the community and natural environment.

**Policy CF 5.3** Through site selection and design, seek opportunities to minimize the impact of capital facilities on the environment, and whenever possible, include enhancements to the natural environment.



## Goal CF 5 Continued

**Policy CF 5.4** Promote water reuse and water conservation opportunities that diminish impacts on water, wastewater, and surface water systems, and promote conservation or improvement of natural systems.

**Policy CF 5.5** Encourage the use of ecologically sound site design in ways that enhance provision of public services and minimize impact on the natural environment.

**Policy CF 5.6** Support local efforts to minimize **inflow and infiltration**, and reduce excessive discharge of surface water into wastewater systems.

***Inflow and Infiltration** is when water enters the wastewater system in any manner other than the pipes inside of our houses or businesses.*

## Goal CF 6

**Maintain and enhance capital facilities that will create a positive economic climate, and ensure adequate capacity to move people, goods, and information.**

**Policy CF 6.1** Provide and encourage opportunities for public participation in the development or improvement of capital facilities.

**Policy CF 6.2** Solicit and encourage community input in evaluating whether the City should seek to fund large communitywide capital facility improvements through voter-approved bonds.

# Shoreline Master Plan

## GOALS AND POLICIES





Shoreline is fortunate to be located on Puget Sound. There is a great deal of responsibility to care for the land and waters protected by the Shoreline Management Act. The city takes this responsibility seriously and works with property owners to ensure natural resources are preserved and that property owners are aware of and can prepare for any risks associated with living in such a dynamic environment.

## Introduction

Washington’s Shoreline Management Act (SMA) was passed by the Legislature in 1971 and adopted by the public in a 1972 referendum. The goal of the SMA is “to prevent the inherent harm in an uncoordinated and piecemeal development of the state’s shorelines.” The SMA establishes a balance of authority between local and state government; and while cities and counties are the primary regulators, the State has authority to review local shoreline management programs and permit decisions.

The SMA, and the City’s Shoreline Master Program, apply to all “shorelines of the state.” Shorelines of the state include all “shorelines” and “shorelines of statewide significance” within Washington. Shorelines, as defined by the SMA, are all water areas together with the lands underlying them, which meet certain flow or acreage criteria. Shorelines of statewide significance are certain water areas that the Legislature has determined to have a unique character warranting special status and protection. Within the City of Shoreline there are only shorelines of statewide significance - the approximately 3.5 miles of Puget Sound coastline. No other water areas within Shoreline meet the criteria set forth in the SMA.

In addition to the actual water areas, the SMA and the City’s Shoreline Master Program apply to shorelands. Shorelands are the area 200 feet landward of the ordinary high watermark (OHWM) of all waters subject to the SMA’s provisions.

The Shoreline Master Program, referenced in this element’s Supporting Analysis section, contains the background data and analysis that describe the shorelines and applicable development regulations of the City, and provides the foundation for the following goals and policies.

# Goals And Policies

## Goal SMP 1

**Provide for economically productive uses that are particularly dependent on their shoreline location or use.**

**Policy  
SMP 1.1**

Plan for economic activity that is water-dependent, water-related, or that provides an opportunity for a substantial number of people to enjoy the shoreline and water.

## Goal SMP 2

**Increase public access to publicly owned areas of the shoreline.**

**Policy  
SMP 2.1**

Provide for public access to publicly owned shoreline areas, except where deemed inappropriate due to safety hazards, inherent security problems, conflicts with adjacent uses, or environmental impacts such as erosion or habitat impairment.

## Goal SMP 3

**Develop public and private recreation opportunities that are compatible with adjacent uses and that protect the shoreline environments.**

**Policy  
SMP 3.1**

Provide for the preservation and enlargement of public and private recreational opportunities and recreational facilities along the shoreline, including but not limited to, parks and recreational areas, wherever appropriate.

*Children playing along the shoreline*



## Goal SMP 4

**Provide inter-connected, efficient, and safe transportation networks to and around the shoreline to accommodate vehicles, transit, pedestrians, and cyclists to improve public access.**

### **Policy SMP 4.1**

Provide for a safe and adequate circulation system, including existing and proposed major thoroughfares, transportation routes, terminals, and other public utilities and facilities within the shoreline jurisdiction that benefit permitted uses and public access to shoreline without degrading the environment or aesthetic values of the area.

## Goal SMP 5

**Regulate land use patterns to locate activity and development in areas of the shoreline that will be compatible with adjacent uses and sensitive to existing shoreline environments, habitat, and ecological systems and future conditions resulting from climate change.**

### **Policy SMP 5.1**

Include protections for the natural environment and adjacent uses in the Shoreline Development Code, Point Wells Subarea Plan, Saltwater Park master planning efforts, and other regulatory framework for development along the shoreline.



*Kids playing on beach at Saltwater Park*

## Goal SMP 6

Conserve and protect the natural resources of the shoreline including, but not limited to, scenic vistas, aesthetics, and vital estuarine areas for fisheries, and wildlife protection with a focus on planning for climate change resilience and adaptation.

### Policy SMP 6.1

Through the use of best available science, develop and implement siting criteria, design standards, and best management practices that promote the long term enhancement of unique shoreline features, natural resources, and fish and wildlife habitat.

## Goal SMP 7

Identify, preserve, protect, and restore shoreline areas, buildings, and sites having historical, educational, scientific, and/or cultural values, including important historic, cultural, and environmental values to tribes.

### Policy SMP 7.1

Educate citizens about historical, cultural, tribal, and scientific significance of shoreline structures, amenities, and functions.

## Goal SMP 8

**Protect properties in the shoreline jurisdiction, including those owned by the City of Shoreline and others, from losses and damage created by flooding and landslides along the coast and sea-level rise.**

**Policy SMP 8.1** Seek equitable regional solutions to flooding and landslide hazard problems through coordinated planning with local, state, and federal agencies and organizations, other appropriate interests, and the public.

**Policy SMP 8.2** Increase resilience by planning for, mitigating and adapting to potentially altered environmental conditions along the coastline resulting from climate change.

**Policy SMP 8.3** Projected sea level rise should be considered in determining the shoreline buffer areas or setbacks in which development is not permitted, and provide those regulations be implemented for such policy.

## Goal SMP 9

**Increase shoreline resilience by improving water quality, reducing the impacts of flooding events and restoring natural areas, vegetation, and habitat functions.**

**Policy SMP 9.1** Seek funding for restoration projects within the shoreline jurisdiction.

**Policy SMP 9.2** Require development proposals to address habitat restoration and water quality.

**Policy SMP 9.3** Promote fish passage and nutrient transfer in discussions with other municipalities that border the Puget Sound and BNSF railroad.



Ronald Bog Wetland





# IV

## Supporting Analysis

This section outlines the supporting analysis and capital facility plans that provide the data and analyses that were used to inform the goals, and the strategies and action that can be used to implement the policies of the comprehensive plan. This section also identifies the process in which the City will regularly monitor the progress Shoreline is making towards meeting the Comprehensive Plan’s vision, goals, policies, and implementation strategies.

A supporting analysis is provided for each of the ten elements of the comprehensive plan.



# Natural Environment

## SUPPORTING ANALYSIS

### BACKGROUND AND CONTEXT

The environment in Shoreline encompasses a blend of natural and man-made elements. Puget Sound panoramas, mature trees, vegetation, streams, wetlands, lakes, and tidelands are just a few attributes cherished by the community. These components profoundly influence the residents' quality of life. While Shoreline may not boast an untouched landscape, the city's name itself underscores the significance of the natural environment to its community identity. Preserving environmental quality depends on thoughtful decisions by government, businesses, and individuals, necessitating coordinated efforts to mitigate potential adverse impacts during development, redevelopment, or as a result of past practices.

Shoreline has developed primarily as a suburban residential community, complemented by a mix of commercial centers, parks, schools, and natural spaces. These natural areas encompass the Puget Sound shoreline, bluffs, steep slopes, ravines, reserves, wetlands, streams, lakes, native growth, and clusters of mature trees. Spanning both private and public properties, including single-family residential lots and parks, these areas contribute to Shoreline's diverse and interconnected landscape.

This supporting analysis informs the goals and policies of the natural environment element of the comprehensive plan to achieve Shoreline's vision for a sustainable future.



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## *CRITICAL AREAS*

Portions of the City of Shoreline contain the following environmentally critical areas:

- Wetlands
- Geologically hazardous areas
- Flood hazard areas
- Fish and wildlife habitat conservation areas

The Washington State Growth Management Act (GMA) requires the City of Shoreline to adopt development regulations that manage and protect environmentally sensitive areas within the city; commonly referred to as Critical Area Regulations. These regulations are reviewed and updated as needed a minimum of every ten **years, following the same ‘Periodic Update’ Process** that comprehensive plans adhere to. Any updates made during this process follow best available science at the time of the update. The **City’s** Critical Area Regulations are located in [Chapter 20.80](#) of the Shoreline Municipal Code (SMC).

Drinking water comes from surface systems, which originate in the Cascade Mountains and flow predominantly through the Tolt River, and is distributed by the Shoreline Water District and Seattle Public Utilities.

Olympic View Water and Sewer District (Olympic View) is located north of the city limits, providing water and sewer service to the Town of Woodway and a portion of City of Edmonds. There are two wellhead protection areas within the district. These wellhead protection areas are also identified as CARAs by the City of Edmonds. **The buffer for the outermost wellhead protection zone of Olympic View’s Deer Creek Springs extends approximately 300-feet south of 244<sup>th</sup> Street SW, between Greenwood Avenue N and approximately 530-feet east of I-5 (approximately 15.7 acres in size). This area within city limits has been identified to be further evaluated as part of the City’s update to the critical areas code, anticipated within 6-months after the adoption of this Comprehensive Plan (June 2025). Regulations will be included in the critical areas code, as determined necessary pursuant to the GMA.**

### Wetlands

Wetlands perform valuable functions that include surface and flood water storage, water quality improvement, groundwater exchange, stream base flow augmentation, and biological habitat support. The approximate location and extent of wetlands are inventoried in a wetland data layer maintained by the City of Shoreline geographic information system (GIS) and depicted in the Water Features Map at the end of this chapter ([Figure NEA-2](#)).

These wetlands range from the large estuarine system (a mixture of salt and fresh waters) adjacent to Puget Sound, to lakes and small excavated ponds. With the exception of the Puget Sound estuarine system, all wetlands in the city are palustrine systems (freshwater). The largest palustrine system in Shoreline is Echo Lake, located in the north-central portion of the city. Other large wetlands include ponds within Ronald Bog, Twin Ponds, Paramount Open Space Parks, and the Seattle Golf Club, as well as numerous undocumented wetlands of .5 acres or less. Most wetlands in the city are relatively isolated systems and surrounded by development.

Under the Shoreline Municipal Code, wetlands are designated using a tiered classification system (from Type I to Type IV) based on size, vegetative complexity, and the presence of threatened or endangered



species. All wetlands, regardless of size, are regulated under the Shoreline Municipal Code. When a development is proposed on a site with known or suspected wetlands, a wetland evaluation is required to verify and classify wetlands and delineate boundaries and buffer areas. The State Department of Ecology mandates minimum wetland buffer areas based on typology and other factors.

### Geologically Hazardous Areas

Geologically hazardous areas are areas susceptible to erosion, sliding, seismic activity, or other geological events. They pose a threat to the health and safety of people and property if sites with these areas are utilized by incompatible development. These areas are classified by Shoreline based on the history of landslides, unstable soils, steep slopes, high erosion potential, or seismic hazards. The City has defined the following geologically hazardous areas in Chapter 20.80 of the Shoreline Municipal Code: landslide hazard, seismic hazard, and erosions hazard areas.

- **Landslide hazards areas** are areas potentially subject to landslide activity based on a combination of geologic, topographic, and hydrogeologic factors with slopes 15 percent or steeper, within a vertical elevation change of at least 10 feet. Areas with prior landslide activity regardless of slope are also considered landslide hazard areas.
- **Seismic hazard areas** are lands that, due to a combination of soil and ground water conditions, are subject to risk of ground shaking, lateral spreading, subsidence, or liquefaction of soils during earthquakes.
- **Erosion hazard areas** are areas with soils and with characteristic topography that are subject to severe erosion when disturbed. Typically identified in areas with slopes of 15 percent or greater and are comprised of, but not limited to the following soil types: Alderwood-Kitsap (AkF), Alderwood gravelly sandy loam (AgD), Kitsap silt loam (KpD), Everett (EvD) and Indianola (InD).

The approximate location and extent of geologic hazards are inventoried in a data layer maintained by the City of Shoreline geographic information system (GIS) and depicted in Critical Area Geologic Features Map at the end of this chapter ([Figure NEA-3](#)).

Shoreline contains areas of possible erosion and land slide hazard areas primarily located in the western portion of the city, along the shoreline of Puget Sound. The northeast corner of the city also contains potential erosion and land slide hazard areas.

Due to instability, visual impacts, and fire hazard, areas of steep slopes or unstable soils are not recommended for development without specific measures being taken to reduce or eliminate these potential impacts. Section SMC 20.80.224 contains restrictions on development in these areas.

## What is a Landslide?

The term landslide refers to the down slope movement of masses of rock and soil. Landslides are caused by one or a combination of the following factors: change in slope gradient, increasing the load the land must withstand, shocks and vibrations, change in water content, ground water movement, frost action, weathering of rocks, and removal or changing the type of vegetation covering slopes.

Four types of landslides can potentially affect Shoreline: deep-seated, shallow, bench, and large slides. Puget Sound's shoreline contains many large, deep-seated dormant landslides. Shallow slides are the most common type and the most probable for Shoreline. Landslides are often triggered by other natural hazards, such as earthquakes, heavy rain, floods, or wildfires.



## Flood Hazard Areas

Due to its geographical positioning, Shoreline does not experience significant flooding from major rivers, however, certain areas of Shoreline are subject to periodic flooding events. The city is primarily drained by three minor streams: Boeing Creek, McAleer Creek, and Thornton Creek. Boeing Creek flows west through steep bluffs where it eventually outfalls to the Puget Sound. McAleer and Thornton Creeks both outfall to Lake Washington. Similar to Boeing Creek, McAleer Creek flows through steep ravines, posing minimal hazards to the development above it. Thornton Creek flows through a swampy area parallel to I-5 on the west which leads to drainage issues and flooding susceptibility for nearby properties.

In Shoreline, flooding predominantly arises from surface water accumulating in low-lying regions with natural depressions and impermeable soils. To address these concerns, the City has developed a Surface Water Master Plan (SWMP) and has adopted the Department of Ecology Stormwater Manual for Western Washington as part of its strategy to manage surface water issues.

**The Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM, or flood map)** is the official map of a community on which defines any special flood hazard areas and the flood zones applicable to a community. This map is used by the National Flood Insurance Program (NFIP) for floodplain management, mitigation, and insurance purposes, and is the official source for determining flood risk within a community.

**FEMA's National Flood Hazard Layer (NFHL) Viewer is a publicly available, interactive web map that can show the classification of Shoreline's surface waterbodies.** Any area with a 1% or higher change of experiencing a flood each year is considered to have high risk and are identified as special flood areas. These special flood areas have at least a one-in-four chance of flooding during a 30-year mortgage. This impacts property owners with a federally backed mortgage by requiring them to buy flood insurance.

There are two types of flood zones identified by FEMA, located within the city: Zone AE and Zone A, both of which are classified as special floor areas, but differ in terms of how the risk is determined. In Zone AE, detailed studies were utilized to determine the base flood elevation (BFE) used to determine flood risk Whereas Zone A areas, no detailed study has been performed, and the risk is determined based on approximate analysis.

The approximate location and extent of flood hazards are inventoried in a data layer maintained by the City of Shoreline geographic information system (GIS) and depicted in the Water Related Critical Areas Map at the end of this chapter (Figure NEA-2).

## Fish and Wildlife Habitat Conservation Areas

Fish and wildlife habitat conservation areas are lands identified for maintaining populations of species in appropriate habitats within their natural geographic network, so that the habitat available is sufficient to support viable fish and wildlife populations long-term. Fish and wildlife habitat conservation areas include areas with which State and Federal designated threatened, endangered, and sensitive species have a primary association as well as

### Areas of Shoreline with Zone AE:

- Small portions of Puget Sound shoreline
- Ronald Bog

### Areas of Shoreline with Zone A:

- Boeing Creek
- Hidden Lake



priority species and habitats listed by the Washington State Department of Fish and Wildlife (WDFW), including corridors which connect priority habitat, and those areas which provide habitat for species of local significance, which have been or may be identified in the City of Shoreline Comprehensive Plan. Streams and their associated buffers are also considered fish and wildlife habitat conservation areas, even if priority species are not present.

The approximate location and extent of fish and wildlife habitat areas are inventoried in a data layer maintained by the City of Shoreline geographic information system (GIS) and depicted in the Water Related Critical Areas Map at the end of this chapter (Figure NEA-2).

### *Lakes*

There are three lakes in the city: Echo Lake, Ronald Bog, and Twin Ponds. Like most small urban lakes, **Shoreline's lakes contain pollutants and contaminated runoff, including fertilizers and pesticides from lawns and gardens, oils, greases, heavy metals from vehicles, and fecal coliform bacteria.** As urban development occurs, the process by which the nutrient level and vegetation in these lakes increases has accelerated. To combat this rapid acceleration, Ronald Bog and Twin Ponds have been historically dredged, but will eventually revert to bogs. The approximate location of these lakes are inventoried in a data layer maintained by the City of Shoreline geographic information system (GIS) and depicted in the Water Related Critical Areas Map at the end of this chapter (Figure NEA-2).

There was once a fourth lake called Hidden Lake. Hidden Lake was used as a sediment storage facility and has significantly altered the stream to accommodate this function. The Lake was essentially an oversized detention pond that was routinely dredged by King County to remove accumulation of upstream sediments. The City of Shoreline recently removed the dam that created the impoundment which retained water and sediment to create the lake and has restored the previous sediment-laden lakebed to quality stream habitat with native plantings and buffers and restored natural sediment processes to improve nearshore habitat along the Sound. Hidden Lake no longer exists as a lake but is, instead, high value stream habitat that is part of Boeing Creek.

### *Streams, Creeks, and Drainage*

There are six watersheds within the City of Shoreline boundary: Boeing, McAleer, Lyons, Thornton, Puget Sound Drainages, and West Lake Washington. McAleer, Lyons, Thornton, and West Lake Washington watersheds all eventually flow into Lake Washington. Boeing and the Puget Sound Drainages flow directly into Puget Sound. Each of these watersheds have numerous small streams and creeks, with the primary ones being Boeing Creek, Thornton Creek, McAleer Creek, and Lyons Creek. The approximate location and extent of these watersheds are inventoried in a data layer maintained by the City of Shoreline geographic information system (GIS) and depicted in the Drainage Basins Map at the end of this chapter (Figure NEA-5).

Large portions of the watersheds drained by creeks in the city have been paved or otherwise developed. These hardscapes dramatically increases the volume of water in the creeks during storm surges and reduces in-stream flows during drier periods of the year. This combination of more intense storm surges and overall lower flows, causes numerous environmental problems including increased bank erosion; scouring and deepening of the stream channel; reduced water quality; sedimentation of gravel; damage to stream-side vegetation; and reduction or elimination of habitat for wildlife, fish, and the insects on which fish feed.



## CLIMATE CHANGE

The leadership of Washington State recognizes the undeniable reality of climate change and its far-reaching consequences. No corner of the globe remains untouched by its effects, and Washington's Central Puget Sound region is not exempt. The State is keenly aware of the unique challenges this area faces due to shifting climate patterns.

The ramifications of climate change touch every aspect of life: human health, infrastructure, coastal areas, ecosystems, water quality and availability, food systems, wildlife habitats, weather, and the vitality of farms and forests. Further, climate change impacts will be felt first and worst by frontline communities. The effects of climate change exacerbate historic and current inequities. For over a decade, the Washington State Department of Ecology has strategized how best to address these challenges head-on.

In response to legislative directives, state agencies have come together and crafted an integrated strategy for climate change response. This initiative aims to empower state and local entities, businesses, non-governmental organizations (NGOs), and individuals to prepare for and adapt to climate change impacts. [Governor Gregoire's executive order in May 2009](#) further underscored this imperative, tasking the Department of Ecology with collaborating across all levels of government to develop recommendations, guidelines, and tools specifically geared toward mitigating the effects of rising sea levels and shifting water resources.

More recently, the GMA was amended in 2023 with House Bill 1181 with the **goal to improve the State's response to climate change by incorporating climate change into local comprehensive plans**. This legislation requires that Shoreline develop a new Climate Change and Resiliency Element which will address greenhouse gas emissions reduction planning and strengthen resiliency efforts citywide. Shoreline is required to adopt this new element by 2029. When the Climate Change and Resiliency Element is created, the City will assess the other elements of the plan for potential updates as needed to **ensure consistency with the new element's goals**.

The City of Shoreline has been proactive in addressing climate change and adopted a climate action plan back in 2013. In December 2022, City Council adopted the [2022 Climate Action Plan \(CAP\)](#). The CAP outlines key actions the City will take to reduce community-wide greenhouse gas emissions and prepare our community for the impacts of climate change. In 2023, the City released its first progress report detailing the actions taken by the City Council, City staff, and the Shoreline community, making progress toward **the City's overall Climate Action Plan goals** - [2023 Year in Review](#).

## Three main goals of Shoreline's Climate Action Plan:

**Goal 1: Reduce Emissions**  
This goal aims to limit or stop activities that produce greenhouse gas emissions and contribute to climate change. **Most of Shoreline's emissions come from vehicle fuel use (55%) and energy use in buildings (42%).** In the CAP, the City is committed to reducing greenhouse gas emissions by 60% by 2030 and reaching net zero emissions by 2050 (compared to 2019 levels).

**Goal 2: Enhance Ecosystem Health & Sequestration**  
This goal aims to improve the health of local ecosystems and their ability remove carbon dioxide from the atmosphere, provide habitat for wildlife, regulate the water cycle, and buffer the impacts of climate change.

**Goal 3: Increase Resilience & Preparedness**  
This goal aims to protect the community from the worsening impacts of climate change, such as hotter summer days and more flooding, severe storms, and wildfire smoke. Ensure that everyone has access to preparedness resources, especially those who are most vulnerable to





## *SUSTAINABILITY*

Shoreline residents, elected and appointed officials, and staff place a priority on sustainable land use and building practices, resilience of natural systems and communities and reducing the city's greenhouse gas emissions. Recent actions have focused on confronting and lessening the effects of the climate crisis. The City has actively engaged in a number of environmental initiatives related to sustainability and climate change summarized in the following section.

### Federal, State, and County Programs:

#### ***United States Conference of Mayor's Climate Protection Agreement<sup>1</sup>***

A group of 1,066 mayors, including current Shoreline Mayor Chris Roberts, have enlisted in The U.S. Conference of Mayors' Climate Protection Agreement, initially spearheaded by Seattle's Mayor Greg Nickels. Pledging to cut carbon emissions in their municipalities to levels below those of 1990, aligning with the goals of the Kyoto Protocol, these mayors represent a nationwide commitment to combat climate change. Guided by The Conference's leadership, the Energy Efficiency and Conservation Block Grant (EECBG) Program was conceptualized, marking a historic milestone as it enabled cities, counties, and states to access grants expressly designated for financing energy efficiency initiatives, a first in U.S. history.

#### ***The Cascade Agenda, a 100 Year Vision for Pierce, King, Kittitas, and Snohomish Counties<sup>2</sup>***

The Cascade Agenda is a visionary plan developed by a large group of stakeholders to guide sustainable growth and development in the Puget Sound region. This ambitious initiative addresses a wide range of interconnected issues, including environmental conservation, economic prosperity, social equity, and community well-being.

At its core, the Cascade Agenda is a call to action on seeking balance between the region's rapid urbanization and the preservation of its natural beauty and ecological integrity. It emphasizes smart growth principles, such as compact urban development, transit-oriented design, and the protection of critical natural areas. By promoting sustainable land use practices and transportation alternatives, the plan aims to reduce greenhouse gas emissions, mitigate climate change impacts, and enhance the quality of life for residents.

The Cascade Agenda represents a holistic approach to long-term planning, recognizing the interconnectedness of environmental, economic, and social factors. By setting ambitious goals and engaging stakeholders in collaborative decision-making, the plan aims to create a resilient and sustainable future for generations to come.

#### ***The Green City Partnerships Program<sup>3</sup>***

The Green City Partnership program is a collaborative initiative aimed at enhancing urban green spaces and promoting ecological resilience within cities in the greater Puget Sound area.

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<sup>1</sup> (The United States Conference of Mayors, 2024)

<sup>2</sup> (Forterra, Land for Good, 2024)

<sup>3</sup> (Forterra, Land for Good, 2024)



Through the Green City Partnership, cities work together to identify priority areas for restoration, such as parks, natural areas, and greenbelts. These areas are often degraded or underutilized due to urban development or invasive species encroachment.

The program focuses on restoring native vegetation, improving habitat for wildlife, and creating accessible green spaces for communities to enjoy. By engaging local residents in stewardship activities such as tree planting, invasive species removal, and habitat restoration, the Green City Partnership fosters a sense of ownership and connection to the natural environment.

### *King County-Cities Climate Collaboration<sup>4</sup>*

The King County-Cities Climate Collaboration (K4C) is a partnership of local governments working together to accelerate climate action. It is a combination of knowledge, resources, and advocacy power to shape policy and programs that address the climate crisis in King County and across the State.

Shoreline was a founding member of the K4C in 2012. Since then, the K4C has grown to 23 partners – King County, Bellevue, Bothell, Burien, Duvall, Issaquah, Kenmore, Kent, Kirkland, Lake Forest Park, Maple Valley, Mercer Island, Newcastle, Normandy Park, North Bend, Redmond, Renton, Sammamish, Seattle, Shoreline, Snoqualmie, Tukwila, and the Port of Seattle – who together represent more than 86% of the King County population.

Partners work together to reduce harmful greenhouse gas emissions by sustainably increasing mobility, investing in renewable energy, promoting clean energy use in buildings and vehicles, and expanding farm and forest protection. Shoreline staff and elected officials are active participants in the K4C.

### *Tree City USA<sup>5</sup>*

Being recognized as a Tree City USA by the Arbor Day Foundation signifies a commitment to effective urban forestry management and the enhancement of community green spaces. To earn this designation, a city must meet four core standards established by the Arbor Day Foundation and the National Association of State Foresters:

1. **Tree Board or Department:** The city must establish a Tree Board or Department responsible for overseeing the care and management of its urban forest. This entity is typically tasked with developing a comprehensive tree care ordinance, creating a long-term urban forestry plan, and promoting public awareness and education about the value of trees.
2. **Tree Care Ordinance:** The city must enact and enforce a tree care ordinance or policy aimed at protecting and preserving its tree canopy. This ordinance typically outlines regulations for tree planting, maintenance, removal, and replacement on public property and rights-of-way.
3. **Annual Arbor Day Observance and Proclamation:** The city must celebrate Arbor Day annually by holding a public event and issuing an official proclamation recognizing the importance of trees. This event often includes tree planting ceremonies, educational activities, and community engagement initiatives to raise awareness about the benefits of trees and the importance of conservation.
4. **Community Forestry Program:** The city must allocate financial resources and support for a community forestry program, including funding for tree planting, maintenance, and management activities. This program may involve partnerships with local businesses, nonprofit

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<sup>4</sup> (King County, 2024)

<sup>5</sup> (Arbor Day Foundation, 2024)



organizations, and volunteers to expand tree canopy coverage, enhance urban green spaces, and improve overall quality of life for residents.

Shoreline became a recognized City by Tree City USA in 2013. To qualify for this designation, the City adopted Ordinance 617, creating a Tree Board, and Ordinance 627, a street tree ordinance. In 2013, Shoreline also received a \$10,000 Community Urban Forestry Assistance Grant from the Washington Department of Natural Resources (WA DNR) to create an Urban Forest Strategic Plan (UFSP). In 2023, after almost ten years of Citywide growth and changes, an update of the plan was needed. After a thorough review by the community, staff, the Tree Board, and City Council, completed strategies were identified, and new strategies were created. These changes were integrated into the existing UFSP, and in the fall of 2023, the City Council approved the updated [Urban Forest Strategic Plan](#).

### City Programs:

#### *Climate Action Plan, 2022*

In December of 2022, City Council adopted the Climate Action Plan (CAP). The CAP outlines strategies and actions the City will take to achieve its three main goals: reduce greenhouse gas emissions, enhance ecosystem health and sequestration, and increase resilience and preparedness. To achieve these goals, the plan outlines 90 actions across five focus areas the City will take through the year 2050 and beyond:

1. Sustainable Transportation
2. Buildings & Energy
3. Zero Waste
4. Healthy Ecosystems
5. Community Resilience

#### Sustainable Transportation

**Transportation is Shoreline's largest source of** greenhouse gas emissions and most of these emissions come from gasoline powered vehicles (55%). The City of Shoreline is taking steps to reduce emissions by increasing the availability, safety, and connectivity of multi-modal transportation options such as public transit, walking, and bicycling. The City is building pedestrian improvements through the voter-approved sidewalk program, grant-supported multimodal corridors and transit projects, as well as frontage improvements for developers. Bicycle improvements are considered during these design efforts as part of a complete streets approach. The City also works with transit agencies advocating for a complete network with safe, convenient, and reliable service; and bringing new transit options to the community. The City promotes the use of transportation options through public events and programs such as Commute Trip Reduction in coordination with major employers, and transit-supportive land use. Current efforts the City is pursuing include:

1. **Updating and Implementing the Transportation Master Plan:** Guided by community feedback, the Transportation Master Plan will help create a transportation network that is safe and convenient for all users and all forms of travel. The plan provides guidelines for:
  - a. Improving safety, especially for walking and biking.
  - b. Making transportation options more accessible for people to get to where they need to go whether they choose to walk, bike, use transit, drive carshare, or a combination of these.



- c. Planning for how and what the City needs to keep city-wide travel efficient as Shoreline's population grows, including transit-supportive land use policies and options to establish shared use mobility hubs.
2. **Implementing a Bike and Scooter Share Pilot Program:** In August 2024, the City launched a two-year pilot program for a scooter and bike share mobile app service. This new program supports our commitment to sustainable transportation by creating a travel option that can be used for a portion or all of your trip instead of a drive alone trip.
3. **Electrifying the City Fleet:** The City set a goal to replace all light and medium-duty vehicles and off-road equipment in our City fleet with electric alternatives by 2030. As of 2023, 24% of our light and medium-duty vehicles and 23% of our off-road equipment are electric or hybrid. These vehicles not only produce low to zero carbon emissions but are also more cost-effective for the City to operate.
4. **Promoting and Facilitating a Switch to Electric Vehicles:** The City conducted an electric vehicle charging feasibility study to identify areas where charging may be needed, engaged residents and property owners of affordable and multifamily housing to discuss opportunities and barriers, and engages local utilities to explore strategic partnerships in advancing electric vehicle charging and promote EV use.

### Buildings & Energy Programs

Energy use in buildings is the second largest source of greenhouse gas emissions in Shoreline. The City has several programs to help transition the built environment from natural gas and oil to more sustainable, electric options. The City is updating energy codes, increasing energy efficiency in City buildings, and working on developing education programs for homeowners who are interested in making the switch to clean energy sources.

#### Energize Shoreline

Energize Shoreline is a program that provides free educational workshops about heat pump technology and exclusive savings on heat pumps for Shoreline residents. The 2024 pilot program proved to be a success with the installation of heat pumps across a wide variety of homes, as well as increasing resident awareness around heat pump technology and available rebates.

#### Clean Buildings

In 2021, City Council approved [an ordinance that bans fossil fuels](#) in new commercial and large multi-family construction projects for space heating and most water heating. As a result, Shoreline became the second city in the Pacific Northwest region to adopt a policy that helps accelerate the transition to all-electric buildings by eliminating most fossil fuel uses from new commercial and large multi-family development.

#### Deep Green Incentive Program

Shoreline developed the Deep Green Incentive Program (DGIP), a tiered program that offers various incentives to developments that achieve various green building certifications. This program took effect on April 25, 2017 via [Ordinance No. 760](#) and was amended in April 2019 through [Ordinance No. 839](#). Two key incentives of this program are expedited permit review and waived/reduced building permit review fees. The DGIP encourages the highest standard for green building within the city to address greenhouse gas emissions from new buildings.



### Zero Waste

According to the Environmental Protection Agency (EPA), Municipal Solid Waste (MSW) landfills are the third-largest source of human related methane emissions in the United States, accounting for roughly 14% of these emissions in 2021.<sup>6</sup> On a local scale, roughly 70% of the waste that Shoreline and other communities send to the King County landfill could have been recycled, composted, repaired, reused, or kept out of the landfill some other way. Greenhouse gases are released at every stage of a product or service's life cycle, from raw material extraction to manufacturing, transportation, use, maintenance, **and disposal. The majority of these emissions happen outside Shoreline's borders, impacting** community health and harming ecosystems globally. Although Shoreline lacks direct control over all emissions, it can promote their reduction by implementing policies, making sustainable purchasing decisions, and offering education and resources to help the community recognize the effects of their consumption. There is huge opportunity to reduce landfill waste and to therefore reduce greenhouse gas emissions. The City of Shoreline has a number of programs to help reduce personal and city produced waste including:

#### Reducing Single-Use Food Serviceware:

As of June 1, 2024, food service businesses must use reusable tableware and condiment containers for on-site dining and compostable materials for takeout and to-go orders.

#### Shoreline Tool Library:

In fall 2023, Shoreline and Lake Forest Park received nearly \$100,000 to pilot a Shoreline Tool Library and Reuse Center (Tool Library) through [King County's Re+ City Grant program](#). We have partnered with [Seattle REconomy](#) to launch a full circular economy marketplace—a single location that houses a suite of complementary reuse and repair services, including a tool library, reclaimed material store, and space for hosting repair and educational events.

#### Expanding Special Item Recycling:

The City piloted programs at multifamily properties and City facilities focused on recycling specialty items like Styrofoam, [batteries and plastic bags](#). To date, we have partnered with more than a dozen multifamily to install free onsite specialty recycling stations for their tenants. The City has also established a longstanding battery recycling program where Shoreline residents can safely dispose of household batteries for free at [public drop-off locations](#) throughout the city.

#### Increasing Access to Recycling and Composting:

We have implemented programs to help Shoreline residents compost more and recycle better. [Apartment and condominiums](#) can get free compost service, recycling assistance, and resident education supplies and materials from the City. Since 2022, more than 2,000 residential units at nearly 20 multifamily properties have composted more than 150,000 lbs. of kitchen food scraps, pizza boxes, and other food-soiled paper products, ensuring these materials get turned into nutrient-rich soil instead of going to the landfill.

#### Reducing Contamination in Recycling and Composting:

In partnership with the City's local waste hauler, we developed a contamination monitoring plan to help ensure our recycle and compost waste streams are clean and materials can be processed into new products. By reducing contamination, we keep the value of recycled and composted

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<sup>6</sup> Environmental Protection Agency, Basic Information about Landfill Gas, 2023



materials high, which in turn contributes to more robust domestic recycling markets and a more circular economy.

### Healthy Ecosystems

The natural environment of Shoreline is one of the City's greatest assets. The trees, forests, waterways, and other ecosystems help absorb and reduce the impacts of climate change. They provide clean air, water, shade, help to reduce flooding, increase recreation opportunities, and provide habitat for local wildlife. As the City continues to develop and urbanize, it is a primary responsibility of the City to prioritize and protect natural spaces. The City has a number of programs aimed at ecosystem health including:

#### Soak It Up

The City of Shoreline offers technical and financial assistance to Shoreline residents, schools, and businesses to support the installation of rain gardens and native landscaping on private property.

#### Communi-Trees

Communi-trees a City program aimed at growing and maintaining trees for a healthy Shoreline. Shoreline residents, schools, churches, and businesses can receive a free tree through Communi-trees. Trees provide a wide range of benefits. They clean our air, create shade, relieve stress, and make our community more beautiful.

#### Natural Yard Care Workshops

The City of Shoreline provides Natural Yard Care workshops to help community members create beautiful, productive gardens without pesticides, herbicides, and other garden chemicals. Over the years many gardening topics have been covered, such as landscaping, lawn care, food production, choosing native plants, and rainwater capture and mitigation.

#### Community Volunteer Programs

The City of Shoreline offers several ongoing volunteer programs that connect people to and support our local environment. These include Green Shoreline Partnership restoration work parties; Adopt-a-Drain volunteer program, where volunteers care for nearby storm drains in an effort to reduce pollution in local waterways; and King County Lake Stewardship at Echo Lake, where volunteers collect water quality samples to measure the lake's long-term health trends.

### Resilient Communities

As climate change progresses, its effects are growing in frequency, severity, and reach. Shoreline is grappling with **the region's** rising temperatures, intensified heatwaves, prolonged wildfire seasons, heightened wildfire risks and smoke exposure, as well as increased instances of localized flooding due to intense rainfall. Climate change exacerbates existing social and racial disparities, disproportionately impacting communities already vulnerable to these environmental changes and lacking adequate resources for adaptation. The 2022 Climate Action Plan focuses on addressing the impacts of climate change on vulnerable community members. The city has a number of programs related to community resilience, including:

#### Environmental Mini Grants



The City of Shoreline offers grants up to **\$5,000** per application to individuals, community groups, schools, churches, and business owners for projects that benefit our environment and community. **Projects are prioritized that address one or more of the City's focus areas, including** preparing the community for climate change impacts, preventing and reducing waste, protecting and restoring our natural habitats, and using less fossil fuels in our cars and buildings.

### *Sustainability Report, 2023*

In August 2022, Shoreline City Council adopted [Resolution 494](#) to formally recognize climate change as **an emergency threatening our community's health and well-being**. The resolution directs all City departments to help reduce greenhouse gas emissions and increase resilience to climate change impacts - like hotter temperatures, wildfire smoke, and flooding - projected to worsen over the next ten years. The City of Shoreline produces an annual report that outlines key actions taken to support the implementation of the Climate Action Plan. The annual report highlights the progress the City has made towards the outlined strategies in the CAP:

1. **Transportation and Mobility**
  - Strategy 1: Reduce communitywide driving
  - Strategy 2: Accelerate electric vehicle adoption
2. **Buildings and Energy**
  - Strategy 1: Electrify space and water heating for new and existing buildings
  - Strategy 2: Increase energy efficiency of new and existing buildings
  - Strategy 3: Increase renewable energy generation and access
  - Strategy 4: Support affordable green buildings that conserve water and protect habitat
3. **Zero Waste**
  - Strategy 1: Reduce per capita waste generation, especially food waste
  - Strategy 2: Increase diversion rates and access to recycling and composting services
4. **Ecosystems and Sequestration**
  - Strategy 1: Maintain and increase tree canopy and urban forest health
  - Strategy 2: Increase soil sequestration in natural and landscaped areas
5. **Community Resilience and Preparedness**
  - Strategy 1: Ensure that new buildings, land use decisions, and public infrastructure improvements increase resilience to current and future climate impacts
  - strategy 2: Strengthen community and municipal emergency preparedness in consideration of predicted climate impacts such as extreme heat, flooding, wildfire smoke, and drought
  - Strategy 3: Increase community awareness of climate change impacts and mitigation and support community-based efforts that increase resilience

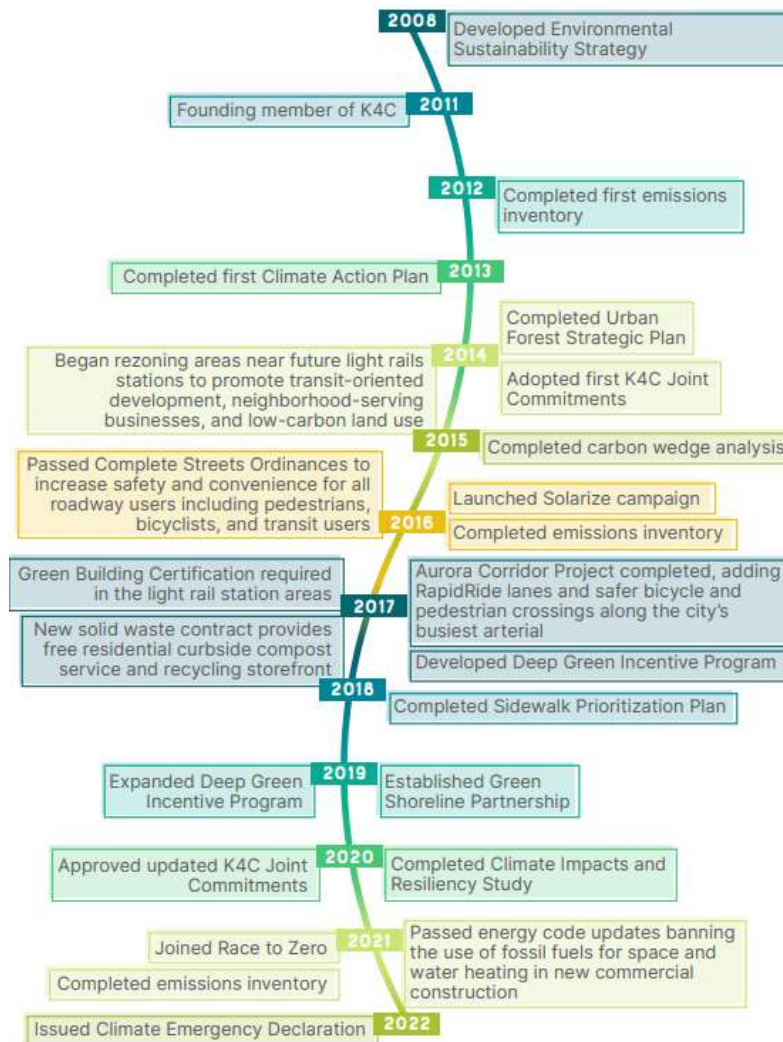


Figure NEA-1 - History of Sustainability in Shoreline, as depicted in Shoreline's 2022 Climate Action Plan.

## Vegetation Protection

Forested open space, wetlands, and native vegetation should be preserved as important habitat for wildlife and other ecosystem benefits. Trees help stabilize soils on steep slopes, and act as barriers to wind and sound. Plants replenish the soil with nutrients, generate oxygen, and clean pollutants from the air. Native vegetation provides habitat for wildlife. Wetlands and riparian vegetation provide surface water storage and help clean surface water of pollutants and sediment.

Residents characterize the city as a wooded community; this is often cited as a key reason for locating in the area. Large evergreen trees can be seen rising above residential neighborhoods, on hilltops, and even on the periphery of Aurora Avenue. As the city becomes more urbanized, it is a priority to maintain and enhance the tree canopy, and in 2013, the City became recognized as a Tree City. The City has also developed Vegetation Management Plans for each park and will track tree canopy over time to gauge the effect of policies related to tree retention and replacement.





Aerial photos show that the community is a mosaic of various types of vegetation. The largest, most contiguous areas of native vegetation in Shoreline are primarily found in city parks, publicly owned open space, privately owned open space (such as the Boeing Creek area of The Highlands and the reserves in Innis Arden) and designated critical areas (such as steep slopes along the Puget Sound shoreline). However, areas of less intensive residential development also contain mature trees and other native vegetation, which provide secondary wildlife habitat and substantially contribute to the quality of life in Shoreline. Native vegetation in residential areas that may be subdivided or otherwise more intensely developed is at the greatest risk of being lost.

The tree canopy is inventoried in a data layer maintained by the City of Shoreline geographic information system (GIS) and depicted in the Tree Canopy Coverage Map at the end of this chapter (Figure NEA-4).

### Habitat Protection

Urbanization and development very often lead to the elimination of wildlife habitats, posing a threat to various species' well-being. The decline of specific habitats can profoundly impact the health and survival of certain wildlife populations. Fish and wildlife habitat conservation areas are crucial for preserving species within their natural ranges, preventing the formation of isolated subpopulations. These designated habitats are linked to species recognized by state or federal agencies as endangered, threatened, sensitive, or candidate species.

Currently in the Puget Sound, the Chinook salmon and Steelhead are listed as threatened species by the **federal government under the Endangered Species Act. WDFW maps and the City's stream inventory** indicate the presence of Chinook, Sockeye, Steelhead, Coho, and resident Cutthroat Coastal Trout salmon in portions of McAleer, Thornton, and Boeing Creeks. Other sources have indicated the presence of fish in other streams within the city, although the full extent of fish habitat has not been confirmed. To help restore healthy salmon runs, local governments and the State must work proactively to address salmon habitat protection and restoration.

WDFW has developed the Priority Habitats and Species (PHS) Program to help preserve the best and most important habitats and provide for the life requirements of fish and wildlife. Priority species are fish and wildlife that require protective measures and/or management guidelines to ensure their perpetuation. Priority habitats provide unique or significant value to many species. The WDFW has documented the locations of priority habitats and species within the city. These PHS areas include wetlands, anadromous fish habitat, riparian areas, urban natural open space, habitat for a priority bird species, and the point location of a priority bird species siting. These areas combined comprise less than 5% of the total land area of the city and are often found within existing parks, public open space, and designated private open space.

WDFW provides management recommendations for priority species and habitats that are intended to assist landowners, users, and managers in conducting land use activities in a manner that incorporates the needs of fish and wildlife. Management recommendations are developed through a comprehensive review and synthesis of the best scientific information available. The City has reviewed the PHS management recommendations developed by WDFW for species identified in Shoreline, and used them to guide the development of critical areas regulations that fit the existing conditions and limitations of **Shoreline's relatively urbanized environment.**



### Water Quality, Drainage, and Groundwater

Shoreline has six separate drainage basins: Lyons, McAleer, Thornton, and Boeing Creek, and Puget Sound (north and south). Along the western half of the city, the Boeing Creek Basin drains directly into Puget Sound. The Middle Puget Sound basins drain into Puget Sound via small creeks and surface water systems. The McAleer Creek Basin in the northeastern portion of the city drains into Echo Lake and Lake Ballinger, and eventually into Lake Washington. The approximate southeastern portion of the city drains to Lake Washington via Thornton Creek. Small portions of the city at the north and northeastern edges drain into Lake Washington through small creeks and surface water systems. See [Figure NEA-5](#) for a map of these drainage basins.

Drainage facilities in the city consist of a combination of conveyance pipes, ditches, and stream channels. Much of Shoreline's development took place in the 1940s and 1950s, prior to the implementation of stormwater mitigation regulations in the 1970s. Many water quality facilities have been constructed in the city, including Boeing Creek Park stormwater pond, Cromwell Park stormwater wetland, dozens of raingardens and bioretention facilities, and proprietary water quality treatments systems associated with the Aurora Corridor Improvement Project. The number of private water quality facilities continues to grow through development regulations, and the number of City-owned storm water facilities continues to grow through development activity, capital improvements plans, the biennial **drainage "Small Projects" program**, the biennial **drainage "Greenworks" program**, and retrofit requirements in the newest Phase 2 Municipal Stormwater Permit (i.e., NPDES permit).

Many natural creek systems have been stabilized or reconstructed to repair and prevent slope erosion or bank failures from urban stormwater runoff. The water quality of lakes and streams in the city has been adversely impacted by the urbanization of the watersheds and the associated stormwater runoff. Stormwater regulations are required of the City by the EPA and Washington State Department of Ecology via the Phase 2 Municipal Stormwater Permit (i.e., NPDES permit). These regulations require the implementation of stormwater management programs and regulations meant to improve water quality of the streams, wetlands, and Puget Sound that eventually receive the stormwater.

Groundwater aquifers play a vital role in supplying water to lakes, wetlands, and streams, particularly during dry seasons. Additionally, a few private wells rely on these aquifers for irrigation and potentially drinking water in isolated cases. Wetlands and lakes are believed to serve as the primary recharge areas for groundwater within the city. While the city does not host any identified critical aquifer recharge zones for potable water, the drinking water supply primarily comes from surface systems originating in the Cascade Mountains. The water flows predominantly through the Tolt River and is distributed by both the North City Water District and Seattle Public Utilities.

### Air Quality

One of the basic characteristics of a livable city is clean air. Numerous federal, state, regional, and local agencies enact and enforce legislation to protect air quality. Good air quality in Shoreline, and in the region, requires controlling emissions from all sources, including: internal combustion engines, industrial operations, indoor and outdoor burning, and wind-borne particles from land clearing and development. In the Puget Sound region, vehicle emissions are the primary source of air pollution. Local and regional regulations must be integrated in a comprehensive strategy designed to improve air quality through transportation system improvements, vehicle emissions reductions, and demand management strategies.



Air quality is measured by the concentration of chemical compounds and particulate matter in the air outside of buildings. Air that contains carbon monoxide, ozone, and particulate matter can degrade the health of humans, animals, and plants. Human health risks from poor air quality range in severity from headaches and dizziness to cancer, respiratory disease, other serious illnesses, and even premature death. Potential ecological impacts include damage to trees and other types of vegetation. Quality of life concerns include degradation of visibility, and deposition of soot and other particulate matter on homes and other property.

The City seeks long-term strategies to address air quality problems, not only on the local level, but in the context of the entire Puget Sound Basin, with coordination and major direction from the Puget Sound Clean Air Agency.

### *EMERGENCY MANAGEMENT*

Emergency management is a multidisciplinary field focused on preparing for, responding to, recovering from, and mitigating the impacts of disasters, emergencies, and crises. It involves a range of activities and processes aimed at protecting lives, property, and the environment during times of crisis, as well as building resilience and reducing vulnerability to future hazards. Key components of emergency management include **preparedness**, **response**, **recovery**, and **mitigation**.

Emergency management is coordinated at various levels of government, including local, state, and federal agencies, as well as non-governmental organizations, community groups, and private sector partners. It relies on collaboration, communication, and coordination among stakeholders to effectively prepare for, respond to, and recover from emergencies and disasters, with the ultimate goal of protecting public safety and promoting community well-being.

### *HAZARDS AND MITIGATIONS*

The City has a current Hazard Mitigation Plan in conformance with the Federal Disaster Mitigation Act (DMA), which requires state and local governments to develop such plans as a condition of federal grant assistance, and mandates updating these plans every five years. The DMA improves upon the planning process to emphasize the importance of mitigation, encouraging communities to plan for disasters before they occur. An analysis of the environmental hazards that may impact Shoreline, and the mitigation strategies that have been identified for the City to work on are addressed in detail in the Hazard Mitigation Plan.

### Seismic Activity

Washington experiences earthquakes almost daily, with the majority being too minor to be noticeable or cause harm. However, infrequent but substantial earthquakes pose a significant threat to the essential infrastructure we rely on in our daily lives, including buildings, roads, bridges, dams, and utilities. Due to its geological context, Washington ranks second in the United States for the

## Shoreline's Emergency Management Plans

The City of Shoreline has the following functional and strategic plans related to emergency management:

- [Regional Coordination Framework for Disasters and Planned Events Agreement](#)
- [City of Shoreline Hazard Mitigation Annex](#)
- [Comprehensive Emergency Management Plan](#)
- [Debris Management Plan](#)
- [Disaster Recovery Plan](#)



risk of encountering these sizable and destructive earthquakes. The following zones pose the most frequent and significant risk:

- **Shallow or Crustal Earthquakes:** Occur at 0-30km within the crust of the North America plate. The fault lines of concern to the Central Puget Sound and City of Shoreline are the South Whidbey Island Faults and the Seattle faults.
- **Deep or Intraplate Earthquakes:** Occur at 30-70km within the oceanic crust. These start below the interface between the subducting Juan de Fuca and Gorda plates and the overlying North America plate. The 2001 Nisqually Earthquake is the most recent example of this type of earthquake in Washington State.
- **Subduction Zone or Megathrust Earthquake:** The third zone is on the interface between the subducting Juan de Fuca plate and the overlying North American plate. The extent of this zone (800 miles) poses a great risk across all of Cascadia.

Secondary hazards from an earthquake event may include fires, landslides, tsunamis, and possible hazardous material releases. Fires can be caused by downed power infrastructure, ruptured gas lines, or leaks and breaks in natural gas lines. Landslides do not always occur immediately following an earthquake and may even occur days later. Hazardous materials can be spilled from ruptured containers, accidents can occur during ground shaking, and possible train derailment can occur from buckling tracks or landslides caused by an earthquake.

Point Wells is a specific area with identified seismic hazard because of its risk of liquefaction. This area has been used as a petroleum storage facility and as the Brightwater sewer outfall. In the event of an earthquake impacting this facility, there would be significant damages to the local ecosystem. Access to the western portion of Point Wells is via a bridge over the Burlington Northern railroad tracks and a major seismic event could affect the bridge, thus limiting the emergency response to the area.

### Severe Weather

Severe weather is one of the most damaging natural hazards and as the climate changes, it is become more common across the world. Severe weather can bring heavy rain, high winds, extreme heat, snow and ice, and storm surges that flood low-lying and coastal areas. The aftermath of severe weather often includes secondary impacts like landslides, stream and drainage-related floods, fires resulting from ruptured gas lines or downed electrical lines, and wildfires sparked by lightning and fueled by strong winds. King County and Shoreline are subject to various local storms that affect the Pacific Northwest throughout the year, such as wind, snow, ice, and hail.

Additionally, **Shoreline is located in what is commonly referred to as the “Puget Sound Convergence Zone.” This generally means that the city tends to receive higher than normal precipitation and** stronger winds compared to other cities in the region. The convergence zone is located roughly between Seattle and Everett but can vary slightly depending on the northerly and southerly coastal winds. These wet characteristics can complicate an already difficult severe weather situation.

Neighborhoods located on slopes near the coast and along McAleer Creek, including the Highlands, Richmond Beach, Innis Arden, Hillwood, Richmond Highlands, Highland Terrace, Ballinger, and North City, are vulnerable to the impacts of severe weather and have been isolated during extreme weather events in the past.



Critical infrastructure is more likely to be impacted or damaged as a result of severe weather. Trees that are overgrown or have blown down can damage overhead power lines, resulting in downed lines cutting power to residents. Power outages could also result in disruption to the water systems. Sanitation and water systems could experience contamination or overflow problems.

### Wildland Fire

Before the 20th century, the dry, inland forests of Washington and Oregon were subject to dynamic fire regimes driven by both lightning ignitions and intentional burning practices within Indigenous cultures. The frequent occurrence of fires played a crucial role in the ecosystem by clearing grasses, shrubs, small trees, and dead leaves—potential fuel for future fires. It also contributed to forest health by fostering the prevalence of species resilient to fire across the landscape. However, the adoption of fire suppression practices by the U.S. Forest Service in the 1900s significantly reduced the frequency of fires across all severity levels<sup>7</sup>. Coupled with other impacts from land use, this shift led to the creation of denser and less diverse modern forests that are less equipped to withstand the challenges posed by climate change and ecological disturbances.

Wildland fires in Washington State and surrounding states have become increasingly more common and severe. The direct risk of wildland fire to Shoreline is low as the city is not near the Wildland Urban Interface (WUI)<sup>8</sup>; however, the air pollution caused by wildland fires in the summer months impact residents across the state. **Decreases in air quality due to wildland fires are further discussed in the ‘Air Quality’ section above.** Specific areas, such as Richmond Beach Saltwater Park, the Highlands neighborhood, and Innis Arden, may be vulnerable fires because they are highly vegetated areas with limited ingress and egress for emergency vehicles.

### Volcanic Eruption

Washington State has five volcanoes that are classified as having high or very high threat: Mount Baker, Glacier Peak, Mount Rainier, Mount St. Helens, and Mount Adams. Even though these are active volcanoes, Shoreline faces minimal vulnerability to volcanic hazards. The primary threat arises from solid matter expelled into the air during a volcanic eruption. Even a thin layer of ash, measuring just half an inch, can significantly hinder vehicle movement, disrupt transportation, communication, and utility systems. Volcanic ash poses risks to respiratory health, especially for individuals with pre-existing medical conditions, as it may cause eye and respiratory problems. Additionally, ash has the potential to clog ventilation systems and other machinery, remaining a persistent hazard carried by winds and air currents long after the eruption event. The impact of tephra intensifies when it combines with rain, resulting in wet ash that is heavier, more challenging to remove, and capable of causing structural or utility line collapses.

### Hazardous Material

Three major rights-of-way traverse Shoreline and are used to transport hazardous material. These are the BNSF railroad, which is located along the western shore of the city; State Highway 99/Aurora Avenue N, which runs in the north-south direction through the middle of the city; and Interstate 5, which is parallel and east of Aurora Avenue N. Although the identity and quantity of what is being transported is unknown, Shoreline has a similar vulnerability for spillage as the rest of King County, which has one of the highest probabilities in the state due to the large amounts of industry and port facilities in the area. Hazardous materials may be explosive, flammable, combustible, corrosive, reactive, poisonous, or

<sup>7</sup> Forest History Society, U.S. Forest Service Fire Suppression

<sup>8</sup> Washington State Department of Natural Resources, Wildland Urban Interface, Interactive Map



radioactive, as well as solid, liquid, or gaseous. Releases can affect both human and ecological health. The severity depends on the type and amount of chemical released, and the effects range from minor to catastrophic.

### Tsunami/Seiche

Tsunamis affecting Washington State may be induced by an earthquake of local origin, or they may be caused by earthquakes at a considerable distance, such as from Alaska or Japan. Shoreline does not have any major lakes within its boundaries, but a severe quake could create seiches in the small ponds, such as Ronald Bog and Echo Lake, that could potentially cause damage to adjacent properties and infrastructure.

It is unlikely that a tsunami or seiche generated by a distant or Cascadia Subduction earthquake would result in much damage in Shoreline. This results from the shielding of the Olympic Peninsula and the Puget Sound islands.

However, the Puget Sound and City of Shoreline are vulnerable to tsunamis generated by local crustal earthquakes (such as along the Seattle or South Whidbey Island faults), or by submarine landslides triggered by earthquake shaking. The 32 parcels located on the low-lying 27<sup>th</sup> Avenue NW would likely suffer damage if this event were to occur. Warning vulnerable areas would be nearly impossible due to the close proximity to the origin of the tsunami.



NATURAL ENVIRONMENT MAPS  
Figure NEA-2 - Critical Area Water Features

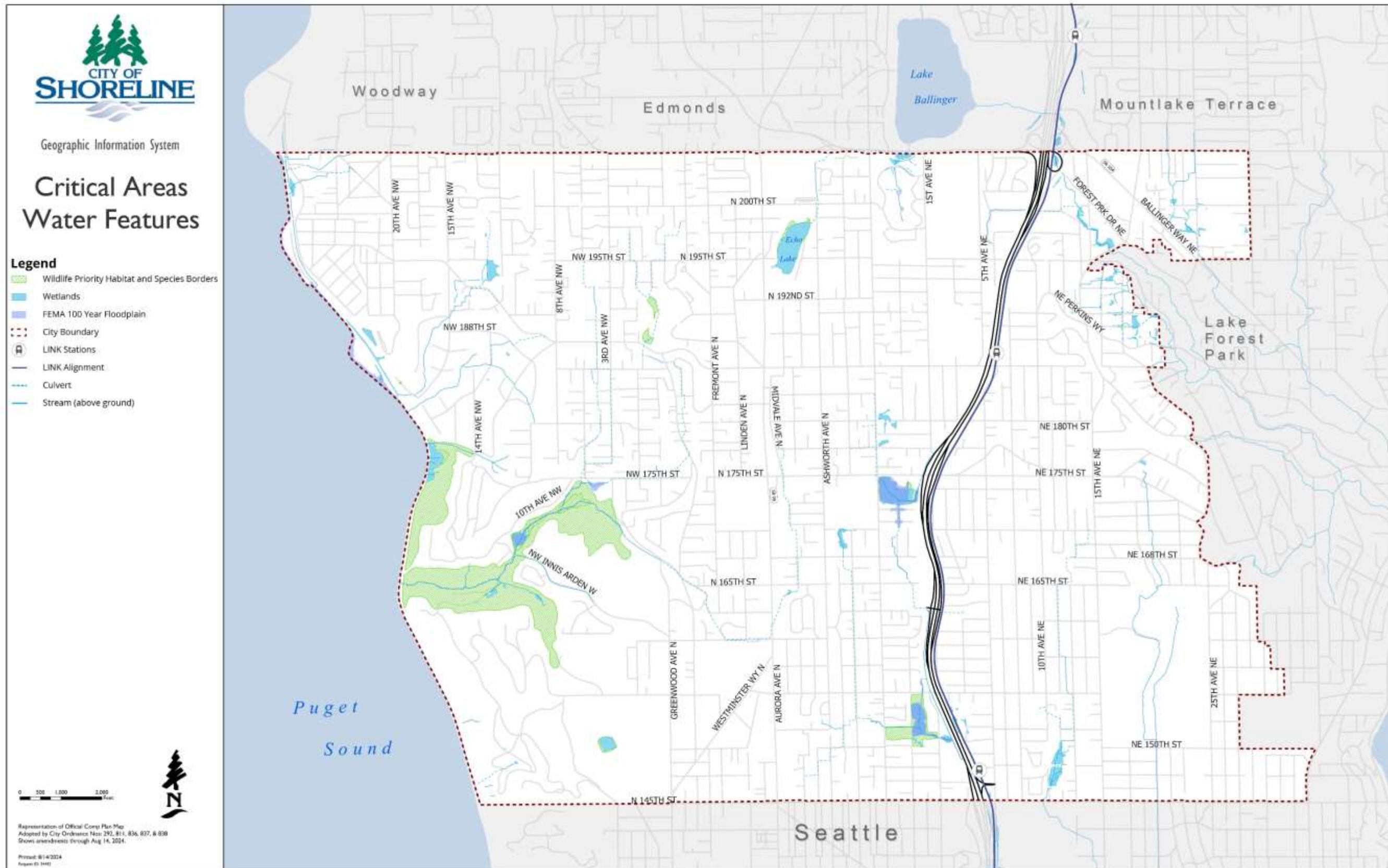




Figure NEA-3 - Critical Area Geologic Features

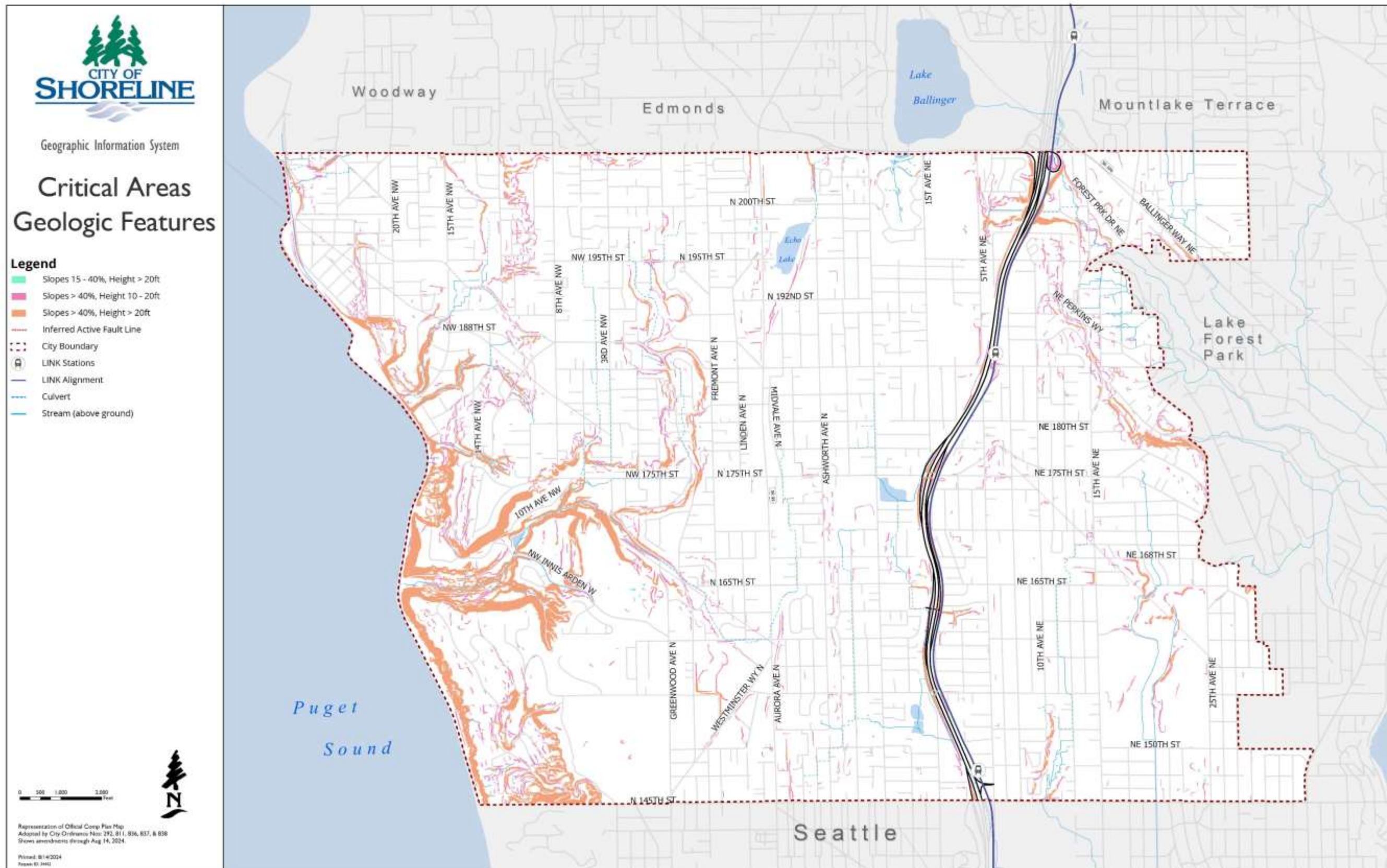






Figure NEA-4 - Tree canopy coverage

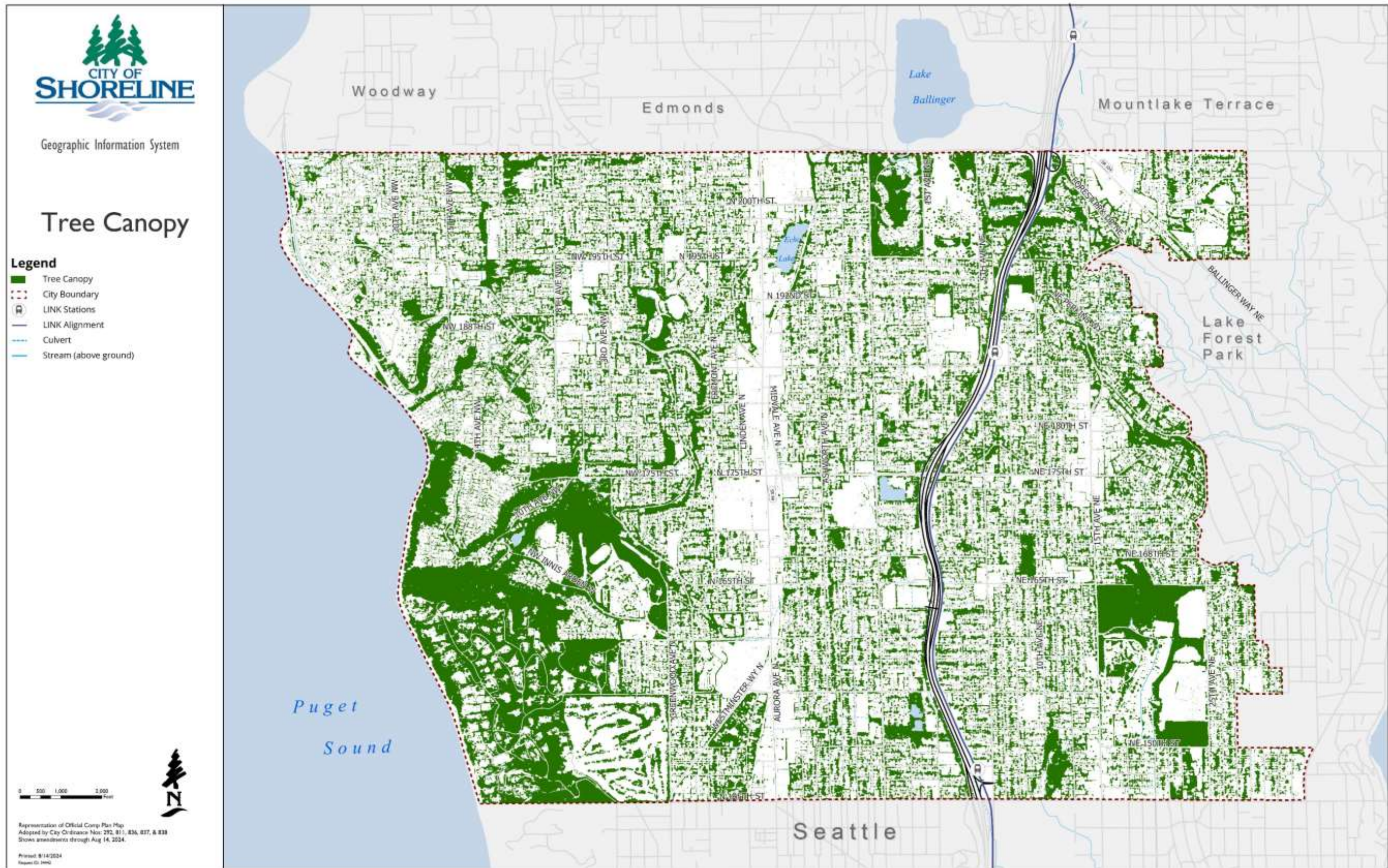




Figure NEA-5 - Drainage basins





# Land Use

## SUPPORTING ANALYSIS

### BACKGROUND AND CONTEXT

The Growth Management Act (GMA) requires that cities provide a comprehensive plan with a Land Use Element to designate the proposed categories (residential, commercial, parks, etc.) and intensities of uses of land. The Act further specifies that the Land Use Element be the foundation of a comprehensive plan, as this process of designating future land uses must account for future population growth and must be supported by adequate levels of public facilities and services. In this respect, the Land Use Element is an explicit statement of the ultimate vision for the City and determines the capacity of the infrastructure necessary to serve the projected land uses. Additionally, the GMA requires cities to designate and regulate environmentally critical areas to protect public and private property from natural hazards, to maintain significant environmental features and the community's quality of life, and to preserve ecological functions (RCW 36.70A.172).

One of the factors that contribute to Shoreline's high quality of life is attractive and vital residential neighborhoods. Residents often credit this aesthetic appeal to abundant and healthy trees. A variety of housing types add to Shoreline's diversity and allure. Encouraging sustainable practices related to both the environment and social equity will preserve this quality of life for generations to come. Allowing for more retail and commercial development will provide a broader choice of goods and services in the community. Encouraging entertainment and cultural uses will enrich the community and provide activities for all age groups. Increasing opportunities for local businesses will help supply employment for Shoreline's citizens. And finally, suitable locations for industrial and institutional uses will protect the city's neighborhoods, while providing essential facilities needed by every community.



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## EXISTING CONDITIONS

### Existing Land Use

The city is substantially developed, with 48 acres of the total land area remaining vacant<sup>1</sup>. This vacant land is characterized by single lots scattered throughout the city rather than large contiguous tracts of land.

In 2024, low density residential development accounts for approximately 50 percent of land use in the community. Multi-family residential development, approximately 3 percent of land use, is primarily located near the commercial areas along Aurora Avenue N and in neighborhood centers.

Commercial/Mixed Use development accounts for approximately 14 percent of land use in the community. Commercial uses within the city are located primarily along Aurora Avenue N. and in smaller neighborhood centers located throughout the city. Mixed use development is located Primarily in Town Center and near the two light rail Stations.

Three percent of Shoreline’s land area is comprised of the Shoreline Community College, Fircrest, CRISTA Ministries and King’s Schools, and the Washington State Public Health Lab.

The following table includes estimated acreages for existing land uses within the City of Shoreline as of 2024.

Figure LUA-1  
Inventory of Existing Land Uses

| Land Use Type                        | Acres        | % Total      |
|--------------------------------------|--------------|--------------|
| <b>Low-Density Residential</b>       | 3,637        | 50           |
| <b>Multi-Family</b>                  | 211          | 3            |
| <b>Commercial/Mixed Use</b>          | 982          | 14           |
| <b>Institution</b>                   | 224          | 3            |
| <b>Parks &amp; Recreation</b>        | 379          | 5            |
| <b>Private Open Space/<br/>Water</b> | 136          | 2            |
| <b>Public Facilities</b>             | 560          | 8            |
| <b>Right-of-way</b>                  | 1,063        | 15           |
| <b>Total</b>                         | <b>7,192</b> | <b>100.0</b> |

<sup>1</sup> 2021 King County Urban Growth Capacity Report



### Population

The population of Shoreline remained relatively constant from 2000-2010, then saw about a fifteen percent population growth from 2010-2022. **Shoreline’s population** growth is similar to the overall growth in King County’s, at seventeen percent from 2010-2022.

Figure LUA-2  
City of Shoreline & King County  
Historic Population Growth Comparison

|                    | 2000      | 2010      | 2022      | Annual Percent Growth<br>2010-2020 |
|--------------------|-----------|-----------|-----------|------------------------------------|
| <b>King County</b> | 1,737,034 | 1,931,249 | 2,254,371 | 1.80%                              |
| <b>Shoreline</b>   | 53,296    | 53,007    | 58,673    | 1.10%                              |

Source: 1990, 2000, 2010, 2020 US Decennial Census; 2022 ACS 5-Year Estimate

### Residential and Employment Growth Targets and Capacity

The King County Countywide Planning Policies (CPPs) establish residential and employment growth targets for all the municipalities in King County, as well as growth targets for the unincorporated portions of the county. The State Office of Financial Management develops growth targets for each county based on its forecast for statewide growth over the next 20 years. In King County, the County and cities work collaboratively to allocate the targets to smaller areas based on City policies and policies in the CPPs. For the 20-year period 2024-2044, Shoreline has a growth target of 13,330 new housing units and 10,000 new jobs. Due to economic fluctuations, over portions of the 20-year period, the city may see more or less growth than this target. With this Comprehensive Plan update, Shoreline must demonstrate capacity to accommodate these housing and job targets.

### Residential and Job Growth Capacity

**Shoreline’s Comprehensive Plan supports the zoning necessary to accommodate the growth assumed in the adopted 20-year targets.** Most of the growth is anticipated to occur along the Aurora Avenue corridor and around the Light Rail station areas. Much of the redevelopment in these areas is anticipated to be mixed-use structures, with commercial uses on the bottom floor and office or residential uses on the upper floors. Some of these will be a mix of uses within several structures (often of varying heights), which might be purely residential, office, retail, or commercial.

Redevelopment is also anticipated in the smaller mixed use commercial areas located throughout the city. These areas are anticipated to be developed with smaller-scale mixed-use developments or medium density multi-family residential uses. **The city’s residential neighborhoods are also anticipated to see growth over the next 20-years, primarily related to the middle housing requirements, discussed in more depth in the Housing Element of this plan.**



The City of Shoreline has the land capacity to accommodate the housing growth targets, and in fact, has a surplus of land capacity to accommodate **the City's housing allocations**. Shoreline also has the zoned capacity to accommodate the job growth targets. See Figure LUA-3 which shows that **city's** existing pending development and land use capacity, **compared to the City's** allocated housing and job unit targets. More detailed information on the land capacity analysis can be found in the Land Capacity Analysis in Appendix I of this Comprehensive Plan.

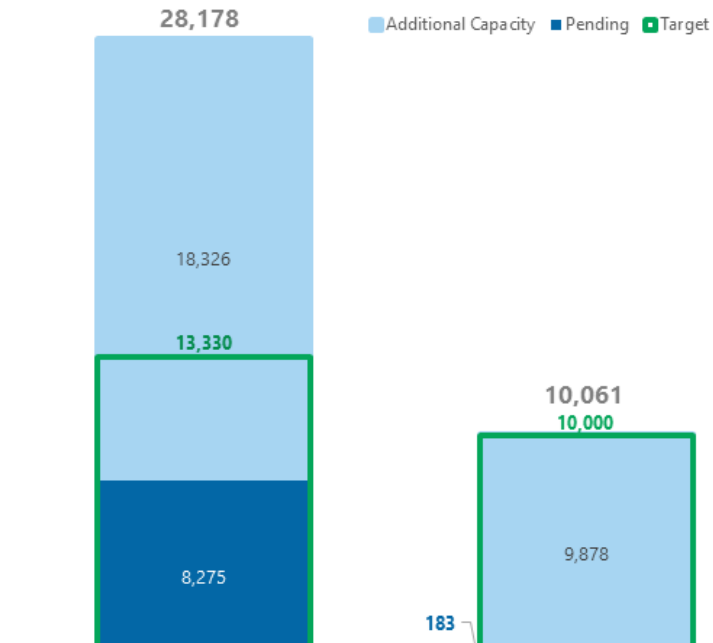


Figure LUA-3 – Employment and Housing Unit Growth Target Analysis.

## GROWTH STRATEGY

### Identify Growth Areas

Using the Land Use map in the Comprehensive Plan, areas for future growth were identified (“growth areas”). Growth areas include the two light rail station subareas, Aurora corridor, Aurora Square Community Renewal Area, Ballinger, and other neighborhood commercial areas such as North City, Ridgecrest, Richmond Beach, among others. Point Wells, which has been annexed by the City of Woodway, was not included in this growth allocation. The growth areas are shown in Figure LUA-5.

### Allocate Households/Jobs to Growth Areas

The City must plan for 13,330 new households and 10,000 new jobs through 2044 based on figures provided by King County. Each growth area was assigned a percentage of the total growth target to accommodate. For example, the light rail station areas have been assigned to each take 17% of the new households, or 2,133 households.



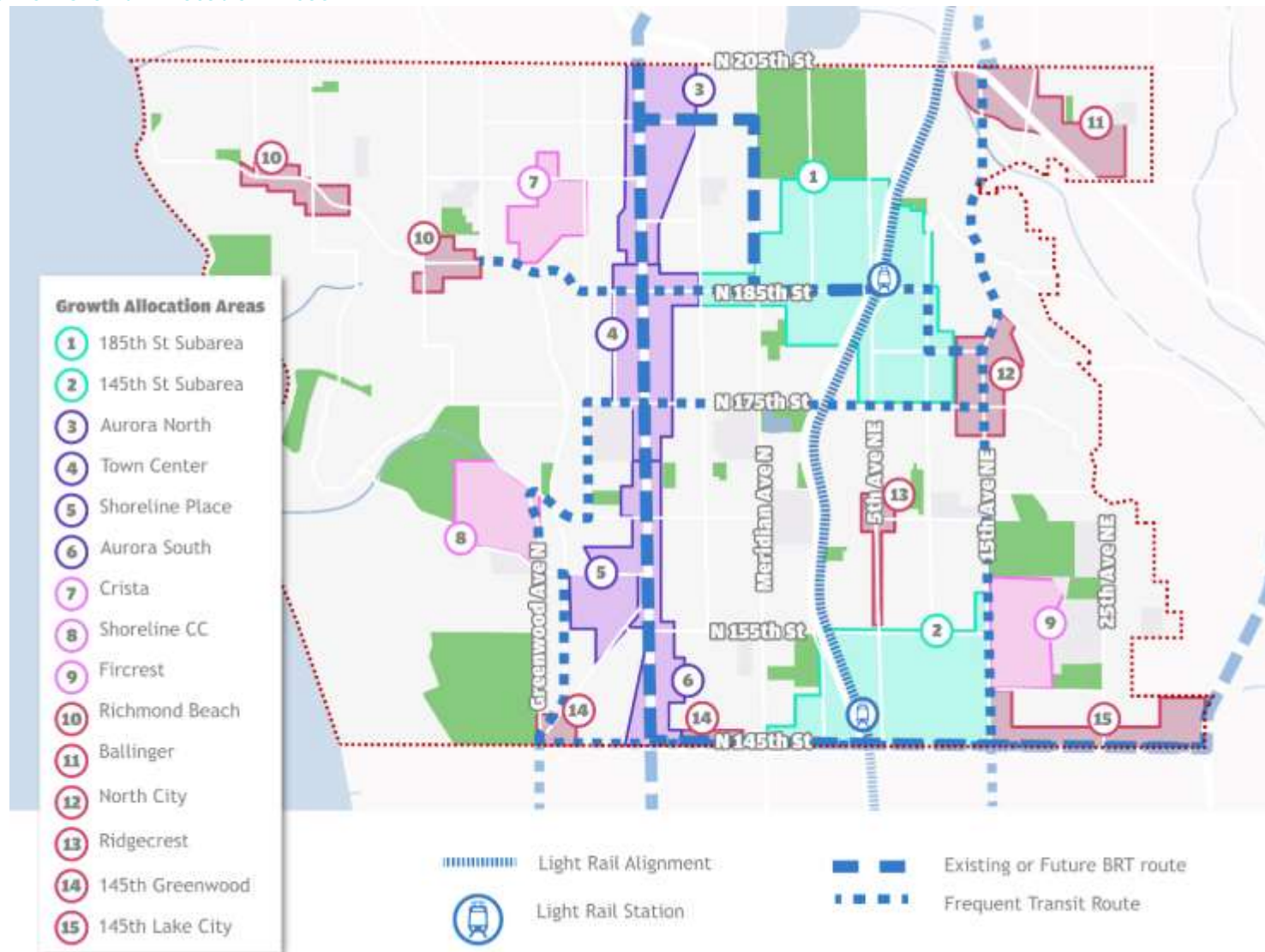
Figure LUA-4 – Allocated job and housing growth by growth areas.

|                                    | Growth Area            | Housing Growth Projected | Jobs Growth Projected |     |
|------------------------------------|------------------------|--------------------------|-----------------------|-----|
| <b>Light Rail Station Areas</b>    |                        |                          |                       |     |
| 1                                  | 185th St Subarea       | 17%                      | 18%                   | CWC |
| 2                                  | 145th St Subarea       | 17%                      | 18%                   | CWC |
| <b>High Capacity Transit Areas</b> |                        |                          |                       |     |
| 3                                  | Aurora North           | 14%                      | 8%                    | CWC |
| 4                                  | Town Center            | 10%                      | 10%                   | CWC |
| 5                                  | Shoreline Place / CRA  | 12%                      | 15%                   | CWC |
| 6                                  | Aurora South           | 12%                      | 11%                   | CWC |
| <b>Special Planning Areas</b>      |                        |                          |                       |     |
| 7                                  | Crista                 | 1%                       | 1%                    |     |
| 8                                  | Shoreline CC           | 1%                       | 1%                    |     |
| 9                                  | Fircrest/Public Health | 1%                       | 2%                    |     |
| <b>Neighborhood Centers</b>        |                        |                          |                       |     |
| 10                                 | Richmond Beach         | 2%                       | 2%                    |     |
| 11                                 | Ballinger              | 3%                       | 5%                    |     |
| 12                                 | North City             | 3%                       | 4%                    | CWC |
| 13                                 | Ridgecrest             | 2%                       | 1%                    |     |
| 14                                 | 145th-Greenwood        | 2%                       | 2%                    |     |
| 15                                 | 145th-Lake City        | 1%                       | 2%                    |     |
|                                    | R-4 / R-6 zones        | 2%                       | 0%                    |     |





Figure LUA-5 – Growth Allocation Areas





## Growth Allocation Methodology

### *Divide Growth Areas into TAZs*

The 15 growth areas identified did not correlate to existing Traffic Analysis Zone (TAZ) boundaries. Growth areas are typically composed of pieces of many transportation analysis zones. The growth target was allocated in the growth areas to each TAZ by land area. Information collected included (a) an estimated acreage of each growth area, (b) an estimated acreage of each TAZ, and (c) an estimated acreage of the growth area within that TAZ. Below is an example of one such growth area, the 145<sup>th</sup> Station Area.

Based on the allocation (detailed above) this area is predicted to receive 17% of Shoreline’s household growth, and 18% of its job growth. 17% of 13,300 households predicted citywide results in 2,261 households projected in this growth area. Similarly, 18% of 10,000 jobs predicted citywide results in 1,800 jobs for this growth area.

The 145<sup>th</sup> Station Area is composed of two entire TAZs (121, 122), and five portions of TAZs (109, 110, 123, 125, 126).

Figure LUA-5 – 145<sup>th</sup> Street Subarea Growth Allocation Area’s allocations by TAZ.

| 145th St Subarea |    | 160 | 17%  | 18% | 2,261 | 1,800 |
|------------------|----|-----|------|-----|-------|-------|
| TAZ 109          | 76 | 5   | 3%   |     | 71    | 56    |
| TAZ 110          | 79 | 6   | 4%   |     | 85    | 68    |
| TAZ 121          | 50 | 50  | 31%  |     | 707   | 563   |
| TAZ 122          | 40 | 40  | 25%  |     | 565   | 450   |
| TAZ 123          | 24 | 15  | 9%   |     | 212   | 169   |
| TAZ 125          | 49 | 38  | 24%  |     | 537   | 428   |
| TAZ 126          | 40 | 6   | 4%   |     | 85    | 68    |
|                  |    | 160 | 100% |     | 2,261 | 1,800 |

The acreage of each growth area within a TAZ was then divided by the TAZ overall in order to calculate the percentage of that growth area’s households and jobs allocated to that TAZ. For example, for TAZ 109, an estimated five acres of that TAZ is within the 145<sup>th</sup> Station Subarea, or 3% of the overall growth area (= 5 / 160). This TAZ then receives 3% of the growth area’s households and jobs (3% \* 2,261 = 71 households) (3% \* 1,800 = 56 jobs).

There are three transportation analysis zones in the City of Shoreline which contain multiple growth areas. These zones appear twice in the chart, but the existing quantity of households and jobs is only counted once.

- TAZ 104 – Aurora South growth area, 145<sup>th</sup> + Greenwood growth area
- TAZ 109 – 145<sup>th</sup> Station growth area, Ridgecrest growth area
- TAZ 110 – 145<sup>th</sup> Station growth area, Ridgecrest growth area



### *Spread Low-Density Household Growth*

Based on the allocation (detailed above), 2% of the city's household growth is predicted for lower density residential areas, such as those in the city's R-4 and R-6 zone districts. Dozens of TAZs contain such zone districts. Calculating the percentage of low-density residential areas of each TAZ would be a time consuming task for a small amount of growth. For this reason, this growth was allocated in a peanut-butter approach across all of the city's transportation analysis zones containing R-4 or R-6 zone districts, with a few exceptions. Those exceptions include areas zoned for low density residential that are already built out as uses that are unlikely to change (cemetery, schools, parks, etc.) In the end, the 2% of households (266 projected households) was divided among 89 TAZs, or approximately 3 households for each low-density residential containing TAZ.

Some TAZs have larger shared of R-4 or R-6 zoned property, and different development potentials. But it the peanut butter approach was found to be appropriate given the small number of new households projected in these areas.



Figure LUA-6 - Housing Capacity by TAZ

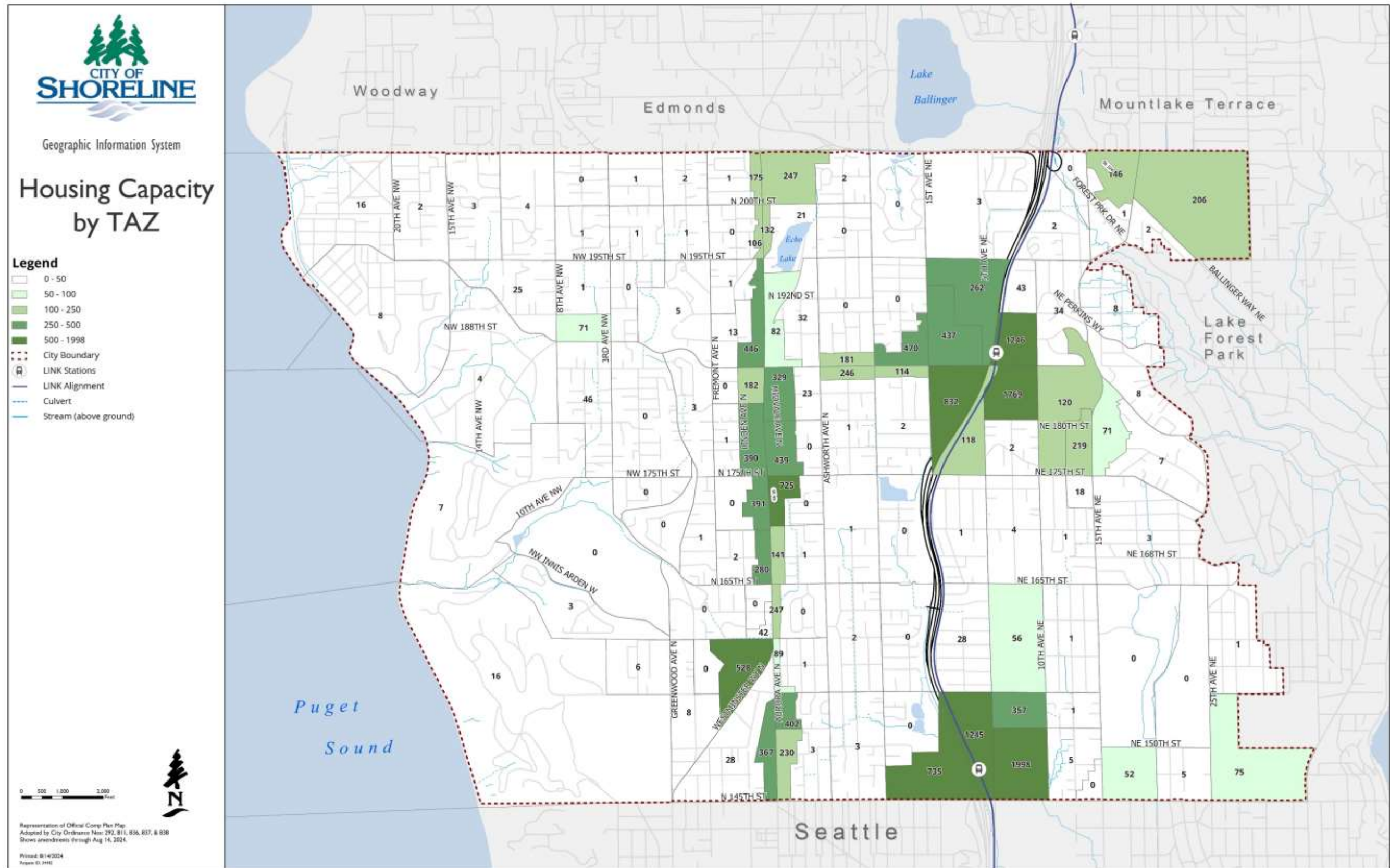
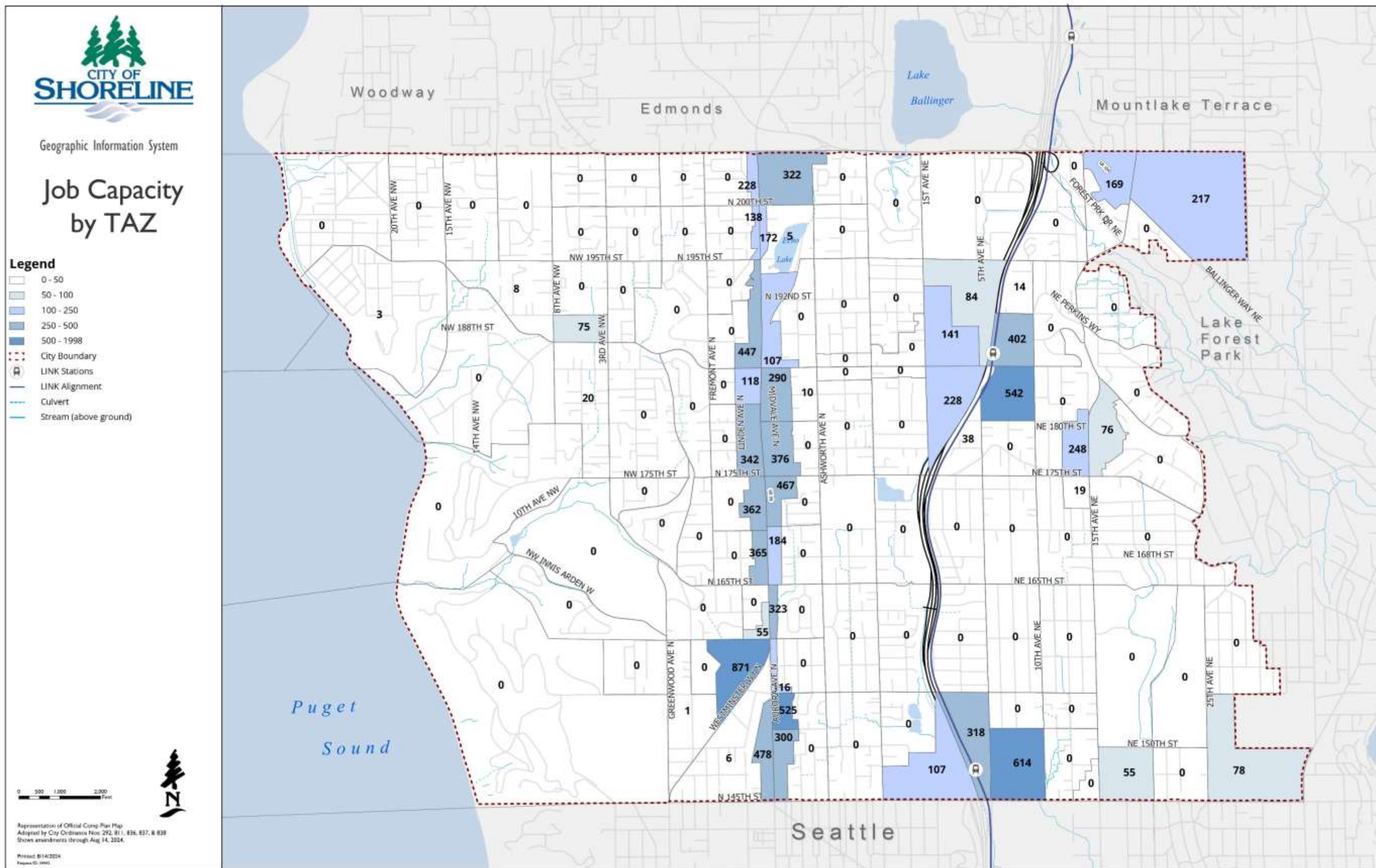




Figure LUA-7 – Job Capacity by TAZ





## *SUBAREA PLANS*

### Town Center

The Town Center Subarea Plan, adopted in 2011 (Appendix K.3) **was the culmination of much of the City's** thinking with regard to form-based codes, design standards, and placemaking. The Town Center Subarea Plan establishes design and transition standards to determine how centers would provide for intense development, yet function on a human scale, and how they would connect to adjacent single-family neighborhoods, while protecting residents from adverse impacts.

### Southeast Neighborhoods

The Southeast Neighborhoods Subarea Plan, adopted in 2016 (Appendix K.2), was created to apply land use designations and specific goals for the area, as the entire subarea had been given a place-holder **“Special Study Area” land use designation when it was originally annexed into the city.** The subarea plan provides direction for development through 2036.

### 185<sup>th</sup> Street Station

The 185<sup>th</sup> Street Station Subarea Plan, adopted in 2015 (Appendix K.4), was created to develop a cohesive plan for the area surrounding the Light Rail station located on NE 185<sup>th</sup> Street east of I-5, and to take advantage of the access and amenities the station could provide. This plan provides guidelines for development in the area to provide a variety of housing types, parks, and other amenities, and increased multi-modal connectivity. The plan developed a phased rezoning approach which segmented the proposed rezones into three phases, occurring in 2015, 2021, and 2033. As of this Comprehensive Plan update, only phase three has yet to occur. This phase primarily consists of mixed-use areas at varying heights to create a transition to surrounding residential areas.

### 145<sup>th</sup> Street Station

The 145<sup>th</sup> Street Station Subarea Plan, adopted in 2016 (Appendix K.5), was created to develop a cohesive plan for the area surrounding the Light Rail station located on NE 145<sup>th</sup> Street east of I-5, to take advantage of the access and amenities the station could provide. This plan provides guidelines for development in the area to provide a variety of housing types, parks, and other amenities, and increased multi-modal connectivity. The plan developed a phased rezoning approach which segmented the proposed rezones into two phases, occurring in 2016 and 2033. As of this Comprehensive Plan update, phase three has yet to occur, and this phase primarily consists of mixed-use areas at varying heights to create a transition to surrounding residential areas.

## *ESSENTIAL PUBLIC FACILITIES*

The Growth Management Act (GMA) requires comprehensive plans to include a process for identifying and siting Essential Public Facilities (EPF). According to the GMA, no local comprehensive plan may preclude the siting of EPF.

**The GMA defines essential public facilities as those “that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities as defined in RCW 47.06.140, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020.”** Factors that make these facilities difficult to site include the **number of jurisdictions affected or served by the facility; the size of the facility; and the facility's** potential adverse impacts, such as noise, odor, traffic, and pollution generation. The facilities can be



either desirable or undesirable to jurisdictions. Some of the facilities are privately owned and regulated by public entities. Facilities also can be owned by the State and used by residents from throughout the state, such as universities and their branch campuses.

Establishing an EPF siting process is a mandate of the GMA. Including a process for siting EPF in the comprehensive plan has benefits, including minimizing difficulties in the siting process and addressing **local impacts equitably**. **Shoreline's Comprehensive** Plan Land Use Element contains goals and policies for siting EPF. These policies are intended to guide the creation of provisions in the Land Use Code to site EPF that are not otherwise regulated by the Shoreline Municipal Code (SMC). EPF that are otherwise regulated by the Shoreline Municipal Code will continue to be regulated as set forth in the SMC without need to use the siting policies set forth in the Land Use Element.



# Housing

## SUPPORTING ANALYSIS

### BACKGROUND AND CONTEXT

The Housing Element requirements of the Growth Management Act were substantially amended in 2021 by HB 1220, requiring a much more detailed analysis of future housing needs by income level as well as considerations of racially disparate impacts, exclusion, and displacement in housing. As outlined in the Department of Commerce's Guidance for Updating Your Housing Element, the updated requirements for a housing element include the following:

- **Housing needs assessment (HNA):** An inventory and analysis of existing and projected housing needs by income level as provided by the Department of Commerce that identifies the number of housing units necessary to manage projected growth.
- **Goals, policies and objectives:** A statement of goals, policies, objectives and mandatory provisions for the preservation, improvement and development of housing, including policies for moderate density housing options in urban growth areas.
- **Residential land capacity analysis:** Analysis to identify sufficient land to accommodate projected housing needs by income level.
- **Provisions for all economic segments:** Adequate provisions to address existing and projected needs of households at all income levels, including documenting programs and actions needed to achieve housing availability, consideration of housing locations in relation to employment locations and consideration of the role of accessory dwelling units (ADUs) in meeting housing needs.
- **Address racially disparate impacts, exclusion, displacement and displacement risk:** Identify policies and regulations that result in racially disparate impacts, displacement and exclusion, and implement policies and regulations that begin to undo these impacts. Also, identify areas that may be at higher risk of displacement and establish anti-displacement policies.





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### **PSRC VISION 2050 and King County Countywide Planning Policies**

The housing element must also be consistent with PSRC Vision 2050 and King County’s Countywide Planning Policies. Some key themes incorporated in the new goals and policies to better align with PSRC and King County policies include:

- Specifics of planning for future housing unit targets by income band.
- Additions of specific middle housing types and ADUs, and policies to allow more housing types in neighborhoods.
- Discussion of racially disparate impacts in past housing policy and future policies to address these historic inequities and mitigate future displacement risk.
- Adjustments of language to acknowledge the need for some changes in housing types and locations, such as near future high-capacity transit.

Shoreline has worked to meet all of these state, region, and county requirements in the updates to the comprehensive plan. **The goals and policies for Shoreline’s Housing Element are informed by the supporting analysis. Much of this data is a “snapshot” or point-in-time data.** The City will continue to monitor these and other data points to inform City actions and policy direction to meet Shoreline’s housing needs.

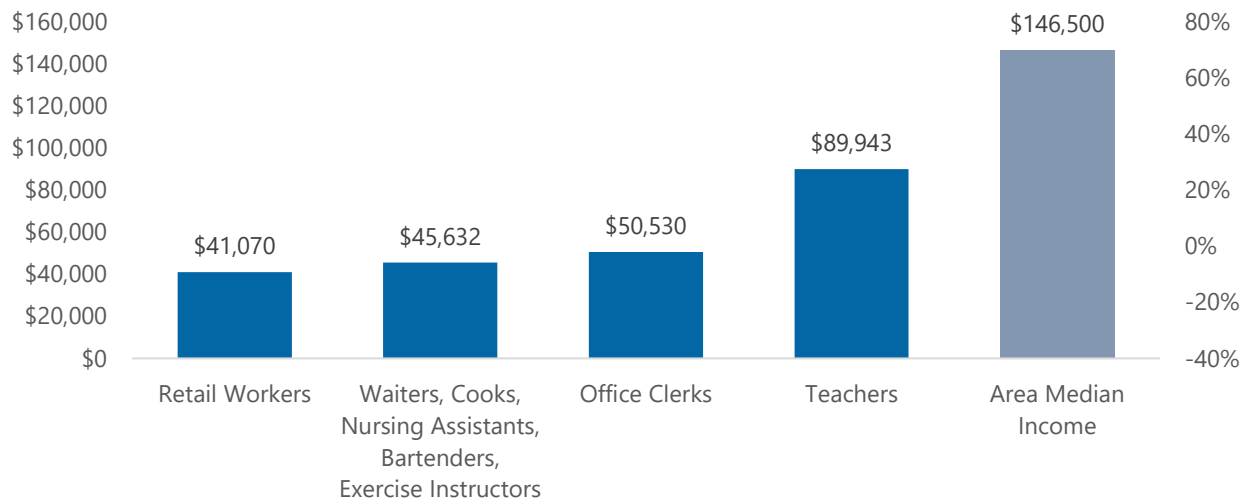
### **Definition and Measure of Housing Affordability**

The U.S. Department of Housing and Urban Development (HUD)’s definition of affordability is for a household to pay no more than 30% of its annual income on housing. When discussing levels of **affordability, households are characterized by their income as a percent of their area’s Annual Median Income (AMI).** The 2024 AMI for King County (including Shoreline) was \$147,400, based on a four-person household size. Therefore, a household with that income would be making 100% AMI; a household that made \$75,350 would be classified at 50% AMI; a family making \$45,200 would be classified at 30% AMI. **Families who pay more than 30% of their income for housing are considered “cost-burdened” and may have difficulty affording necessities, such as food, clothing, transportation, and medical care.** The median household income in Shoreline as of 2022 was \$106,184.

For additional context, Figure 1 below shows sample salaries for major job sectors in Shoreline in 2023. **Shoreline’s minimum wage in 2023 is \$15.74.** Shoreline has not adopted a higher minimum wage than the Washington State minimum.



Figure 1. Wages for Major Sectors in Shoreline, 2023



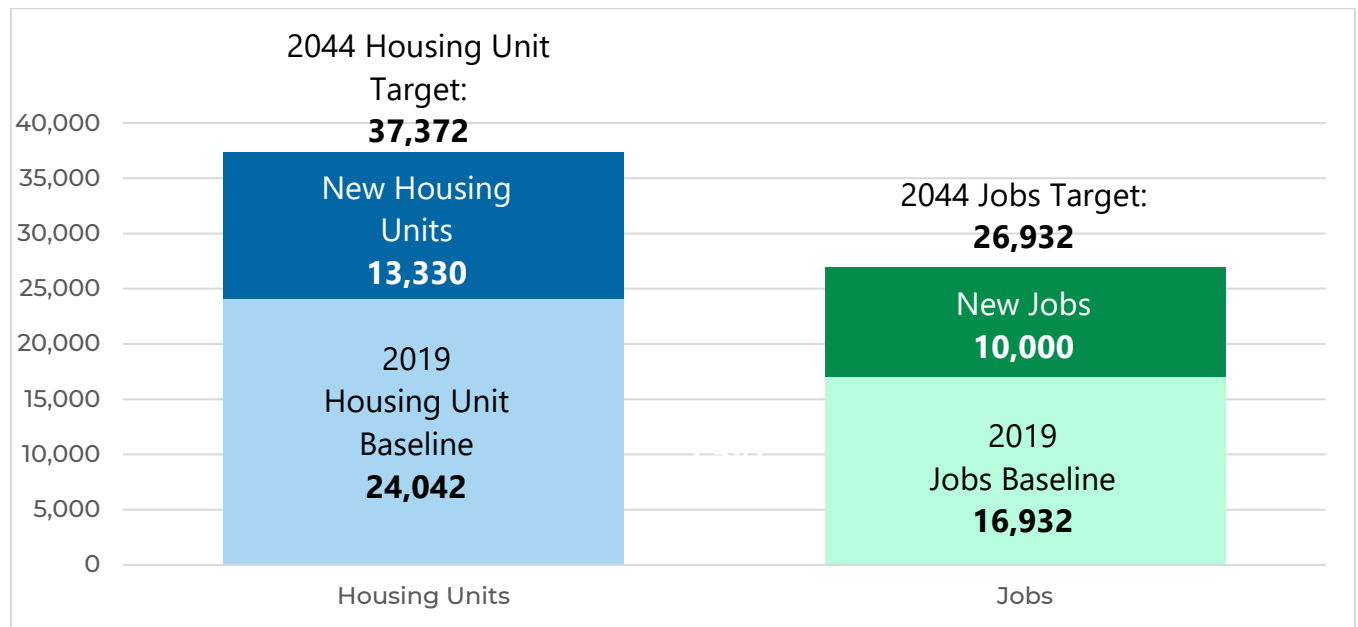
Sources: Washington Employment Security Department; Leland Consulting Group.

### Growth Targets & Land Capacity

Shoreline’s growth targets for the 2044 Comprehensive Plan update are summarized below in Figure 2. A full reporting on the city’s land capacity to meet these targets is described in Appendix I - Land Capacity Analysis and Adequate Provisions Checklist. As shown below, the 2044 growth target allocated to the City of Shoreline is 37,372 housing units and 26,932 jobs, and as described below in the Land Capacity Analysis section of this supporting analysis, the city has adequate land capacity to meet these citywide targets without making any changes to its current land use or zoning designations. However, the City is proposing changes to land use and zoning designations to comply with recent state legislation including House Bills 1220, 1110 and 1337.



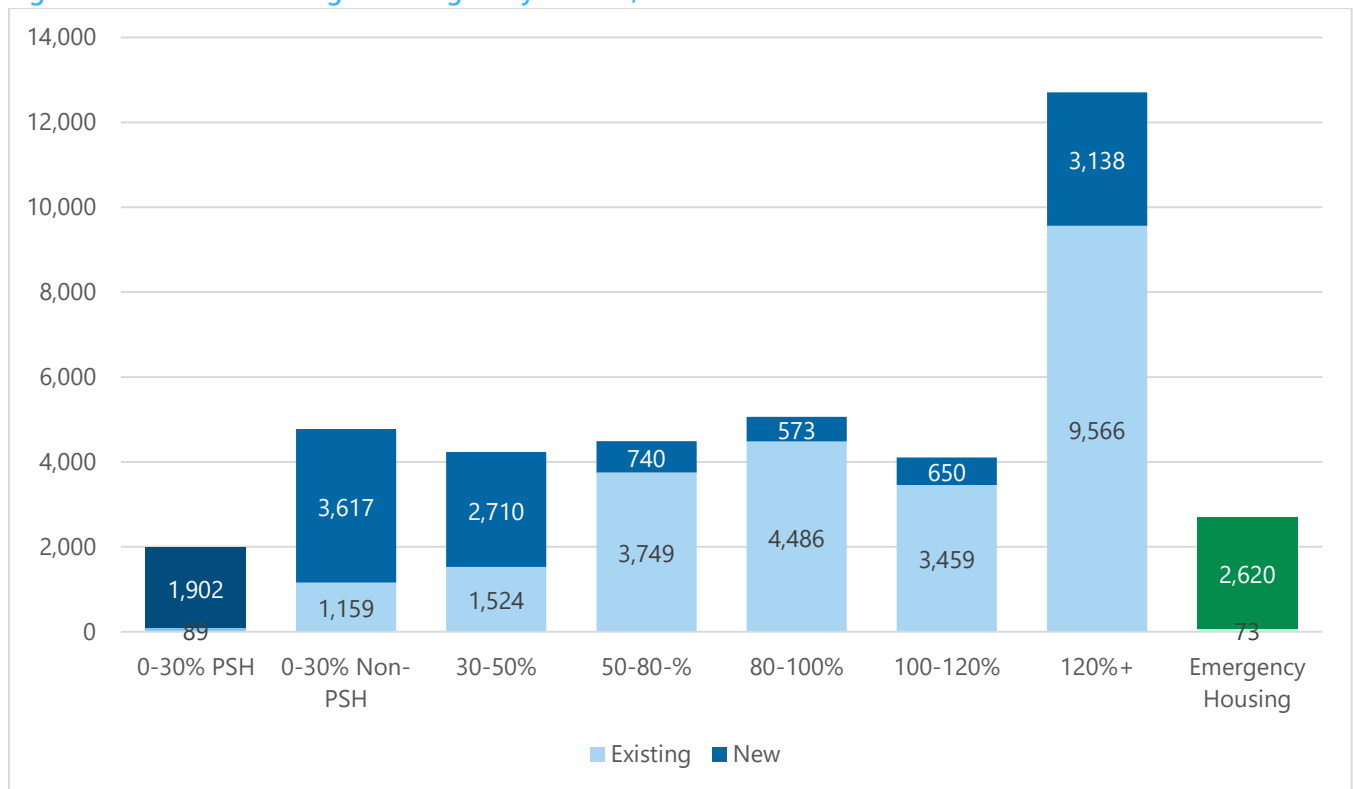
Figure 2. Net New Housing and Job Targets in Shoreline



The City also has targets for housing units by income band set by King County. These targets are set based on the City's allocation of countywide need for housing that can serve all economic segments of the population, as determined by the Department of Commerce. Figure 3 below shows the 2044 housing targets by income band, as well as the number of existing units in each category. Shoreline has a shortage of housing across all income bands, particularly housing for people with incomes below 50% AMI. By 2044, the City has a target to add 6,327 non-permanent supportive housing units affordable to households making less than 50% AMI, 1,902 permanent supportive housing units, and 2,620 units of emergency housing. In addition, Shoreline needs 3,138 additional units of housing targeted to households making more than 120% AMI.



Figure 3. Shoreline Housing Unit Targets by Income, 2019-2044



Under current land use and zoning designations, Shoreline has adequate land capacity to meet each of these housing unit targets, except for those within the 120%+ AMI category. This is due to a lack of adequate land for single family detached homes, which are typically the most expensive housing units on the market. While the Washington State Department of Commerce does not require cities to show housing capacity that meets their targets at the 120%+ AMI income level, it is important to note that these targets represent a demand for housing within the Shoreline market by wealthier households, and the City should account for this demand through the supply of other housing types that may meet this demand in order to relieve pressure on the existing housing stock.

### *Housing Needs Assessment*

#### **Housing Inventory**

Shoreline can be classified as a historically suburban community that is maturing into a more self-sustaining urban environment. Approximately 54% of the current housing stock was built before 1970. Just 14% of homes (both single family detached and multifamily) were constructed after 1999.

Over the last decade, there has been significant new multifamily construction adjacent to the light rail station **areas within the City's mixed**-use residential zones (MUR) and along Aurora Avenue within the Town Center (TC) and Mixed Business (MB) zones. New townhome construction has also occurred, particularly along N 185<sup>th</sup> St between Town Center and the Shoreline North/185<sup>th</sup> light rail station.



### Housing Types & Sizes

Single-family homes are the predominant type of existing housing in Shoreline and encompass a wide range of options, which range 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.

As of 2022, there are 23,505 housing units within the City of Shoreline. About 70% 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 Figure 4 below).

**Figure 4. Number and Share of Dwellings by Type, 2022**

| Type of Housing             | Shoreline (units) | Shoreline (percent) | King County (units) | King County (percent) |
|-----------------------------|-------------------|---------------------|---------------------|-----------------------|
| Single-family               | 16,567            | 70%                 | 552,291             | 57%                   |
| Duplex                      | 373               | 2%                  | 16,366              | 2%                    |
| Triplex/4-plex              | 675               | 3%                  | 37,768              | 4%                    |
| Multifamily (5+ units)      | 5,781             | 25%                 | 350,776             | 36%                   |
| Mobile Homes                | 109               | 0.5%                | 14,820              | 2%                    |
| Other (boat, RV, van, etc.) | 0                 | 0%                  | 800                 | 0.1%                  |

Source: US Census ACS 2022 5-Year Estimate, Table DP04.

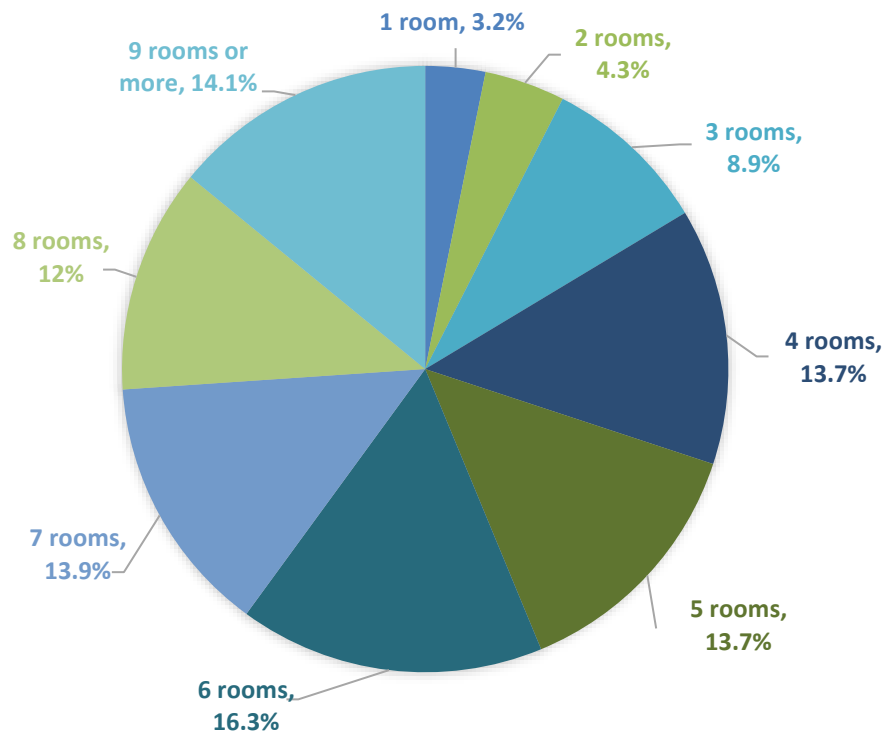
**Figure 5. Housing by Year Structure Built, 2022**

| Year Built                 | Units         | %             |
|----------------------------|---------------|---------------|
| <b>Total housing units</b> | <b>23,505</b> | <b>23,505</b> |
| 2020 or later              | 110           | 0.5%          |
| 2010 to 2019               | 1,618         | 6.9%          |
| 2000 to 2009               | 1,530         | 6.5%          |
| 1990 to 1999               | 1,573         | 6.7%          |
| 1980 to 1989               | 2,756         | 11.7%         |
| 1970 to 1979               | 3,277         | 13.9%         |
| 1960 to 1969               | 4,415         | 18.8%         |
| 1950 to 1959               | 5,305         | 22.6%         |
| 1940 to 1949               | 1,941         | 8.3%          |
| 1939 or earlier            | 980           | 4.2%          |

Source: US Census ACS 2022 5-Year Estimate, Table DP04.



Figure 6. Housing by Number of Bedrooms



Source: US Census ACS 2022 5-Year Estimate, Table DP04.

Figure 7. Condition of Housing Stock

| Condition of Housing                 | Units | %    |
|--------------------------------------|-------|------|
| Lacking complete plumbing facilities | 11    | 0.0% |
| Lacking complete kitchen facilities  | 220   | 1.0% |
| No telephone service available       | 93    | 0.4% |

Source: US Census ACS 2022 5-Year Estimate, Table DP04.

In Shoreline, the average number of bedrooms per unit is 2.8. Only 15% of housing units have less than two bedrooms. This compares with nearly 25% of housing units in King County with less than two bedrooms. With larger housing units and a stable population, overcrowding has not been a problem in Shoreline, though it is becoming more common. The US Census reported 2.7% of housing units have an average of more than one occupant per room as of 2022.

### Special Housing Inventory

Shoreline has a number of housing units for people with specialized housing needs. Housing for extremely low-income households in Shoreline includes the Compass at Ronald Commons a 60-unit development, half of which are set-aside for households with income below 30% AMI. Twenty seven of those units are subsidized rents and the remaining three are at 30% of the area median rent (AMR). The other 30 units are set at 50% AMI and 50% AMR. **St. Margaret's Place** is a recently constructed 100-unit permanent supportive housing (PSH) development for single adults who are existing homelessness or at





risk of becoming homeless. Half of the units at St. Margaret’s are for people at or below 30% AMI and the other half of the units are for people at or below 50% AMI. The King County Housing Authority also operates eight properties in Shoreline, all of which serve seniors and people with disabilities. Lake City Partners Ending Homelessness operates The Oaks Aurora Enhanced Shelter which serves 60 single adults with shelter and supportive services. Vision House operates a transitional housing program for families in shoreline. Compass Housing Alliance operate the Shoreline Veteran’s Center providing permanent supportive housing and case management for 25 veterans. There are approximately 120 licensed adult family homes operating in Shoreline.

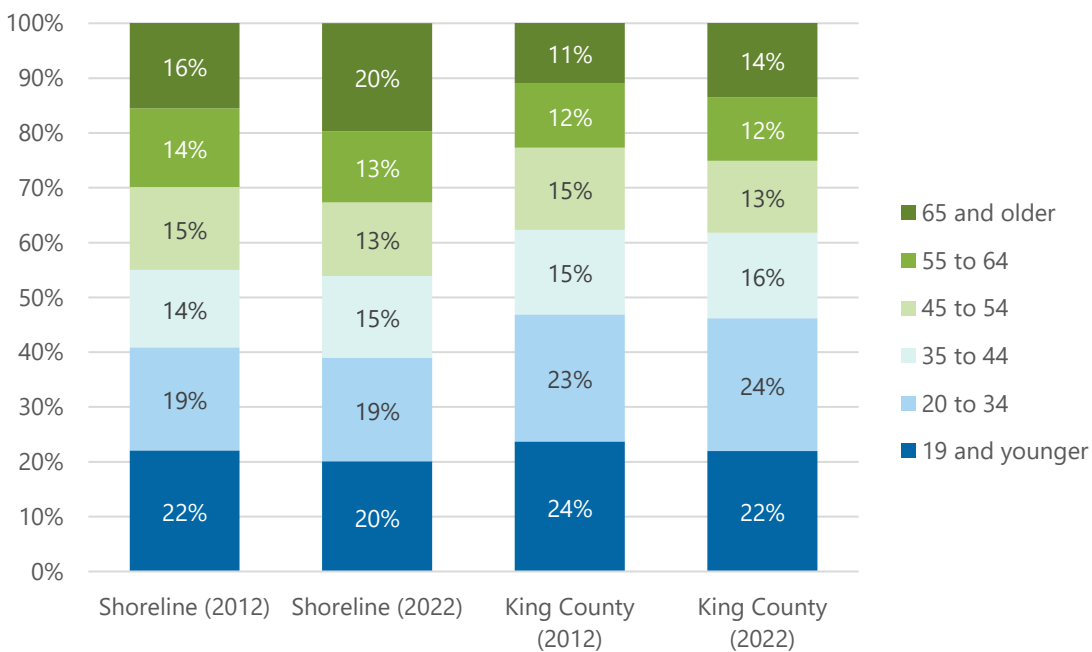
### Community Profile

#### Population Age

Shoreline’s population is slightly older than King County’s. As of 2022, 46% of residents are over 45, compared to around 38% countywide. In addition, 20% of residents are over 65, compared to 14% countywide. Since 2012, the share of residents over 65 has increased from 16% to 20% of the city’s population, or an increase of almost 3,250 residents.

The age composition of Shoreline’s residents has important implications for housing needs in the city. An increasing share of older residents who may be “downsizing” can often signal the need for smaller housing units. Older residents may also have specific housing needs such as accessible units or assisted living.

Figure 8. Population Distribution by Age in Shoreline and King County, 2012-2022



Source: US Census ACS 2022 & 2012 5-Year Estimates, Table S0101.

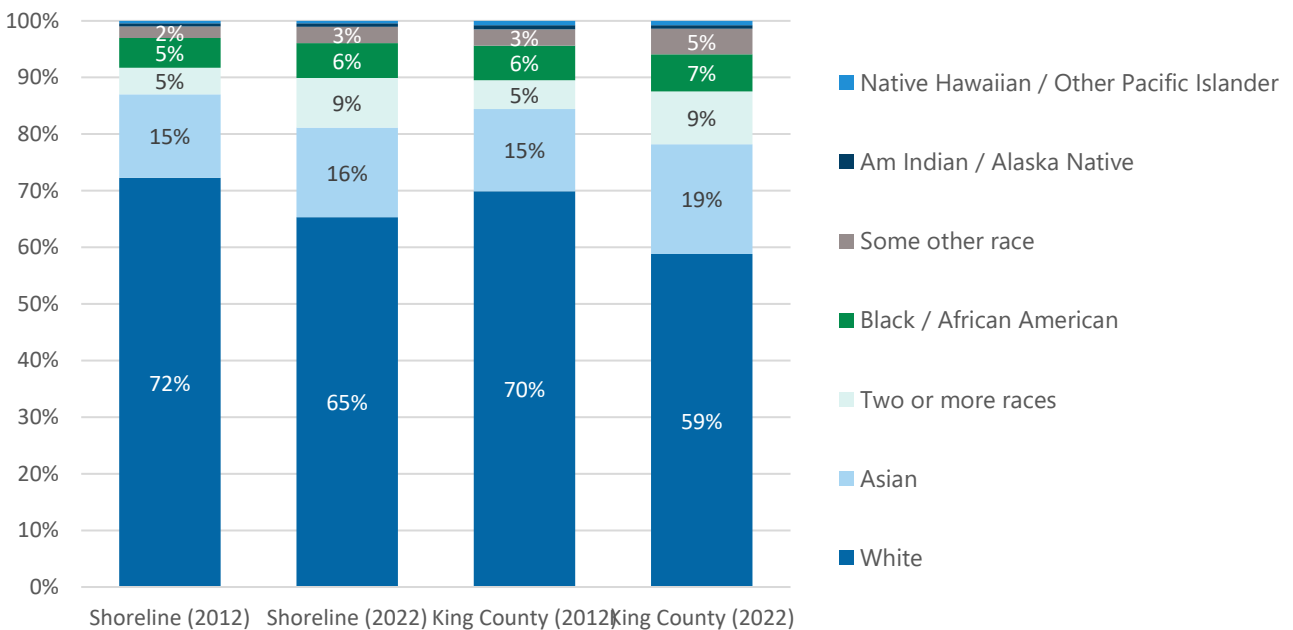


### Race & Ethnicity

The populations of both Shoreline and King County have become more diverse over the past decade. In 2012, 30% of King County residents and 28% of Shoreline residents were Black, Indigenous, or People of Color (BIPOC). Since then, **King County’s BIPOC population has grown to 41% while Shoreline’s** is now 35% of the population. The population of Hispanic or Latino residents of any race has held relatively steady in both the city and the county – 7% in Shoreline and 9% in King County as seen in Figure 9.

When considering housing needs, race and ethnicity can present compounding challenges to housing affordability and accessibility. For example, in Shoreline, 76% of homeowners are white, although just 64% of residents are white. Renters (x% of which are non-white) face greater housing instability than homeowners, and less opportunities for wealth-building. These types of reinforcing housing challenges are important to consider when planning for the housing needs of all residents in the city.

Figure 9. Race and Ethnicity in Shoreline and King County, 2012-2022

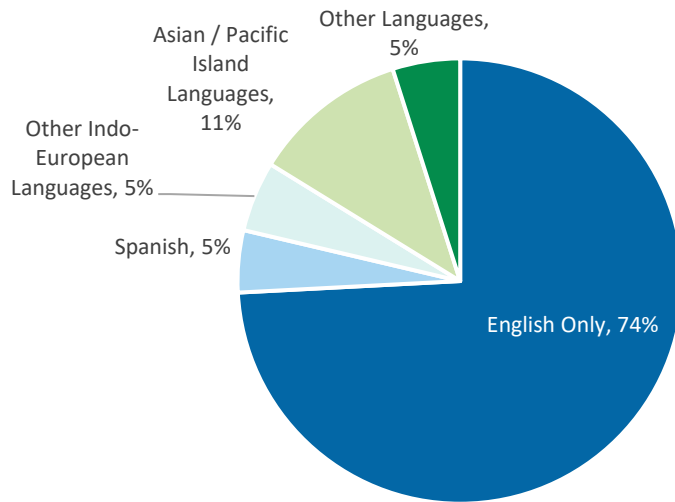


Source: US Census ACS 2022 & 2012 5-Year Estimates, Table DP05.

Nearly three quarters of residents over five years old in Shoreline speak English at home, as shown below. Other than English, the most common languages spoken among Shoreline residents are various Asian and Pacific Island languages. The majority of residents that speak languages other than English also report speaking English very well.



Figure 10. Languages Spoken by Shoreline Residents over Five Years Old, 2022



Source: US Census ACS 2022 5-Year Estimates, Table S1601.

Additional demographic information relating to race and ethnicity can be found in the Racially Disparate Impacts portion of this document.

### Household Characteristics

As of 2022, there were 22,706 households in Shoreline, up from around 21,218 in 2012 (an increase of just over 7%). The majority of households in Shoreline (65%) are family households, defined as “a householder and one or more other people living in the same household who are related to the householder by birth, marriage, or adoption. A family household may also contain people not related to the householder.”<sup>1</sup> Of these, just over half are married couples. About 27% of Shoreline households have children under 18. The city has a higher share of family households than King County, but the share of family households and families with children under 18 is similar to the statewide figures.

The other 35% of Shoreline households are non-family households, which includes individuals living alone or any arrangement of unrelated residents. The majority of these households (77%) are residents living alone. Of these, 2,844 households are individuals over 65 living alone. This is a smaller share of older householders living alone than the county but is in line with the state. The average household size in the city is 2.58, higher than the King County average of 2.44 and a slight increase from Shoreline’s 2012 average household size of 2.51.

This data shows a need in Shoreline for both larger units to accommodate families and smaller units to accommodate residents living alone.

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<sup>1</sup> US Census ACS, Households and Families: 2020, 2020 Census Briefs



**Figure 11. Selected Household Characteristics in Shoreline, King County, and Washington, 2022**

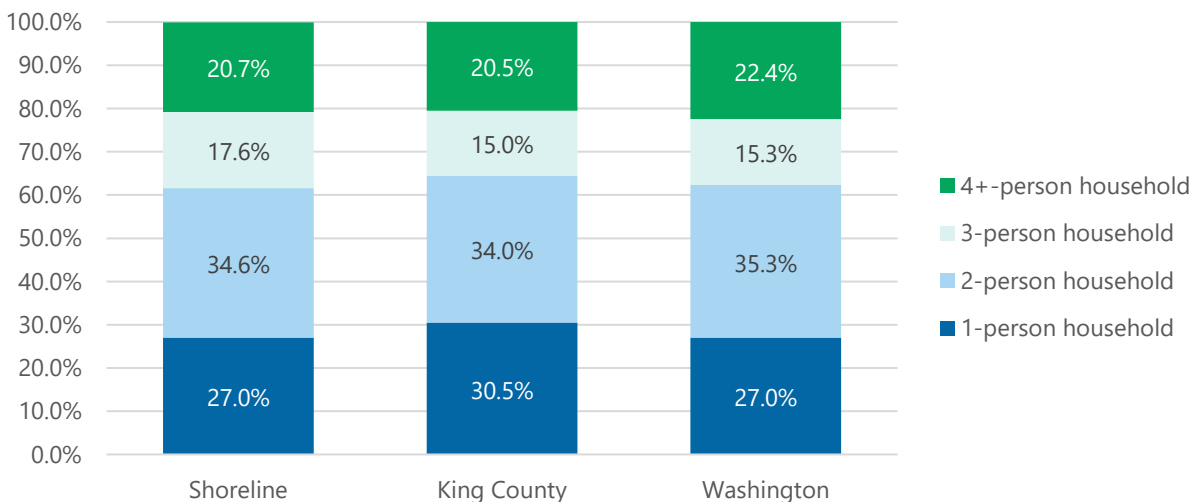
|                                  | Shoreline |     | King County |     | Washington |     |
|----------------------------------|-----------|-----|-------------|-----|------------|-----|
|                                  | Total     | %   | Total       | %   | Total      | %   |
| Total Households                 | 22,706    |     | 916,270     |     | 2,979,272  |     |
| Family Households                | 14,770    | 65% | 537,292     | 59% | 1,910,770  | 64% |
| Married-couple family            | 11,871    | 52% | 429,956     | 47% | 1,482,230  | 50% |
| Other family                     | 2,899     | 13% | 107,336     | 12% | 428,540    | 14% |
| With own children under 18 years | 6,028     | 27% | 238,482     | 26% | 814,890    | 27% |
| Nonfamily households             | 7,936     | 35% | 378,978     | 41% | 1,068,502  | 36% |
| Households living alone          | 6,125     | 27% | 279,263     | 30% | 803,383    | 27% |
| Householder 65 years and over    | 2,844     | 13% | 81,239      | 9%  | 313,547    | 11% |

Source: US Census ACS 2022 5-Year Estimates, Table S2501.

### Household size

Shoreline’s households are similar in size to county and statewide averages. There is a slightly smaller share of one-person households than the county. Overall, the largest number of households are two-person households, at nearly 35%. Shoreline also has a higher share of three-person households than the county or state.

**Figure 12. Share of Households by Size in Shoreline, King County, and Washington, 2022**



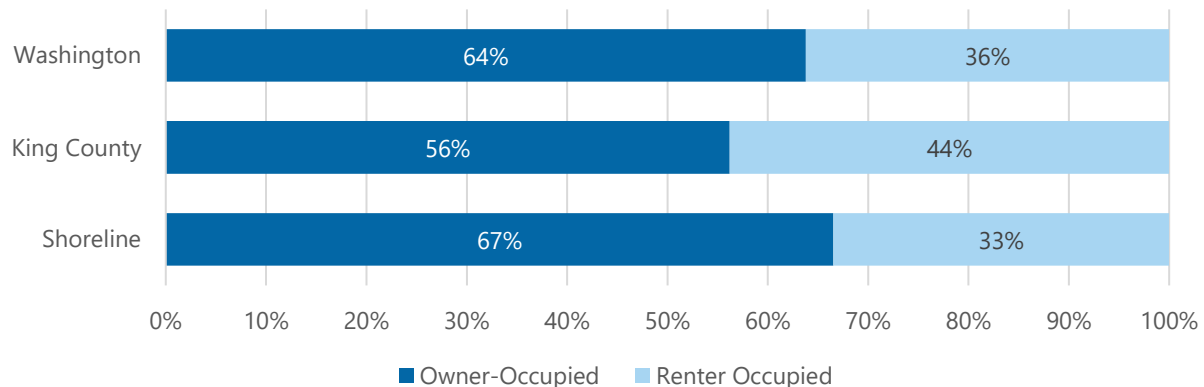
Source: US Census ACS 2022 5-Year Estimates, Table S2501.

### Household tenure

Approximately two thirds of Shoreline households are homeowners, a larger share than King County and the state overall, as shown below. This is consistent with current zoning in the city, in which 77% of the land is zoned for single-family residential development.



Figure 13. Housing Unit Tenure in Shoreline, King County, and Washington, 2022



Source: US Census ACS 2022 5-Year Estimates, Table S2501.

Figure 14 below shows selected changes over the past decade in Shoreline’s households. Household size has increased slightly for both renter and owner households, a trend seen nationally as increasing housing prices have caused more people to share housing. The share of households with children in the city has remained constant, while single-person households have decreased. The share of senior single-person households has increased over the past decade.

Figure 14. Selected Household Trends in Shoreline, 2012-2022

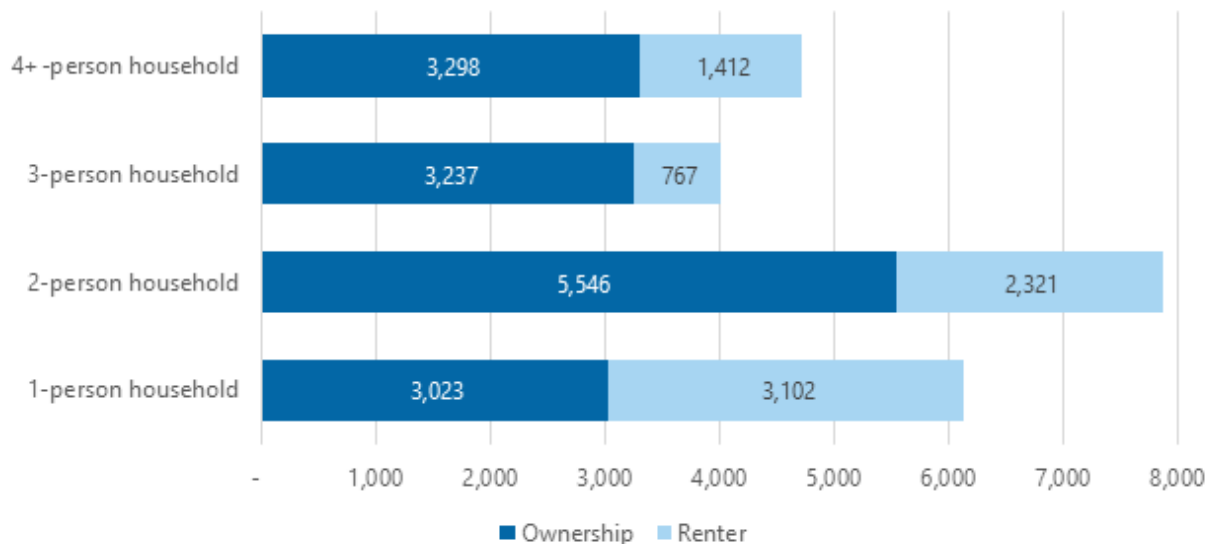
|   | 2012   | 2022   |
|---|--------|--------|
| Total Households                                    | 21,218 | 22,706 |
| Average Household Size: Owner-Occupied Units        | 2.59   | 2.63   |
| Average Household Size: Renter-Occupied Units       | 2.13   | 2.23   |
| Family Households with One or More Persons Under 18 | 28%    | 28%    |
| Family Households                                   | 62%    | 65%    |
| Non-Family Households                               | 38%    | 35%    |
| Single Person Households                            | 29%    | 27%    |
| Single Person Households, Age 65 or Over            | 11%    | 13%    |

Source: US Census ACS 2022 5-Year Estimates, Tables DP04 and S2501.

Renters also tend to have smaller household sizes in the city, as shown in Figure 15Error! Reference source not found. below. About 41% of renter households are one-person households, compared with 20% of owner households. Out of Shoreline’s nearly 23,000 households, 35% have two people.



Figure 15. Shoreline Household Size by Tenure, 2022

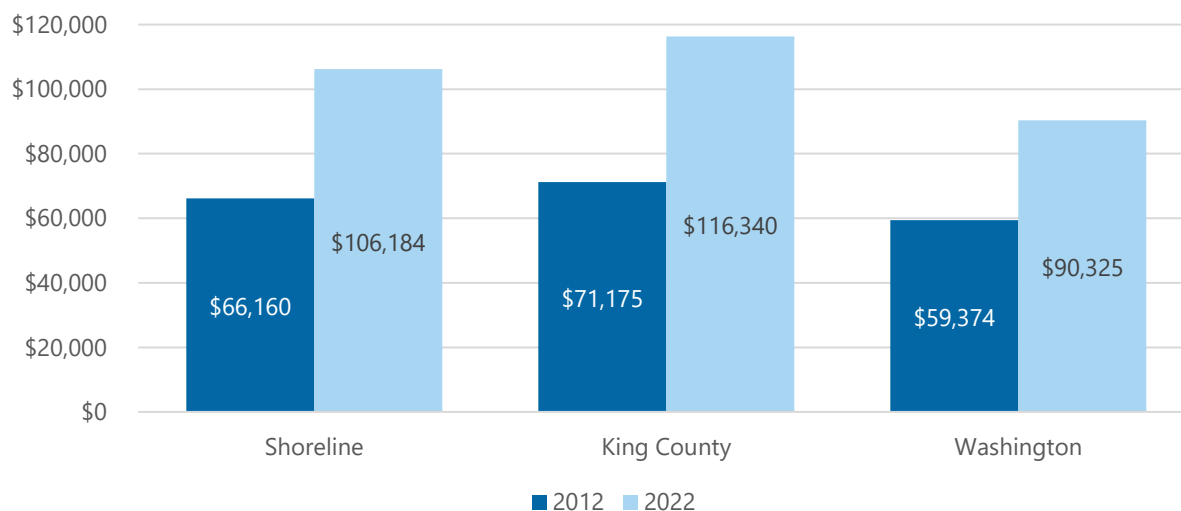


Source: US Census ACS 2022 5-Year Estimates, Table S1901.

### Household income

The median household income in Shoreline is below the King County median, but higher than the median statewide. The 2022 median household income as reported by the Census is \$106,184, up from \$66,160 in 2012. This represents a 60% increase over that time.

Figure 165. Median Household Income in Shoreline, King County, and Washington, 2012-2022



Source: US Census ACS 2022 5-Year Estimates, Table S1901.

The chart below in Figure 176 17 shows the breakdown of household incomes in Shoreline by income bands, compared with King County. While there is a higher share of King County households making



over \$200,000, over one fifth of Shoreline households are in that top income bracket. In Shoreline, nearly 65% of households make \$75,000 per year or more while just 23% make less than \$50,000.

An analysis of household income required to afford housing at various price points is found later in this report, in the Housing Affordability section. **Affordability is indexed to King County income because...**

**Figure 176. Household Income Bands in Shoreline and King County, 2022**

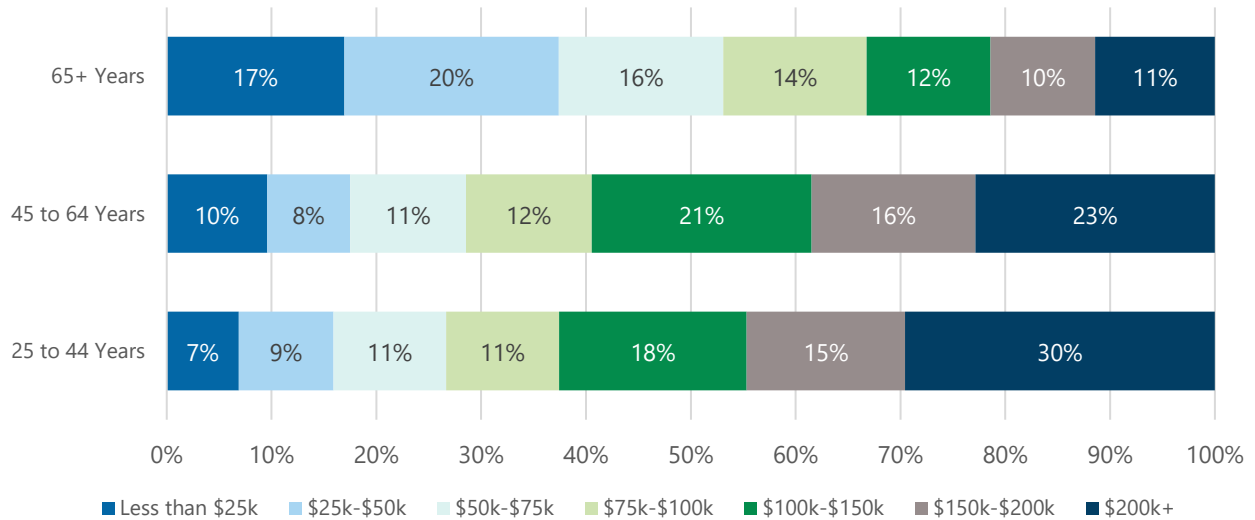


Source: US Census ACS 2022 5-Year Estimates, Table S1901.

As noted previously, Shoreline residents are older than regional and statewide averages. This can introduce compounding challenges to housing affordability. As shown in Figure 18 below, older households earn considerably less than younger households in Shoreline. Nonetheless, most older households are homeowners, as shown in Figure 7 19. Given the rising housing prices in the city discussed further in the Housing Affordability section of this report, these households would likely be unable to afford their current housing units if they had to buy them today and may also face challenges if they need or wish to move and stay within the community.

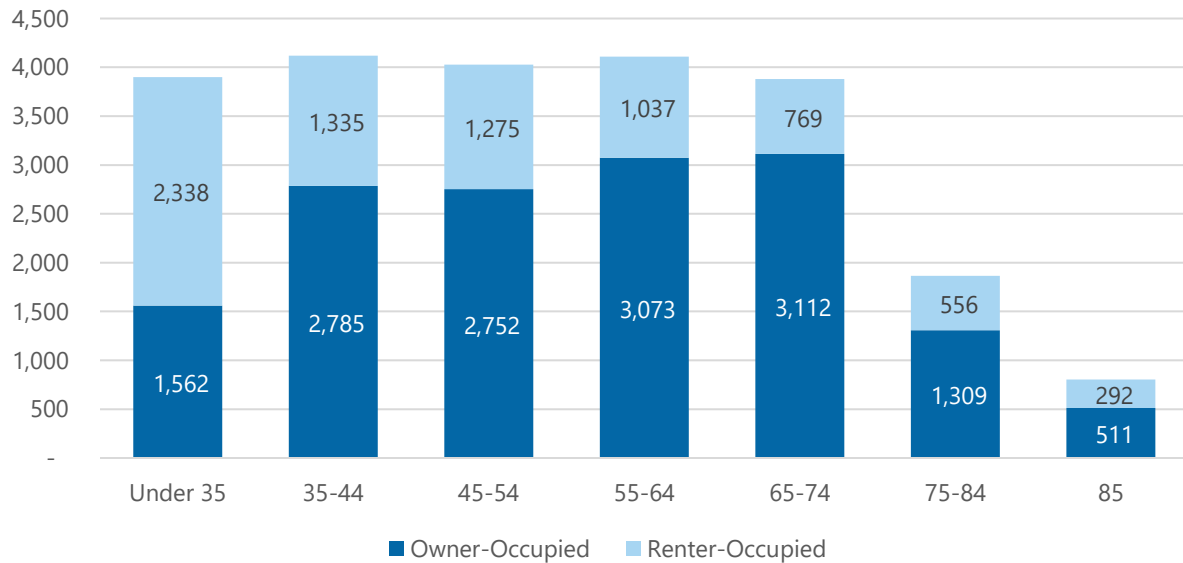


Figure 7. Age and Household Income in Shoreline, 2022



Source: US Census ACS 2022 5-Year Estimates, Table S19037.

Figure 19. Age and Tenure of Households in Shoreline (2022)



Source: US Census ACS 2022 5-Year Estimates, Table S25007.



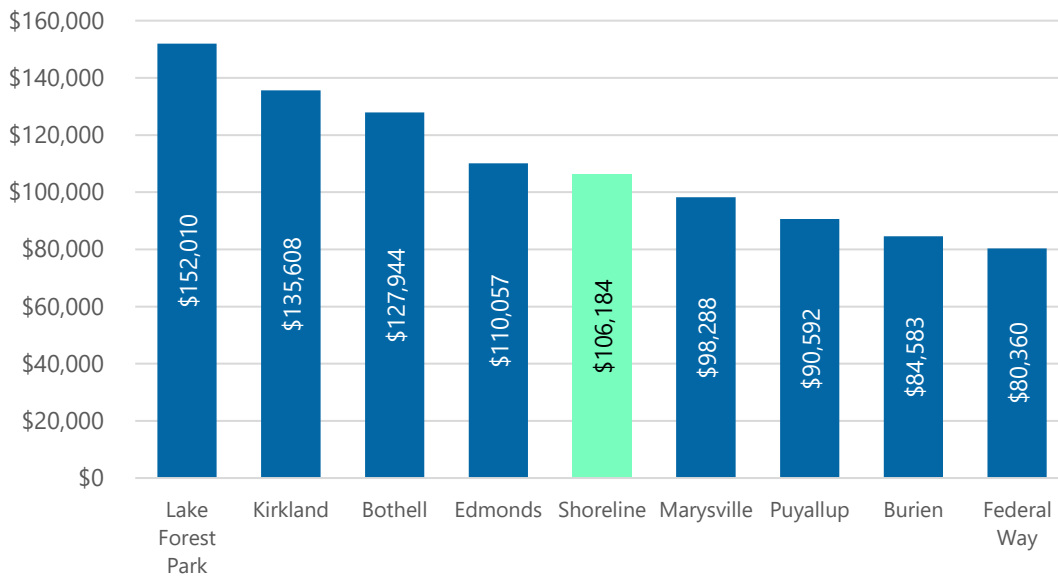


### Peer Communities

When considering housing and household dynamics, it is important to understand how the city compares to neighboring or like sized communities in the region, particularly when it comes to household income and prevalence of poverty, as both impact housing demand and affordability, and help to explain local challenges relative to the region. For this purpose, Shoreline has been compared to the following cities: Burien, Puyallup, Marysville, Federal Way, Kirkland, Lake Forest Park, Bothell, and Edmonds.

As shown in Figure 20 below, the median household income in Shoreline is higher than in peer cities including Burien, Puyallup, Marysville, and Federal Way, but is lower than in Kirkland, Lake Forest Park, Bothell, and Edmonds. The share of households in Shoreline making over \$200,000 per year is twice that of Puyallup, Marysville, or Federal Way.

Figure 208. Median Household Income in Shoreline and Peer Cities, 2022

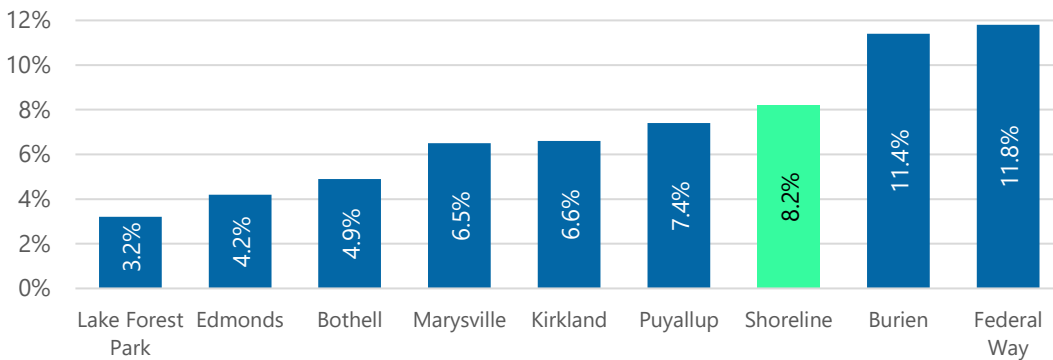


Source: US Census ACS 2022 5-Year Estimates, Table S1901.

As shown in Figure 21 below, although Shoreline has the fifth highest median income among peer cities, it also has the third highest poverty rate at 8.2 percent. Just Burien and Federal Way have higher poverty rates. The wide variety of incomes among Shoreline residents is reflected in the need for housing units serving those making less than 50% AMI and those making more than 120% AMI.



**Figure 219. Poverty Rates in Shoreline and Peer Cities, 2022**



Source: US Census ACS 2022 5-Year Estimates, Table S1701.

### Special Needs Housing

According to the US Department of Housing and Urban Development (HUD), a quarter of the households in Shoreline have a member with one or more disability (*note that the total share of households in Figure 22 below is above 100 percent, indicating that there are households in which household members have multiple disabilities*). The most common type of disability reported is an ambulatory limitation. The high share of households that include a disabled member indicate that there is likely a need for a wider variety of accessible housing types in Shoreline. Although many disabled and older residents would prefer to remain in the community, there may also be a need for assisted living facilities to assist those who need more consistent care.

Since 2020, when this data was recorded, the COVID pandemic has increased rates of disability nationwide (since February 2020, there has been a nearly ten percent increase in the disabled population over 16 years old nationwide). In addition, the large Baby Boomer generation is now entirely over the age of 60. Shoreline should assume that these trends make it likely that there is now a larger share of households with a disabled member than in 2020.

**Figure 2210. Disability Status among Shoreline Households, 2020**

| Disability Status   | Number of Households | Share of Households |
|---|----------------------|---------------------|
| Household member has a cognitive limitation                       | 2,195                | 10%                 |
| Household member has a hearing or vision impairment               | 2,385                | 11%                 |
| Household member has a self-care or independent living limitation | 2,440                | 11%                 |
| Household member has an ambulatory limitation                     | 2,680                | 12%                 |
| Household member has none of the above limitations                | 16,395               | 75%                 |

Source: US Department of Housing and Urban Development, CHAS 2016-2020 – Table 6.

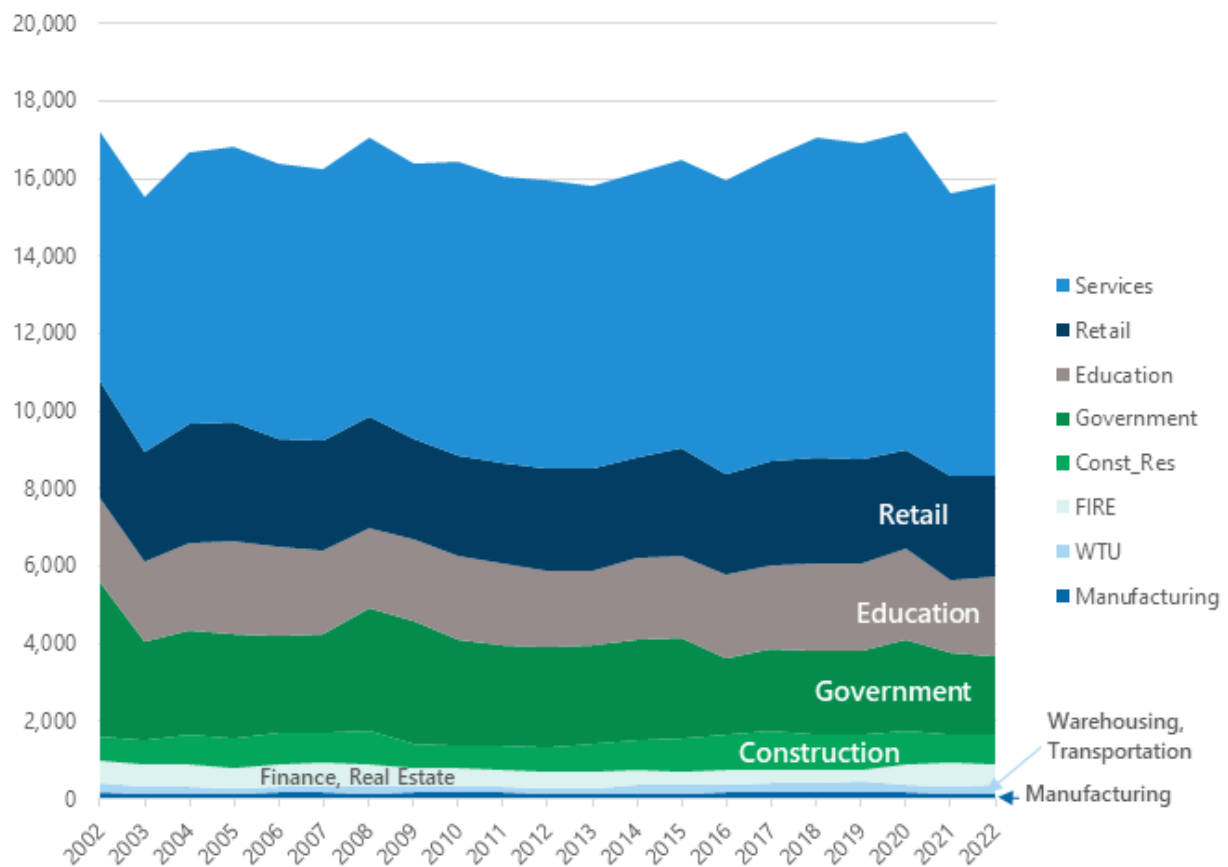


## Workforce Profile

### Local Workforce Characteristics

According to the Puget Sound Regional Council (PSRC) covered employment estimate, as of 2022 there were 15,851 jobs in Shoreline, with the highest concentration of jobs in the high-level industries of services, retail, and education. Shoreline employment has remained relatively flat over the past two decades before declining at the beginning of the COVID pandemic, with some recovery shown through 2022.

Figure 23. Covered Employment in Shoreline by Sector, 2002-2022



Source: PSRC Covered Employment Estimate.

As of 2021, just under 30 percent of jobs in Shoreline required at least a **bachelor's** degree, while 18 percent required just a high school degree (or equivalent). Nearly 59 percent of jobs paid at least \$3,333 per month (approximately \$40,000 per year), an income far below the median household income required to afford (rent or own) most homes in Shoreline. This indicates people who work in Shoreline may not be able to afford to live in Shoreline and would need to commute to the city or endure greater housing cost burden if they do live in the city.



### Jobs to Housing Ratio

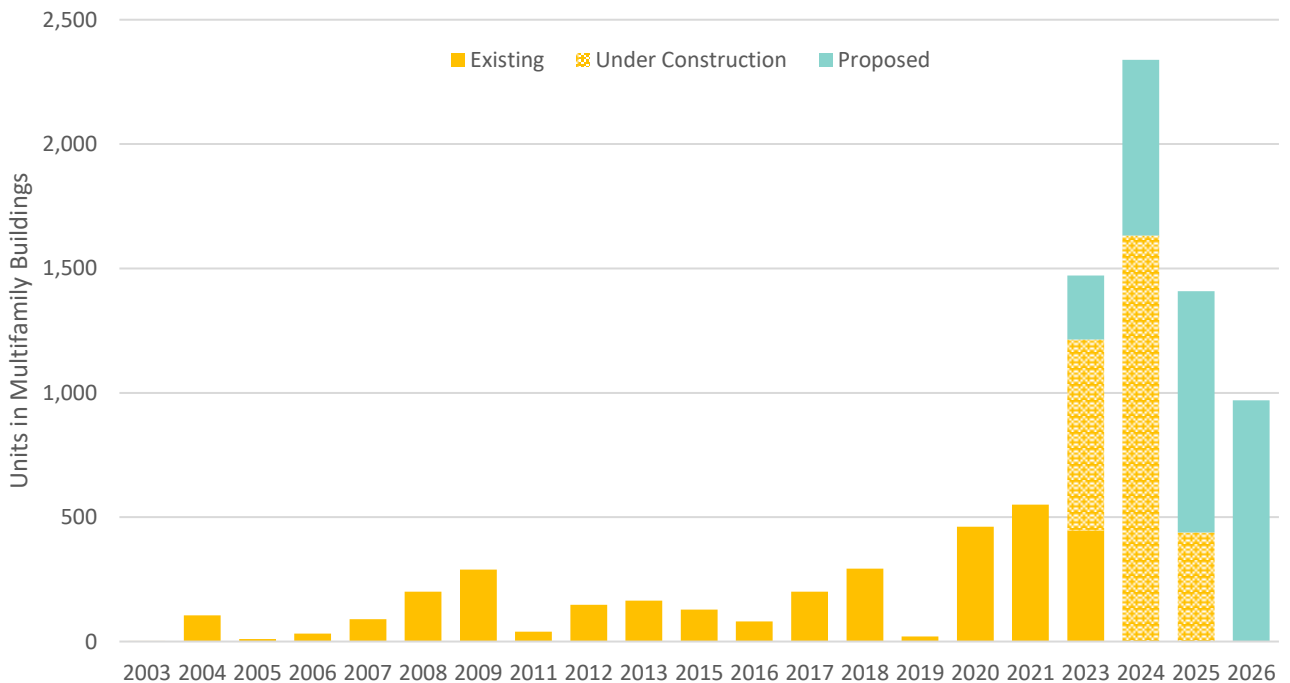
According to PSRC, as of 2022, there were 23,505 housing units and 15,851 jobs in Shoreline, a ratio of 0.67 jobs per housing unit. PSRC has stated a region goal for cities to move towards a ratio of 1.0. This indicates that in order to align with regional policy goals, Shoreline should focus on increasing the number of jobs in the city. **Challenges include Shoreline’s** proximity to Seattle with its significant oversupply of office space in Downtown Seattle, will likely make it challenging for the city to maintain a one-to-one ratio of jobs and housing, as low regional unemployment, and high demand for new housing is high. In addition, developers and investors have significantly slowed down new office construction in reaction to the increase in hybrid and remote work. However, two new LINK light rail stations planned for Shoreline could make it an attractive location for business growth.

### Housing Market Conditions

#### Multifamily Rental Housing Trends

As summarized in Figure 24 since 2003, 3,264 new multifamily housing units have been built in Shoreline. There are currently 2,839 units under construction and 2,904 proposed units expected to be completed by 2026. In total, there are approximately 6,650 multifamily units in Shoreline, nearly half of which have been built since 2003.

Figure 24. Multifamily Construction and Development Pipeline, 2003-2026



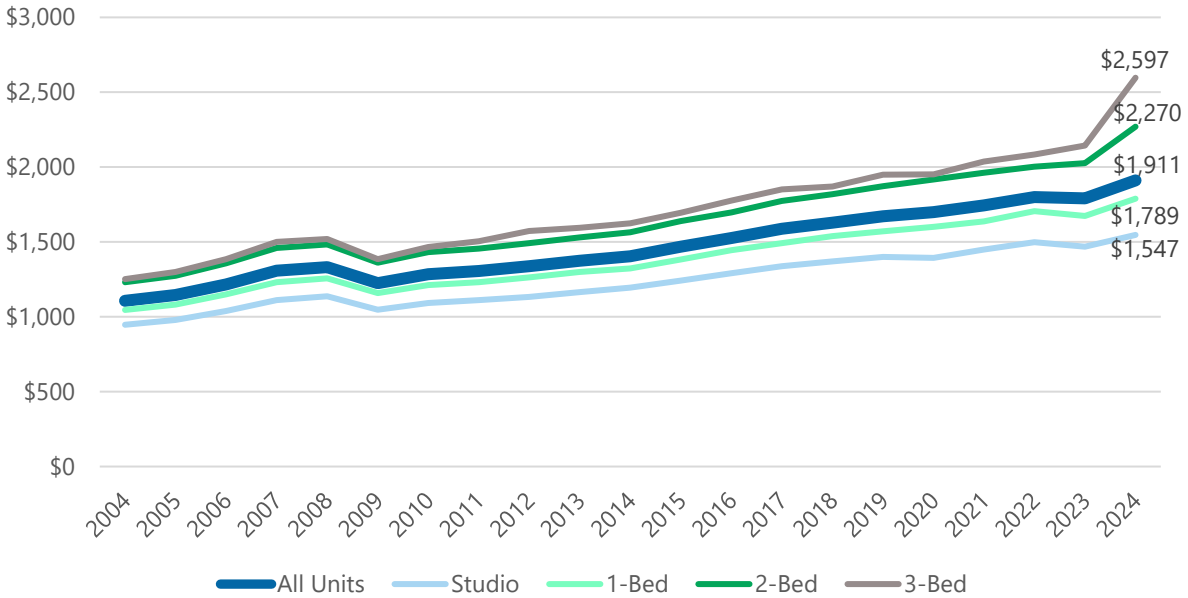
Source: CoStar.

Rents have risen consistently in Shoreline over the past several years, reaching an average of \$1,911 per unit in 2024. Rents vary by the number of bedrooms, with studios renting on average for \$1,547 and



three-bedroom units for \$2,597. As shown in Figure 25 between 2004 and 2024, rent grew by nearly 73% in Shoreline - an average of 2.8% per year.

**Figure 25. Market Asking Rent by Unit Type in Shoreline, 2004-2024**

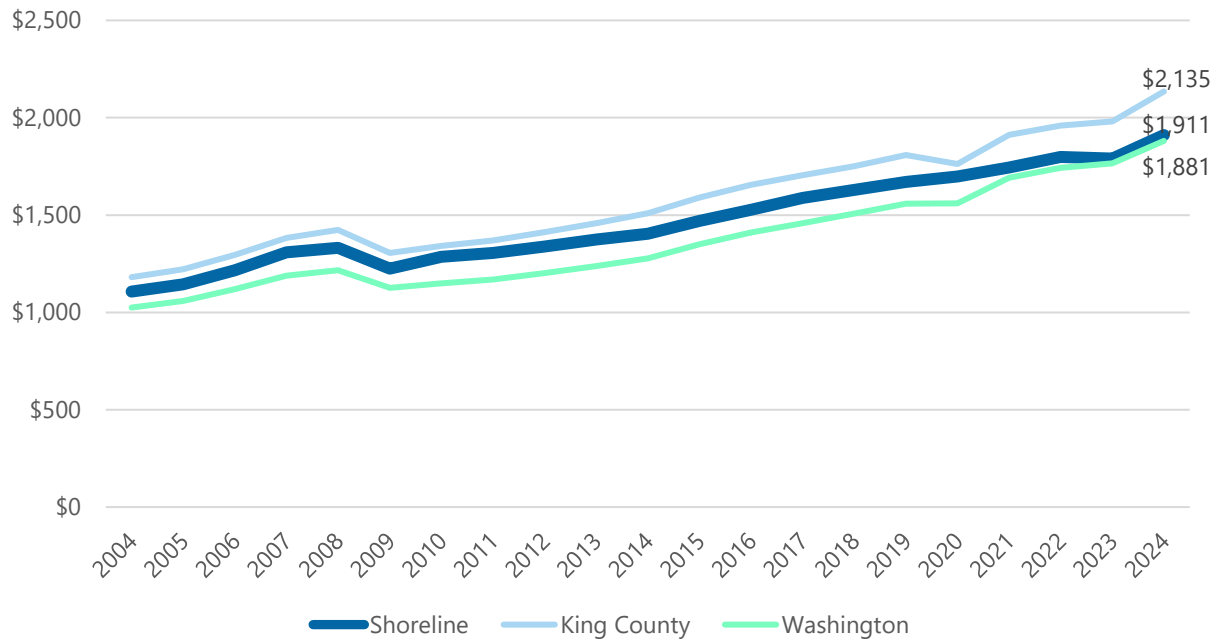


Source: CoStar.

Market asking rents in Shoreline are similar to statewide rents but below the rents in King County, on average. Rents in Shoreline were relatively static between 2022 and 2023 as county- and state-wide rents continued to grow. Historically, rents in Shoreline have been higher than rent statewide. Since 2004, rents in King County have grown by 81% while rents statewide grew by 83.5%.



Figure 26. Market Asking Rent per Unit in Shoreline, King County, and Washington, 2004-2024

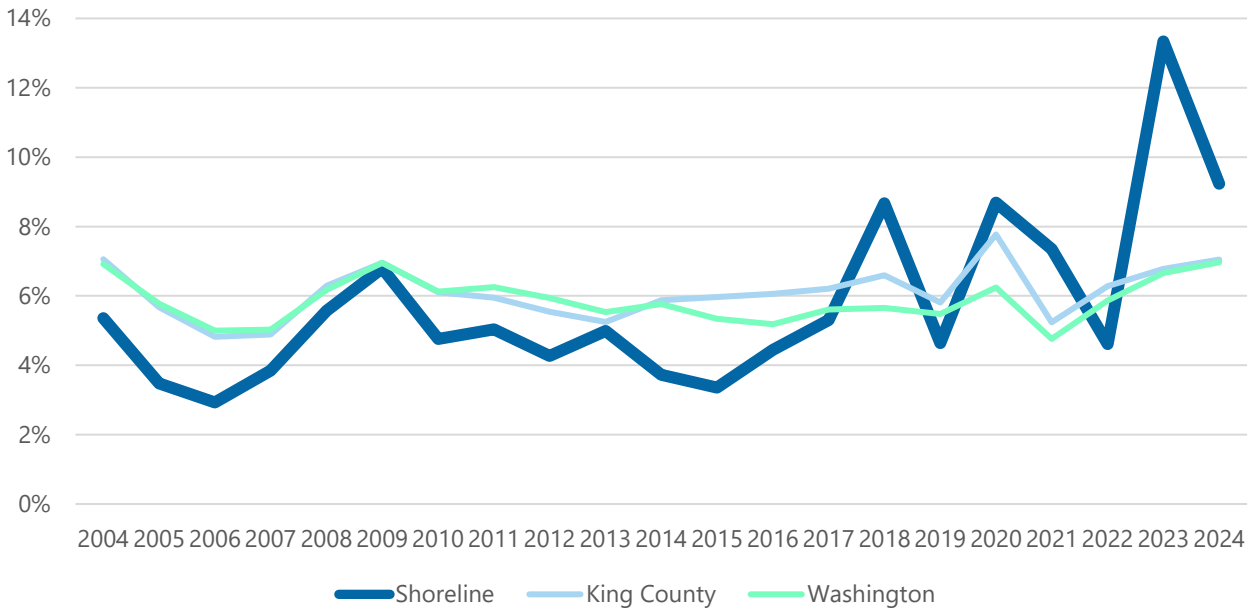


Source: CoStar.

As seen in Figure 27 since 2004, the vacancy rate in Shoreline has been a bit more volatile than the vacancy rate in King County and Washington, likely due to the fact that it is a smaller housing market. The construction of new housing units since 2017 has also likely resulted in spikes in the vacancy rate. In 2023, when the vacancy rate in Shoreline reached 13%, 1,022 new multifamily units were added to the **city's housing market**. As these new units get absorbed, the vacancy rate is likely to settle to a level closer to the county and statewide rates. A vacancy rate of 5-6% percent typically indicates a balanced rental market, with enough vacant units to enable **tenants'** freedom of movement.



Figure 27. Multifamily Vacancy Rates in Shoreline, King County, and Washington, 2004-2024



Source: CoStar.

### Single Family Home Trends

According to the US Census Bureau, between 2002 and 2022, 4,615 housing units were permitted in Shoreline. Of these, 1,358 were single family homes (29%). Between 2012 and 2015, nearly all of the units permitted were single family homes. However, multifamily permitting has risen significantly since then as the city has expanded its housing supply. In 2022, just 1% of units permitted in Shoreline were in single family structures.

Figure 28. Permitting Activity in Shoreline, 2012-2022

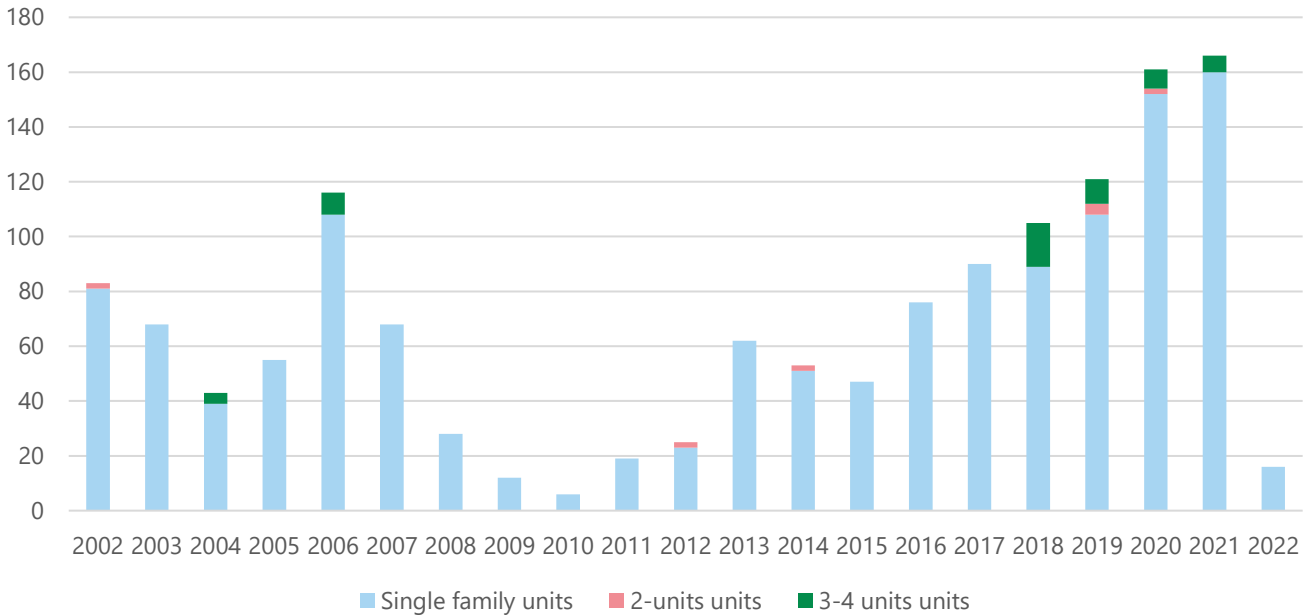
| Year | Total Units Permitted | Single Family Units Permitted | Single Family Share of Total |
|------|-----------------------|-------------------------------|------------------------------|
| 2012 | 25                    | 23                            | 92%                          |
| 2013 | 62                    | 62                            | 100%                         |
| 2014 | 53                    | 51                            | 96%                          |
| 2015 | 47                    | 47                            | 100%                         |
| 2016 | 369                   | 76                            | 21%                          |
| 2017 | 204                   | 90                            | 44%                          |
| 2018 | 364                   | 89                            | 24%                          |
| 2019 | 575                   | 108                           | 19%                          |
| 2020 | 182                   | 152                           | 84%                          |
| 2021 | 983                   | 160                           | 16%                          |
| 2022 | 1,121                 | 16                            | 1%                           |

Source: US Census Bureau Building Permit Database.



Over the past few years, there has also been a rise in permitting activity for middle housing that is attached or clustered housing that falls in the middle of the housing spectrum between detached homes and mid-rise apartment buildings. Between 2018 and 2022, 14 buildings between two and four units were permitted in Shoreline, for a total of 44 units. The majority of these units (86 percent) were in three- or four-unit buildings. Permitting activity for these types of structures is likely to continue to increase as the City implements policies aligning with new state middle housing requirements.

**Figure 11. Units Permitted in Single Family and Middle Housing Structures, 2002-2022**



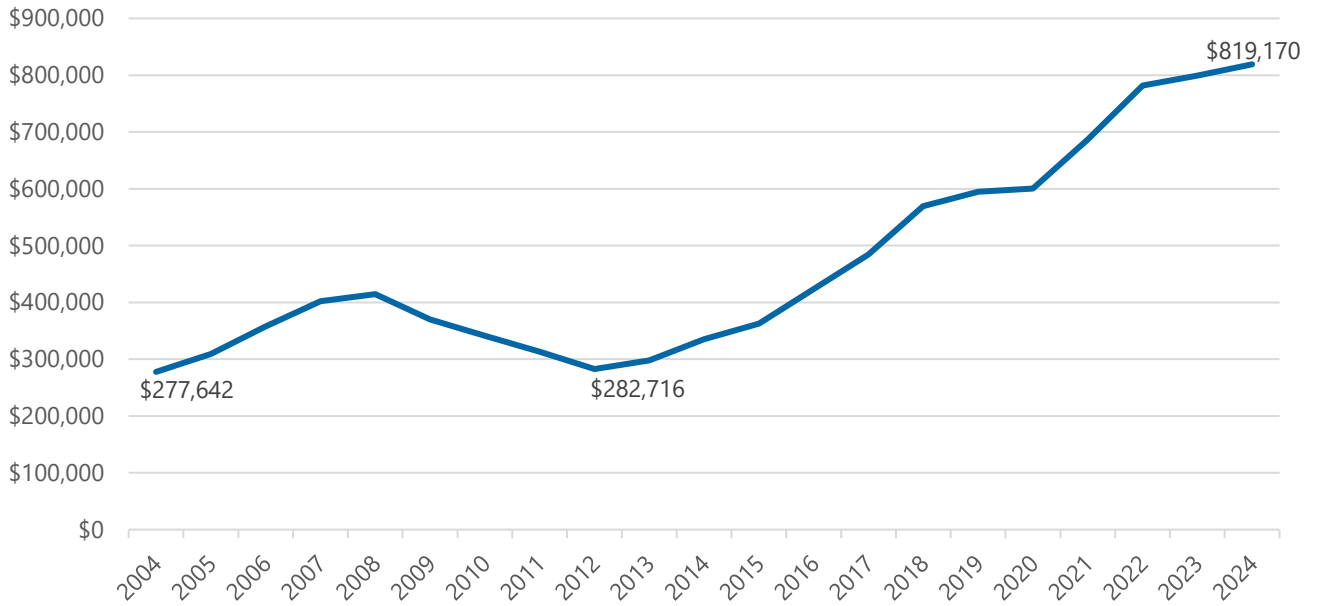
Source: US Census Bureau Building Permit Database.

According to Zillow's Home Value Index, home prices in Shoreline nearly doubled between 2004 and 2024 (data as of January 31<sup>st</sup> of each year). As of early 2024, the typical home price in the city was nearly \$820,000.





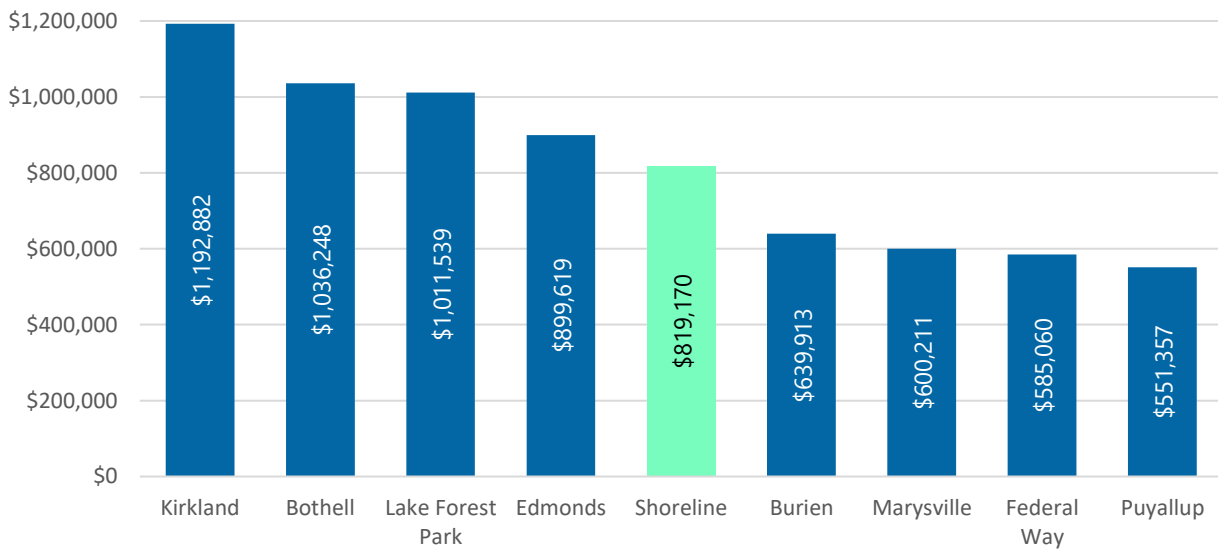
Figure 30. Typical Home Values in Shoreline, 2004-2024



Source: Zillow Home Value Index (ZHVI). Note: the ZHVI reflects the value of homes in the 35<sup>th</sup> to 65<sup>th</sup> percentile range in a given market.

As of January 2024, Shoreline’s typical home value fell in the middle of its peer cities’ range. Puyallup had the lowest typical home value at just over \$550,000 while Kirkland had the highest at nearly \$1.2 million. An annual household income of over \$200,000 would be required to purchase the typical house in Shoreline.

Figure 31. Typical Home Values in Shoreline and Peer Cities, 2024



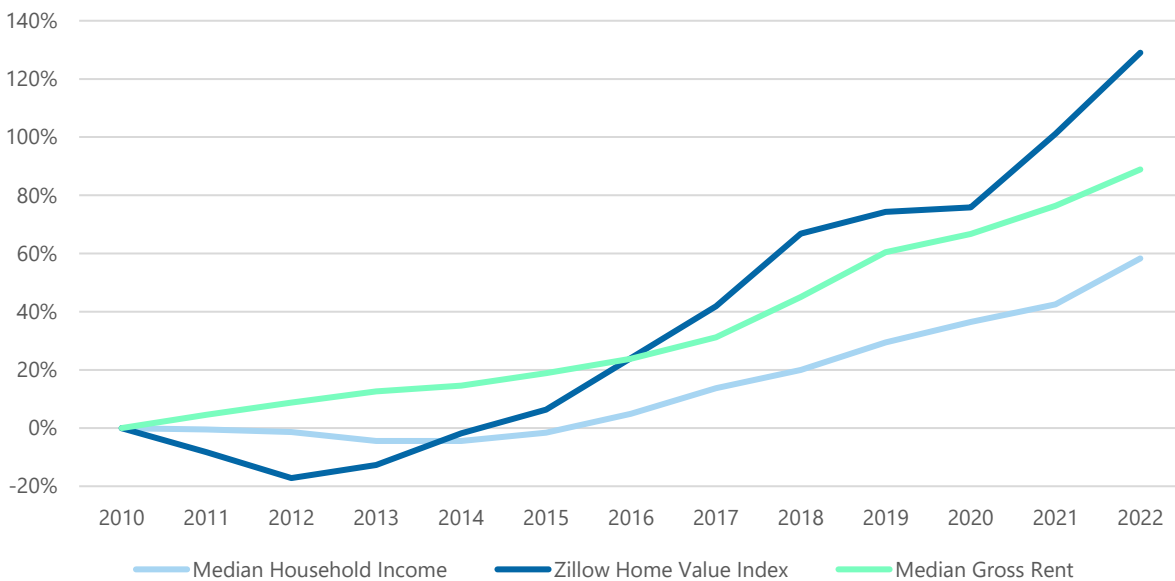
Source: Zillow Home Value Index (ZHVI). Note: the ZHVI reflects the value of homes in the 35<sup>th</sup> to 65<sup>th</sup> percentile range in a given market.



### Housing Affordability

Housing Affordability has become a major concern for renters and homeowners nationwide, especially in markets like the Seattle metro area that have seen significant job growth and in-migration that has outpaced housing construction. Figure 32 below shows home value, rent, and household income growth since 2010. While the typical home price has risen 129% and the median gross rent has grown 89% since 2010, median household income in Shoreline has risen just 58%. In other words, increases in housing costs have outpaced income growth for many Shoreline residents.

**Figure 32. Growth of Household Income and Housing Costs in Shoreline, 2010-2022**

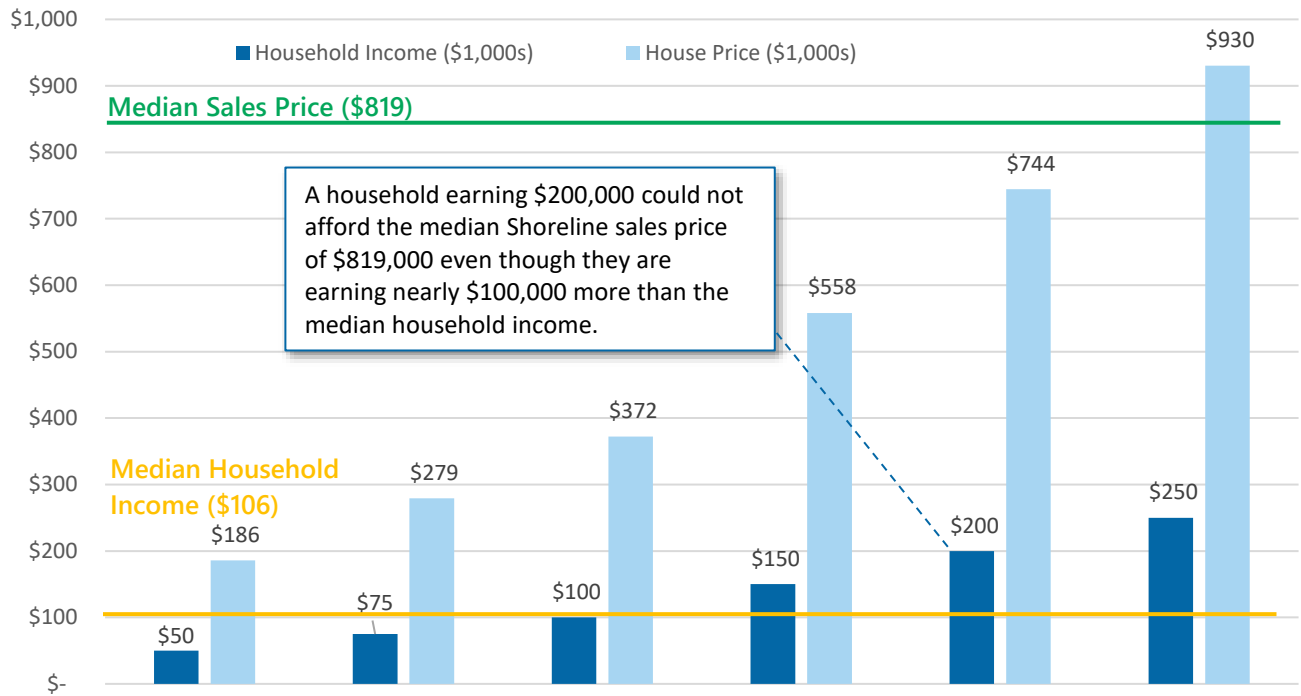


Source: Zillow Home Value Index (ZHVI); US Census Bureau 5-Year ACS, Tables S2503 & B25064.

Figure 33 below outlines this discrepancy of income versus home prices further, showing that a household earning the median household income of \$106,000 annually earns approximately half of the amount of income needed to purchase a median priced home at \$819,000.



Figure 33. Housing Affordability in Shoreline



Source: Zillow Home Value Index (ZHVI); US Census Bureau 5-Year ACS, Table S2503; Freddie Mac; Leland Consulting Group.

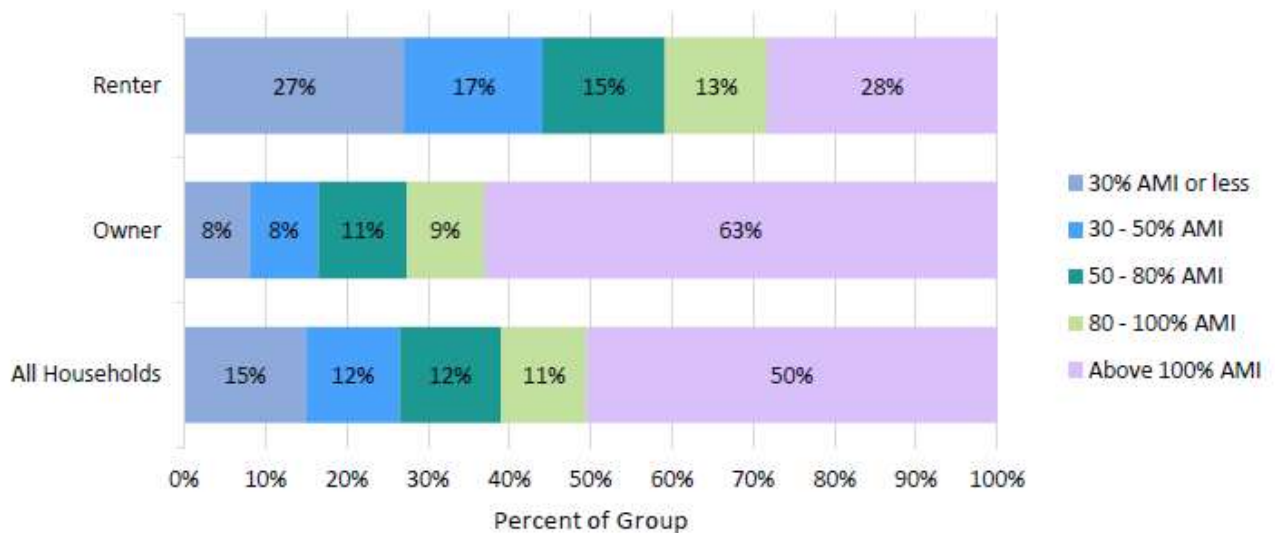
### Household Cost-Burden

As discussed previously, a household is considered cost-burdened if they spend more than 30% of their income on housing costs (including rent or mortgage and utilities). A severely cost-burdened household spends more than 50% of their income on housing costs. The following charts display data related to tenure, income, and cost-burden that indicate the overall challenge facing many Shoreline residents when it comes to housing costs, and a potential disparity in housing affordability for BIPOC populations due to the higher rate of renting versus home ownership amongst these populations.

In Shoreline, renters tend to have lower incomes than homeowners, with 59% of renters making less than 80% AMI compared with 27% of homeowners – cost burdened renters are at higher risk of displacement as rents increase.



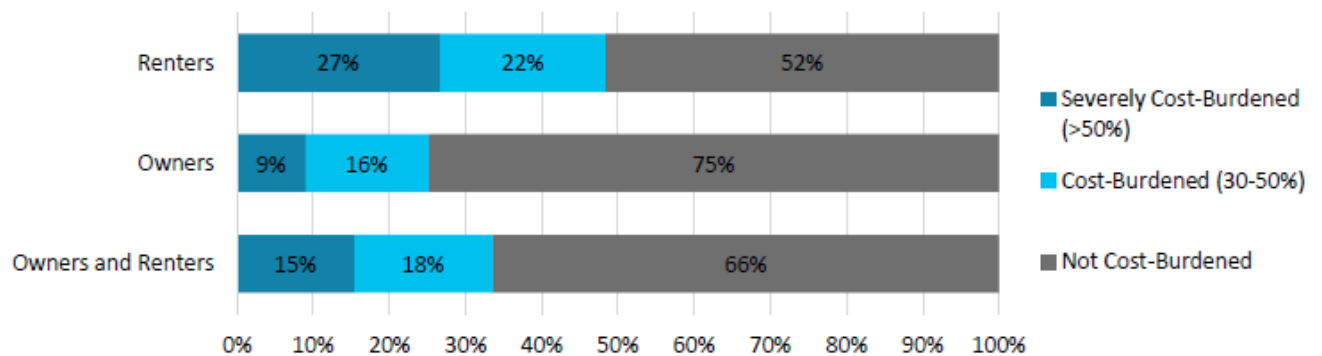
Figure 34. Income Bands by Tenure in Shoreline



Source: Shoreline Racial Equity Analysis.

33% of all households in Shoreline are considered cost-burdened, with over a quarter of renters in Shoreline severely cost-burdened, and 49% cost-burdened, overall. This compares to 9% of households that own their home being severely cost-burdened and 25%, overall.

Figure 35. Cost Burden by Tenure in Shoreline

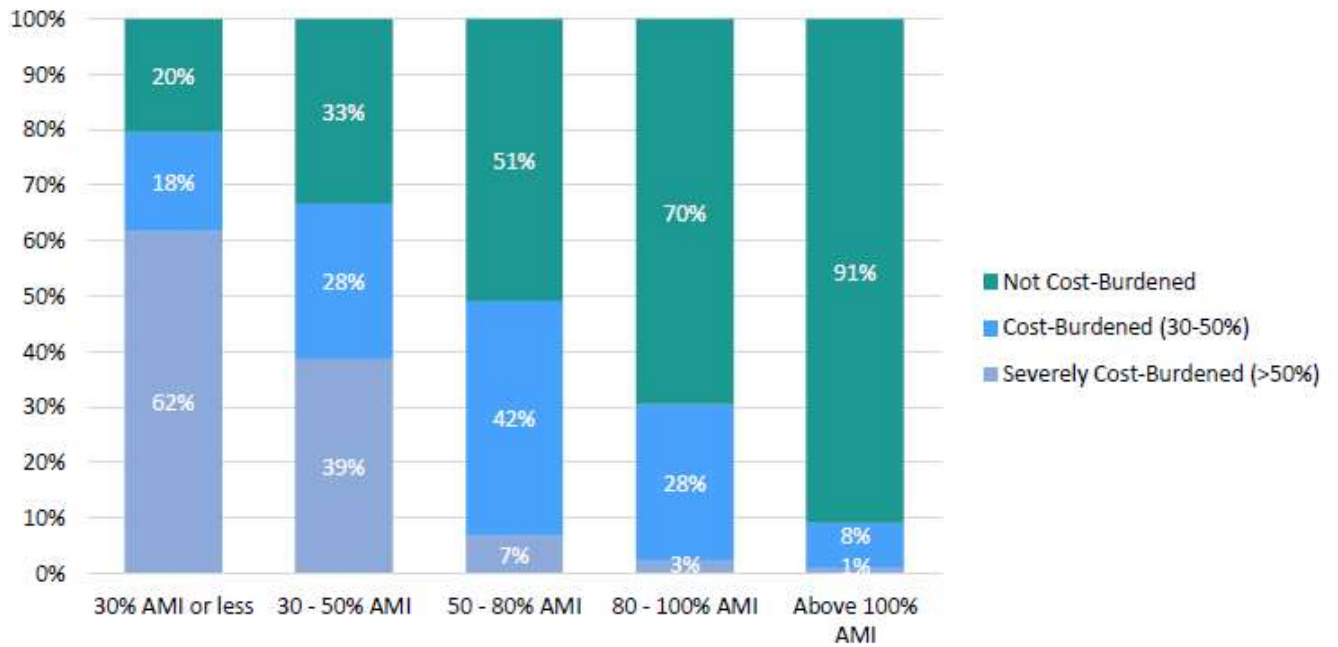


Source: Shoreline Racial Equity Analysis.

Unsurprisingly, lower income households experience higher rates of cost burden.



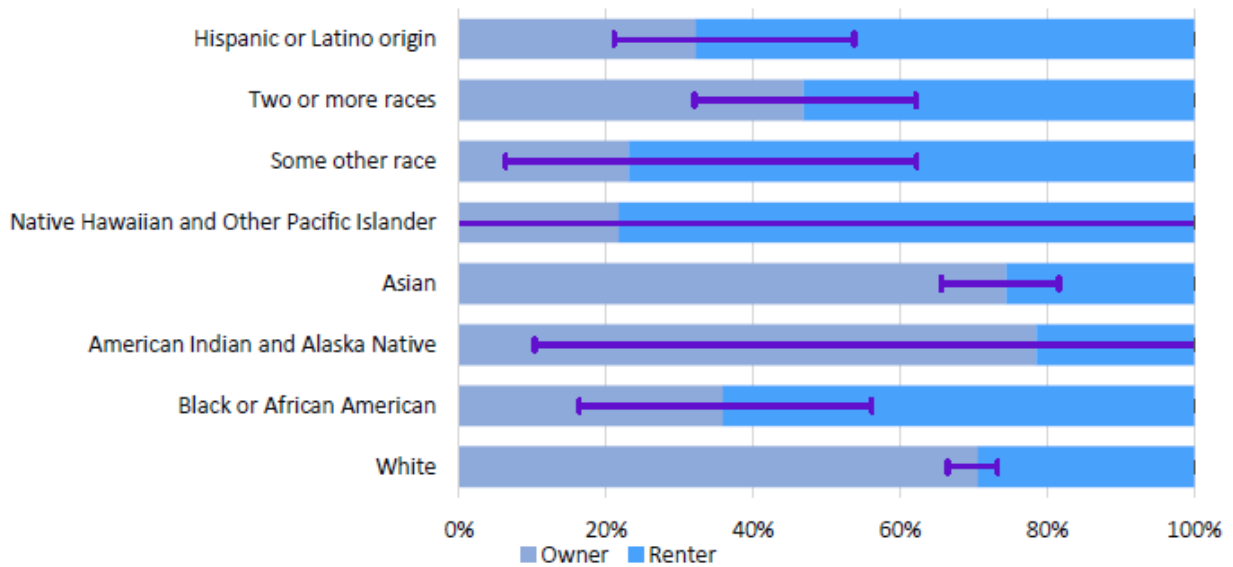
Figure 36. Cost Burden by Income Band in Shoreline



Source: Shoreline Racial Equity Analysis.

As shown below in Figure 37, Hispanic, Native Hawaiian/Pacific Islander, and Black/African American households are significantly more likely to rent than own, which could potentially increase the risk of displacement for these groups.

Figure 37. Tenure by Race and Ethnicity in Shoreline

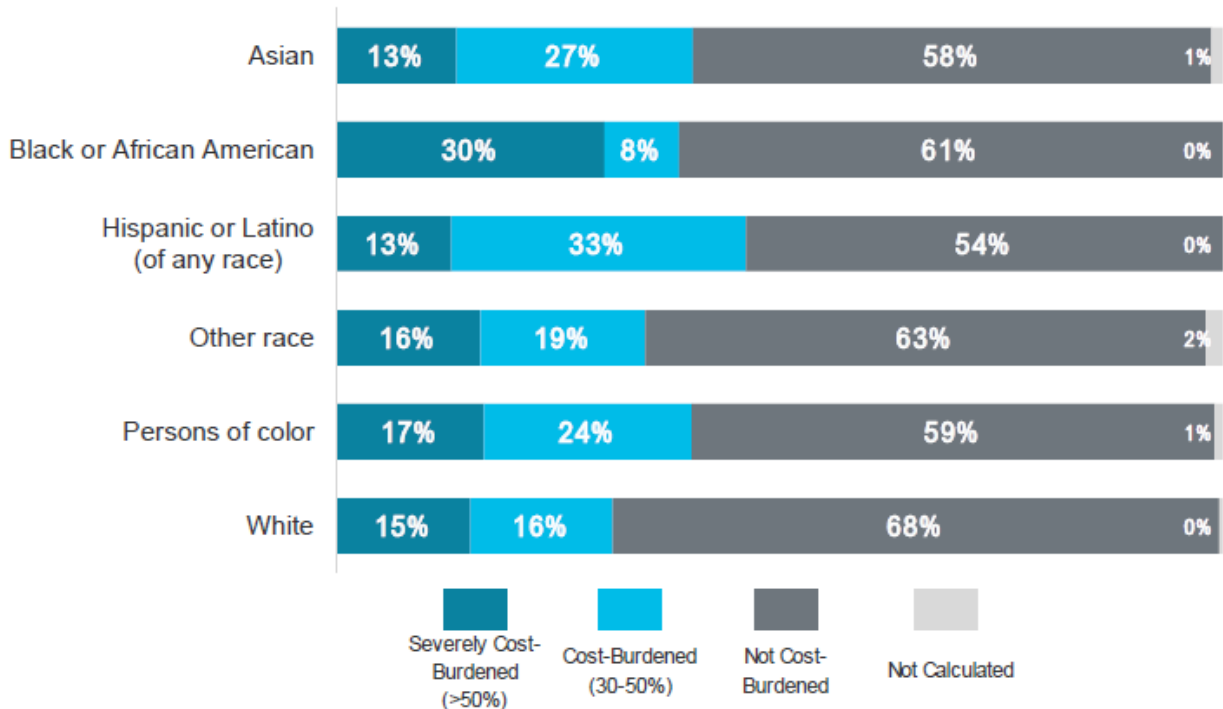


Source: Shoreline Racial Equity Analysis.



However, despite these divides, rates of cost burden are relatively similar across racial groups, with white households slightly less cost burdened than households of color in Shoreline. Among households of color, 41% are cost burdened, compared with 32% of white households. Hispanic/Latino households have the highest rate of cost burden, at 46%. Among Black/African American households in Shoreline, 30% are severely cost burdened.

Figure 38. Housing Cost Burden by Race and Ethnicity in Shoreline



Source: Shoreline Racial Equity Analysis.

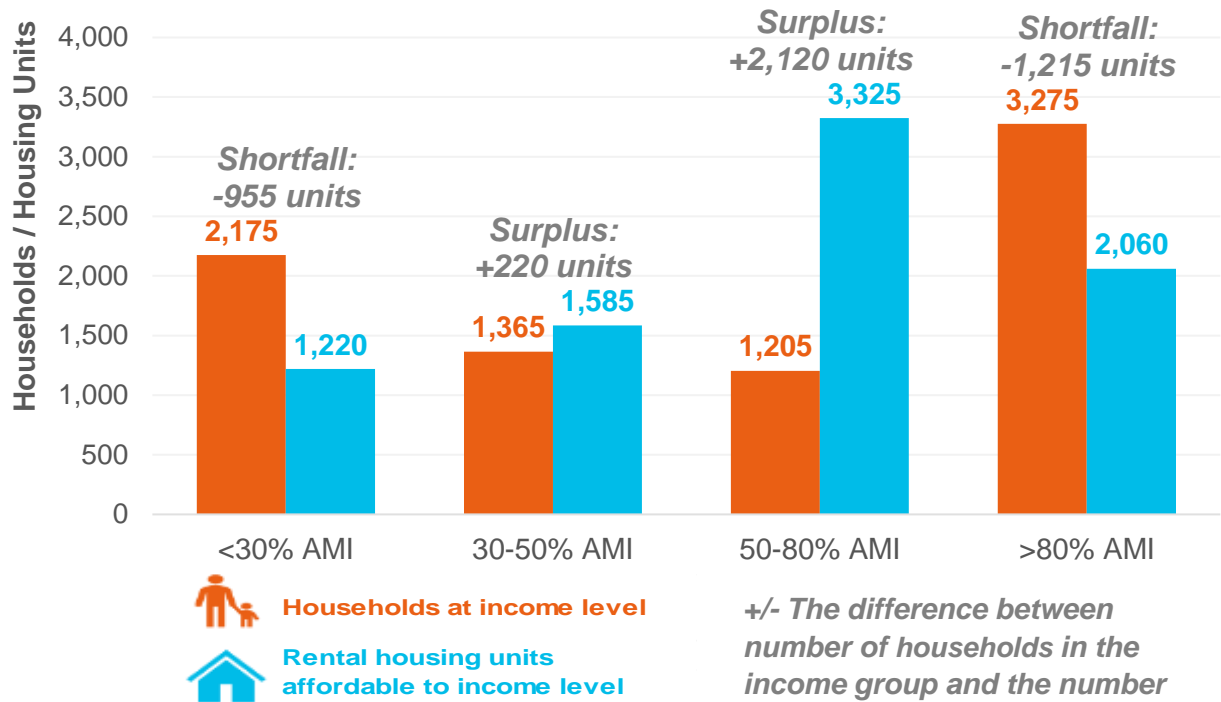
### Gap Analysis

Figure 39 below indicates the gap of available rental units in Shoreline based on the most recent US Housing & Urban Development Comprehensive Housing Affordability Strategy (CHAS) dataset.

This estimates that as of 2019, there was a shortage of 955 rental units below 30% AMI and 1,215 units above 80% AMI. This supports the analysis shown in the following section of this document on **Shoreline’s Land Capacity Analysis, which shows the city’s growth targets** and primary housing needs being at the upper and lower ends of the market. This analysis assumes that renter households typically seek out housing that is priced appropriately for their income. However, if some of the households in Shoreline making more than 80% AMI are living in lower-cost homes, this could have an impact on the surplus of homes priced at 50% to 80% AMI, putting further price and availability pressures onto these homes.



Figure 39. Shoreline Renter Households by Income Compared to Rental Units by Affordability, 2019



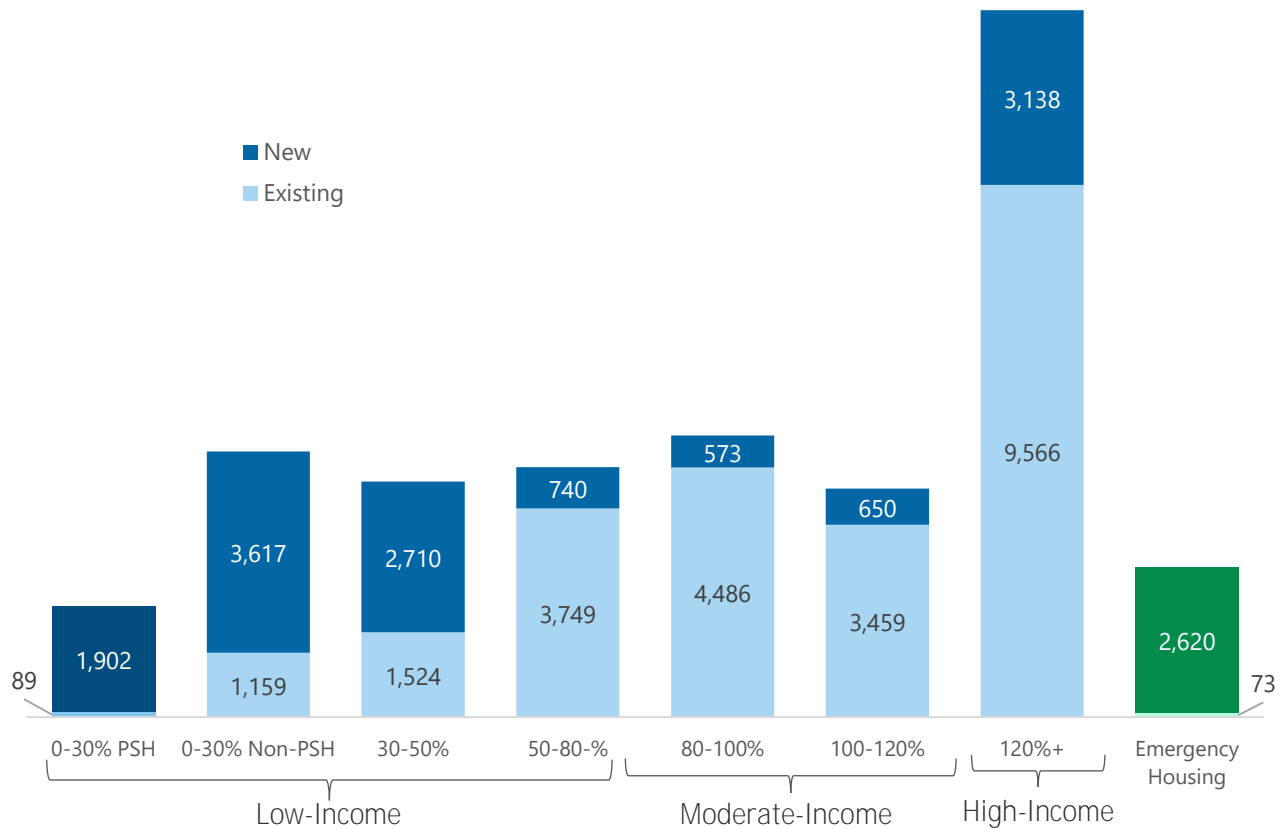
Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 15C) & US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 14B)

### Land Capacity Analysis Summary

HB 1220 requires jurisdictions to analyze their housing capacity by what household income level the new units can serve. Each county establishes income-based targets for each city within the county, and the cities must then demonstrate that they have sufficient land capacity for the number of units allocated in each income band, as well as capacity for emergency housing units. Shoreline’s existing and target housing units for the 2019-2044 period are shown below in Figure 40.



Figure 40. Shoreline Existing and Target Housing Units by Income Band, 2019-2044



Source: King County 2021 Countywide Planning Policies (as amended in 2023)

The full methodology and detailed results of this analysis are found in Appendix I. As shown below in Figure 41, this analysis shows that Shoreline has sufficient overall housing capacity to meet its growth targets. The GMA requires that cities show sufficient capacity for low- and moderate-income households - the 0-80% AMI and 80-120% AMI categories. Shoreline has a significant surplus in both of these zone categories, satisfying the requirements of HB 1220.

As shown above, Shoreline has a deficit of capacity in the 120% AMI category. Statute does not require that this deficit be addressed through zoning, and as noted previously, there is an overall surplus of zoned capacity for housing. However, the targets reflect an expectation for a larger influx of higher-income households into the city in the coming decades brought on by the increase in regional housing demand. Traditionally, these households have been served by single-family detached housing units at the higher end of the housing market. Due to the lack of available land for additional, new construction of single-family detached housing in Shoreline, these households may increase demand for existing housing stock that is currently serving lower-income levels, subsequently increasing their costs. In order to alleviate this cost pressure, and also due to the overall lack of single-family detached housing, households across the income spectrum may be forced to look to housing options in the other zone categories, such as duplexes, fourplexes, and higher-end apartments or condominiums, rather than in





the more traditional single-family development patterns which have served higher-income households in the past.

**Figure 41. Shoreline Housing Targets and Capacity by Income Band**

| Income Band  | Housing Types  | Housing Needs | Aggregated Housing Needs | Pipeline Units | Remaining Housing Needs | Total Capacity | Surplus/ Deficit |
|--------------|--|---------------|--------------------------|----------------|-------------------------|----------------|------------------|
| 0-30 PSH     | Multifamily Units  | 1,902         | 8,969                    | 1,791          | 7,178                   | 14,501         | 7,323            |
| 0-30 Non PSH |  | 3,617         |                          |                |                         |                |                  |
| 30-50        |  | 2,710         |                          |                |                         |                |                  |
| 50-80        |  | 740           |                          |                |                         |                |                  |
| 80-100       | Triplexes, Fourplexes, ADUs, Condo Units, Higher-End Multifamily Units | 573           | 1,223                    | 6,171          | -4,948                  | 2,320          | 7,268            |
| 100-120      |  | 650           |                          |                |                         |                |                  |
| 120+         | Single-Family, Townhomes, Duplexes                                     | 3,138         | 3,138                    | 313            | 2,825                   | 1,505          | (1,320)          |
|              | Total  | 13,330        | 13,330                   | 8,275          | 5,055                   | 18,326         | 13,271           |

Source: Washington Department of Commerce, Leland Consulting Group

### Adequate Provisions

In addition to this analysis by income band, HB 1220 also requires cities to show that their housing element “[m]akes adequate provisions for existing and projected needs of all economic segments of the community.” This analysis requires a comparison of the historic rate of housing production to the rate of housing production needed to meet housing targets by income band for low- and moderate-income households. The results of this analysis are shown below in Figure 42, using historic production data from the city, census building permit survey, and PSRC’s Income-Restricted Housing Inventory. Similar to the analysis above, the income levels are correlated with housing types based on the analysis of housing prices affordable to various income levels in Shoreline. As shown below, there is not an overall barrier to production of low- or moderate-income units in Shoreline.

**Figure 42. Historic and Target Housing Production Trends in Shoreline**

| Income Band  | Yearly Need | Historic Yearly Production Last 10 Years | Barrier Exists? |
|--------------|-------------|--|-----------------|
| 0-30 PSH     | 287         | 639                                      | No              |
| 0-30 Non PSH |             |  |                 |
| 30-50        |             |  |                 |
| 50-80        |             |  |                 |
| 80-100       | -198        | 20                                       | No              |
| 100-120      |             |  |                 |

Source: King County, City of Shoreline, U.S. Census Building Permit Survey, PSRC Income-Restricted Housing Inventory



When there is no overall shortfall, Commerce also requires a sub-analysis of low-income housing production trends serving households earning below 50% AMI. The results of this analysis are shown below in Figure 43. As shown, there is a shortfall of unit production for 0-50% AMI housing and Emergency Housing in the city.

**Figure 43. Historic and Target Housing Production for Low-Income Households in Shoreline**

| Income Level              | Projected Housing Need | Annual Unit Production Needed | Historic Average Annual Unit Production | Barrier Exists? |
|---------------------------|------------------------|-------------------------------|---|-----------------|
| Emergency Housing/Shelter | 2,620                  | 105                           | 0                                       | Yes             |
| 0-30% PSH                 | 1,902                  | 76                            | 32                                      | Yes             |
| 0-30% Other               | 3,617                  | 145                           | 11                                      | Yes             |
| 30-50%                    | 2,710                  | 108                           | 15                                      | Yes             |

*Source: King County, City of Shoreline, PSRC Income-Restricted Housing Inventory*

In order to address this shortfall, Commerce has developed a checklist for cities to address four categories of barriers to housing production:

- Development regulations
- Process obstacles
- Limited land availability and environmental constraints
- Funding gaps

Cities should document how these barriers may be affecting the production of units at the income level specified using this checklist, and document the potential steps they could take to overcome the barriers. Note that cities do not need to implement these steps as part of the comprehensive plan update, but they can help guide goal and policy development and cities will be required to produce a report documenting their progress towards increasing housing production five years after the adoption of the comprehensive plan.

The adequate provisions checklist and potential actions to remove barriers to housing production are found in Appendix I.



## *Racially Disparate Impacts*

### **Introduction**

In 2021, the Washington State Legislature passed House Bill 1220 (HB 1220) as an amendment to the state Growth Management Act (GMA). HB 1220 requires that local governments plan for housing at all income levels and assess the racially disparate impacts (RDI) of existing housing policies. Conditions that indicate that policies have racially disparate impacts can include segregation, cost burden, displacement, educational opportunities, and health disparities.

According to state guidance, there are five steps to understanding and addressing racially disparate impacts:

- Step 1: Engage the Community
- Step 2: Gather & Analyze Data
- Step 3: Evaluate Policies
- Step 4: Revise Policies
- Step 5: Review & Update Regulations

This report accounts for both Step 2 and Step 3 – it includes a summary of findings based on data from the US Census Bureau, US Department of Housing and Urban Development (HUD), and other sources. These findings then inform the policy evaluations and recommendations found at the end of the report.

### **Key Findings**

- Shoreline has the second highest number of properties with racially restrictive covenants in King County, after Seattle. This legacy of exclusion continues to impact demographic patterns and property values in the city today. The western portion of the city, including Richmond Beach, Innis-Arden, and The Highlands, is still predominantly white.
- Shoreline is less diverse than King County, with smaller shares of Asian and Hispanic/Latino residents. The shares of Black/African American and multiracial residents increased slightly between 2009 and 2021.
- In Shoreline, 29 percent of residents have limited English proficiency. Among those who speak a language other than English, 43 percent speak an Asian or Pacific Island language.
- Hispanic/Latino households have the highest level of cost burden among racial and ethnic groups in Shoreline, with 46 percent spending more than 30 percent of their income on housing, compared with 31 percent of white households.
- Black/African American, Native Hawaiian/Pacific Islander, Other Race, and multiracial households are more likely to rent than own their homes, which increases displacement risks for these groups.
- The renter cost burden in Shoreline is driven by a shortage of rental units at the high and low ends of the market. To meet current demand for rental units, the city needs to add 955 new units priced below 30 percent AMI and 1,215 new units priced above 80 percent AMI. This does not account for the future need driven by population growth.



- The Meridian Park neighborhood adjacent to Aurora Avenue has a high concentration of BIPOC households as well as a higher displacement risk than much of the rest of the city. However, PSRC considers it a moderate- to high-opportunity area.

### Historical Context

Throughout the history of the United States, a combination of laws and practices have impacted where specific groups of people live, what opportunities they have access to, and their ability to build wealth through stable housing. Unfortunately, many of these policies explicitly or implicitly benefited white residents at the expense of all others. The legacy of policies like redlining, which used racial criteria in determining which neighborhoods were suitable for government-backed loans, highway development through predominantly Black neighborhoods, and racial covenants explicitly excluding certain groups from owning specific properties continues to impact non-white communities today.

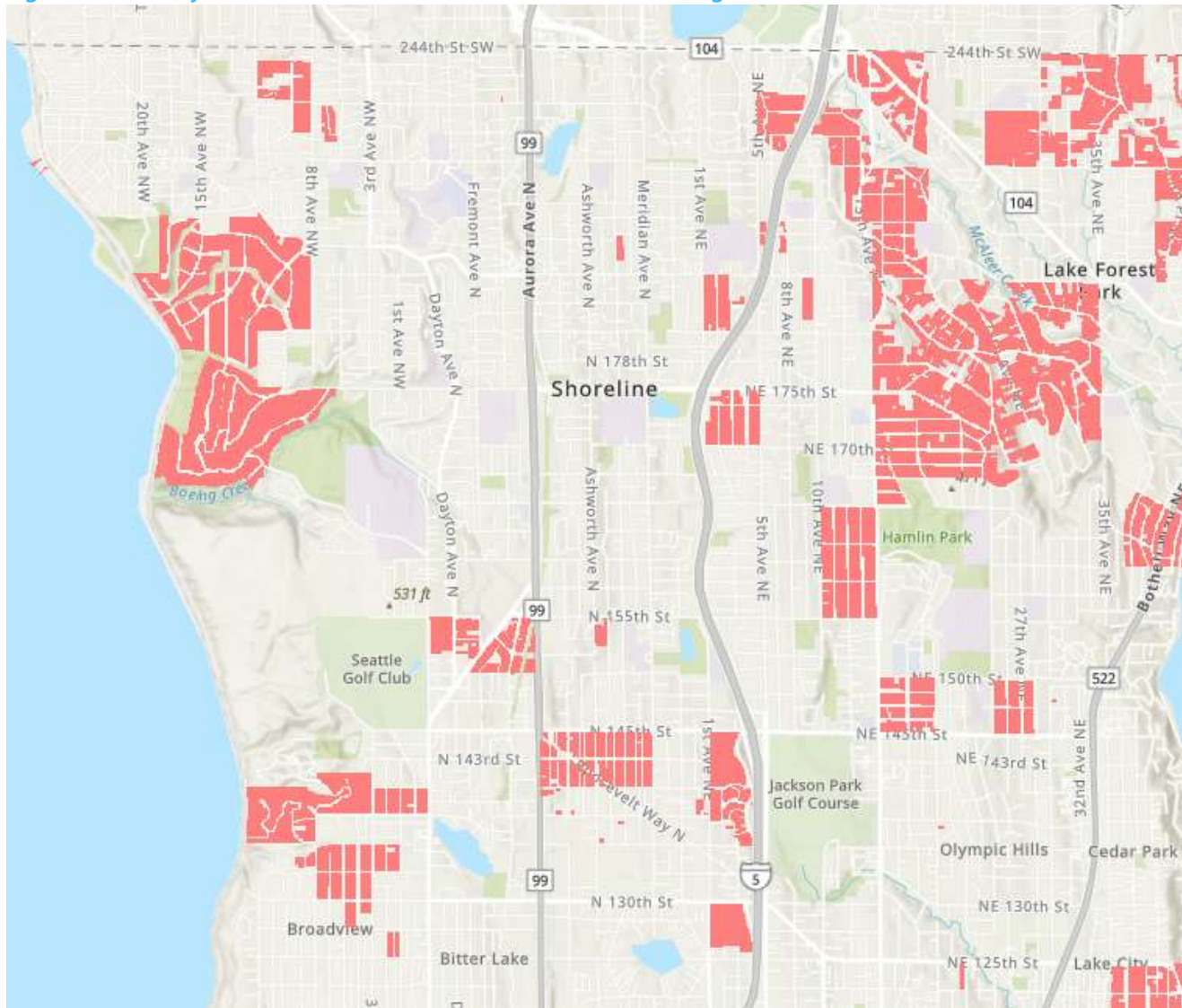
While many cities have acknowledged the harms of these policies, many of which are no longer legal, there are still policies in effect today that hold cities back from rectifying systemic harms. These can include policies that reference vague concepts like **“neighborhood character,” as well as those that permit only the most expensive homes to be built, thus shutting lower-income residents out of high-opportunity areas.**

This section contains a historic review of some of the known policies and programs that caused racially disparate impacts in Shoreline as a starting point in understanding present-day conditions.

Throughout the United States, racial covenants were used to exclude certain races and religious groups from residing in specific neighborhoods, creating exclusive areas for white, Christian residents. Courts largely held that these deed restrictions could be legally enforced. Ultimately the passage of the Fair Housing Act in 1968 prohibited discrimination in housing based on race, religion, and national origin. According to the Washington State Racial Restrictive Covenants Project, Shoreline had the second highest number of racially restricted properties in King County, after Seattle, with a total of 2,951 restrictive covenants. While some neighborhoods that were subject to these racial restrictions have become more diversified, both racially and economically over time, other areas that have some of the highest residential property values, remain predominately white. See Figure 44 below.



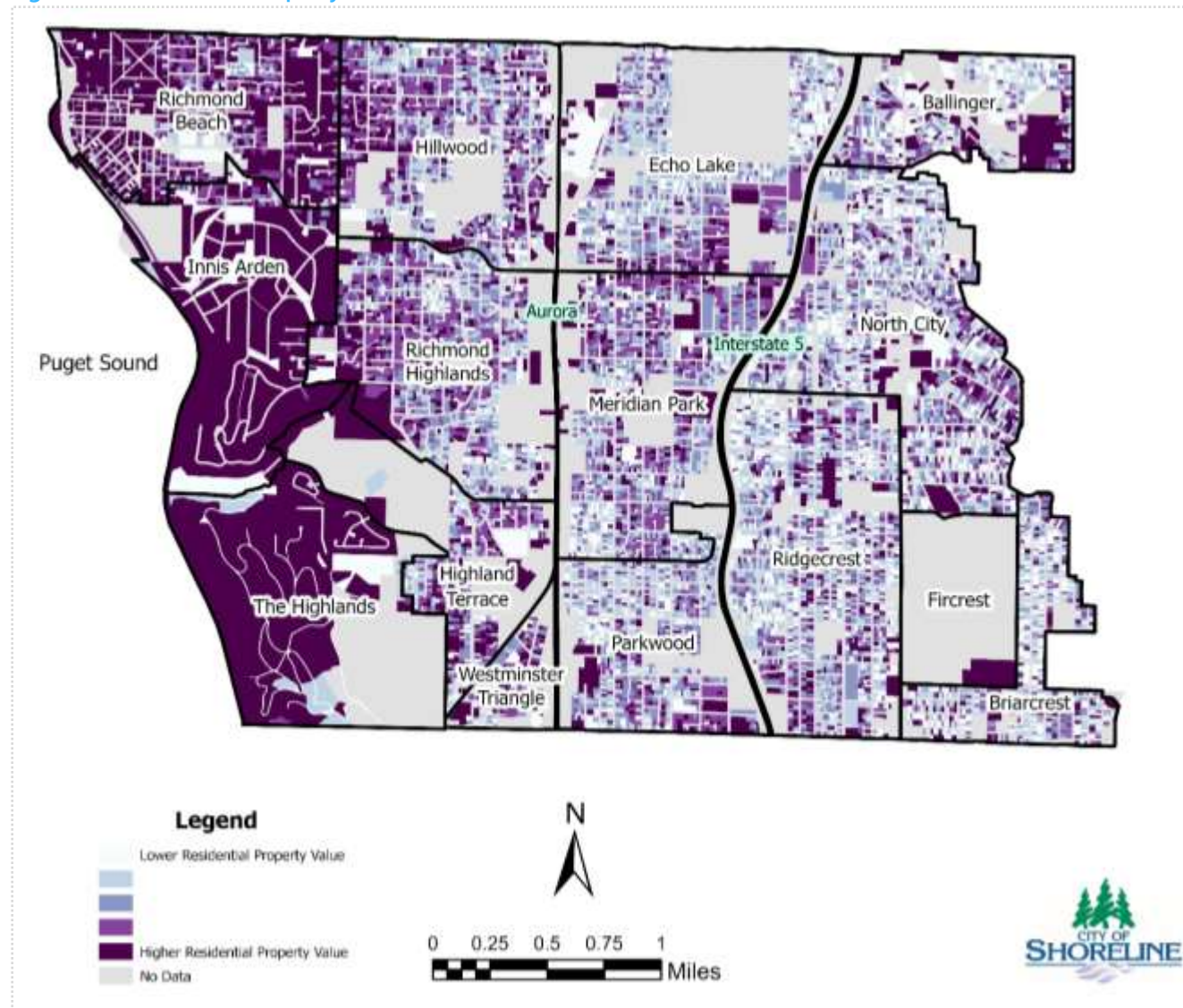
Figure 44. Racially Restricted Parcels in Shoreline and Surrounding Areas



Source: Washington State Racial Restrictive Covenants Project.



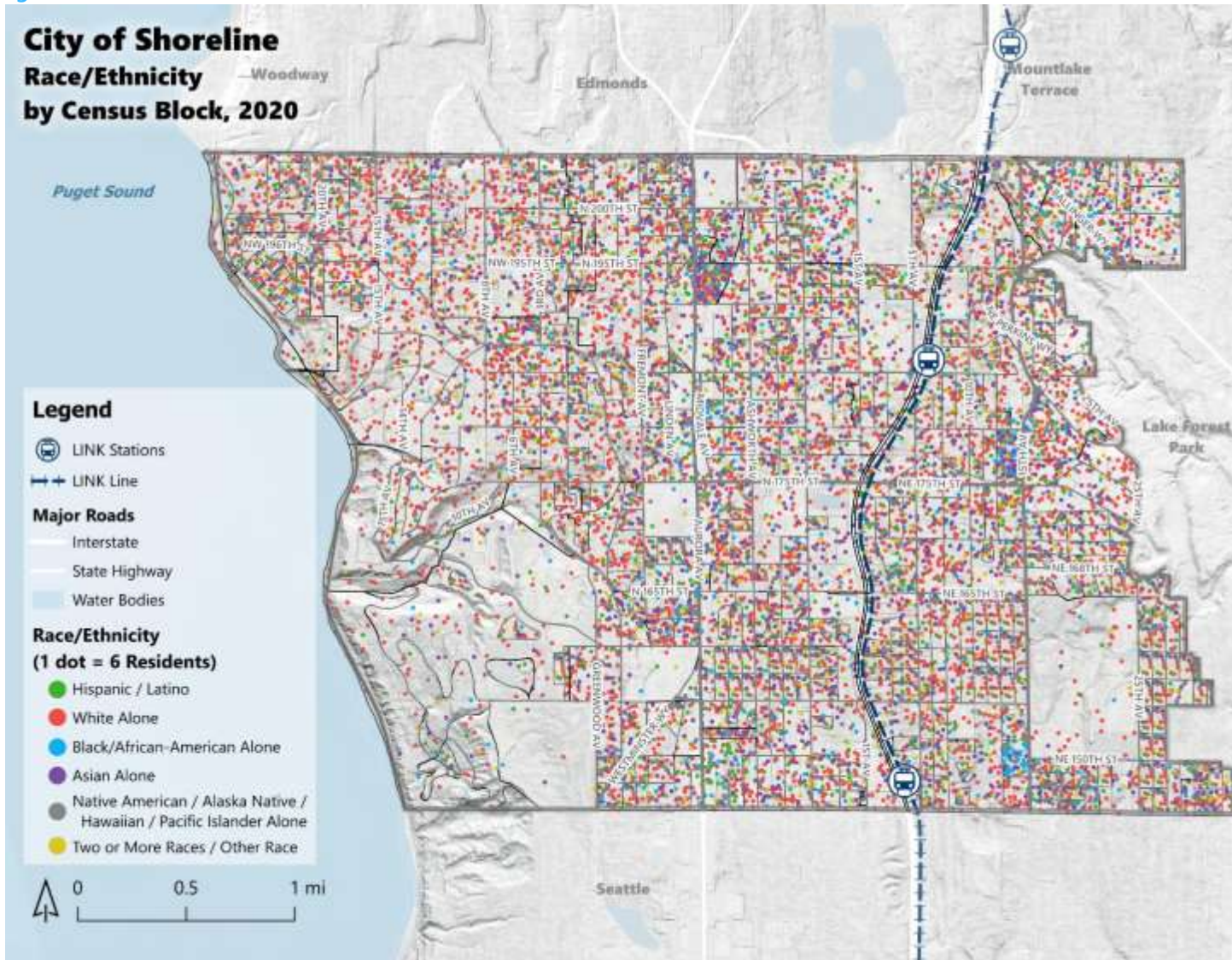
Figure 45. Residential Property Values in Shoreline



Source: City of Shoreline



Figure 46. Distribution of White Residents in Shoreline

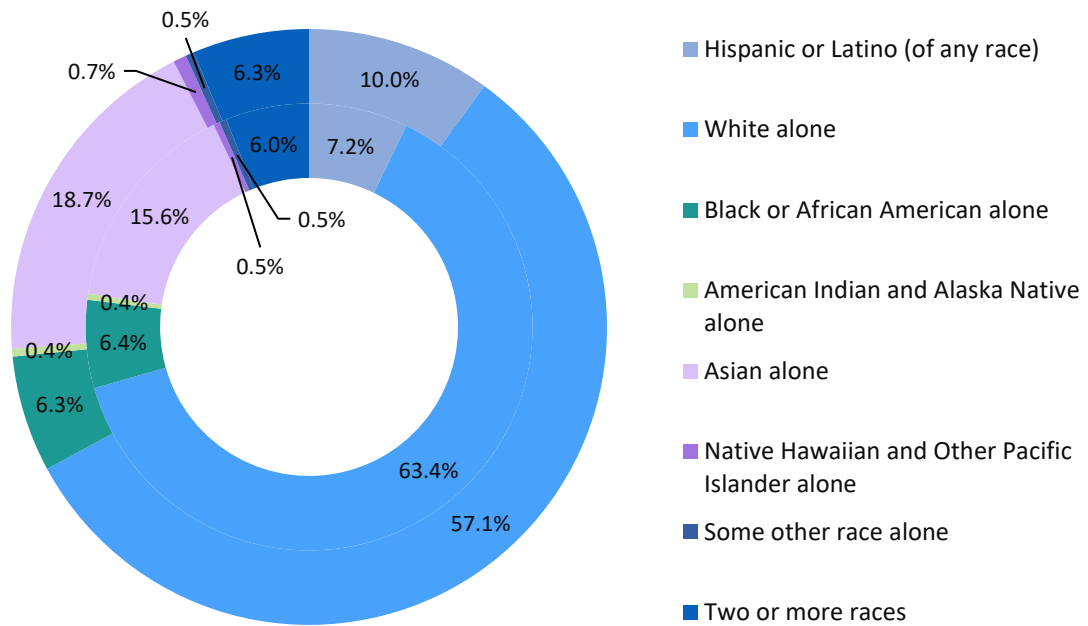


Source: US Census, City of Shoreline



The combination of racially restrictive covenants and redlining impacted the ability of Black veterans to fully access homeownership loan benefits through the Servicemen’s Readjustment Act of 1944 (GI Bill), which enabled white veterans to buy housing and build wealth in the suburbs. Racial covenants have since been declared unconstitutional, and Fair Housing laws have been put into effect. However, as of 2021 Shoreline is still less diverse than King County overall.

Figure 47. Race and Ethnicity of Populations



Source: US Census 2021 5-Year ACS, Table DP05.





### Assessing Racially Disparate Impacts

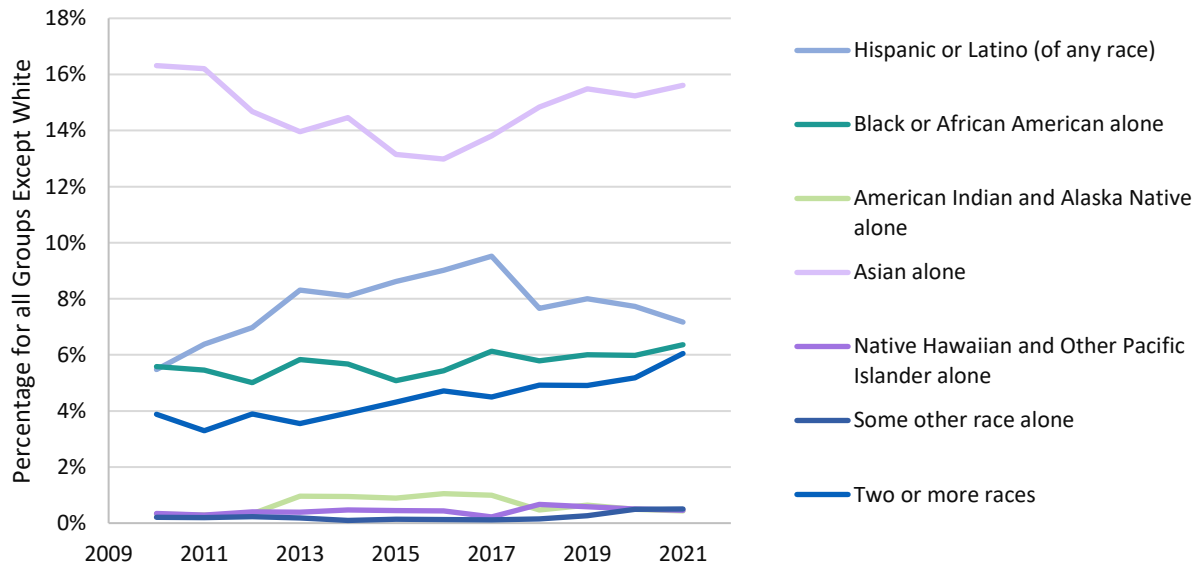
Between 2015 and 2020, Shoreline became slightly more diverse. The city gained nearly 1,500 Asian residents and over 600 Black/African American residents. At the same time, however, the number of American Indian/Alaska Native and Hispanic/Latino residents declined. Over the same period, King County’s population went from 63 percent white to 58 percent white, with Asian, Hispanic/Latino, and multiracial residents seeing the biggest countywide gains.

Figure 48. Change in Population by Race/Ethnicity, Shoreline and King County

| Race or Ethnic Category                    | Shoreline     |               |              | King County      |                  |                |
|--|---------------|---------------|--------------|------------------|------------------|----------------|
|  | 2015          | 2020          | Change       | 2015             | 2020             | Change         |
| American Indian and Alaska Native          | 490           | 281           | -209         | 11,972           | 10,307           | -1,665         |
| Asian                                      | 7,200         | 8,657         | 1,457        | 317,214          | 405,835          | 88,621         |
| Black or African American                  | 2,782         | 3,400         | 618          | 123,350          | 141,566          | 18,216         |
| Hispanic or Latino (of any race)           | 4,718         | 4,394         | -324         | 189,808          | 218,763          | 28,955         |
| Native Hawaiian and Other Pacific Islander | 245           | 286           | 41           | 15,681           | 16,673           | 992            |
| Other Race                                 | 78            | 277           | 199          | 3,756            | 9,449            | 5,693          |
| Two or more races                          | 2,363         | 2,946         | 583          | 99,291           | 127,070          | 27,779         |
| White                                      | 36,898        | 36,594        | -304         | 1,284,684        | 1,295,401        | 10,717         |
| <b>Total</b>                               | <b>54,774</b> | <b>56,835</b> | <b>2,061</b> | <b>2,045,756</b> | <b>2,225,064</b> | <b>179,308</b> |

Source: US Census Bureau, 2011-2015 and 2016-2020 American Community Survey 5-Year Estimates (Table DP05); Washington Department of Commerce, 2023

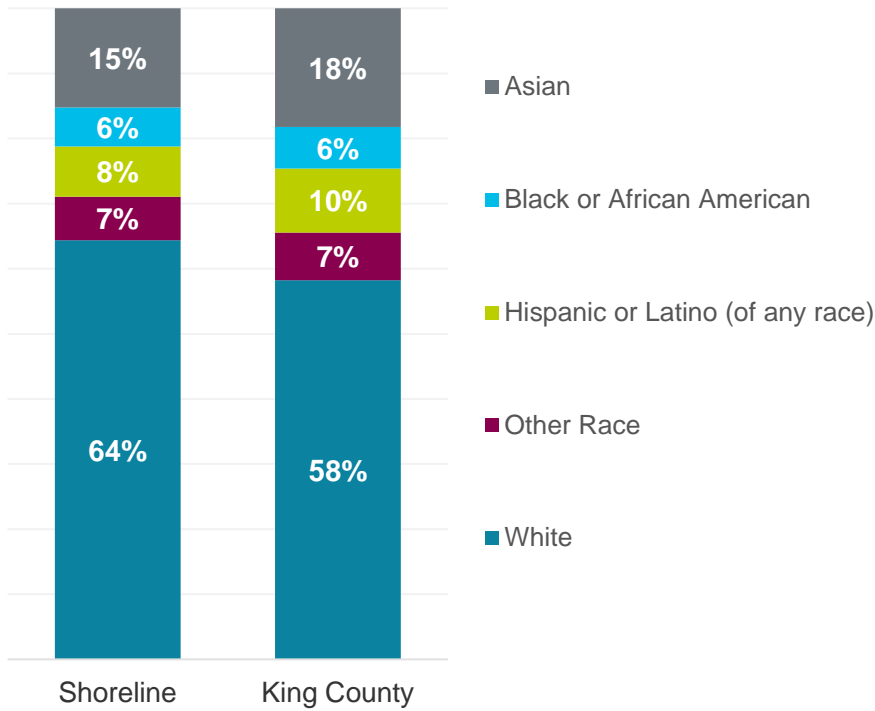
Figure 49. Race and Ethnicity in Shoreline: All Groups Except White



Source: US Census Bureau, 2010-2021 ACS 5-Year Estimates, Table DP05.



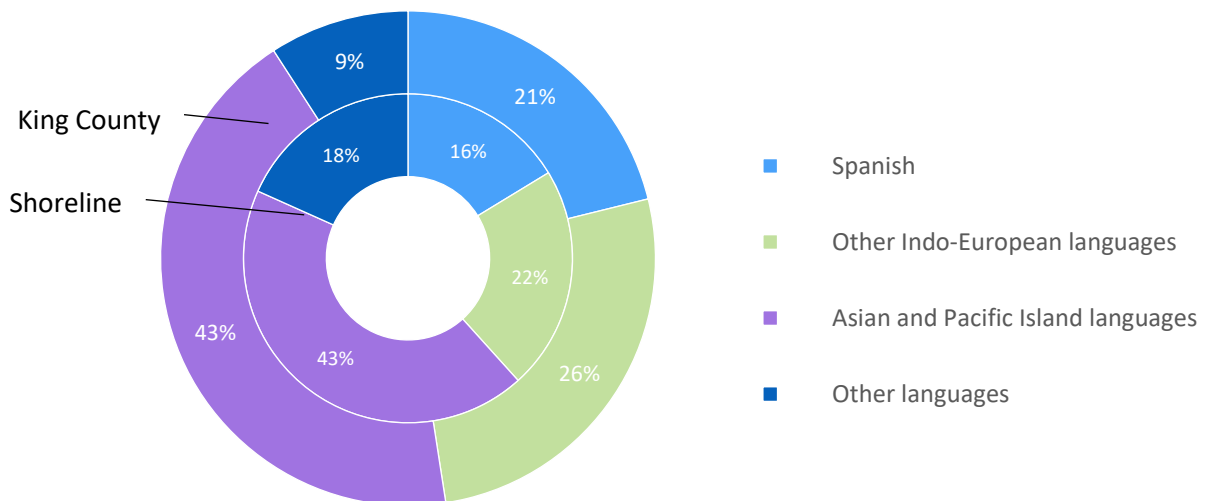
Figure 50. Racial Composition of Shoreline and King County (2020)



Source: US Census Bureau, 2016-2020 American Community Survey 5-Year Estimates (Table DP05); Washington Department of Commerce, 2023.

Among Shoreline households, 29 percent have limited English proficiency. The most commonly spoken non-English languages in Shoreline are Asian and Pacific Island languages and Other Indo-European languages. The share of residents with limited English proficiency aligns with the rest of the county.

Figure 51. Languages Spoken Other Than English

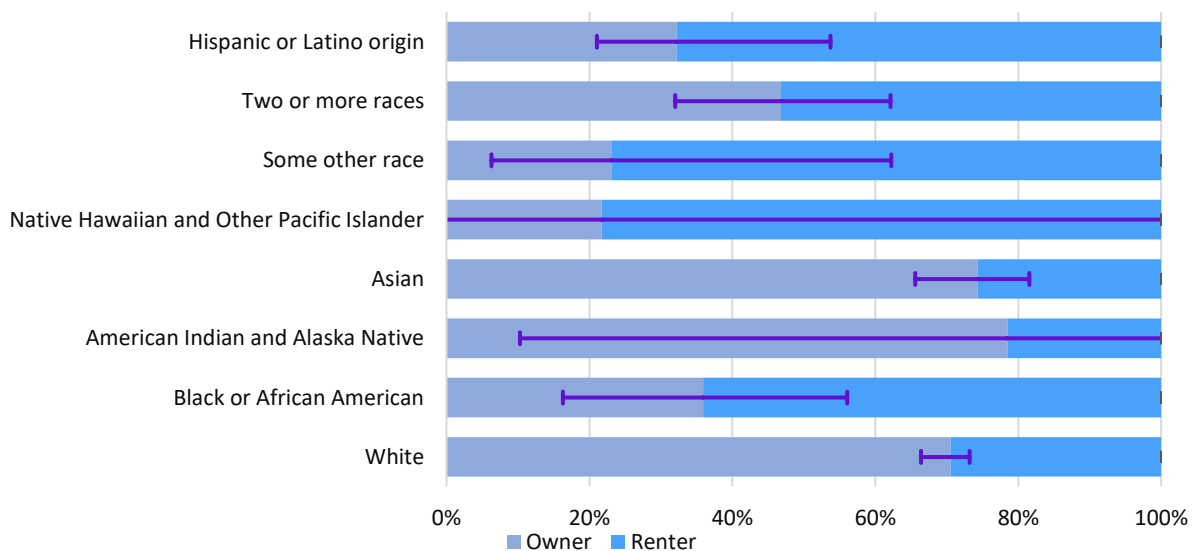


Source: US Census Bureau, 2021 ACS 5-Year Estimates, Table S1601.



Shoreline is home to over 14,000 homeowner households and 8,000 renter households. Of the homeowner households, 25 percent are cost burdened, with 16 percent spending between 30 percent and 50 percent of their income on housing costs and nine percent spending more than half of their income on housing costs. By contrast, 49 percent of renter households in Shoreline are cost burdened, with 22 percent spending between 30 and 50 percent of their income on housing costs and 27 percent spending more than half of their income on housing costs. This sharp divide in stability between renters and owners can result in racially disparate impacts when renters are more likely to be people of color. In Shoreline, White and Asian households have the highest rates of homeownership, with more than two-thirds of each group owning homes. Other racial and ethnic groups have lower rates of homeownership.

Figure 52. Proportion of Owners and Renters by Race and Ethnicity

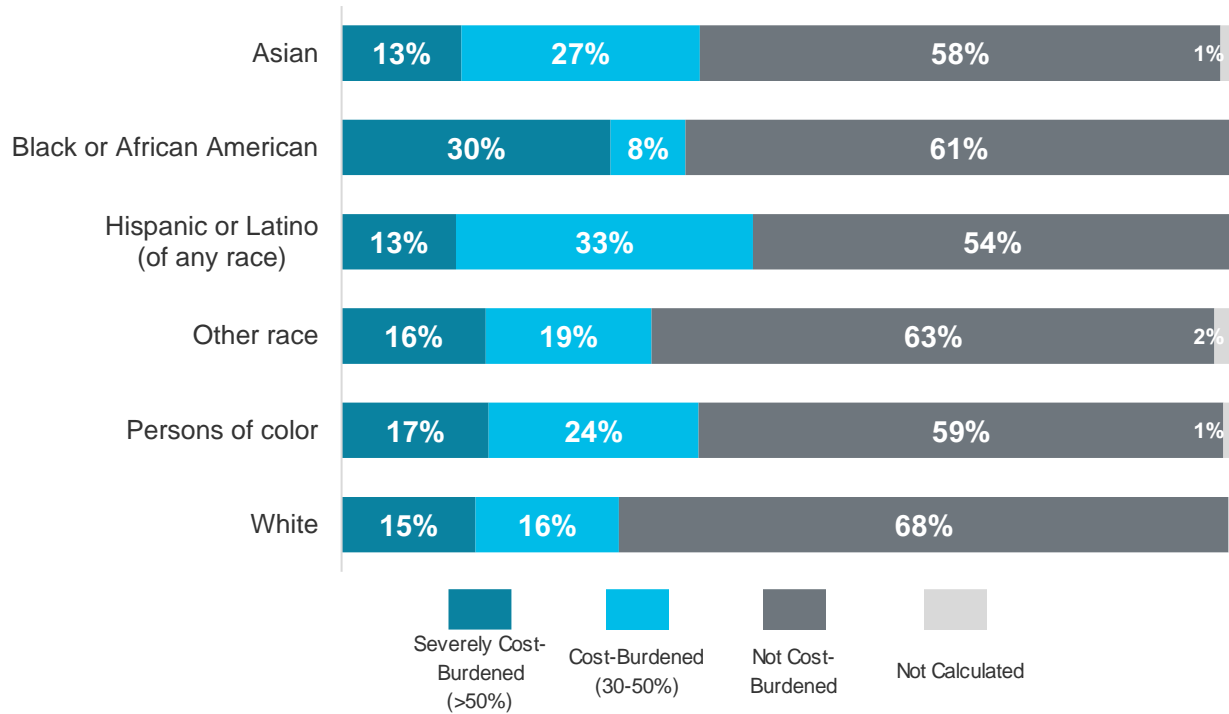


Source: US Census Bureau, 2021 ACS 5-Year Estimates, Table S2502.

In Shoreline, white households are least likely to be cost burdened. Just 16 percent of white households spend between 30 and 50 percent of their income on housing, while 15 percent spend more than 50 percent of their income on housing. In contrast, 46 percent of Hispanic/Latino households in Shoreline are cost burdened and 30 percent of Black/African American households are severely cost burdened.



Figure 53. Cost Burden for Shoreline Households by Race and Ethnicity



Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Department of Commerce, 2023.

Figure 54. Shoreline Households by Race, Ethnicity, Tenure, and Cost Burden

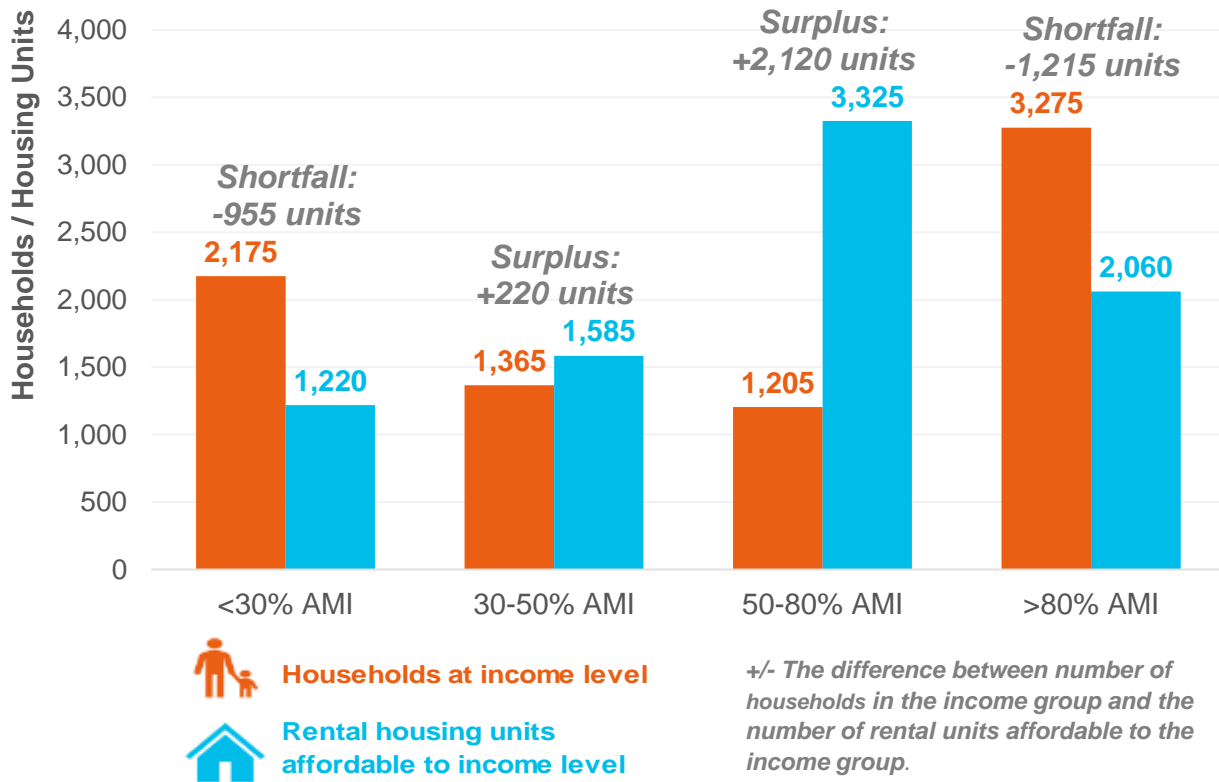
|                               | White         | Black or African American | Asian        | American Indian or Alaska Native | Pacific Islander | Other Race | Hispanic or Latino (of any race) | Total         |
|-------------------------------|---------------|---------------------------|--------------|----------------------------------|------------------|------------|----------------------------------|---------------|
| <b>Owner Households</b>       |               |                           |              |                                  |                  |            |                                  |               |
| Not Cost Burdened             | 8,165         | 205                       | 1,450        | 55                               | 25               | 290        | 300                              | 10,490        |
| Total Cost-Burdened           | 2,525         | 130                       | 705          | 15                               | 0                | 55         | 105                              | 3,535         |
| Cost-Burdened (30-50%)        | 1,555         | 55                        | 515          | 0                                | 0                | 40         | 95                               | 2,260         |
| Severely Cost-Burdened (>50%) | 970           | 75                        | 190          | 15                               | 0                | 15         | 10                               | 1,275         |
| Not Calculated                | 25            | 0                         | 0            | 0                                | 0                | 0          | 0                                | 25            |
| <b>Total</b>                  | <b>10,715</b> | <b>335</b>                | <b>2,150</b> | <b>70</b>                        | <b>25</b>        | <b>345</b> | <b>405</b>                       | <b>14,045</b> |
| <b>Renter Households</b>      |               |                           |              |                                  |                  |            |                                  |               |
| Not Cost Burdened             | 2,710         | 415                       | 375          | 35                               | 0                | 240        | 265                              | 4,040         |
| Total Cost-Burdened           | 2,425         | 260                       | 550          | 40                               | 105              | 140        | 380                              | 3,900         |
| Cost-Burdened (30-50%)        | 1,005         | 30                        | 320          | 40                               | 65               | 45         | 255                              | 1,760         |
| Severely Cost-Burdened (>50%) | 1,420         | 230                       | 230          | 0                                | 40               | 95         | 125                              | 2,140         |
| Not Calculated                | 40            | 0                         | 40           | 0                                | 0                | 20         | 0                                | 100           |
| <b>Total</b>                  | <b>5,175</b>  | <b>675</b>                | <b>965</b>   | <b>75</b>                        | <b>105</b>       | <b>395</b> | <b>640</b>                       | <b>8,030</b>  |
| <b>Total Households</b>       | <b>15,890</b> | <b>1,010</b>              | <b>3,115</b> | <b>145</b>                       | <b>130</b>       | <b>740</b> | <b>1,045</b>                     | <b>22,075</b> |

Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Department of Commerce, 2023.



The renter cost burden in Shoreline is driven by a shortage of rental units at the high and low ends of the market (greater than 80 percent AMI and less than 30 percent AMI). Figure 55 below shows the current number of households compared with the number of units affordable to households in each income level. When there are shortages of units corresponding to a given income level, those households will rent units affordable to a different income level. For instance, the lack of housing at greater than 80 percent AMI indicates that there are likely renters at that income level renting units in the 50 to 80 percent range, making it harder for households in that income range to find housing. Alternatively, the shortage of housing units at the less than 30 percent AMI range indicates that households at that income level are likely cost burdened due to having to rent more expensive apartments.

Figure 55. Shoreline Renter Households by Income Compared to Rental Units by Affordability, 2019

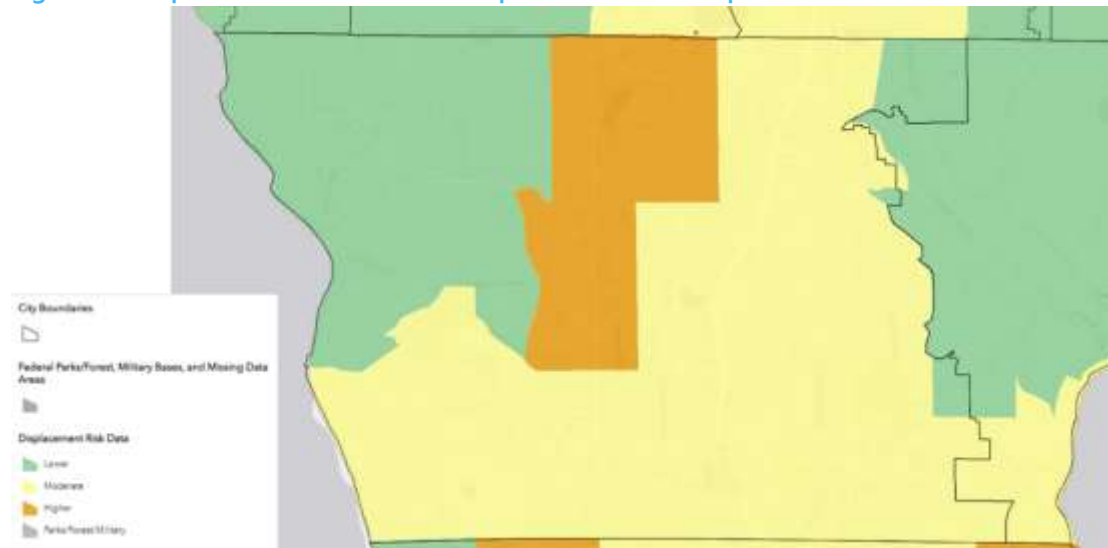


Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 15C) & US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 14B).

Figure 56 below shows the PSRC Displacement Risk Map for the City of Shoreline. PSRC uses indicators including demographics, transportation, neighborhood characteristics, housing, and civic engagement to identify communities vulnerable to displacement. The western and southern portions of the city have a moderate displacement risk while the central portion along Aurora Avenue N has a higher displacement risk. The northwestern portion of the city, where there was a high concentration of restrictive covenants has the lowest displacement risk.



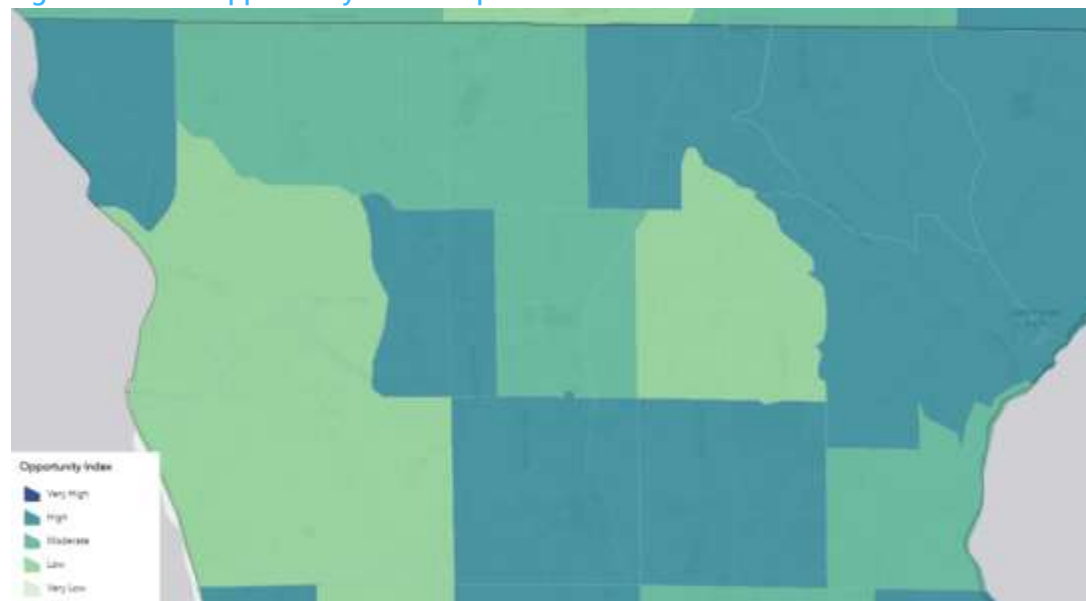
Figure 56. Department of Commerce Displacement Risk Map for Shoreline



Source: Puget Sound Regional Council (PSRC) Displacement Risk Map.

Figure 57 below shows PSRC’s Opportunity Index map for Shoreline. The Opportunity Index is based on measures of positive life outcomes, including education, economic health, housing and neighborhood quality, mobility and transportation, and health and environment. The dark blue areas are those with the high index scores (there are no Census tracts in Shoreline with a score of “Very High”), while the lighter green areas are considered lower opportunity. The Innis-Arden neighborhood is considered lower-opportunity because of housing and health metrics, while most of the Richmond Highlands neighborhood is higher opportunity due to strong economics, housing, health, and transportation metrics.

Figure 57. PSRC Opportunity Index Map for Shoreline



Sources: PSRC Opportunity Index.



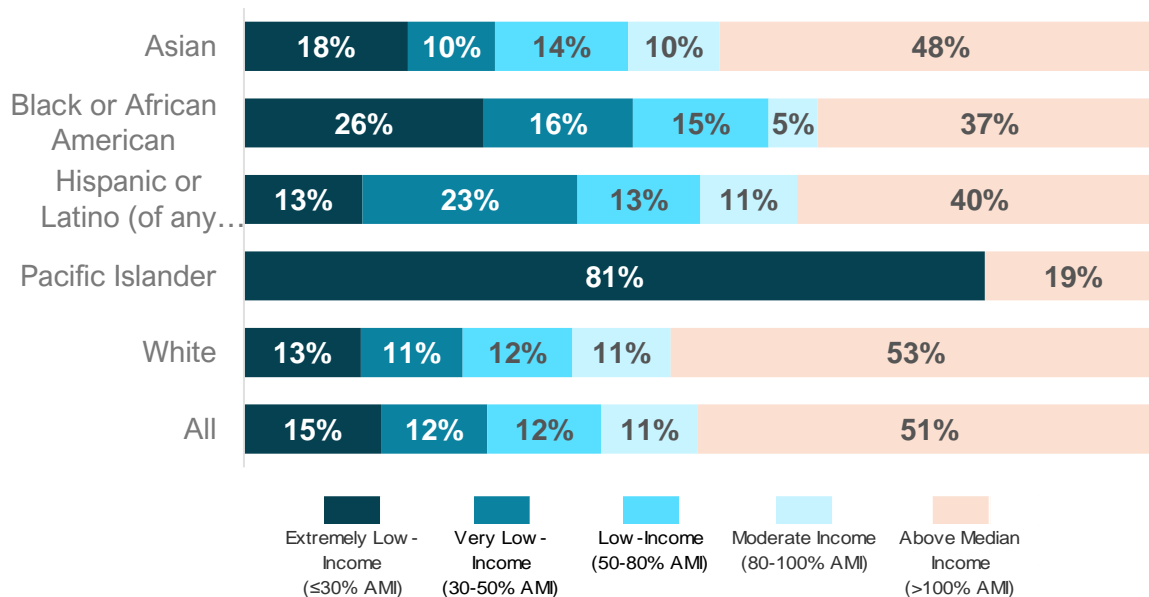
In Shoreline there is racial divide in income distribution. Citywide, 51 percent of households make above 100 percent AMI – this includes 53 percent of white households, 48 percent of Asian households, 40 percent of Hispanic/Latino households, 37 percent of Black/African American households, and 19 percent of Pacific Islander households. While just 15 percent of households make below 30 percent AMI, 81 percent of Pacific Islander households and 26 percent of Black households fall into that category.

Figure 58. Shoreline Count of Households by Income and Race

| Income Category (% of AMI)      | American Indian or Alaska Native | Asian | Black or African American | Hispanic or Latino (of any race) | Pacific Islander | White  | Not Reported* | All          |
|---------------------------------|----------------------------------|-------|---------------------------|----------------------------------|------------------|--------|---------------|--------------|
| <b>Number</b>                   |                                  |       |                           |                                  |                  |        |               |              |
| Extremely Low-Income (≤30% AMI) | 30                               | 555   | 265                       | 135                              | 105              | 2,025  | 185           | 3,300        |
| Very Low-Income (30-50%)        | 40                               | 295   | 165                       | 245                              | -                | 1,760  | 45            | 2,550        |
| Low-Income (50-80%)             | 35                               | 450   | 150                       | 140                              | -                | 1,905  | 60            | 2,740        |
| Moderate Income (80-100%)       | 10                               | 310   | 54                        | 110                              | -                | 1,700  | 141           | 2,325        |
| Above Median Income (>100%)     | 35                               | 1,495 | 380                       | 415                              | 25               | 8,495  | 295           | 11,140       |
| Total for published estimates   | 150                              | 3,105 | 1,014                     | 1,045                            | 130              | 15,885 | 726           | 22,060       |
| <b>Percentage</b>               |                                  |       |                           |                                  |                  |        |               |              |
| Extremely Low-Income (≤30% AMI) | 1%                               | 17%   | 8%                        | 4%                               | 3%               | 61%    | 6%            | Not Reported |
| Very Low-Income (30-50%)        | 2%                               | 12%   | 6%                        | 10%                              | 0%               | 69%    | 2%            | Not Reported |
| Low-Income (50-80%)             | 1%                               | 16%   | 5%                        | 5%                               | 0%               | 70%    | 2%            | Not Reported |
| Moderate Income (80-100%)       | 0%                               | 13%   | 2%                        | 5%                               | 0%               | 73%    | 6%            | Not Reported |
| Above Median Income (>100%)     | 0%                               | 13%   | 3%                        | 4%                               | 0%               | 76%    | 3%            | Not Reported |

\* The category "Other (including multiple races, non-Hispanic)" is suppressed in source data(CHAS 2015-2019 Table 1)  
 Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 1) & US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 8).

Figure 59. Shoreline Distribution of Households by Income and Race or Ethnicity

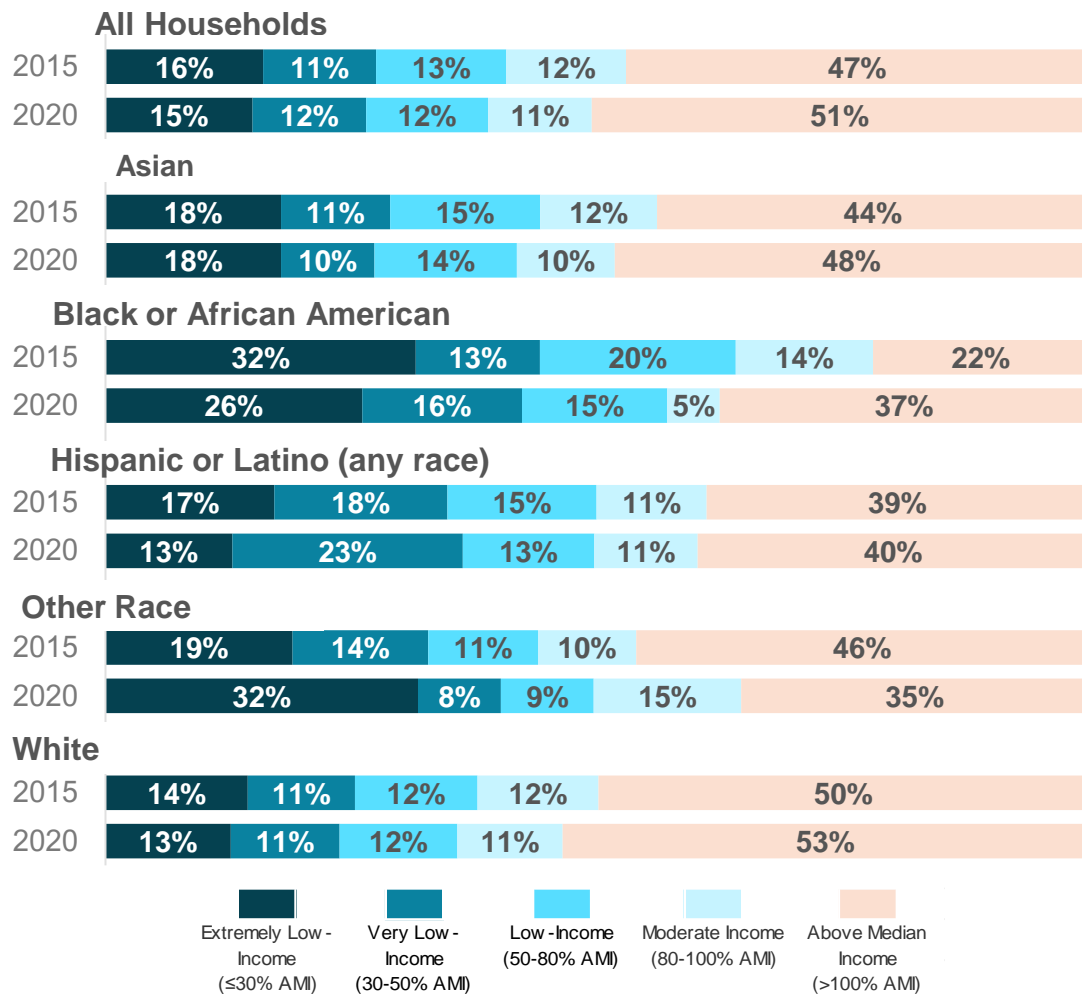


Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 1).



Between 2015 and 2020, the percentage of households making above the median income in Shoreline increased from 47 percent to 51 percent. With the exception of households identifying as Other Race, the share of households making more than 100 percent AMI increased across racial groups. While 22 percent of Black/African American households in Shoreline earned more than the median income in 2015, 37 percent were above that income level in 2020. At the same time, the share of Black/African American households making less than 30 percent AMI decreased from 32 percent to 26 percent.

**Figure 60. Shoreline Percentage of All Households by Income Category and Race (2010-2014 vs. 2015-2019)**



Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 1).





### Policy Evaluation

Based on the above analysis, there is room for improvements to policies in Shoreline to reduce racially disparate impacts, and the data was used to inform the next steps of the racially disparate impacts assessment process - evaluating and revising policies that reinforce historical patterns of segregation, displacement, and inequitable outcomes. Taking a proactive approach in shaping policy to address these challenges will be beneficial as the City of Shoreline seeks to build a more equitable future.

Based on guidance provided by the Washington State Department of Commerce, the following policy evaluation framework was used to evaluate **Shoreline's** existing Housing Element policies from the 2012 Comprehensive Plan:

| Criteria   | Evaluation                  |
|--|-----------------------------|
| The policy is valid and supports meeting the identified housing needs. The policy is needed and addresses identified racially disparate impacts, displacement and exclusion in housing.  | <b>S</b><br>Supportive      |
| The policy can support meeting the identified housing needs but may be insufficient or does not address racially disparate impacts, displacement and exclusion in housing.   | <b>A</b><br>Approaching     |
| The policy may challenge the jurisdiction's ability to meet the identified housing needs. The policy's benefits and burdens should be reviewed to optimize the ability to meet the policy's objectives while improving the equitable distribution of benefits and burdens imposed by the policy. | <b>C</b><br>Challenging     |
| The policy does not impact the jurisdiction's ability to meet the identified housing needs and has no influence or impact on racially disparate impacts, displacement or exclusion.  | <b>NA</b><br>Not applicable |



| Housing Goal or Policy   | Topic           | Benefit or Burden   | Evaluation Score | Evaluation (Why?)  | Revision or New Policy  | Rationale  | RDI Category   |
|--|-----------------|---|------------------|--|---|--|--|
| <b>GOALS</b>   |                 |   |                  |  |   |  |  |
| Goal H I<br>Provide sufficient development capacity to accommodate the 20 year growth forecast and promote other goals, such as creating demand for transit and local businesses through increased residential density along arterials; and improved infrastructure, like sidewalks and stormwater treatment, through redevelopment. | New Development | This goal benefits developers and the City. This goal benefits community members if redevelopment is constructed for affordable housing programs as designated by community vetted needs. | A                | This goal approaches supporting anti-displacement policy by joining state growth forecasts with planning for adequate infrastructure to serve existing and new households within a service area. This goal only approaches supporting anti-displacement policy by using vague terminology and not connecting infrastructure improvements to anti-displacement measures. <i>Recommendation:</i> To make this goal more actionable and implementable for anti-displacement regulatory purposes, goal language should use consistent desired housing type verbiage to ensure the benefits of housing development are distributed equitably.   | Revised Goal (H I): Provide sufficient development capacity to meet 2044 regional growth and address other housing goals, such as creating demand for transit and local businesses through increased residential density along arterials; and improved infrastructure, like sidewalks and stormwater treatment, through redevelopment and inclusionary zoning.<br>New Goal (In addition to H I): Implement anti-displacement regulations, with consideration given to the preservation of historical and cultural communities as well as investments in low, very low, extremely low, and moderate-income housing; equitable development initiatives; inclusionary zoning; community planning requirements; tenant protections; land disposition policies; and consideration of land that may be used for affordable housing. | Changed language from "promote other Goals" to "address other housing goals" in order to describe the goal's intent more accurately and to distribute the benefits of the policy more equitably. "Inclusionary zoning" was included at the end of the goal to enforce the intention to include permanent affordable units within new residential development along arterials . | Ensure the benefits of investment and development are equitably distributed. |
| Goal H II<br>Encourage development of an appropriate mix of housing choices through innovative use and well-crafted regulations.   | New Development | This goal benefits community members and developers.  | A                | This goal approaches addressing exclusion in housing by encouraging development of a mix of housing types. Allowing additional permitted uses in the city's single family housing regulations reduces exclusion when different family sizes, incomes, disabilities, and needs have housing choices on the market available to them. However, the term "appropriate" is vague and broad. Who will the housing be appropriate for? <i>Recommendation:</i> To make this goal more actionable and implementable for anti-displacement regulatory purposes, goal language should use consistent housing type verbiage to ensure the benefits are distributed equitably amongst different income level households. | Revised Goal (Goal H II): : Encourage development of a wider variety of housing types at all affordability levels through innovative land use, well-crafted regulations, and marketable development incentives.   | Changed "an appropriate mix of housing choices" to "a wider variety of housing types" to describe the goal's intent more accurately and to distribute the benefits of the policy more equitably.   | Ensure the benefits of investment and development are equitably distributed. |
| Goal H III<br>Preserve and develop housing throughout the city that addresses the needs of all economic segments of the community, including underserved populations, such as households making less than 30% of Area Median Income.   | New Development | This goal benefits community members of all economic segments. This goal may burden developers if affordable housing incentives are not created or marketed by the city.                  | S                | This goal supports anti-displacement policy by encouraging development for all economic segments of the community, and specifically identifying households making less than 30% of Area Median Income. Identifying this income bracket will help guide subsequent policies that specifically address affordable housing production at this income bracket.   |   |  | Increase affordable housing production.                                      |



| Housing Goal or Policy   | Topic            | Benefit or Burden   | Evaluation Score | Evaluation (Why?)  | Revision or New Policy  | Rationale   | RDI Category   |
|--|------------------|---|------------------|--|---|---|--|
| Goal H IV<br>"Protect and connect"<br>residential neighborhoods so they retain identity and character, yet provide amenities that enhance quality of life.                                       | Amenity Access   | This goal benefits existing neighborhoods and households if "protecting" and "retaining" the character of residential neighborhoods includes equitable distribution of amenities.   | A                | This goal approaches supporting anti-displacement policy by protecting residential neighborhood character and providing amenities that enhance quality of life. Protecting residential character can help homeowners and renters retain housing stability and preventing displacement. Although, preservation and "identity" language must be evaluated carefully to ensure the narrative of the policy does not enforce exclusionary practices towards BIPOC populations or specific income levels .<br><i>Recommendation:</i> The Washington State Department of Commerce guides cities to adopt incentives, strategies, actions, and regulations that encourage equitable development and mitigate displacement. Policies that encourage or promote development of new amenities should include "equitable distribution" language to ensure that the benefits of new development are planned with equity in mind. | <b>Revised Goal (G H IV): "Protect and connect" residential neighborhoods so they maintain scale and form and character based on community needs, yet provide equitable distribution of amenities that enhance quality of life.</b>                   | <b>Changed "provide amenities"" to "provide the equitable distribution of amenities" to describe the intent more accurately and to distribute the benefits of the policy more equitably. Changed "character" to "scale and form" to make the policy clearer and avoid an exclusionary narrative pertaining to maintaining specific "household" types like single family residential in a community.</b> | Ensure the benefits of investment and development are equitably distributed. |
| Goal H V<br>Integrate new development with consideration to design and scale that complements existing neighborhoods, and provides effective transitions between different uses and intensities. | Design Standards | This goal benefits existing neighborhoods and households by considering how the design, scale, and form of new development may impact existing households and neighborhoods. This goal may burden developers if design guidelines increase the overall construction costs of the project. | A                | This goal approaches supporting anti-displacement policy by considering how design and scale of new development may impact existing neighborhoods. However, this goal does not specify how redevelopment can also impact existing neighborhoods by increasing displacement risk through rising housing costs. This goal also does not consider the impact of new development on the general needs of the community, such as amenities, facilities, and green space. Complimentary designs and impact analyses could be required by the City to protect the function and form of existing neighborhoods.<br><i>Recommendation:</i> Add language to clarify applicable factors to be reviewed during new development or redevelopment projects.  | Revised Goal (H V): Integrate new development and redevelopment with consideration to design and scale that complements and maintains the needs of existing neighborhoods, and provides effective transitions between different uses and intensities. | Included "and maintains the needs of existing neighborhoods" to clarify that new development and redevelopment could impact amenities, facilities, green space, home values, and communal space of existing neighborhoods. Included "redevelopment" to clarify that redevelopment projects will also need to be examined for unintentional impacts to existing neighborhoods.                           | Protect Existing Communities.  |



| Housing Goal or Policy  | Topic                          | Benefit or Burden   | Evaluation Score | Evaluation (Why?)  | Revision or New Policy  | Rationale   | RDI Category   |
|---|--------------------------------|---|------------------|--|---|---|--|
| Goal H VI<br>Encourage and support a variety of housing opportunities for those with special needs, specifically older adults and people with disabilities. | Older Adults and Special Needs | This goal benefits communities at higher risk of displacement, especially those communities that rely on fixed incomes and require additional accommodations.   | A                | This goal approaches supporting anti-displacement policy by supporting actions to create or maintain housing opportunities specifically for those with "special needs". Older adults and people with disabilities are often more vulnerable to displacement risks due to sometimes unpredictable economic and physical pressures. This goal encourages the city to keep implementing and monitoring "special needs" housing at the forefront of housing planning priorities. However, language of the goal does not specify what type of housing opportunities should be supported. This lack of specification may make it harder to prioritize and select the most efficient housing programs and projects related to senior and disability needs.<br><i>Recommendation:</i> Add language to include key housing opportunity categories for the City to prioritize. | Revised Goal (H VI): Encourage a variety of healthy, safe, and affordable housing opportunities for those with special needs, specifically older adults, and people with disabilities.  | Included "healthy, safe, and affordable" to make the intent of the goal clearer and more actionable.  | Protect existing communities.  |
| Goal H VII<br>Collaborate with other jurisdictions and organizations to meet housing needs and address solutions that cross jurisdictional boundaries.      | Public and Private             | This goal benefits the community by creating platforms to share specific wants and needs of City residents. This goal also benefits the City by pooling resources, funding, and technical assistance. | A                | This goal approaches supporting anti-displacement policy by encouraging collaboration of multiple parties to pool resources, funding, and technical assistance across borders. Developing partnerships and frequent communication lines with surrounding jurisdictions will inform the City of adjacent housing decisions, projects, and programs that may affect housing within Shoreline's borders. However, collaboration should not stop at other jurisdictions and organizations. Community organizations, landowners, developers, and non-profits will also be vital partnerships to meet housing needs and identify housing solutions.<br><i>Recommendation:</i> Add language to include all applicable and important partnerships to meet housing needs.   | Revised Goal (H VII): Collaborate and partner with community organizations, other jurisdictions, landowners, developers, and non-profits to meet housing needs and address solutions that cross jurisdictional boundaries.  | Replaced "collaborate with other jurisdictions and organizations" with "collaborate and partner with community organizations, other jurisdictions, landowners, developers, and non-profits" to capture the full spectrum of public and private partnerships required to meet the community's housing needs.   | Ensure the benefits of investment and development are equitable distributed. |
| Goal H VIII<br>Implement recommendations outlined in the Comprehensive Housing Strategy.  | Regulations                    | This goal benefits community members and developers for recommended policies under the Housing Element include benefits and incentives to both parties.   | A                | This goal approaches supporting anti-displacement policy by implementing all recommendations outlined in the Housing Element of the Comprehensive Plan, but it does not account for the implementation and monitoring procedures required to ensure the success of the recommendations.<br><i>Recommendation:</i> Add language to reference policies that support using specified measures to track implementation and performance of policies. Ensure policies are working as intended to address racially disparate outcomes, exclusion, displacement, and displacement risk.  | New Goal (to replace H VIII): Develop implementation strategies, performance measures, and on-going monitoring procedures that account for all city housing action plans to ensure the success of recommendations outlined in the Comprehensive Housing Strategy. | New goal language clarifies the need for implementation strategies and on-going monitoring. Continuation of monitoring, implementation, and community engagement will capture how the City continues to change and grow, and will help continue to address Shoreline's changing housing needs and challenges. | Begin to undo racially disparate impacts, exclusion, and displacement.       |



| Housing Goal or Policy  | Topic             | Benefit or Burden  | Evaluation Score | Evaluation (Why?)   | Revision or New Policy   | Rationale   | RDI Category   |
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| Goal H IX<br>Develop and employ strategies specifically intended to attract families with young children in order to support the school system.               | Public Facilities | This goal benefits demographics that currently have higher percentages of families with young children. This policy burdens other household family sizes that may not inherently benefit from proposed strategies.   | C                | This goal challenges supporting anti-displacement policy because the language is exclusionary to other household sizes.<br><i>Recommendation:</i> This goal should be moved to the Land Use Element of the Comprehensive Plan to remain consistent with Land Use goals pertaining to public facilities (i.e., school system). A new goal should replace H IX to support all types of household sizes and encourage a variety of amenities associated with healthy neighborhoods.  | New Policy (To replace H IX): Increase the availability of healthy, equitable, and affordable housing for people in all demographic groups and at all income levels. Promote a balance of housing and amenities needed by residents at the neighborhood level, such as childcare, availability of fresh food, education, recreational opportunities, and medical care. | New goal language now encompasses more of the recommended policies and policy topics below.   | Ensure the benefits of investment and development are equitably distributed. |
| <b>POLICIES</b>   |                   |  |                  |   |  |   |  |
| H1<br>Encourage a variety of residential design alternatives that increase housing choice.  | Design Standards  | This policy benefits all community members and developers.   | A                | This policy approaches addressing exclusion in housing by encouraging a variety of residential design alternatives. Having an alternative menu of permitted residential designs, such as middle housing types, will provide housing for different family sizes and incomes. However, language of this policy is unclear as "residential design alternatives" is not defined and the desired location of these alternative designs is not specified.<br><br><i>Recommendation:</i> To make the policy more actionable, additional language should use consistent desired housing type verbiage and desired location specifications to ensure the benefits of development are distributed equitably.  | Revised Policy (H1): Allow and incentivize a wider variety of housing types at all affordability levels in all residential areas.  | Changed "encourage a variety of residential design alternatives" to "allow and incentivize a wider variety of housing types at all affordability levels" to describe the policy intent more accurately and to distribute the benefits of the policy more equitably.<br>The housing market and developers are inclined to build affordable housing when they receive value and profit from the project. The word "incentivize" is included to off-set value lost when developers integrate affordability on their own (i.e., grants available to affordable housing developers, density bonuses, etc.) | Ensure the benefits of investment and development are equitably distributed. |
| H2<br>Provide incentives to encourage residential development in commercial zones, especially those within proximity to transit, to support local businesses. | Amenity Access    | This policy benefits developers who can expand housing construction opportunities in commercial areas or public transit areas. This policy benefits households that can afford the costs of homeowner or rental units near amenities. This policy may burden existing neighborhoods within or near new construction and redevelopment areas. | C                | <b>This policy could challenge the jurisdiction's</b> ability to meet housing needs from the unequitable distribution of benefits and burdens to neighborhoods adjacent to new residential development in commercial zones. New residential development can gentrify existing neighborhoods and increase home values near highly desired amenities, such as transit and local businesses. As discussed in Appendix C, new residential development near amenities can increase the likelihood of economic displacement risk.<br><br><i>Recommendation:</i> Anti-displacement policies will be needed to mitigate and reduce the impacts of redevelopment and upzoning in existing neighborhoods, especially for BIPOC communities and low-income households. | New Policy (To replace H2): Encourage the development of a wider variety of housing types in areas with existing infrastructure capacity, services, and transit, while balancing the need to address disinvestment in historically disinvested neighborhoods.  | Clarified that a "wider variety of housing types" is appropriate in areas with existing infrastructure. Acknowledged that underinvestment in existing neighborhoods also needs to be addressed. This policy would require consistency with capital facilities element policies to increase infrastructure capacity in historically disinvested neighborhoods where greater density and housing diversity is needed.   | Ensure the benefits of investment and development are equitably distributed. |



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| H3<br>Encourage infill development on vacant or underutilized sites.  | New Development    | This policy benefits landowners and developers. However, redevelopment has the potential to burden existing neighborhoods and increase average City rental prices.   | A                | Removing barriers to development of affordable housing will help increase affordable housing unit accessibility and attainability in the City. At the same time, this policy does not specify the type of infill development that is encouraged. This policy could be supporting more market rate housing or single-family residences in existing neighborhoods, which in turn increases the likelihood of economic displacement (i.e., increased property taxes and home values in the surrounding areas).<br><i>Recommendation:</i> An accompanying anti-displacement policy could be adopted to ensure building scale and form are consistent in neighborhoods.   | Policy Revision (H3): Encourage infill development on vacant or underutilized sites by working with developers, state agencies, regional partnerships, and non-profits to identify locations, funding opportunities, and implementation strategies.<br>New Policy (In addition to H3): In neighborhoods of naturally occurring affordability, maintain the scale and form of buildings in established residential neighborhoods through adoption of context-sensitive regulations. | The revised policy now includes action items (partnerships) to provide a pathway to achieve infill development on vacant or underutilized sites. The new policy provides a building design solution to infill development, tailored to the needs of the community, and supports allowing existing residents to stay in their homes as much as possible. | Protect existing communities.   |
| H4<br>Consider housing cost and supply implications of proposed regulations and procedures.                       | Regulations        | This policy benefits existing community members by reviewing potential regulatory changes for unintended impacts. This policy could burden developers, applicants, and landowners if proposed regulations and procedures reduce cost burdens for the homeowner or renter, but increase development cost burdens for the applicant. | A                | This policy encourages an additional process toward evaluating the potential impacts of policy changes, such as allowing specific types of units within a neighborhood, before implementing new regulations and procedures. Considerations for the regulatory <b>effects upon a neighborhood's</b> displacement risk is important to preserve neighborhood stability. This policy approaches supporting anti-displacement policy by encouraging a cost/benefit analysis of proposed regulations and procedures, but it does not specify the kinds of implications considered.<br><i>Recommendation:</i> An additional anti-displacement policy could be considered to provide a specific anti-displacement and equitable regulatory lens to a proposed regulations and procedures cost/benefit analysis. | Policy Revision (H4): Review <i>broader housing market impacts, housing costs, and housing supply implications of proposed regulations and procedures.</i><br>New Policy (In addition to H4): <i>Use measures to track implementation and performance to ensure policies are working as intended to address racially disparate outcomes, exclusion, displacement, and displacement risk.</i>   | The revised policy acknowledges the effect the private side of development has on the housing landscape. The new policy compliments H4 by providing a follow-up procedure to ensure that implications considered have resulted in expected outcomes.  | Begin to undo racially disparate impacts, exclusion and displacement. |
| H5<br>Promote working partnerships with public and private groups to plan and develop a range of housing choices. | Public and Private | This policy benefits all community members and developers but could burden specific racial communities if they are not included in promoted partnerships.  | A                | This policy approaches supporting anti-displacement policy by promoting public and private partnerships that would expand the City's resource base and pool housing solutions. This policy only approaches supporting anti-displacement policy because it is repetitive of other policies in the Housing Element. Repeating policy narratives reduces the opportunity to address a wider range of City housing equity concerns and solutions.<br><br><i>Recommendation:</i> This policy is similar to H20. To reduce repetitive policy language in the next Comprehensive Plan periodic update, this policy can be replaced to include more actionable, anti-displacement prescriptive language.   | New Policy (To replace H5): Adopt incentives, strategies, actions, and regulations that increase the supply of housing for households with extremely low-, very low- and low-incomes by private or public developers.  | Expanded policy language with specific income levels and actions to make the policy more actionable.  | Increase affordable housing production.                               |



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| H6<br>Consider regulations that would allow cottage housing in residential areas, and revise the Development Code to allow and create standards for a wider variety of housing types.   | Cottage Housing               | This policy benefits all community members and developers.  | A                | Allowing cottage housing in residential areas may provide more affordable housing options for low-income households. However, creating standards for a wider variety of housing types seems non-related and secondary to cottage housing.<br><br><i>Recommendation:</i> This policy could be split into two different policies (from where the comma separates “areas,” from “and”). The second policy should be specific to what type of housing types the City should pursue (i.e., missing middle housing).  | Policy Revision (H6): Adopt regulations that would allow cottage housing in all residential areas.  | The second section of the policy has been removed to make the intent of the policy clearer. Additional policies have been recommended to encourage new regulations that support diverse housing types (see H1).   | Increase affordable housing production. |
| H7<br>Create meaningful incentives to facilitate development of affordable housing in both residential and commercial zones, including consideration of exemptions from certain development standards in instances where strict application would make incentives infeasible. | Affordable Housing Incentives | This policy benefits community members who will have more access to affordable housing options, and for developers who will be able to gain affordable housing incentives through development standard exemptions. This policy may burden existing neighborhoods if new development is exempted from development standards that protect existing neighborhoods. | A                | Zoning and regulations can restrict the types of homes built in a community. Minimum lot size requirements, prohibitions on multi-family units, and building height limitations are just some examples of regulatory restrictions. Research has connected zoning to racial segregation, creating disparities in housing outcomes. Amending zoning standards to allow more housing types and expand affordable housing choices is an important planning tool to undo past harm.<br><i>Recommendation:</i> To make this policy more supportive of anti-displacement housing policies, the City could consider drafting a new policy that ensures exempted development standards are not protecting disproportionately impacted communities from housing exclusion and displacement. | New Policy (In addition to H7): Explore establishing a development standard exemption review process that examines proposed exemptions for potential harms to communities already being disproportionately impacted. New Policy (In addition to H7): Use measures to track implementation and performance to ensure policies are working as intended to address racially disparate outcomes, exclusion, displacement, and displacement risk.        | New policies create a procedure for cities to review and monitor housing policies, and specifically development standard exemption considerations when affordable housing developers would like to utilize an established/promoted City housing incentive.  | Increase affordable housing production. |
| H8<br>Explore a variety and combination of incentives to encourage market rate and non-profit developers to build more units with deeper levels of affordability.   | Affordable Housing Incentives | This policy could burden extremely low, very low, or low income households. Affordability to specific household incomes is not specified.   | C                | This policy challenges supporting anti-displacement policy because the language is <b>broad and unclear. The term “deeper levels of affordability” does not define what affordability</b> is or whose housing units are affordable. This policy may challenge City efforts to provide units that meet the needs of low-income households. If this policy is implemented without regard to other housing needs (i.e., non-single-family residences), this policy may serve as a barrier to meeting these needs.<br><br><i>Recommendation:</i> This policy could be revised to <b>include language such as “low income” and specific AMI brackets.</b> This policy should also specify what types of units would be encouraged through City sponsored development incentives.       | Revised Policy (H8): Explore a variety and combination of incentives and mandates to encourage market rate and non-profit developers to build housing units that serve the diverse income needs of the City.<br>New Policy (In addition to H8): Adopt incentives, strategies, actions, and regulations that reduce barriers and promote access to affordable homeownership for extremely low, very low, low-income, and moderate income households. | Several recommended policy revisions include the terms, “extremely low-, very low- and low-incomes”. This policy uses the phrase “diverse income needs” to also include new housing considerations for moderate- and above-income households, as those families will also need long term housing options. The new policy also compliments revisions to H8 by reducing homeownership barriers to affordable housing units. | Increase affordable housing production. |



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| H9<br>Explore the feasibility of creating a City housing trust fund for development of low income housing.   | Funding | This policy benefits all community members and developers, if taxes that increase risk of displacement are not required to create the trust fund.             | A                | This policy approaches supporting anti-displacement policy because housing trust funds help generate revenue for affordable housing production and preservation, thus increasing affordable housing options and availability for community members at higher risk of displacement in the City. However, the phrase "explore the feasibility" can promote the narrative that this policy is not urgent or does not need to be prioritized.<br><i>Recommendation:</i> Remove "explore" and replace with "create" to make the policy more actionable.  | Revised Policy (H9): Create an Affordable Housing Trust Fund for development of low income housing.   | Changed "explore the feasibility" to "create an affordable housing trust fund" to make the intent of the policy more clear and actionable.                                       | Increase affordable housing production. |
| H10<br>Explore all available options for financing affordable housing, including private foundations and federal, state, and local programs, and assist local organizations with obtaining funding when appropriate. | Funding | This policy could burden the City for there are many actionable elements of the policy that may make it more difficult to measure its implementation success. | A                | Incentives, strategies, actions, and regulations that finance affordable housing are essential for maintaining long term affordable housing options. However, the verbiage "when appropriate" indicates that these actions are not a City priority or that consulting local organizations is not always an "appropriate" action. This policy approaches supporting anti-displacement policies because the verbiage may be exclusionary of the local community. Due to historic and present mistrust of government, BIPOC communities more commonly seek assistance through familiar social groups and cultural institutions. Gaining more active participation of the local community is key in reducing racially disparate impacts. In addition, this policy is similar to H27 and H28. Funding policies should have separate intents to cover more diverse housing goals and actions.<br><i>Recommendation:</i> The City could consider including policy language that specifically encourages collaboration with local organizations, because these organizations are more likely to have more clear definitions of housing needs in their community groups. | Revised Policy (H10): Explore all available options for financing affordable housing and assist and partner with local organizations to obtain funding. | Removed "including private foundations and federal, state, and local programs" and "when appropriate" to decrease repetitive language and make the intent of the policy clearer. | Increase affordable housing production. |





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| H11<br>Encourage affordable housing availability in all neighborhoods throughout the city, particularly in proximity to transit, employment, and/or educational opportunities.  | Amenity Access                | This policy does not inherently burden existing communities, but it could be strengthened to promote more benefits to communities through equitable affordable housing development. | A                | This policy approaches supporting anti-displacement policy by encouraging new affordable housing development in neighborhoods with proximity to transit, employment, and/or educational opportunities. However, this policy repeats verbiage found in H32. Anti-displacement policies should have well-rounded verbiage that considers all components of equitable and desirable neighborhoods.<br><br><i>Recommendation:</i> As discussed in Appendix E and Chapter 3: Patterns, new development can increase the risk of displacement and exclusion by reducing available green space, open spaces, and parks. These desired neighborhood elements could be included in housing policy to ensure new development is consistently preserving shared outdoor spaces that residents rely on for health and wellness.  | New Policy (To replace H11): Create and sustain affordable housing that provides equitable access to parks and open space, safe pedestrian and bicycle networks, clean air, soil and water, healthy foods, high-quality education, affordable and high-quality transit options and jobs.                            | This new policy includes encouraging affordable development near transit, employment, and education, but also specifies the need for other important elements of an equitable and healthy neighborhood; parks and open space, safe pedestrian and bicycle networks, healthy foods, and clean air, soil, and water. The new policy strengthens the intent of H11.  | Ensure the benefits of investment and development are equitably distributed. |
| H12<br>Encourage that any affordable housing funded in the city with public funds remains affordable for the longest possible term, with a minimum of 50 years.   | Affordable Housing Incentives | This policy benefits households at higher risk of displacement and homelessness.  | S                | This policy is supportive of anti-displacement policy by requiring a minimum affordability term of 50 years (as required by the State). The City also has a number of other affordable housing methods. For example, a ground lease of City-owned property is available for subject affordable housing projects. The City can require the affordability requirement to be longer term in specific project agreements.  |   |   | Increase affordable housing production.                                      |
| H13<br>Consider revising the Property Tax Exemption (PTE) incentive to include an affordability requirement in areas of Shoreline where it is not currently required, and incorporate tiered levels so that a smaller percentage of units would be required if they were affordable to lower income households. | Affordable Housing Incentives | This policy benefits low income households and developers that receive 8, 12, or 20 year tax exemptions on affordable unit development.   | A                | This policy supports increasing affordable housing covenants throughout the City, providing additional affordable housing accessibility to low-income households. The policy also promotes a tiered implementation approach to encourage MFTE in Subarea Plans and other future impacted areas of the City to mitigate impacts from major development projects (i.e., Light Rail). However, this policy only approaches supporting anti-displacement policy by using the term "consider". "Consider" implies that the City may not complete this action. If the action does not take place then affordable housing covenants will continue to be restricted to certain neighborhoods, excluding other neighborhood populations from their benefits.<br><br><i>Recommendation:</i> To make this policy more actionable, the City should remove the term "consider". | Revised Policy (H13): Revise the Property Tax Exemption (PTE) incentive to include an affordability requirement in areas of Shoreline where it is not currently required, and incorporate tiered levels so that a smaller percentage of units would be required if they were affordable to lower income households. | Removed "consider" to make the policy more actionable. Property Tax Exemption Programs are not available in most areas of the city. As discussed in Appendix C, the Hillwood and Echo Lake neighborhoods currently do not have apartments under a Property Tax Exemption program. In addition, there are several multi-family developments outside the upcoming station areas that are interested in the MFTE program but can not register because they are not eligible based on the program's current requirements. | Increase affordable housing production.                                      |



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| H14<br>Provide updated information to residents on affordable housing opportunities and first-time home ownership programs.                    | Community Engagement | This policy benefits the public by ensuring they receive continuous education for available housing resources. This policy may burden those who are not considered "residents" or who are not connected to traditional City outreach methods. | A                | Establishing public outreach and education programs for available housing programs will help community members utilize resources available to them. This policy only approaches supporting anti-displacement policy by not providing clear actions to deliver updated information to residents. How will information be distributed? How has the community received and responded to information distributed through traditional outreach methods in the past? Who has reported that they have not received notification of affordable housing opportunities in the past?<br><br><i>Recommendation:</i> Establishing public outreach methods that reach the most people can be challenging for cities. The City could consider partnering with cultural institutions, neighborhood organizations, and community centers to reach more residents that could benefit from affordable housing resources, and those who have been excluded from resources in the past. | Revised Policy (H14): Establish partnerships with cultural institutions, faith groups, neighborhood organizations, community centers, and other community resources to inform residents on affordable housing opportunities and first-time home ownership programs.   | Changed "provide updated information" to "Establish partnerships with cultural institutions, neighborhood organizations, community centers, and other community resources" to make the policy more actionable.   | Begin to undo racially disparate impacts, exclusion and displacement. |
| H15<br>Identify and promote use of surplus public and quasi-publicly owned land for housing affordable to low- and moderate-income households. | New Development      | This policy benefits community members who rely on affordable housing and developers who are interested in affordable housing projects.   | A                | Land disposition policies support the conversion of underutilized and surplus public land for other uses, guided by state law. State law has identified affordable housing as a public benefit and allows cities to sell or lease land at a reduced cost, or donate it altogether, for development of affordable housing. This policy supports increasing affordable housing production.<br><i>Recommendation:</i> Add language to clarify first steps before lands are promoted by the City.  | Revised Policy (H12): Identify, inventory, and promote use of surplus public and quasi-publicly owned land for housing affordable to low- and moderate-income households.   | Although the existing policy language of H15 supports anti-displacement policy, this policy can be improved by adding the term "inventory". It will be important for the City to create an inventory of surplus land feasible for affordable housing development. A regularly updated inventory will keep the City informed of development opportunities, and create a shareable marketing tool to educate developers on buildable lands in Shoreline. | Increase affordable housing production.                               |
| H16<br>Educate the public about community benefits of affordable housing in order to promote acceptance of local proposals.                    | Community Engagement | This policy benefits the City in implementing required actions and changes to pursue affordable housing, and community members who desire to provide input on proposed housing developments in the City.                                      | A                | Available resources are not always shared or made easily available to community members. A lack of knowledge about fair housing is common and a need for education is strongly encouraged. Fair housing education is therefore supported by this policy. This policy helps support anti-displacement policies by initiating public education on the communal benefits of supporting affordable housing, reducing public opposition to affordable housing projects, and decreasing pre-development process timelines.<br><i>Recommendation:</i> Add language to acknowledge and plan for interactions between different cultures and languages.   | Revised Policy (H16): Educate the public about community benefits of affordable housing in order to promote acceptance of local proposals. Ensure that materials are sensitive to the unique cultures, values, and lived experiences of intended audiences to achieve participation and buy-off. Develop materials in requisite languages if necessary. | Some additional language to further describe how educational materials should be prepared has been included in the revised policy. Language and other cultural considerations strengthens the reach of this policy to more diverse groups.   | Begin to undo racially disparate impacts, exclusion and displacement. |



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| H17<br>Advocate for regional and state initiatives to increase funding for housing affordability.  | Funding            | This policy benefits the City, the community, and developers.                                 | A                | This policy is similar to H32. Repetitive language reduces the opportunity to have more actionable policy types and topics.<br><br><i>Recommendation:</i> Additional policies for specific anti-displacement actions could replace H17. For example, this policy could be replaced with <b>“Increase affordable housing options for all residents in areas that are within easy access to job centers or transit”</b> .  | New Policy (To replace H17): Use local, regional, and national resources to generate more revenue for housing production and preservation, particularly for households with extremely low-, very low- and low-incomes.   | Adjusted the reasoning for the policy and emphasized this by bringing the reasoning to the front of the policy.   | Increase affordable housing production.      |
| H18<br>Consider mandating an affordability component in Light Rail Station Areas or other Transit-Oriented Communities.  | Amenity Access     | This policy benefits existing neighborhoods in proximity to the proposed Light Rail Stations. | A                | <b>Remove word “consider”.</b> This REA and Public Engagement Summary (see Appendix E) has revealed data and community vetted higher risks of displacement associated with construction of the two proposed Light Rail Stations. This policy approaches supporting anti-displacement policy by suggesting an affordable housing mandate but does not encourage it by using the word <b>“consider”</b> . <b>To make this policy more actionable, the word “consider” should be removed.</b><br><br><i>Recommendation:</i> In addition, revised zoning regulations and incentives for affordable housing and green space preservation could be included in the affordable housing mandates, to prevent burdening BIPOC households near the proposed Light Rail Stations. | Revised Policy (H-18): Mandate a housing affordability and transit subsidy component in Light Rail Station Areas or other Transit - Oriented Communities to mitigate higher risks of displacement.<br>New Policy (In addition to H-18): Adopt zoning that incentivizes new development more equitably across all neighborhoods to prevent disproportionately burdening BIPOC households. | <b>Removed the caveat (the “consider” statement),</b> because it promotes disinvestment and conflicts with the intent of the policy. Consideration for including a “transit subsidy” component will also aid in the protection of existing communities by offering cost burdened households incentives to live near and utilize the transit system. The new policy provides distinction between housing challenges faced between different neighborhoods. In some neighborhoods the low cost of land and proximity to amenities could lead to displacement. In <b>others, because land is “well utilized” and not underused</b> they are not impacted by development. | Protect Existing Communities and Households. |
| H19<br>Encourage, assist, and support non-profit agencies that construct, manage, and provide services for affordable housing and homelessness programs within the city. | Public and Private | This policy benefits households at higher risk of displacement and homelessness.              | S                | Public and private efforts can help to preserve existing affordable housing inventory and allow residents to stay in housing they can afford. Renters, who are primarily BIPOC, can benefit from this policy.  |  |   | Protect Existing Communities and Households. |



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| <p>H20<br/>Pursue public-private partnerships to preserve existing affordable housing stock and develop additional units.</p> | <p>Public and Private</p> | <p>This policy benefits extremely low, very low, and low income households.</p> | <p>A</p>         | <p>Public and private efforts can help to preserve existing affordable housing inventory and allow residents to stay in housing they can afford. Renters, who are primarily BIPOC in the community, can benefit from this policy. This policy approaches supporting anti-economic and physical displacement policies by pursuing existing affordable housing preservation and developing additional affordable units. However, this policy is similar to housing policies H31 and H32 and could be expanded to provide additional, specific anti-displacement actions.</p> <p><i>Recommendation:</i> Add specific action language of <b>affordable housing preservation, such as “adopt incentives, strategies, actions and regulations”</b>. The City could also consider adding the term <b>“affordable” for additional unit development</b>. For example, “.. and development of additional affordable units”. <b>Expiring affordable housing covenants</b> can decrease affordable units available. It is important to consider the continuation of creating additional affordable units alongside market rate units.</p> | <p>New Policy (To replace H20): Dedicate resources to preserve existing housing for low-income households including addressing problems of substandard housing and expiring affordable housing covenants.</p> | <p>Preserving affordable housing stock and developing additional units is already supported by other policy recommendations in this evaluation. Specific examples of actions and tools that reduce displacement risk strengthens the implementation of this policy.</p> | <p>Preserve existing affordable housing.</p> |



| Housing Goal or Policy   | Topic                          | Benefit or Burden  | Evaluation Score | Evaluation (Why?)   | Revision or New Policy  | Rationale   | RDI Category  |
|--|--------------------------------|--|------------------|---|---|---|---|
| H21<br>Initiate and encourage equitable and inclusive community involvement that fosters civic pride and positive neighborhood image.  | Community Engagement           | This policy burdens historically excluded and segregated racial groups from Shoreline neighborhoods. | C                | <p><b>The term “civic pride” has historically related to</b> how a community promotes or defends communal identity and autonomy. As discussed in Chapter 1: History, some Shoreline neighborhoods have historically enforced racially exclusive covenants to prohibit BIPOC communities from buying homes. This was often done with the intention to retain White communal <b>identity and autonomy. Terms such as “civic pride” therefore can perpetuate exclusionary and racially disparate housing policies. “Positive neighborhood image” is also unspecific and can be misinterpreted as coded language that communicates exclusionary messages.</b> While the pride of a community may be important, it should be recognized that the GMA does not support the idea that neighborhoods should remain unchanged over time. Neighborhoods should evolve and change to adapt to the changing needs of residents. Community equity and wellness should be prioritized in housing policies instead.</p> <p><i>Recommendation:</i> This policy is challenging the <b>City’s anti-displacement policy efforts. “Civic pride” and “positive neighborhood image” should be removed.</b> The City could consider revising this policy to include historically excluded racial groups in community involvement. For example, <b>“.. community involvement that encourages participation of all community racial groups”.</b></p> | New Policy (to replace H21): Initiate and encourage equitable and inclusive community involvement, especially with communities disproportionately impacted by housing challenges. Engage communities in developing, implementing, and monitoring policies that reduce and undo harm to these communities. Prioritize the needs and solutions expressed by these disproportionately impacted communities for implementation. | Acknowledged that underinvestment in existing neighborhood engagement also needs to be addressed. | Begin to undo racially disparate impacts, exclusion and displacement. |
| H22<br>Continue to provide financial assistance to low-income residents for maintaining or repairing health and safety features of their homes through a housing rehabilitation program. | Older Adults and Special Needs | This policy benefits older adults and households reliant on a fixed or limited income.               | S                | This policy supports anti-displacement policies by emphasizing the importance of providing financial assistance to low-income households and supporting long term residency. However, as discussed in Appendix E, some community members feel disconnected from housing resources, and may not be informed of their existence. This indicates that setting up these programs is not enough to ensure their success. Additional outreach and educational programs should be established to ensure residents are informed of their <b>community’s resources and can utilize them before they are displaced from their homes.</b> The new policy recommended for H21 and the revised policy recommendation for H14 includes language to support creating new outreach programs that reach more community groups, and specifically previously excluded groups.  |   |   | Begin to undo racially disparate impacts, exclusion and displacement. |



| Housing Goal or Policy   | Topic             | Benefit or Burden   | Evaluation Score | Evaluation (Why?)   | Revision or New Policy   | Rationale   | RDI Category   |
|--|-------------------|---|------------------|---|--|---|--|
| H23<br>Assure that site, landscaping, building, and design regulations create effective transitions between different land uses and densities. | Design Standards  | This policy benefits all community members and developers, if landscaping, building, and design regulations continue neighborhood character and do not contribute to gentrification of the community. | A                | As discussed in Appendix E, some engagement participants felt that new multi-family housing and large apartment complexes sometimes do not provide landscaping and design standards that are harmonious with the intended character and aesthetics of Shoreline neighborhoods. Community members have shared that important community values such as green space, tree preservation, and communal spaces are not being included in new housing developments. This policy approaches supporting anti-displacement policies by assuring that landscaping and design regulations are creating transitions between different land uses, such as multifamily and single-family households. But the policy does not specify how that assurance is made.<br><i>Recommendation:</i> Clear guidelines should be implemented to avoid unintentional displacement. Criteria that are desired in residential areas should also be specified to avoid displacement and exclusionary impacts of new development adjacent to existing neighborhoods. | Revised Policy (H23): Assure that site, landscaping, building, and design regulations create effective transitions between different building forms, land uses, and densities.<br>New Policy (In addition to H23): <i>Create and sustain affordable housing that provides equitable access to parks and open space, aesthetic quality, safe pedestrian and bicycle networks, clean air, soil and water, healthy foods, high-quality education, affordable and high-quality transit options and jobs.</i> | Strengthen outcomes of Policy H23 by adopting a complimentary new policy that emphasizes desired and equitable neighborhood qualities when adopting land use and density transition regulations. Specified that "building forms" should be considered in conjunction with land uses and densities. Development of missing middle housing in existing neighborhoods will require additional review of transitions between homes to reduce displacement risk. | Ensure the benefits of investment and development are equitably distributed. |
| H24<br>Explore the feasibility of implementing alternative neighborhood design concepts <b>into the City's regulations.</b>                    | Housing Diversity | This policy benefits all community members and developers, if neighborhood design concepts continue neighborhood character and do not contribute to gentrification of the community.                  | C                | This policy is broad and unclear. Alternative neighborhood design does not signify to the reader what types of neighborhood designs are intended, and where those neighborhood designs would be implemented. This policy challenges anti-displacement policy by not specifying the intent of the alternative neighborhood design. Vague narratives can continue a disparate distribution of benefits and burdens in the community when new housing is built.<br><i>Recommendation:</i> Replace policy with language capturing the City's intent of allowing a wide-range of housing types in Shoreline neighborhoods.   | New Policy (To replace H24): Adopt incentives, strategies, actions and regulations that encourage equitable development through the delivery of a wide-range of housing types and at multiple price points to mitigate displacement city-wide.   | Replaced previous policy to describe the intent of the original policy more accurately and to encourage increasing City affordable housing production.  | Increase affordable housing production.                                      |



| Housing Goal or Policy  | Topic                          | Benefit or Burden  | Evaluation Score | Evaluation (Why?)  | Revision or New Policy   | Rationale   | RDI Category   |
|---|--------------------------------|--|------------------|--|--|---|--|
| H25<br>Encourage, assist, and support social and health service organizations that offer housing programs for targeted populations.   | Public and Private             | This policy could burden specific racial groups if encouraged and assisted programs are meant for those in "targeted" populations, and not for those in a specific racial group. | C                | This policy language is repetitive of Policy H31. Terminology and verbiage impacts the policy narrative and furthers harmful biases about groups of people and communities. This policy challenges implementing anti-displacement policies by using the word "targeted" to describe populations that would utilize housing programs. <b>"Targeted" is unclear in its meaning, and could be implemented as an unintentional exclusionary practice.</b><br><i>Recommendation:</i> Replace "targeted" with a state legislative term, "low, very low, extremely low, and moderate-income housing" or "BIPOC communities".  | Revised Policy (H25): Encourage, assist, and support social and health service organizations that offer housing programs for households in need, particularly for households with extremely low-, very low- and low-incomes.<br>New Policy (In addition to H25): Adopt an ordinance to require developers, public funds, or a combination of the two to provide relocation funds for displaced tenants at or below 50% of the county median income.  | Removed the vague term (the "targeted" statement), because it promotes exclusion and conflicts with the intent of the policy. Acknowledged that housing programs should be invested in particularly for households with extremely low-, very low- and low-incomes. The new policy captures the wider range of assistance distributed for residents that may have experienced displacement from condemnation, redevelopment, environmental contamination, or city- initiated code enforcement. | Ensure the benefits of investment and development are equitably distributed. |
| H26<br>Support development of emergency, transitional, and permanent supportive housing with appropriate services for people with special needs, such as those fleeing domestic violence, throughout the city and region. | Older Adults and Special Needs | This policy benefits community members experiencing economic, physical, or cultural displacement pressures.  | A                | As discussed in Appendix E, community members that have experienced homelessness in the past shared that they remain vulnerable to homelessness in the present due to economic displacement risk factors. While temporary emergency housing is important for persons experiencing homelessness, providing long term housing and services is vital to lowering rates of repeated or long-term homelessness. Services may not just be financial and employment based, but can also be emotional or pertain to any other number of services. This policy is supportive of investments in low, very low, extremely low, and moderate-income housing, tenant protections, and equitable community planning. However, this policy does not provide clear descriptions of the criteria that is desired in housing services for people with special needs, and therefore approaches meeting the intent of anti-displacement policies.<br><i>Recommendation:</i> Provide clear description of criteria that is desired in services for people with special needs. | Revised Policy (H26): Support development of emergency, transitional, and permanent supportive housing with services for people with special needs, such as those fleeing domestic violence or households experiencing displacement, throughout the city and region.<br>New Policy (In addition to H26): Strive to increase class, race and age integration across the city by equitably dispersing affordable housing opportunities. Discourage neighborhood segregation and the isolation of special need populations. | Added "households experiencing displacement" to distribute the benefits of the policy more equitably. The new policy focuses on specific anti-exclusion and anti-displacement solutions tailored to the needs of the community and supports allowing residents to stay in their homes as much as possible   | Ensure the benefits of investment and development are equitable distributed. |



| Housing Goal or Policy  | Topic                          | Benefit or Burden   | Evaluation Score | Evaluation (Why?)   | Revision or New Policy   | Rationale  | RDI Category  |
|---|--------------------------------|---|------------------|---|--|--|---|
| H27<br>Support opportunities for older adults and people with disabilities to remain in the community as their housing needs change, by encouraging universal design or retrofitting homes for lifetime use.            | Older Adults and Special Needs | This policy benefits older adults and households reliant on a fixed income.   | A                | Does universal design hold the same benefits as pre-approved building plans? As discussed in Appendix E, seniors have indicated that tax increase protections and long-term and quality affordable housing options are leading components to maintaining residency in Shoreline. This policy is approaching supporting anti-displacement policies by supporting older adults through home rehabilitation programs and encouraging permit streamlining, but does not include actions that directly respond to specific housing issues vetted by the community.<br><i>Recommendation:</i> Additional policy could be developed to compliment H27 and include tax increase protection programs and construction incentives of long-term affordable housing.  | New Policy (In addition to H27): Improve strategies and regulations that protect housing stability for renter households by establishing tax deferral education programs, rental assistance, and tenant opportunity to purchase programs.  | Additional policy to compliment intent of H27. The new policy includes specific, actionable tenant protection programs identified as needed by the community. The policy now focuses on solutions tailored to the needs of the community and supports allowing residents to stay in their homes as long as possible. | Protect Existing Communities and Households.                          |
| H28<br>Improve coordination among the County and other jurisdictions, housing and service providers, and funders to identify, promote, and implement local and regional strategies that increase housing opportunities. | Cross-Jurisdictional Support   | This policy benefits the City by pooling resources and strategies from multiple organizations and jurisdictions that effect housing outcomes. This policy may burden the community if community members are not given the opportunity to provide input. | A                | Cross jurisdictional coordination allows jurisdictions of similar sizes and needs to pool resources, share solutions, and address shared issues. Partnering cities and counties can also share a representative to advocate for funding and grant opportunities at the state level. This policy is supportive of City investment in low, very low, extremely low, and moderate-income housing and equitable development initiatives. However, the policy is repeating policy language in H30. Repetitive language reduces opportunities to diversify policy action that covers more housing needs. This policy is therefore approaching meeting housing needs.<br><i>Recommendation:</i> Coordination with the County and neighboring jurisdictions (i.e., City of Seattle) is repetitive of Policy H30. Policy H28 could focus on coordination amongst landowners, developers, and housing and service providers to inform the City of current barriers to permitting affordable housing, and specifically long term affordable housing options. | Revised Policy (H28): Improve coordination among landowners, developers, and housing and service providers to inform the City of current barriers to permitting affordable housing, and specifically long term affordable housing options. | Policy H30 encourages regional collaboration and solutions. Changed “County and other jurisdictions” to “landowners, developers” to remove repetitive policy language and to consider the perspectives of local development participants.  | Begin to undo racially disparate impacts, exclusion and displacement. |





| Housing Goal or Policy   | Topic                        | Benefit or Burden   | Evaluation Score | Evaluation (Why?)  | Revision or New Policy  | Rationale   | RDI Category   |
|--|------------------------------|---|------------------|--|---|---|--|
| H29<br>Support the development of public and private, short-term and long term housing and <b>services for Shoreline's</b> population of people who are homeless.  | Public and Private           | This policy benefits community members at higher risk of displacement, members that are currently displaced, and members that are currently experiencing homelessness.  | A                | As discussed in Appendix E, community members that have experienced homelessness in the past shared that they remain vulnerable to homelessness in the present due to economic displacement risk factors. While temporary emergency housing is important for persons experiencing homelessness, providing long term housing and services is vital to lowering rates of repeated or long-term homelessness. This policy is supportive of investments in low, very low, extremely low, and moderate-income housing, tenant protections, and equitable community planning.  | Revised Policy (H29): Support the development of public and private, short-term, and long term housing and services <b>for Shoreline's population of people who</b> are homeless. Consider donating vacant and underutilized public parcels for the creation of housing and services for homelessness.  | The revised policy provides language that can be implemented in conjunction with H15 and H12 (see Table 4.1).   | Increase affordable housing production.                                |
| H30<br>Collaborate with King and Snohomish Counties, other neighboring jurisdictions, and the King County Housing Authority and Housing Development Consortium to assess housing needs, create affordable housing opportunities, and coordinate funding. | Cross-Jurisdictional Support | This policy benefits the City by pooling resources and strategies from multiple organizations and jurisdictions that effect housing outcomes. This policy may burden the community if community members are not given the opportunity to provide input on who is addressing housing needs and who is given housing solutions. | S                | Cross jurisdictional coordination allows jurisdictions of similar sizes and with similar needs to pool resources, share solutions, and address shared issues. Partnering cities and counties can also share a representative to advocate for funding and grant opportunities at the state level. This policy is supportive of City investment in low, very low, extremely low, and moderate-income housing and equitable development initiatives.  |   |   | Increase affordable housing production.                                |
| H31<br>Partner with private and not-for-profit developers, social and health service agencies, funding institutions, and all levels of government to identify and address regional housing needs.  | Public and Private           | This policy benefits the City by pooling resources and strategies from multiple organizations and jurisdictions that effect housing outcomes. This policy may burden the community if community members are not given the opportunity to provide input on who is addressing housing needs and who is given housing solutions. | A                | Public and private efforts can help to preserve existing affordable housing inventory and allow residents to stay in housing they can afford. Renters, who are primarily BIPOC, will benefit from this policy. However, this policy is only approaching the support of anti-displacement policy by emphasizing regional level needs. Individual cities have specific housing needs and challenges. While understanding the region's housing challenges and solutions is an important piece of the puzzle, emphasis on addressing local housing needs should be included in the Housing Element. <i>Recommendation:</i> Housing Policy H32 is similar to H31 in the emphasis of regional level collaboration. H31 should be revised to include local housing needs as well. | Revised Policy (H31): Partner with private and not-for-profit developers, social and health service agencies, funding institutions, and all levels of government to identify and address local and regional housing needs.<br>New Policy (In addition to H31): Initiate and encourage equitable and inclusive community involvement, especially with communities disproportionately impacted by housing challenges. Engage communities in developing, implementing, and monitoring policies that reduce and undo harm to these communities. Prioritize the needs and solutions expressed by these disproportionately impacted communities for implementation. | Changed "regional housing needs" to "local and regional housing needs" to emphasize the importance of collaborative partnerships addressing specific local housing issues, as well as regional housing needs. Local housing needs are likely to have more specific challenges and solutions than examining housing actions through a broader regional lens. | Begin to undo racially disparate impacts, exclusion, and displacement. |



| Housing Goal or Policy   | Topic                        | Benefit or Burden  | Evaluation Score | Evaluation (Why?)  | Revision or New Policy   | Rationale   | RDI Category   |
|--|------------------------------|--|------------------|--|--|---|--|
| H32<br>Work to increase the availability of public and private resources on a regional level for affordable housing and prevention of homelessness, including factors related to cost-burdened households, like availability of transit, food, health services, employment, and education. | Public and Private           | This policy benefits community members at higher risk of displacement, members that are currently displaced, and members that are currently experiencing homelessness. | A                | Public and private efforts can help to preserve existing affordable housing inventory and allow residents to stay in housing they can afford. Hispanic or Latino renters, who are primarily cost burdened in Shoreline, can benefit from this policy.  | Revised Policy (H32): Work to increase the availability of public and private resources on a regional level for affordable housing and prevention of homelessness, including factors related to cost-burdened households, like availability of transit, food, health services, employment, job training, and education. Work with partner agencies and neighboring jurisdictions to pursue funding for the collaborative development of impactful programs and strategies. | The new policy strengthens H32 by clarifying support for increasing the ability of all residents to live in the neighborhood of their choice. Providing resources for affordable housing and prevention of homelessness is important, but it does not specifically address anti-displacement policy. The new policy supports establishing amenities and partnerships that encourage a resident's ability to live in different city neighborhoods. | Ensure the benefits of investment and development are equitably distributed. |
| H33<br>Support and encourage legislation at the county, state, and federal levels that would <b>promote the City's housing</b> goals and policies.   | Cross-Jurisdictional Support | This policy benefits all community members and developers.   | A                | Supporting legislation at the county, state, and federal level can help the City implement housing goals and policies. However, this policy only approaches helping establish anti-displacement policies. Housing goals and policies could be written to prioritize new development, permit streamlining, or single family residences. There is no specific emphasis or consideration for anti-displacement or exclusion measures in this policy.<br><br><i>Recommendation: Add "anti-displacement policies" to "housing goals and policies", so that it will read as "the City's housing goals and anti-displacement policies".</i> | Revised Policy (H33): Promote the City's housing goals and anti-displacement policies by supporting legislation at the county, state, and federal levels.  | Adjusted the reasoning for the policy and emphasized this by bringing the reasoning to the front of the policy. Removed "encourage" as it seemed duplicative of "support". Changed "policies" to "anti-displacement policies" to make intent of the policy more clear and actionable.   | Begin to undo racially disparate impacts, exclusion and displacement.        |



# Economic Development

## SUPPORTING ANALYSIS

### **BACKGROUND AND CONTEXT**

As required by Washington State's Growth Management Act (GMA), this section will summarize the local economy by presenting statistics on population, employment, businesses and employment sectors, current real estate market conditions, and the local revenue base.



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### Employment Growth Targets

The King County Countywide Planning Policies (CPPs), adopted to implement the GMA, establish employment growth targets for each of the jurisdictions within the county. The employment target is the amount of job growth the jurisdiction should plan to accommodate during the 2019-2044 planning period. **Shoreline’s growth target for this period is 10,000 additional jobs.**

In the past, Shoreline was considered a “bedroom community” from which residents travelled elsewhere for higher wage jobs and more complete shopping opportunities. The City is focused on seeking and implementing new and innovative ways to support a more robust local economy to assist efforts to plan for the addition of 10,000 new jobs. **The quality of Shoreline’s economy is affected by reliable public services, the area’s natural and built attractiveness, good schools, strong neighborhoods, efficient transportation options, and healthy businesses that provide goods and services. Maintaining the community’s quality of life requires a strong and sustainable economic climate.**

### 2018-2023 Economic Development Strategic Plan

The City of Shoreline’s economic development strategy is based on Placemaking Projects. Fred Kent calls Placemaking the thing that “turns a city from a place you can’t wait to get through into one you never want to leave.” Organizing economic development efforts into Placemaking Projects provides the flexibility needed to tailor efforts to achieve both the goals articulated in Vision 2029 and the annually updated Council Goals and Workplans.

Key initiatives are identified in the strategy are outlined at the end of this analysis.

## POPULATION AND EMPLOYMENT

### Overview

Within a total land area of 11.7 square miles, encompassing 14 neighborhoods and 2 major transportation corridors, the City of Shoreline has nearly 59,000 residents and approximately 15,850 jobs.

**Shoreline’s** major historic employment centers included two sizable retail developments on the Aurora Corridor: Aurora Village (anchored by Costco and Home Depot) and Aurora Square (anchored by Sears and Central Market). While Aurora Village still remains a center of retail and other commercial services for Shoreline residents and surrounding communities, Aurora Square has permanently closed and is undergoing a major redevelopment into a mixed-use residential and commercial center known as Shoreline Place. There are additional neighborhood retail concentrations on 15th Avenue NE, Ballinger Way, and in Richmond Beach. **Shoreline Community College and the Fircrest Campus are two of the city’s** other major employment centers.

In order to understand the **city’s economic strengths and weaknesses**, Figure EDA-1 compares the demographics and household income of Shoreline with King County, and with the Seattle-Tacoma-Bellevue Metropolitan Statistical Area, encompassing King, Snohomish, and Pierce Counties.

Figure EDA-1  
Demographics and Household Income

| SHORELINE | KING COUNTY | SEATTLE-TACOMA-BELLEVUE MSA |
|-----------|-------------|-----------------------------|
|-----------|-------------|-----------------------------|



|  |           |           |           |
|--|-----------|-----------|-----------|
| 2022 POPULATION                                    | 58,673    | 2,254,371 | 4,001,701 |
| MEDIAN AGE   | 41.8      | 37.2      | 37.3      |
| LABOR FORCE POPULATION<br>(POPULATION, AGES 15-64) | 37,903    | 1,609,621 | 2,744,540 |
| % OF TOTAL POPULATION                              | 65%       | 71%       | 69%       |
| MEDIAN HOUSEHOLD INCOME                            | \$106,184 | \$116,340 | \$106,909 |

Source: US Census Bureau 2022 ACS 5-Year Estimates

### Population Trends and Forecasts

Population growth and household creation within the city generate demand for new residential and commercial development. Population growth, income growth, and job creation within local and extended trade areas provide much of the support for new commercial and retail development. In addition, increasing proportions of the population possess a **bachelor's** degree or higher, a trend that indicates changing household preferences, and often increased spending power, that retailers and other companies track when considering locating a business. Household creation is discussed in the Comprehensive Plan Housing Element Supporting Analysis. Population and income growth trends and forecasts are summarized in the following tables.

Figure EDA-2  
City of Shoreline and Region

| Historic Population Growth  |           |           |           |           |           | Annual Percent Change |           |           |           |
|-----------------------------|-----------|-----------|-----------|-----------|-----------|-----------------------|-----------|-----------|-----------|
|                             | 1990      | 2000      | 2010      | 2020      | 2022      | 1990-2000             | 2000-2010 | 2010-2020 | 2020-2022 |
| Shoreline                   | 52,109    | 53,296    | 53,007    | 58,608    | 58,673    | 0.20%                 | -0.10%    | 1.10%     | 0.10%     |
| King County                 | 1,507,319 | 1,737,034 | 1,931,249 | 2,269,675 | 2,254,371 | 1.50%                 | 1.10%     | 1.80%     | -0.30%    |
| Seattle-Tacoma-Bellevue MSA | 2,559,164 | 3,043,878 | 3,439,809 | 4,018,762 | 4,001,701 | 1.90%                 | 1.30%     | 1.70%     | -0.20%    |

Source: 1990, 2000, 2010, 2020 US Decennial Census; 2022 ACS 5-Year Estimate

| Historic Household Income Growth |          |           |           | Annual Percent Change |           |
|----------------------------------|----------|-----------|-----------|-----------------------|-----------|
|                                  | 2010     | 2020      | 2022      | 2010-2020             | 2020-2022 |
| All Households                   | \$67,076 | \$91,524  | \$106,184 | 3.6%                  | 8.0%      |
| Owner Households                 | \$81,446 | \$116,886 | \$141,354 | 4.4%                  | 10.5%     |
| Renter Households                | \$37,807 | \$51,415  | \$61,000  | 3.6%                  | 9.3%      |

Source: US Census Bureau 2022 Five-Year ACS, Table S2503.

| Historic Educational Attainment (Bachelor's or Higher) | Annual Percent Change |
|--|-----------------------|
|--|-----------------------|



|                   | 2010 | 2020 | 2022 | 2010-2020 | 2020-2022 |
|-------------------|------|------|------|-----------|-----------|
| All Households    | 43%  | 57%  | 58%  | 3.3%      | 0.4%      |
| Owner Households  | 45%  | 53%  | 55%  | 1.8%      | 1.3%      |
| Renter Households | 39%  | 49%  | 50%  | 2.6%      | 1.9%      |

Source: US Census Bureau 2022 Five-Year ACS, Table S2503.

Regional population forecasts conducted by the Puget Sound Regional Council in its 2023 Land Use Vision - Implemented Targets (LUV-it) predict Shoreline to grow by roughly 35,000 new residents by 2050, a slightly faster growth rate than the Central Puget Sound Region, as a whole. However, it is **important to note that Shoreline’s population had** been stagnant since 1990 until the recent, rapid growth brought about by new residential construction, primarily **in close proximity to Shoreline’s new** light rail stations. Though a lack of access to financing has slowed construction, it is possible that this pace of growth could continue **when markets improve, and with it, Shoreline’s growth could outpace** these official growth forecasts.

Figure EDA-3  
City of Shoreline and Region Forecast Population Growth

|   |           |           |           |           | Projected Ann. Growth |           |           |
|---|-----------|-----------|-----------|-----------|-----------------------|-----------|-----------|
|   | 2020      | 2030      | 2040      | 2050      | 2020-2030             | 2030-2040 | 2040-2050 |
| Shoreline   | 57,848    | 69,711    | 81,500    | 93,252    | 2.1%                  | 1.7%      | 1.4%      |
| Central Puget Sound Region (MSA plus Kitsap County) | 4,295,551 | 4,827,504 | 5,356,612 | 5,885,483 | 1.2%                  | 1.1%      | 1.0%      |
| King County   | 2,268,624 | 2,526,407 | 2,782,579 | 3,038,738 | 1.1%                  | 1.0%      | 0.9%      |

Source: Puget Sound Regional Council 2023 Land Use Vision - Implemented Targets (LUV-it) forecast

The data presented above support the following key considerations:

- **Shoreline’s population growth** rate is starting to outpace growth in King County and the region.
- **Shoreline’s working-age** population has decreased since the previous comprehensive plan was completed. As of 2022, just 65% of the population is working-age, compared with 71% county-wide.
- **Wage growth in the County and Metro Area have outpaced Shoreline wage growth. While Shoreline’s median household income is similar to the Metro Area’s, it is \$10,000 less than the County median.**
- Recent residential construction indicates the potential for far more rapid population growth than official forecasts may indicate.

## Employment

Employment within the city is a measure of the current level of economic activity, in terms of both number of jobs and the distribution of jobs among employment sectors. Figure EDA-4 shows a breakdown of city employment by sector. The changing nature of jobs in the city is reflected in Figures EDA-5 and EDA-6. 46% of jobs in 2010 were in the service sector, which includes several sub-sectors, which had increased to 47.5% as of 2022. **Shoreline’s top service sub-sectors** in 2010 were Health Care and Social Assistance (2,525 jobs), Administration and Support (1,151 jobs), Accommodation and Food Services (986 jobs), and Other Services (1,147 jobs).



Figure EDA-4  
City of Shoreline Employment by Sector

|                        | 1995   |            | 2000   |            | 2010   |            | 2022   |            | Avg. Ann. Growth |           |           |
|------------------------|--------|------------|--------|------------|--------|------------|--------|------------|------------------|-----------|-----------|
|                        | #      | % of Total | #      | % of Total | #      | % of Total | #      | % of Total | 1995-2000        | 2000-2010 | 2010-2022 |
| Construction/Resources | 570    | 4.20%      | 514    | 3.20%      | 558    | 3.40%      | 756    | 4.80%      | -2.00%           | 0.90%     | 3.00%     |
| FIRE*                  | ***    | ***        | 673    | 4.30%      | 478    | 2.90%      | 517    | 3.30%      | ***              | 2.90%     | 0.70%     |
| Manufacturing          | 189    | 1.40%      | 144    | 0.90%      | 160    | 1.00%      | 95     | 0.60%      | -4.80%           | 1.10%     | -3.40%    |
| Retail                 | 3,531  | 26.20%     | 2,685  | 17.00%     | 2,629  | 16.00%     | 2,566  | 16.20%     | -4.80%           | -0.20%    | -0.20%    |
| Services               | 4,720  | 35.00%     | 6,432  | 40.70%     | 7,551  | 46.00%     | 7,533  | 47.50%     | 7.30%            | 1.70%     | 0.00%     |
| WTU**                  | 451    | 3.30%      | 380    | 2.40%      | 156    | 1.00%      | 279    | 1.80%      | -3.10%           | -5.90%    | 6.60%     |
| Education              | 2,133  | 15.80%     | 2,335  | 14.80%     | 2,126  | 13.00%     | 2,063  | 13.00%     | 1.90%            | -0.90%    | -0.30%    |
| Government             | 1,811  | 13.40%     | 2,656  | 16.80%     | 2,751  | 16.80%     | 2,041  | 12.90%     | 9.30%            | 0.40%     | -2.20%    |
| TOTAL                  | 13,499 | 100%       | 15,820 | 100%       | 16,409 | 100%       | 15,851 | 100.0%     | 3.40%            | 0.40%     | -0.30%    |

Source: Puget Sound Regional Council "Covered Employment" Database

\*Finance, Insurance, and Real Estate

\*\* Wholesale Trade, Transportation, and Utilities

\*\*\*1995 count combines FIRE and other service-sector jobs

Figure EDA-5

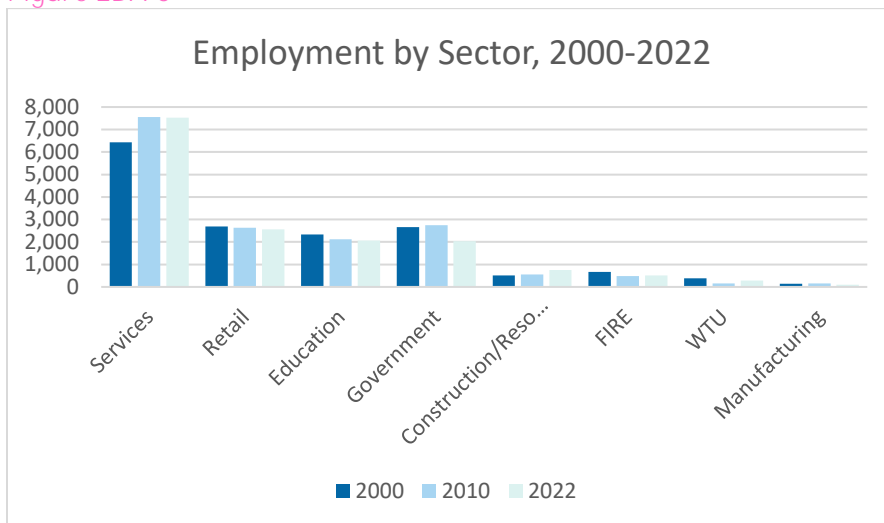
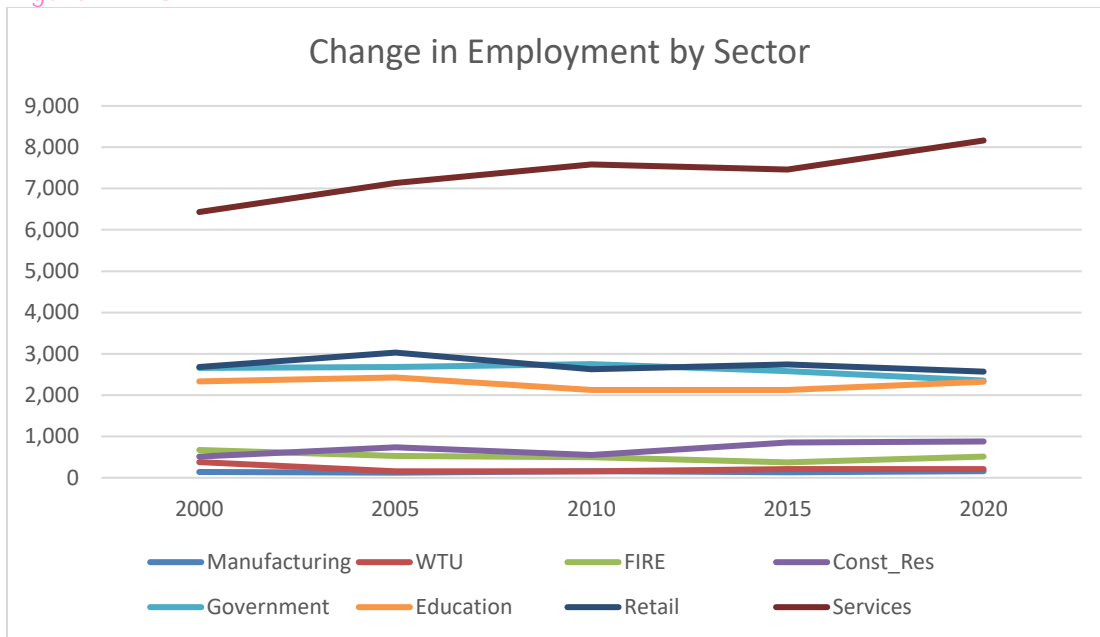






Figure EDA-6



Key considerations from employment data:

- Non-government employment in Shoreline is predominantly oriented toward services and retail. These two sectors comprised nearly 64% of total employment as of 2022.
- Employment growth has been concentrated in WTU and Construction/Resources, which were the fastest growing sectors between 2010 and 2022.
- The other non-government sector in which employment grew in the last decade was FIRE. Despite growth, this sector accounts for only 4.8% of total employment.
- Total employment in Shoreline shrank by around 550 jobs between 2010 and 2022 due primarily to declines in the Manufacturing and Government sectors. Over the previous decade (2000 to 2010), the city gained just 600 jobs.

### Peer Comparison: Household Characteristics

A comparison of Shoreline with peer cities can give further indication of the relative economic strengths and weaknesses of the city. Four cities were selected for a peer comparison: Lynnwood, Tukwila, Marysville, and Kirkland. These are the cities in King and Snohomish Counties that are most similar to Shoreline in terms of total number of “activity units,” defined as each city’s total population plus total number of jobs.



Figure EDA-7  
Peer Cities Selected For Comparison

|            | Population 2022 | Employment 2022 | “Activity Units” |
|------------|-----------------|-----------------|------------------|
| Lynnwood   | 39,867          | 27,023          | 66,890           |
| Tukwila    | 21,569          | 45,825          | 67,394           |
| Shoreline  | 58,673          | 15,851          | 74,524           |
| Marysville | 70,847          | 15,025          | 85,872           |
| Kirkland   | 92,015          | 53,170          | 145,185          |

Sources: 2022 ACS 5-Year Survey, PSRC “Covered Employment” Database

Income levels and employment characteristics of Shoreline’s households, while not necessarily reflective of the quality of jobs in the city, can indicate the extent to which the city is able to support new businesses and future development.

Figure EDA-8  
Shoreline and Peer Cities Income and Employment

| City       | Median Household Income | Unemployment Rate | Poverty Rate |
|------------|-------------------------|-------------------|--------------|
| Lynnwood   | \$72,241                | 4.10%             | 14.90%       |
| Tukwila    | \$76,331                | 6.20%             | 13.30%       |
| Shoreline  | \$106,184               | 4.40%             | 8.20%        |
| Marysville | \$98,288                | 4.20%             | 6.50%        |
| Kirkland   | \$135,608               | 4.60%             | 6.60%        |

Source: US Census Bureau ACS 2022 5-Year Estimate

### Peer Comparison: Jobs-Housing Balance

Encouraging employment growth within the city may improve Shoreline’s jobs-housing balance. The current ratio of jobs to housing is 0.67 jobs per housing unit. Jobs and housing are considered balanced at a ratio of one-to-one, although two incomes are typically required for a household’s housing expense to remain below the recommended 30% level. The Puget Sound Regional Council encourages a balance as a way to increase opportunity for local communities while reducing the length of commutes by automobile: “Uneven economic prosperity has...contributed to long commutes and the need for auto trips to retail and services...Jobs-housing balance compares the relative amount of housing and employment in an area, with an aim toward reducing long commute trips.” (PSRC, Vision 2050). The creation of new jobs through economic development can help alleviate a mismatch between jobs and housing, reduce commute times, and create more opportunities for residents to work and shop within their own community. Due to Shoreline’s relative proximity to Seattle and other major employment hubs, and with significant new housing growth expected in addition to 10,000 new jobs by 2044, it could require a significant prioritization of focus on this one issue, with significant policy choices on the part of the City of Shoreline, to achieve a 1.0 jobs-housing balance over the next 20-years.



Figure EDA-9  
Shoreline and Peer Cities

|                  | Employment<br>2022 | Housing<br>Units<br>2022 | Jobs/Housing<br>Unit Ratio | Mismatch<br>(Deviation<br>from 1.5) |
|------------------|--------------------|--------------------------|----------------------------|-------------------------------------|
| Lynnwood         | 27,023             | 16,593                   | 1.63                       | 0.13                                |
| Tukwila          | 45,825             | 8,653                    | 5.30                       | 3.80                                |
| Shoreline        | 15,851             | 23,505                   | 0.67                       | -0.83                               |
| Marysville       | 15,025             | 26,371                   | 0.57                       | -0.93                               |
| Kirkland         | 53,170             | 39,869                   | 1.33                       | -0.17                               |
| King County      | 1,434,014          | 972,821                  | 1.47                       | -0.03                               |
| Snohomish County | 282,563            | 323,438                  | 0.87                       | -0.63                               |

Source: US Census ACS 2022 5-Year Estimates; PSRC Covered Employment Database

The peer comparisons presented above support the following key considerations:

- Despite being of similar size, the economic characteristics of the peer cities vary considerably. Shoreline has the second highest median income and the third lowest unemployment and poverty rates among peer cities.
- **Shoreline and Marysville share the characteristics of “bedroom communities”** in that both cities have substantially more residents than jobs. However, Shoreline has a lower jobs-housing mismatch and better transportation access than many suburban bedroom communities.
- There are currently only 0.67 jobs for every housing unit in the city, down from 0.72 in 2010. In order to meet regional goals, Shoreline will need additional job growth and employment-supporting development.

## REVENUE BASE

### Sales Tax and Property Tax

The revenue base of the city is another measure of the strength of the local economy. A strong revenue base supports the necessary public facilities and services for an attractive place to live and work. Two major elements of the revenue base are taxable retail sales and the assessed valuation for property taxes. **Shoreline’s taxable sales and assessed valuation** are compared to those in the peer communities and King County as a whole in Figures EDA-10 and EDA-11.



Figure EDA-10  
Shoreline and Peer Cities Taxable Retail Sales

|             | Sales, 2010<br>(in millions) | Per<br>Capita | Sales, 2022<br>(in millions) | Per<br>Capita | Avg.<br>Ann.<br>Growth |
|-------------|------------------------------|---------------|------------------------------|---------------|------------------------|
| Lynnwood    | \$1,778                      | \$50,000      | \$3,415                      | \$86,000      | 7.70%                  |
| Tukwila     | \$1,635                      | \$86,000      | \$2,376                      | \$110,000     | 3.80%                  |
| Shoreline   | \$660                        | \$12,000      | \$1,542                      | \$26,000      | 11.10%                 |
| Marysville  | \$722                        | \$12,000      | \$1,945                      | \$27,000      | 14.10%                 |
| Kirkland    | \$1,456                      | \$30,000      | \$3,594                      | \$39,000      | 12.20%                 |
| King County | \$39,275                     | \$20,000      | \$86,667                     | \$38,000      | 10.10%                 |

Source: Washington State Department of Revenue

Figure EDA-11  
Shoreline and Peer Cities Assessed Valuation

|             | AV, 2010 (in<br>millions) | Per<br>Capita | AV, 2022 (in<br>millions) | Per<br>Capita | Avg.<br>Ann.<br>Growth |
|-------------|---------------------------|---------------|---------------------------|---------------|------------------------|
| Lynnwood    | \$5,237                   | \$146,000     | \$8,481                   | \$213,000     | 5.20%                  |
| Tukwila     | \$4,970                   | \$260,000     | \$7,986                   | \$370,000     | 5.10%                  |
| Shoreline   | \$6,739                   | \$127,000     | \$13,404                  | \$228,000     | 8.20%                  |
| Marysville  | \$4,437                   | \$74,000      | \$10,902                  | \$154,000     | 12.10%                 |
| Kirkland    | \$11,312                  | \$232,000     | \$36,718                  | \$399,000     | 18.70%                 |
| King County | \$340,324                 | \$175,000     | \$876,482                 | \$388,793     | 13.10%                 |

Source: Municipal Research and Service Center of Washington (2001 data is the earliest available from this source).

Taxable Sales and Assessed Valuation data support the following key considerations:

- Compared to the peer cities and King County, Shoreline has a relatively low revenue base, but it has been growing quickly since 2010. Among peer cities, Shoreline had the second lowest per capita taxable sales but the third highest per capita assessed valuation in 2022.
- Growth in assessed valuation has been moderate over the past decade, averaging an 8.2% annual increase. This could be due to a relative lack of new construction in comparison to other communities, such as Marysville and Kirkland.
- Retail sales growth has averaged 11.1% annually. This is the third highest rate of increase among the peer cities, and higher than King County as a whole.



## REAL ESTATE MARKET CONDITIONS

### Retail

Retail development meets two important economic development objectives. It provides the goods and services needed by residents and businesses, and it provides a major source of tax revenue. Figure ED-10A above shows that retail sales have grown over the past decade, yet they are still lower than sales in the peer cities used for comparison.

**While Shoreline is home to many retail establishments, there is a significant amount of sales “leakage”** in some retail categories. Leakage refers to a deficit in sales made in the city compared with the amount of spending on retail goods by Shoreline residents. It is measured by the demand for particular goods or establishments minus the supply in the same area. Figure EDA-12 shows the retail categories with high levels of leakage within one mile of the center of Shoreline (approximated by Ion Town Center apartments on Midvale Avenue for purposes of this analysis). Unmet demand suggests potential major retail opportunities in these categories. New retail development or re-development of existing retail may better meet the shopping needs of Shoreline residents and increase sales tax revenue to support City operations and other government services.

Figure EDA-12  
City of Shoreline Retail Leakage

|  | Demand        | Supply        | Unmet Demand<br>(Demand - Supply) | % of Dollars<br>Spent Elsewhere |
|--|---------------|---------------|-----------------------------------|---------------------------------|
| Electronic Shopping & Mail-Order Houses    | \$389,079,845 | \$307,109,312 | \$81,970,533                      | 21%                             |
| Other General Merchandise Stores           | \$63,517,080  | \$21,182,069  | \$42,335,011                      | 67%                             |
| Gasoline Stations                          | \$41,376,589  | \$24,852,558  | \$16,524,031                      | 40%                             |
| Full-Service Restaurants                   | \$20,019,390  | \$6,360,560   | \$13,658,830                      | 68%                             |
| Limited-Service Eating Places              | \$18,436,404  | \$6,707,984   | \$11,728,420                      | 64%                             |
| Other Motor Vehicle Dealers                | \$6,194,302   |               | \$6,194,302                       | 100%                            |
| Furniture Stores                           | \$4,336,607   |               | \$4,336,607                       | 100%                            |
| Clothing Stores                            | \$8,107,825   | \$4,459,801   | \$3,648,024                       | 45%                             |
| Beer, Wine, & Liquor Stores                | \$2,313,862   |               | \$2,313,862                       | 100%                            |
| Bars/Drinking Places (Alcoholic Beverages) | \$2,507,126   | \$520,058     | \$1,987,068                       | 79%                             |
| Electronics & Appliance Stores             | \$4,196,934   | \$2,577,380   | \$1,619,554                       | 39%                             |
| Shoe Stores                                | \$1,436,088   |               | \$1,436,088                       | 100%                            |
| Health & Personal Care Stores              | \$14,588,066  | \$13,337,295  | \$1,250,771                       | 9%                              |

Source: STI Market Outlook via Placer.ai

### Office

The office market nationwide has seen significant challenges since the beginning of the COVID-19 pandemic in 2020. The trend toward remote work has not shown any signs of a full reversal, leaving office space in many cities vacant. While high-end new office space has fared better, investors and developers are still hesitant to build significant new space. Although Shoreline currently has few large office concentrations or multi-tenant office buildings, there could be an opportunity to add high-end,



flexible, or creative office space near high-frequency transit in the future. An inventory of selected buildings offering office space for lease in Shoreline provides an indication of the nature and strength of the local office market (see Figure EDA-13).

Figure EDA-13  
City of Shoreline Selected Commercial Buildings

|  | Address                    | Year Built | Stories | Rentable SF | Available SF | Rent/SF. Yr* |
|--|----------------------------|------------|---------|-------------|--------------|--------------|
| Evergreen Building                       | 18021-18023 15th Avenue NE | 1974       | 2       | 4,872       | 1,400        | \$26         |
| Aurora Village Medical Center            | 1207 N 200th Street        | 1965       | 2       | 23,765      | 3,495        | \$28         |
| 15235 Aurora Avenue N                    |                            | 2007       | 2       | 9,523       | 1,218        | \$14         |
| Aurora Village                           | 20109 Aurora Avenue N      | 1981       | 3       | 13,863      | 968          | \$15         |
| 19944 Ballinger Way NE                   |                            | 1968       | 1       | 3,120       | 2,095        | \$22 / \$24  |
| Shoreline Business & Professional Center | 17544 Midvale Avenue N     | 1979       | 4       | 17,355      | 5,897        | \$24 / \$30  |
| TOTAL / AVERAGE                          |                            | 1979       |         | 72,498      | 15,073       | \$23         |

Source: CoStar

## Residential

The 2021 CPPs call for Shoreline to plan for a total of 13,330 new housing units between 2019 and 2044, which would equate to 533 new housing units per year. As of fall 2024, there were 2,300 units under construction in Shoreline. New residential development is needed to ensure that there is an adequate supply of housing for current and future residents as well as the local workforce.

Figure EDA-14 and Figure EDA-15 contain information on residential building permit tallies and new apartment units in order to reflect trends in residential development. Additional information on residential market conditions, including vacancy rates and home values, is included in the Housing Element Supporting Analysis.

## Unexpectedly Fast Growth

Per real estate data aggregator CoStar: “Shoreline is at the front end of a massive wave of new development. This is changing the character of what has been a Seattle suburb characterized by single-family home ownership. In the past decade, the number of apartment units more than doubled in the area. With recent rezones and the opening of light rail stations in the area, that activity has only **accelerated over the past two years.**” If current trends continue, Shoreline will far surpass its housing and population targets over the next decade.



Figure EDA-14  
City of Shoreline Newly Issued Building Permits

|       | Total Units Permitted | Single Family Units Permitted | Single Family Share of Total |
|-------|-----------------------|-------------------------------|------------------------------|
| 2012  | 25                    | 23                            | 92%                          |
| 2013  | 62                    | 62                            | 100%                         |
| 2014  | 53                    | 51                            | 96%                          |
| 2015  | 47                    | 47                            | 100%                         |
| 2016  | 369                   | 76                            | 21%                          |
| 2017  | 204                   | 90                            | 44%                          |
| 2018  | 364                   | 89                            | 24%                          |
| 2019  | 575                   | 108                           | 19%                          |
| 2020  | 182                   | 152                           | 84%                          |
| 2021  | 983                   | 160                           | 16%                          |
| 2022  | 1,121                 | 16                            | 1%                           |
| Total | 3,985                 | 874                           | 22%                          |

Source: US Census Bureau Building Permit Database

Figure EDA-15  
City of Shoreline New Apartment Units Built by Year

|                     | 2018 | 2019 | 2020 | 2021 | 2022 | 2023  | Total | Yearly Avg. |
|---------------------|------|------|------|------|------|-------|-------|-------------|
| Number of New Units | 293  | 21   | 456  | 469  | 0    | 1,022 | 2,261 | 376.8       |

Source: CoStar

The data support the following key considerations:

- Significant market leakage exists in multiple retail categories, particularly food and beverage, creating potential opportunities for new retail development in the city.
- The office vacancy rate for buildings listed on CoStar is 21%. Nationwide office trends will make new office development in Shoreline unlikely in the near future, but there could be an opportunity for Class A office space near high-frequency transit.

Since 2016, there has been a shift in Shoreline from primarily single family to primarily multifamily development. In order to meet its CPP target, Shoreline will need to continue these current patterns.

### ECONOMIC DEVELOPMENT INITIATIVES

Beginning in early 2020 when it became apparent local small business would be significantly impacted by the pandemic, the City of Shoreline administered a number of measures intended to assist Shoreline small businesses, including email, postcard, and other communications initiatives, Business and Occupation (B&O) tax deferrals, promoting local businesses open for modified COVID-safe practices such as expanded pickup and delivery services, developed and implemented interim Outdoor Dining regulations to reduce barriers to expanded outdoor dining, managed emergency relief grants such as



the Shoreline Small Business Support Program (SBSP) which awarded \$775,490 in economic relief grants of up to \$20,000 to 45 Shoreline businesses. To cultivate ongoing relationships and better understand local business needs considering the widespread economic effects of the pandemic, the City contracted with the Shoreline Chamber of Commerce for outreach to small businesses to better understand their needs, including the identification of challenges or opportunities for growth that the City could facilitate in the economic recovery. By establishing a systematic program of information-gathering and networking with Shoreline businesses, the City added fundamental strength at the core of its economic development strategy, as existing businesses are the lifeblood of a local economy. One of **the key recommendations of the Chamber's outreach was to bring in expert resources to provide** ongoing advising to Shoreline small businesses which was implemented when the City entered into a contract with the Small Business Development Centers of Washington. In just one year alone, the Shoreline SBDC year alone reported the following from the select few clients who opted to make their results public:

- Capital Infusion of \$3.2 million
- 11 new business starts, 14 jobs created, 205 jobs supported in total.
- Clients have reported an increase in sales due to their work with Jennifer of \$781,385. It is not lost on us that this is new taxable revenue for government programs and services.

Prior to the pandemic, Shoreline adopted the 2018-2023 Economic Development Strategic Plan which identified City-Shaping Areas, Additional Commercial Nodes, and Non-geographic Placemaking Projects **which continued to be important elements of the City's economic development programs along with the** reinvigorated focus on small businesses. The four specific areas that were identified as having the potential to dramatically strengthen the economic vitality of Shoreline. These four City-Shaping Areas were identified as prime candidates for concerted Placemaking Projects designed to trigger large-scale redevelopment and growth.

- **Strengthen Shoreline's Signature Boulevard** – leveraging the City's \$140 million Aurora Corridor Project by facilitating constant investment along its six miles of improved frontage.
- Catalyze Shoreline Place – encouraging intensive private redevelopment of the former Sears center into an exemplary lifestyle destination.
- Unlock the Fircrest Surplus Property – establishing new uses and industries that create hundreds of new Shoreline-based jobs and economic opportunities.
- Ignite Station Area Growth – parlaying the extraordinary public investment that will bring light rail service to Shoreline's two rezoned station areas.

Additional commercial nodes were identified to influence the economic vitality of the surrounding neighborhoods. Placemaking Projects in these Neighborhood Commercial Centers should seek to create identity, encourage walkability, expand housing options, and provide needed goods and services.

- Shoreline Town Center
- Echo Lake at Aurora & N 192<sup>nd</sup>
- North City Business District
- Four Corners at NW Richmond Beach Rd
- Downtown Ridgecrest
- Ballinger Commercial Center

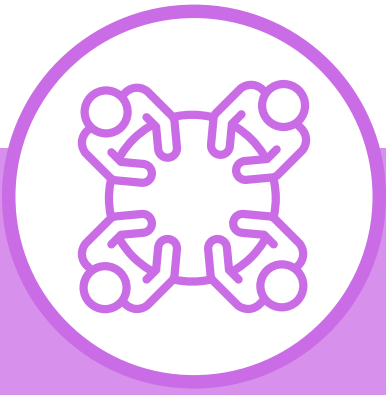




Non-geographic Placemaking Projects were identified that could enrich the overall economic climate of the city and make Shoreline an even more attractive place to live, to invest, and to conduct business.

- Growing a Media Production Industry
- Promoting Shoreline to Investors
- Serving Home-based Businesses
- Increasing Inventory of Business Spaces
- Expanding Events & Festivals
- Supporting the Community College
- Attracting Artists & Trendsetters
- Continually Improving Code & Policies
- Facilitating Collaboration With & Between Businesses

Both inputs and outcomes were **tracked to Monitor the Effectiveness of Shoreline's economic** development efforts. Inputs shall be tracked through regular Placemaking Project updates; outputs shall be tracked through annual updates of economic metrics such as assessed values, sales tax generation, vacancy and rental rates, Shoreline-based jobs, and new market-rate and affordable housing units.



# Community Development

## SUPPORTING ANALYSIS

### BACKGROUND AND CONTEXT

The way a community develops and is designed can have a large impact on the quality of life of residents. Shoreline is committed to provide distinct neighborhoods and subareas that provide the goods, services, and amenities that contribute to a high quality of life. This element recognizes the important role that access to housing, convenient goods, services and amenities, and the aesthetics of the community, can play into the sense of place of a neighborhood. The Community Development element does not just focus on the physical development of the community. This element also provides goals for the current human services provided by the City, as well as established goals for future potential services the City can provide. The Human Services Strategic Plan, adopted in 2024 (Appendix H.3), helped to guide the framework for the human services portion of this chapter.



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## NEIGHBORHOODS

Shoreline is comprised of 14 neighborhoods that include homes, schools, parks and other public facilities, and commercial and public centers that provide a variety of shopping and services. Neighborhood development policies can maintain and strengthen the more private qualities of residential areas, while encouraging commercial and public centers to attract people and provide services and jobs to nearby residents.

For residential neighborhoods to co-exist with commercial development, it is important to transition between these two land uses. It is also important to promote quality neighborhood services in adjacent commercial areas. The community becomes more cohesive as neighborhood development is refined to be more attractive, interactive, and functional. This relationship can be fostered through the creation of subarea plans (see the Land Use **Supporting Analysis** for more information of the City's existing subarea plans).

The City of Shoreline supports resident participation in all 14 neighborhood associations in order to build strong neighborhoods and a vibrant, interconnected community with active communication with the City. As **part of this effort, the City's** Community Services Division and Recreation, Cultural, and Community Services Department has several programs and **grant opportunities to support and grow the city's neighborhoods and sense of community.**

## Shoreline's Neighborhoods:

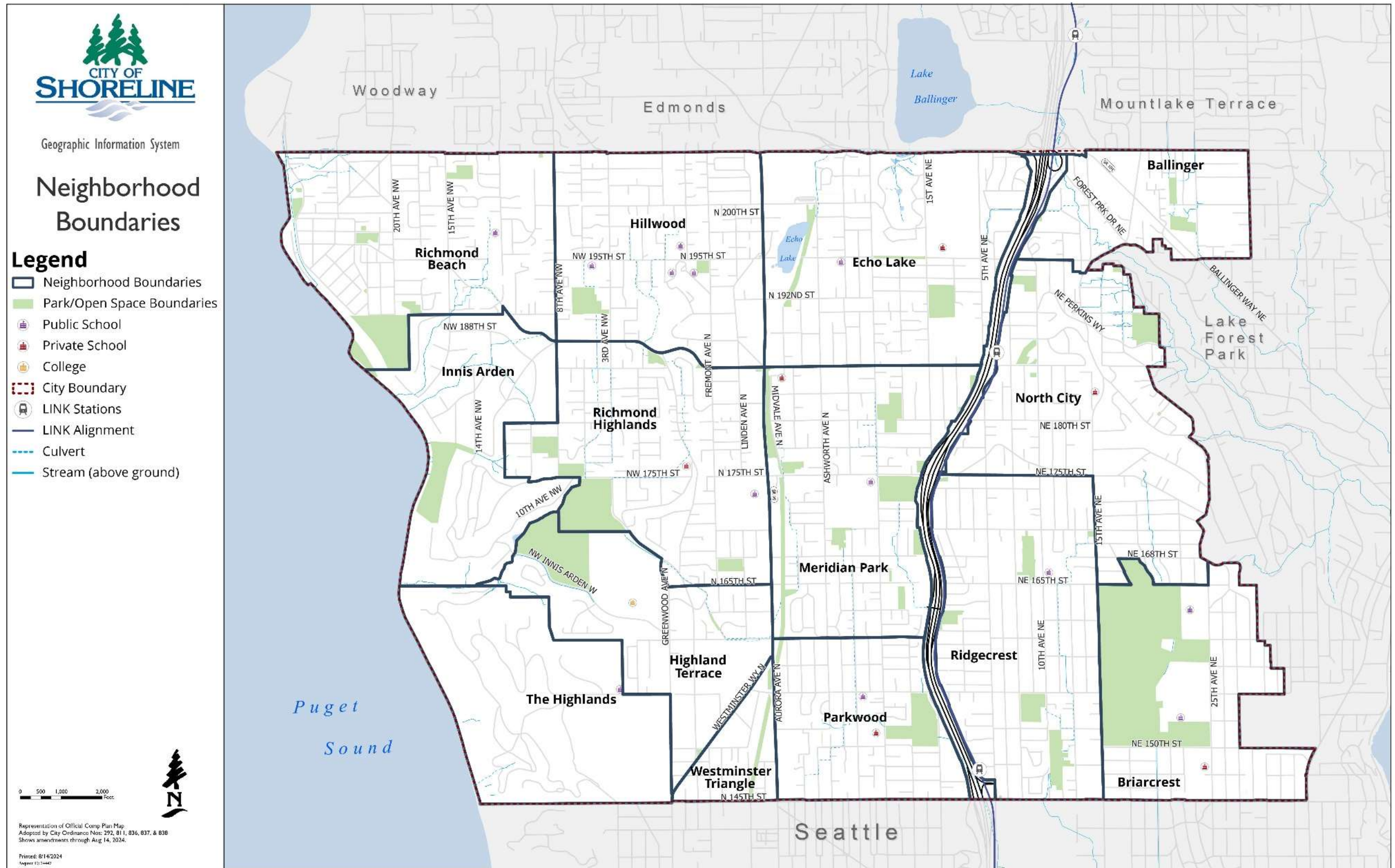
- Richmond Beach
- Hillwood
- Echo Lake
- Ballinger
- Innis Arden
- Richmond Highlands
- Meridian Park
- North City
- Highland Terrace
- The Highlands
- Westminster Triangle
- Parkwood
- Ridgecrest
- Briarcrest

## Neighborhood Programs and Grants:

- Love Your Community Grant Program
- National Night Out
- Neighborhood Mini-Grant Program
- CityWise Project
- CityLearn



Figure CDA-1 - Shoreline's 14 Neighborhoods





## URBAN DESIGN

The way that a development is designed can make a large difference in the way it fits into the community. In Shoreline, design concerns often focus on:

- Compatible new homes in neighborhoods;
- Transition buffers between residential and commercial land uses;
- Tree and view preservation;
- Functional and aesthetic improvements to the Aurora Corridor; and
- Basic design review for single-family, multi-family, and commercial development.
- Creating connection and placemaking in the public realm
- Preservation and conservation of historic resources

The urban design of a community is also closely tied to its land use and housing regulations, natural environment, and transportation choices. More details on how each of these

The urban design of a community can greatly influence the feeling of connectivity and safety of a city, and quality design, including all the factors noted above, can contribute to the livability of Shoreline and increase the resiliency of the community as a whole. A description of how certain design practices impact the community of shoreline has been included below.

### Form-Based Development

In addition to the goals and policies of this Comprehensive Plan that guide the look and feel of development, Shoreline is also **establishing design guidelines within the City's development regulations** that are more form-based in nature. Form-based codes place a greater emphasis on the physical form of a development, and how people will interact and utilize the space, and the impact of the space on the public realm rather than what type of development occurs in that space. In other words, it focuses on the exterior of the building and its relation to the street and surrounding area, rather than focusing on the use of the building itself. This will provide for clear direction of the desired form of development, aimed at creating a more cohesive and active streetscape, and increase the sense of place and identity of that area.

While much of the form-based development standards apply to commercial and mixed-use developments, some design standards are being introduced to the residential areas of the City as well. Similar to the intent of form-based codes, these design standards are primarily focused on creating an active and interesting streetscape for the community to enjoy. These standards include street-facing and covered entryways, parking and utilities located at the back of the building or screened from view from the street, and the incorporation of green and/or open space.

All of these design standards, citywide, are intended to create a stronger sense of place, promote walkability, provide flexibility and compact development, and align with transit-oriented development goals.

### Quality Design

In addition to how a community is designed, design *quality* is important to Shoreline because citizens want anticipated new development to enhance the community. Frequently, development becomes more acceptable if it is well-designed. Design describes more than appearance; it also means the way a development functions and relates to surrounding properties. Examples are similar building form,



comparable landscaping, collective open and public space, shared driveways, and connections for pedestrians that provide continuous protection from weather.

Assets and attributes of adjacent sites, when connected or combined, improve the overall function and appeal of an area. Design quality means thoughtful development and beneficial improvements. Design **quality is seen as a development's overall contribution** to the appearance of the community. For example, **within new development, retention of existing vegetation and new landscaping contribute to Shoreline's image as a community that values and protects its trees.**

### Public Places and Connections

The best public places appeal to the broadest number of people: young and old, residents and visitors, workers and shoppers, and the agile and those with disabilities. Public art, heritage interpretation, and **cultural events bring people together, reflect the diversity of a community's character, and make places interesting.**

People are drawn to public places that are comfortable and attractive, and attracting people into the public realm is done through various means. It could occur through the provision of better transit with safer sidewalks and walkways that provide connections between different places in the city, or by hosting **activities in which people want to participate, like a farmer's market.** **Creating this sense of place is also a positive feedback loop in that people interacting in a space draw more people to the place.**

### Historic Landmarks

**The city's history gives it context, perspective, and uniqueness. Different parts of the city have their own individual mixture of past events, people, and buildings.** Most people are familiar with historic buildings and districts, such as the Ronald School, Firland Sanitarium, the North City Tavern, the Stone Castle in Highland Terrace, and post-WWII housing in Ridgecrest and Innis Arden. However, in Shoreline there are also other less obvious places that are reminders of the past, such as the unique 1800s platting of Richmond Beach; the Interurban Rail right-of-way, which is now a pedestrian and bicycle trail; and a piece of the red brick North Trunk Road, now called Ronald Place, near Aurora Avenue N and N 175th Street.

The early development of the area hinged on transportation corridors. The building of the Great Northern Railroad (1891), the construction of the Interurban electric railway (1906), and the engineering of the North Trunk Road (ca 1912 - 1913) greatly influenced where the first communities were established. Other local historic events included the construction of The Highlands and Seattle Golf Club (1908), the development of fruit and poultry farms, and the pre- and post-WWII expansion of Highway 99 (Aurora Avenue N).

The City can enrich the lives of its citizens, instill community pride, and enhance its appeal to visitors by commemorating and interpreting its heritage. In some cases, this may mean active involvement in the preservation and renovation of historic landmarks; in other cases, historical interpretation may be sufficient. Preserving historic resources can help retain community values, provide for continuity over time, and contribute to a sense of place within Shoreline.

The City signed an interlocal agreement with King County in 1995 for landmark designation and protection services. The KC Historic Preservation Program provides technical expertise and support to the City, and the King County Landmarks Commission serves as the Shoreline Landmarks Commission with a special member representing Shoreline when decisions within its jurisdiction are on the agenda. Applications for new historic landmarks or certificates of appropriateness to modify existing landmarks are processed



through the City and routed to King County for consideration by the Landmarks Commission. This process could use improvement, and the City may want to consider budgeting for this type of project so the cost does not have to be passed onto the applicant.

Shoreline adopted basic historic preservation regulations and contracted with King County to complete a **limited historic inventory in 1995. This inventory was added to the City's Geographic Information System** and has been periodically updated since 2008 to reflect new landmarks, as well as permitted demolitions, additions, and remodel work. No process currently exists for adding new historic properties to the inventory. Inclusion facilitates researching the historic significance of a structure before it is modified or demolished. Recommendations for preservation, restoration, relocation, or documentation are made by King County, and considered by the City prior to approval of applicable permits. This step does not occur if a structure is not included in the inventory.

**Shoreline's inventory was completed, with a limited scope, over 15 years ago. There are likely many additional properties that should be considered for historic significance.** A more complete and updated inventory would also allow the City to evaluate properties of historic significance to determine whether there are any areas of the city appropriate for consideration as historic districts, or whether there are any structures the City would want to prioritize for landmark status.

At this time, City building codes that apply to historic structures are the same as those that apply to remodels, additions, and new construction. Other jurisdictions have used alternative building code language that the City might consider to alleviate the cost of bringing buildings up to code, or to allow for needed flexibility in order to preserve or restore the historic character of a building. To date, the City has not considered adopting alternate standards for historic buildings.







Figure CDA-3 - Inventory Table of the City's Historic Buildings

| Map # | Inventory # | Historic Name                      | Status     | Date Built | Dates Modified   | Date Demolished |
|-------|-------------|------------------------------------|------------|------------|------------------|-----------------|
| 1     | 1138        | Richmond Beach Tank House          | Existing   | 1915       |                  |                 |
| 2     | 1139        | Kolesar House                      | Existing   | 1918       |                  |                 |
| 3     | 1140        | Gruber House 2                     | Modified   | 1927       | 1960s            |                 |
| 4     | 1141        | Dalby House                        | Modified   | 1891       | 1935, 90's, 2001 |                 |
| 5     | 1142        | Gruber House 1                     | Existing   | 1903       | ~1970            |                 |
| 6     | 300         | Hazel Tweedie Home                 | Modified   | 1900       | 1970-93          |                 |
| 7     | 92          | Kennedy Hotel and Store            | Existing   | 1911       | unknown          |                 |
| 8     | 1143        | Comrada House                      | Existing   | 1925       | ~1945            |                 |
| 9     | 86          | Richmond Beach Library             | Modified   | 1911       | 2003             |                 |
| 10    | 302         | Crawford Store                     | Landmark   | 1922       | 2001 to present  |                 |
| 11    | 1144        | Novak House                        | Existing   | 1924       |                  |                 |
| 12    | 1145        | Wagner House                       | Existing   | 1928       |                  |                 |
| 13    | 301         | Umbrite Drug Store                 | Existing   | 1898       | unknown          |                 |
| 14    | 303         | Howell Building-accessory building | Demolished | 1888       |                  | 2007            |
| 14    | 303         | Howell Building-main               | Demolished | 1888       |                  | 2007            |
| 15    | 1146        | Clampert House                     | Demolished | 1932       |                  | 2006            |
| 16    | 196         | Jones House                        | Existing   | 1905       |                  |                 |
| 17    | 299         | RB Telephone Office                | Existing   | 1937       | unknown          |                 |
| 18    | 1147        | Andrews House                      | Existing   | 1900       |                  |                 |
| 19    | 1148        | Peterson House                     | Modified   | 1929       |                  |                 |
| 20    | 1149        | John L. Johnson House              | Existing   | 1904       |                  |                 |
| 21    | 1150        | Esther J. Johnson House            | Existing   | 1922       |                  |                 |
| 22    | 1151        | Kendall/Short House                | Demolished | 1926       |                  | 2005            |
| 22    | 1151        | Kendall/Short Carriage House       | Demolished | 1926       |                  | 2006            |
| 23    | 294         | Hawthorne House                    | Existing   | 1912       |                  |                 |
| 24    | 203         | Patterson House                    | Demolished | 1922       |                  | 2006            |



| Map # | Inventory # | Historic Name                    | Status     | Date Built | Dates Modified | Date Demolished |
|-------|-------------|----------------------------------|------------|------------|----------------|-----------------|
| 25    | 193         | Robinson Water Tower             | Demolished | 1910       |                | 2004            |
| 26    | 46          | Firlands Sanitorium-Fire House   | Modified   | 1921       | unknown        |                 |
| 26    | 46          | Firlands Sanitorium-Ward B       | Modified   | 1920       | unknown        |                 |
| 26    | 46          | Firlands Sanitorium-Powerhouse   | Modified   | 1913       | unknown        |                 |
| 26    | 46          | Firlands Sanitorium-Kitchen      | Modified   | 1914       | unknown        |                 |
| 26    | 46          | Firlands Sanitorium-Summer House | Modified   | 1920       | unknown        |                 |
| 26    | 46          | Firlands Sanitorium-Admin Bldg   | Modified   | 1914       | unknown        |                 |
| 26    | 46          | Firlands Sanitorium-Green House  | Modified   | 1913       | unknown        |                 |
| 26    | 46          | Firlands Sanitorium-Powersouse   | Modified   | 1913       | unknown        |                 |
| 26    | 46          | Firlands Sanitorium-Hospital     | Modified   | 1914       | unknown        |                 |
| 26    | 46          | Firlands Sanitorium-Ward C       | Modified   | 1929       | unknown        |                 |
| 27    | 1152        | Clifford House                   | Existing   | 1925       |                |                 |
| 28    | 1153        | Patterson House                  | Existing   | 1929       |                |                 |
| 29    | 1154        | Bailey House                     | Existing   | 1928       |                |                 |
| 30    | 194         | Casey House                      | Existing   | 1919       |                |                 |
| 31    | 296         | Erickson Home                    | Existing   | 1923       |                |                 |
| 32    | 1155        | Echo Lake Tavern                 | Modified   | 1928       | 2009 & 2011    |                 |
| 33    | 297         | Weiman House                     | Demolished | 1920       |                | 2005            |
| 34    | 1156        | Craftsman House                  | Existing   | 1928       |                |                 |
| 35    | 1157        | Taylor House                     | Demolished | 1920       |                | 1996-1999       |
| 35    | 1157        | Taylor House                     | Demolished | 1920       |                | 1996-1999       |
| 36    | 1158        | Echo Lake Garden Tracts House    | Existing   | 1916       |                |                 |
| 37    | 1159        | Lago Vista Cottage               | Existing   | 1929       |                |                 |
| 38    | 1160        | Conover House                    | Existing   | 1935       |                |                 |
| 39    | 1161        | Lago Vista General Store/Gas     | Modified   | 1927       |                |                 |



## Shoreline 2044 | Supporting Analysis| Community Development

| Map # | Inventory # | Historic Name                 | Status     | Date Built | Dates Modified | Date Demolished |
|-------|-------------|-------------------------------|------------|------------|----------------|-----------------|
| 39    | 1161        | Lago Vista General Store/Gas  | Modified   | 1927       |                |                 |
| 40    | 1162        | Coulter House                 | Modified   | 1924       | 2005           |                 |
| 41    | 394         | North City Tavern             | Existing   | 1930       |                |                 |
| 42    | 1163        | Chittenden's Terrace House 1  | Modified   | 1933       | 2006           |                 |
| 43    | 1164        | Miller House                  | Existing   | 1933       |                |                 |
| 44    | 1165        | Chittenden's Terrace House 2  | Existing   | 1933       |                |                 |
| 45    | 1166        | Shingley House                | Existing   | 1934       |                |                 |
| 46    | 1167        | Seattle Naval Hospital        | Demolished | 1940       |                | 2007            |
| 46    | 1167        | Seattle Naval Hospital        | Demolished | 1940       |                | 2005            |
| 46    | 1167        | Seattle Naval Hospital-Chapel | Existing   | 1944       |                |                 |
| 46    | 1167        | Seattle Naval Hospital        | Demolished | 1940       |                | 2005            |
| 46    | 1167        | Seattle Naval Hospital        | Modified   | 1940       | unknown        |                 |
| 46    | 1167        | Seattle Naval Hospital        | Demolished | 1940       |                | 2007            |
| 46    | 1167        | Seattle Naval Hospital        | Modified   | 1940       | unknown        |                 |
| 46    | 1167        | Seattle Naval Hospital        | Demolished | 1940       |                | 2005            |
| 46    | 1167        | Seattle Naval Hospital        | Demolished | 1940       |                | 2005            |
| 46    | 1167        | Seattle Naval Hospital        | Demolished | 1940       |                | 2007            |
| 46    | 1167        | Seattle Naval Hospital        | Demolished | 1940       |                | 2005            |
| 46    | 1167        | Seattle Naval Hospital        | Modified   | 1940       | unknown        |                 |
| 46    | 1167        | Seattle Naval Hospital        | Modified   | 1940       | unknown        |                 |
| 46    | 1167        | Seattle Naval Hospital        | Modified   | 1940       | unknown        |                 |
| 46    | 1167        | Seattle Naval Hospital        | Modified   | 1940       | unknown        |                 |
| 46    | 1167        | Seattle Naval Hospital        | Demolished | 1940       |                | 2007            |
| 46    | 1167        | Seattle Naval Hospital        | Demolished | 1940       |                | 2005            |
| 46    | 1167        | Seattle Naval Hospital        | Demolished | 1940       |                | 2005            |
| 46    | 1167        | Seattle Naval Hospital        | Demolished | 1940       |                | 2007            |



## Shoreline 2044 | Supporting Analysis| Community Development

| Map # | Inventory # | Historic Name                   | Status     | Date Built | Dates Modified | Date Demolished |
|-------|-------------|---------------------------------|------------|------------|----------------|-----------------|
| 46    | 1167        | Seattle Naval Hospital          | Demolished | 1940       |                | 2005            |
| 46    | 1167        | Seattle Naval Hospital          | Existing   | 1940       | unknown        |                 |
| 46    | 1167        | Seattle Naval Hospital          | Modified   | 1940       | unknown        |                 |
| 47    | 1168        | Craftsman House c. 1925         | Demolished | 1921       |                | 2001            |
| 48    | 1169        | Ridgecrest Subdivision          | Existing   | 1941       |                |                 |
| 49    | 1170        | Bessie B Cafe                   | Demolished | 1930       |                | 2005            |
| 50    | 1171        | Fletcher House                  | Existing   | 1921       |                |                 |
| 51    | 1172        | Wyatt House                     | Existing   | 1917       |                |                 |
| 52    | 1173        | Russell House                   | Existing   | 1916       |                |                 |
| 53    | 1174        | Jersey Summer Homes House       | Existing   | 1921       |                |                 |
| 54    | 1175        | Robbins House                   | Existing   | 1933       |                |                 |
| 55    | 1176        | Litchfield House                | Demolished | 1923       |                | 2007            |
| 56    | 93          | County Road No 917              | Existing   | 1911       |                |                 |
| 56    | 93          | County Road No 917              | Demolished | 1911       |                | 2005            |
| 56    | 93          | County Road No 917              | Modified   | 1911       | unknown        |                 |
| 57    | 1177        | Aurora Cold Storage             | Demolished | 1941       |                | 2005            |
| 58    | 1178        | Cobbler's Cottage               | Demolished | 1931       |                | 2005            |
| 59    | 1179        | Cox's Garage                    | Demolished | 1937       |                | 2005            |
| 60    | 197         | Richmond Highlands Masonic Hall | Landmark   | 1922       |                |                 |
| 61    | 1180        | Swanson House                   | Existing   | 1922       |                |                 |
| 62    | 1181        | RoseHaven                       | Existing   | 1927       |                |                 |
| 63    | 41          | Ronald Grade School             | Landmark   | 1912       | 2011-2012      |                 |
| 64    | 1182        | Auto Cabins-Rear cabin(s)       | Existing   | 1943       |                |                 |
| 64    | 1182        | Auto Cabins - Craftsman house   | Existing   | 1914       |                |                 |
| 64    | 1182        | Auto Cabins - 1 cabin           | Existing   | 1930       |                |                 |
| 64    | 1182        | Auto Cabins - 1 cabin           | Existing   | 1930       |                |                 |
| 64    | 1182        | Auto Cabins - covered parking   | Existing   | 1930       |                |                 |



| Map # | Inventory # | Historic Name                  | Status     | Date Built | Dates Modified | Date Demolished |
|-------|-------------|--------------------------------|------------|------------|----------------|-----------------|
| 67    | 1184        | Hazel Memorial Park - Church   | Existing   | 1937       |                |                 |
| 67    | 1184        | Hazel Memorial Park            | Existing   | 1912       | unknown        |                 |
| 68    | 48          | Carlsen Hill Spring/Tree-Sign  | Existing   | 1904       |                |                 |
| 69    | 1186        | Innis Arden, Divisions 1-3     | Existing   | 1941       |                |                 |
| 70    | 1187        | Innis Arden Ranch House        | Existing   | 1949       |                |                 |
| 71    | 1188        | Fish Farmhouse                 | Modified   | 1903       | 2008           |                 |
| 72    | 1189        | Wytel House                    | Demolished | 1918       |                | 2001            |
| 73    | 1190        | Fisher/Singer House            | Existing   | 1933       |                |                 |
| 74    | 1191        | Fish/Fessenden House           | Existing   | 1920       |                |                 |
| 75    | 1192        | Brinton House                  | Existing   | 1931       |                |                 |
| 76    | 295         | Stone Castle                   | Existing   | 1908       |                |                 |
| 77    | 1193        | Rehnstrom House                | Existing   | 1936       |                |                 |
| 78    | 1194        | Pease House                    | Existing   | 1926       |                |                 |
| 79    | 1195        | Casson House                   | Existing   | 1926       |                |                 |
| 80    | 1196        | Mills House                    | Modified   | 1926       | 2010           |                 |
| 81    | 1197        | Keene House                    | Demolished | 1924       |                | 2003            |
| 82    | 87          | Lago Vista Spring w/Marker     | Existing   | 1910       |                |                 |
| 83    | 1185        | Lago Vista Club House          | Existing   | 1930       |                |                 |
| 101   | N/A         | Todd House                     | Existing   | 1910       |                |                 |
| 102   | N/A         | Glenkerrie/A.S. Kerry Home     | Existing   | 1911       |                |                 |
| 103   | N/A         | Greenway/A. Scott Bullitt Home | Existing   | 1916       |                |                 |
| 104   | N/A         | Sunnycrest/J.D. Hoge Home      | Modified   | 1922       | 1997           |                 |
| 105   | N/A         | T.D. Stimson Home              | Modified   | 1924       | 1994           |                 |
| 106   | N/A         | C.W. Stimson Home              | Modified   | 1924       | 2001-2003      |                 |
| 107   | N/A         | Langdon C. Henry, Sr. Home     | Existing   | 1927       |                |                 |
| 107   | N/A         | L.C. Henry, Sr. Home - Gar/Liv | Existing   | 1927       |                |                 |
| 108   | N/A         | Edward I. Garrett Home         | Existing   | 1936       |                |                 |
| 109   | N/A         | William Allen Home             | Existing   | 1931       |                |                 |
| 110   | N/A         | D.D. Fredrick Home             | Modified   | 1931       | 1970s          |                 |



| Map # | Inventory # | Historic Name                  | Status   | Date Built | Dates Modified | Date Demolished |
|-------|-------------|--------------------------------|----------|------------|----------------|-----------------|
| 111   | N/A         | Langdon C. Henry, Jr. Home     | Modified | 1937       | 1989           |                 |
| 112   | N/A         | Norcliffe/C.D. Stimson Home    | Modified | 1909       | 2001-2006      |                 |
| 112   | N/A         | Norcliffe/Stimson-Gatehouse    | Modified | 1909       | 2001-2006      |                 |
| 113   | N/A         | Trafford-Huteson Home          | Existing | 1909       |                |                 |
| 114   | N/A         | Stewart Home/Braeburn          | Modified | 1913       | 1985           |                 |
| 115   | N/A         | Boeing Home                    | Landmark | 1915       |                |                 |
| 115   | N/A         | Boeing Home -guesthouse        | Modified | 1915       | 1987           |                 |
| 116   | N/A         | Georgian Hill/Arnold Home      | Modified | 1915       | 1999           |                 |
| 117   | N/A         | Annwood/Stedman Home           | Existing | 1915       |                |                 |
| 118   | N/A         | Colindown/Downey Home          | Modified | 1921       | 2005-07        |                 |
| 119   | N/A         | Belfagio/Ballinger Home        | Modified | 1922       | 2007           |                 |
| 120   | N/A         | Paul Mandell Henry Home        | Existing | 1927       |                |                 |
| 121   | N/A         | Greenwood Home                 | Modified | 1927       | unknown        |                 |
| 122   | N/A         | Remmington-Greene Home         | Modified | 1928       | 2002-03        |                 |
| 123   | N/A         | Baillargeon Home               | Modified | 1928       | 2004-05        |                 |
| 124   | N/A         | Jerome Home                    | Existing | 1928       |                |                 |
| 125   | N/A         | Bogle Home                     | Modified | 1932       | 2005-06        |                 |
| 126   | N/A         | Florence Henry Memorial Chapel | Existing | 1911       |                |                 |
| 127   | N/A         | The Highlands School           | Existing | 1922       |                |                 |
| 128   | 94          | Seattle Golf Club - clubhouse  | Modified | 1908       | 1927           |                 |



## LIVABILITY AND HUMAN SERVICES

The City of Shoreline is dedicated to supporting its residents in many aspects of life. The City's Human Services Program promotes individual and community well-being by providing support to increase self-sufficiency, reduce negative impacts of adverse life events, and giving opportunities for people to reach their full potential. In 2024, the Shoreline City Council approved an updated [Shoreline Human Services Strategic Plan](#). While the City has supported human services since shortly after incorporation, it had been some time since a comprehensive review of programs and services had been completed. The development of the plan was also in response **the results of the City's [resident satisfaction survey](#)** which is undertaken every two years. The importance of human services has been shown in the most recent satisfaction surveys conducted in 2020, 2022, and 2024. Based on the survey analysis, the major services that are recommended as the top priorities for investment over the next two years to raise the City's overall satisfaction rating are:

- Overall response to homelessness, and
- Overall quality of human services.

The plan recommended that the City focused its human services funding on three areas of service: homelessness and housing, basic needs and behavioral health. Further, in terms of financial investment, the plan recommended that the City hire a Housing and Human Services Manager and increase funding to human services. These recommendations are included in the 2025-2026 biennial budget.

For more information on the programs and services the City provides, visit the [Human Services Program webpage on the City's website](#). The Human Services Program is part of the **City's Community Services Division** that supports and directs services to connect individuals, families, neighborhoods, businesses, and non-profit organizations to the information and resources they need to build a stronger community and enhance quality of life in Shoreline. For more information on the services, partnerships, and programs the City offers through the Community Services Division, please visit their [website](#).

### Culturally-Sensitive Services

Key values and principles that guide the work that the City as a whole does every day, include supporting culturally and linguistically appropriate services; inclusive and anti-racist approaches; and prioritizing those more negatively affected by institutional and systemic barriers. The City values all residents and wants to foster a community where people from all backgrounds have equitable access to opportunities to live, work, and play.

Shoreline is home to an increasingly diverse community, with 30% of Shoreline residents are people of color; one in five Shoreline residents are foreign born; one in four speaks a language other than English in the home; and 46% of Shoreline School District students are youth of color. Recognizing the diversity of the city, Shoreline provides translation services for communication and/or to review a document in a language other than English.

### Translation Services:

- Spanish
- Chinese (Traditional and Simplified)
- Korean
- Vietnamese
- Tagalog
- Amharic
- Tigrigna
- Russian
- Japanese
- Khmer (Cambodian)





To further Shoreline mission of equity and social justice, the Diversity and Inclusion Coordinator position **was created in 2016, to support the City's work in becoming an anti-racist multicultural organization.** Three areas of focus for this position are:

- **Increase the capacity of City staff to promote service equity and inclusion**  
Provide mandatory staff training on institutionalized racism, working with diverse populations, and evaluating City policies and procedures.
- **Increase access to City information and services by diverse communities**  
Promote outreach and community engagement through use of language specific resources and intentional outreach to diverse populations.
- **Increase community-based support for diverse communities**  
Provide technical assistance and support to community groups and organizations serving diverse populations to promote multicultural and anti-racist efforts.

### Basic Needs

A large focus of the programs and support the department provides is providing for basic needs, including food, affordable housing, and behavioral health services. Basic needs are the foundation in the well-being of individuals and a community, and Shoreline recognizes the right that all residents have to access basic needs.

**Some of Shoreline's basic needs programs are focused on keeping people in their homes:** the Minor and Major Repair programs, Property Tax Relief for Senior and People with Disabilities, Tenant Protections, and Utility Assistance. Whereas other programs focus on provided unhoused individuals the resources they need: the Severe Weather Shelter program, **and other programs provided by Shoreline's partners such as Hopelink's food program and Lake City Partners Ending Homelessness' 24/7 enhanced homeless shelters and housing outreach programs.**

Some programs require more specialized assistance, and cannot be directly provided by the City, such as behavioral health services and programs. A such, Shoreline partners with many other jurisdictions and community and non-profit organizations to help connect residents with the **services they need. Some of the behavioral health services Shoreline's partners provide include the Center for Human Services' behavioral health programs, Crisis Connections' Crisis Line, and CHS/State Shared Revenue's behavioral Health and substance abuse programs.**

### Community Groups and Regional Partnerships

The City provides many services and programs but recognizes that it cannot directly provide every service residents may need. In order to connect residents to as many services and support mechanisms as possible, the City builds supportive relationships with community groups, participates in regional partnerships, and leverages resources available in the area.

### Basic Needs Programs:

- Minor and Major Home Repair Programs
- Severe Weather Shelter
- Property Tax Relief for Seniors and People with Disabilities
- Tenant Protections
- Transportation Assistance
- Utility Assistance



As many of the human services concerns facing Shoreline are common throughout King County, regional coordination and partnerships can provide collaborative solutions and address systemic, county- or region-wide problems, and can create a shared pool of resources that will also benefit Shoreline residents. **Some of Shoreline’s current partnerships and regional connections include the King County Regional Homelessness Authority (KCRHA), North King County Coalition on Homelessness, North Urban Human Services Alliance, and Human Services Funding Collaborative. More information about Shoreline’s** partnerships and the programs made available to residents through them, can be found in The Human Services Strategic Plan.



# Parks, Recreation, Open Spaces, and Art

## SUPPORTING ANALYSIS

### BACKGROUND AND CONTEXT

The City of Shoreline developed its first Parks, Recreation, and Open Space (PROS) Plan in 1998, shortly after assuming responsibility for parks and recreation services from King County after Shoreline’s incorporation in 1995. The plan has been regularly updated over the City of Shoreline’s 28-year history, evolving over the decades to meet the needs of the developing community.

Shoreline’s most recent version of the plan, the Parks, Recreation, Open Space, and Arts (PROSA) Plan, was adopted in May 2024. This PROSA plan update highlights and focuses the City’s commitment to equity and anti-racism in all aspects of service delivery to residents. It is a plan for the future development of Shoreline’s parks, open spaces, public art, recreation, and cultural services in a way that supports the vision of the community to be a “Welcoming Place for All”.

The PROSA Plan assesses current levels of services (LOS), projected needs, and community feedback to create goals and strategies targeted at providing high quality, equitable services to all current and future residents. It identifies capital project recommendations, based on the LOS analysis, projected needs, and community feedback, and describes a strategic plan for implementation of these projects. These recommendations are implemented through the City of Shoreline Capital Improvement Plan and voter-approved capital improvement bonds.

The City of Shoreline’s PROSA Plan contains a more thorough analysis and inventory than what is required in the Comprehensive Plan, so rather than recreating it or selecting certain portions, the entire document can be found in Appendix H.4 or at this link below.

<https://www.shorelinewa.gov/home/showpublisheddocument/61077/638519077574700000>



# Utilities

## SUPPORTING ANALYSIS

### BACKGROUND AND CONTEXT

The Utilities Element summarizes estimates of existing and future demand for utility services. Where possible, current utility consumption trends are used to indicate likely future consumption, however, future demand is difficult to predict as new and innovative technologies are developed consistently. In some instances, where utility providers are private corporations, specific information on utility consumption and demand are considered to be proprietary, and are therefore not disclosed. The Utilities Element gauges the ability of existing and planned utility facilities to meet future demand.

This Supporting Analysis section presents basic information regarding the general location, proposed location, and capacity of all existing and proposed utilities, including electrical, natural gas, telephone, and cable. Publicly operated utilities such as water, wastewater, and stormwater utilities are discussed in the Capital Facilities Element. Further information is available from individual utilities, or in the planning documents of the various service districts. Utilities addressed here and in the Capital Facilities Element have a broad impact on the future of the community. In many cases, utilities are needed to meet the basic needs of daily living and ensure health and safety, and contribute to a high quality of life.

When considering the future provision of utility services, a number of issues must be considered: legal requirements, aesthetic and environmental impacts, administration, costs, and revenues. In order to address these issues, the community, through its utility providers, must identify the type and quality of utilities needed to serve local residents and determine how these services can best be provided.



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### *EXISTING CONDITIONS*

The City maintains a number of franchise agreements with utility providers, which allow for the **existence of support facilities, such as cable, electrical wire, and natural gas pipe within the City's rights-of-way (streets)**. Non-City managed utility services are controlled by franchise agreements between the utilities and the City. The status of the franchise agreements is noted in the listing of current providers.

#### Electrical Service

Electrical service is provided within the City of Shoreline by Seattle City Light. The City has a non-exclusive franchise agreement with Seattle City Light through August 31, 2029 (Ordinance #686). Based on current forecast projections detailed in their 2022 Integrated Resource Plan and 2024 Progress Report, Seattle City Light will need to expand their resource profile in order to accommodate the projected electric demands of its service area. The 2024 Progress Report outlines several avenues for this expansion.

#### Natural Gas Service

Puget Sound Energy provides natural gas service to the residents of the City of Shoreline. The City maintains a franchise agreement (Ordinance #860) with Puget Sound Energy through July 31, 2034.

#### Existing Natural Gas Service and Facilities

Puget Sound Energy is a power and natural gas utility serving King and four other Counties. Puget Sound Energy purchases gas from other regions and manages the distribution of natural gas to customers within its service area. This involves pressure regulation, and the development and maintenance of distribution lines.

Natural gas is currently supplied to most areas within the city through 136 miles of natural gas mains. Gas flows through the system under high pressure in the main located along 5th Avenue NE and along Fremont Avenue N, from N 185th Street down to N 155th Street, over to Dayton Avenue N, then down Dayton Avenue N to N 150th Street, over to Fremont Avenue N, and down to N 145th Street. Puget Sound Energy serves approximately 11,500 customers in the City of Shoreline.

Washington State Utilities and Transportation Commission (WUTC) does not define natural gas as an essential service. Therefore, Puget Sound Energy is not required to provide services.

#### *Planned Natural Gas Services and Facilities*

Extension of service is based on individual requests and the results of a market analysis to determine if revenues from an extension will offset the cost of construction. Overall, Puget Sound Energy does not foresee any problems that would limit the supply of natural gas to the city in the future.

#### Telecommunications

As telecommunication technologies have evolved, merging of these technologies has occurred, resulting in multiple communication services migrating into consolidated networks. This typically involves the merging of previously distinct media, such as telephone, video, and data communications being transmitted over fiber optic or other infrastructure. This section describes both the current infrastructure used to provide telecommunication services in Shoreline, as well as future services and facilities (as they can best be described now, given the rapid changes in how telecommunication services are provided and regulated).



### *Existing Telephone Services and Facilities*

Local telephone service in Shoreline, referred to as Public Switched Telephone Network (PSTN), is provided by CenturyLink east of Meridian Avenue N and south of N 160 Street/NW Innis Arden Way, and by Zply west of Meridian Avenue N and north of N 160 Street/NW Innis Arden Way. The City does not have franchise agreements with CenturyLink or Zply for local telephone service.

CenturyLink and Zply collectively provide telephone service to about 15,000 customers in the City of Shoreline. Of these 15,000 customers, 12,000 are residential and 3,000 are commercial. CenturyLink and Zply do not provide estimates of local capacity due to the proprietary nature of this information.

In addition to the PSTN telephone service provided in Shoreline, Voice over Internet Protocol (VoIP) telephone service, also known as digital telephone service, is locally available. This service is provided by Xfinity (Comcast), which provides service throughout the entire city. CenturyLink and Zply also provide this service in addition to their PSTN services. CenturyLink provides this through their Digital Subscriber Line [DSL] internet service; and Zply, provides this service in the same areas as their PSTN telephone service. VoIP telephone uses technology that allows phone calls to be made over an Internet Protocol (IP) network, such as the Internet.

Finally, mobile (cellular) telephone services are widely available in Shoreline and are operated by many different cellular networks, including Verizon, Cingular Wireless (AT&T), Sprint Communications, and T-Mobile USA, among others. Mobile telephones make and receive telephone calls over a radio link by connecting to a cellular network provided by a mobile phone operator, allowing access to the public telephone network.

### *Future Telephone Services and Facilities*

Washington Utilities Trade Commission (WUTC) regulations require CenturyLink and Zply to provide adequate PSTN telecommunications service on demand, and Section 480-120-086 of the Washington Administrative Code (WAC) requires CenturyLink and Zply to maintain adequate personnel and equipment to handle reasonable demand and traffic. Because CenturyLink and Zply provide service on demand, there are no limits to future capacity. Additionally, VoIP telephone service should only be restricted by bandwidth constraints on fiber optic networks that provide this digital service.

### *Existing Cable Television Service*

Land-line Cable Television service is provided in the city by CenturyLink and Xfinity (Comcast). The City maintains franchise agreements with these providers **for use of the City's rights-of-way** to maintain and operate their cable network. The City is also served by two satellite Cable Television providers - Dish Network and Direct TV. The franchise agreements for land-line cable television services expire on June 16, 2025 and November 17, 2030, respectively.

Comcast serves the entire city of Shoreline. Dish Network and Direct TV serve all of Shoreline, depending on the geography and satellite line-of-site access of individual properties.

### *Future Cable Television and Broadband Services and Facilities*

Although the demand for cable television is likely to continue to increase as population grows, access to cable television in Shoreline is extensive, and thus, growth in cable subscribers is likely to increase at the same pace as population growth. However, the demand for broadband services, whether they be cable television, VoIP telephone or data/internet services, is likely to continue to grow as networks are



bolstered with additional bandwidth. This growth will most likely occur relative to data/internet service, as more content becomes accessible online, and as we continue to communicate and interact online. These broadband services can be provided over fiber optic networks, cable networks, or DSL telephone networks.

### *Fiber Optic Facilities*

The City maintains franchise agreements with Zayo Group, Astound Broadband, and Version Access Transmission Services for their fiber optic data networks in Shoreline. Given that these networks utilize City streets and rights-of-way, franchise agreements are required for these service providers. These franchise agreements expire on July 24, 2026; April 21, 2025; and January 29, 2033, respectively.

## *UTILITY ISSUES*

### Equitable Funding

Most utility services are financed by rates, which the customers pay directly to the providers. In some cases, taxes are used to support services provided by public entities. For example, Seattle City Light provides electricity to the community. Utility taxes are collected by the City of Seattle for these services; **however, Seattle's utility tax revenues go into Seattle's general fund and do not directly support the operation of the utility.** The utility taxes Shoreline residents pay to Seattle Public Utilities do not necessarily help maintain infrastructure and provide service within Shoreline.

The City has established goals to explore becoming a service provider of water services within Shoreline to ensure that taxes collected fund the maintenance and enhancement of infrastructure. In some situations, such as cable service, utility rates paid by customers to different providers for similar service is significantly different. These rate differentials may be the result of different capital improvement programs or administrative systems.

### Environmental and Aesthetic Impacts from Utility Improvements

When utility facilities are renovated, expanded, or created they have an impact on the community. One example of a utility project that could impact a community is the addition of transmission towers. Such infrastructure can have aesthetic impacts on neighborhoods, and a community must consider how it should address and mitigate such facilities.

### Opportunities for Cooperation

The utilization of multiple providers to serve the utility and capital facility needs of the community raises a number of issues about coordination with the City and among service providers. Trenching activities can often be consolidated through coordination, reducing the cost and impact of these activities. In some cases, cooperative use of utility facilities can benefit the community. The use of the Seattle City Light right-of-way for a trail facility is an example of a beneficial cooperative arrangement.

### Adequacy of Service

The community has a legitimate interest not only that utility services are available, but also in the quality of those services and the opportunities for enhancing those services. These concerns may include the unavailability of electrical capacity to serve increasing growth and demand, and the quality of television, internet, and/or telephone (including cellular) service.





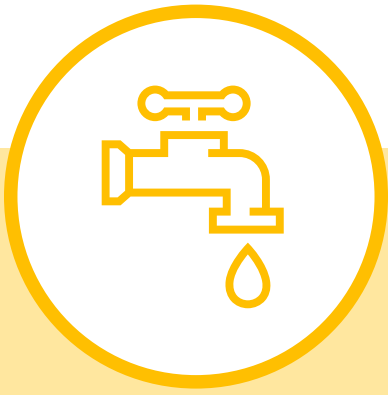
The City may face difficulties in ensuring adequate services and facilities from providers it does not directly control. This issue can be addressed through contracts or interlocal agreements with individual agencies for services, or through the decision to have the City provide the service directly. Lack of infrastructure needed to provide these services may result in permitting delays or moratoriums if services are required for concurrency.

In order to ensure that the community receives service at the desired levels of service, the City may need to consider changes to its service contracts, interlocal agreements, or possibly expand City services in order to serve existing and planned growth at desired levels and meet concurrency requirements.

### *NON-CITY MANAGED CAPITAL FACILITIES PLANS*

For capital facility plans from service providers other than the City of Shoreline, the reader is referred to the current comprehensive and/or capital facility plans of the responsible agencies.

| GENERAL FACILITIES  | FACILITIES AND UTILITIES  |
|---|---|
| Historical Museum   | <b>Water</b><br>Seattle Public Utilities Water Division<br>North City Water District  |
| <b>Public Schools</b><br>Shoreline School District  | <b>Solid Waste</b><br>King County Solid Waste Division<br>Recology  |
| <b>Libraries</b><br>King County Library District  | <b>Electricity</b><br>Seattle City Light  |
| <b>Postal Buildings</b><br>U.S. Postal Service  | <b>Natural Gas</b><br>Puget Sound Energy  |
| <b>Public Housing</b><br>King County Housing Authority  | <b>Telecommunications and Cable</b><br>Comcast<br>Frontier<br>CenturyLink<br>Ziplay<br>Verizon<br>Cingular Wireless (AT&T)<br>Sprint Communications<br>T-Mobile USA |
| <b>Human Services</b><br>Washington Department of Health<br>Washington State Department of Social and Health Services (DSHS)                                  |   |
| <b>Public Safety</b><br>Shoreline Police (King County Sheriff's Office)<br>Shoreline Fire Department<br>King County Corrections<br>King County District Court |   |
| <b>Community College</b><br>Shoreline Community College   |   |
| <b>Transportation</b><br>King County Metro<br>Community Transit<br>Sound Transit<br>Washington State Department of Transportation                             |   |
| <b>Land Reserves</b><br>Washington Department of Natural Resources  |   |



# Capital Facilities

## SUPPORTING ANALYSIS

### **BACKGROUND AND CONTEXT**

Capital facilities in Shoreline that are addressed in this section are placed in two categories: City-managed facilities and non-City managed facilities. City-managed facilities are defined as those that are owned and operated, or managed by the City. Non-City managed facilities are defined as those public capital facilities that are not owned and operated by the City, are facilities and services for which the City has an interlocal or franchise agreement, or services and facilities that are provided to city residents through independent districts.

This Element provides an inventory of both City-managed and non-City-managed public facilities and services. This includes surface water; transportation; park, recreation and cultural resources; police; fire; emergency operations center; public schools; water; wastewater; and solid waste. Transportation, park, recreation, and open space facilities are addressed in their respective elements of this Comprehensive Plan. Other utility facilities such as electrical, natural gas, and telecommunication services are discussed in the Utilities Element Supporting Analysis section of the Plan.



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## INTRODUCTION

The Growth Management Act (GMA) requires that the Capital Facilities Element provide an inventory of public facilities, including their locations and capacities. The GMA also requires a forecast of future needs for capital facilities, and identification of the proposed capacities of new or expanded capital facilities, as well as facility locations if listed in the six-year plan.

For facilities funded by the City, the GMA requires the preparation of a six-year plan for financing new or **expanded capital facilities**. Shoreline's six-year plan, known as the Capital Improvement Plan (CIP) is included at the end of this supporting analysis. The six-year plan must consider financing within project funding capacities, clearly identify the sources of public moneys for these improvements, and ensure that these improvements are consistent with the Land Use Element. Finally, the GMA requires the City to reassess the Land Use Element or revise the adopted level of service if funding falls short of meeting future capital facility needs. The King County Countywide Planning Policies further state that capital facility investment decisions place a high priority on public health and safety.

This element will address the requirements of the Growth Management Act as well as help answer important questions, such as:

- What kind of services and facilities does the community want and need to serve existing and future residents, and which services and facilities are most important?
- When should these services and facilities be provided, and how should they be funded?
- If needed in the near-term, where should such facilities be located?
- How can the need for new facilities be limited, and their impacts on the community be addressed?
- **What is the City's role in ensuring and providing services and facilities, and how should the City work with other providers to facilitate good service?**

Shoreline is served by an extensive system of publicly funded and operated capital facilities, from schools and parks to utility systems and transportation facilities. Many of these facilities, such as water towers and roads, help meet the basic needs of residents. Some, such as fire stations and stormwater detention ponds, make the community safer. Community resources like schools and libraries foster learning and educational development, which help make the City a better place to live. Others, such as **parks and museums, enhance the quality of life of the City's residents.**

The community benefits from these investments on a daily basis, and in order to sustain and improve on the benefits that the community currently enjoys, the City must identify how it and other public service providers can best maintain existing facilities, and create new facilities to serve the needs and desires of local residents and future development.

When Shoreline residents incorporated the City in 1995, it was in large part to receive better, more efficient services for their tax dollars. This concept was further supported in the framework goals and policies adopted in the 1998 Comprehensive Plan. One way for the City to provide more efficient services could include unifying some of the water and wastewater utilities with City operations, creating one-stop shopping for city residents and businesses. Early City Councils realized that consolidating utility services in Shoreline would reduce inefficiencies associated with multiple governmental entities operating in the same city.



Over the coming years, many public facilities will need to be replaced, refurbished, or expanded, and new facilities created in order to serve existing and new residents. Some of these facilities are provided directly by the City. In other cases, separate providers deliver services and plan for and fund capital improvements to meet the mission of their district or service area. A few of these facilities serve not only the needs of Shoreline, but also the larger region.

All of these projects will be competing for limited public resources. For projects that the City controls, citizens must prioritize which projects will proceed and how to fund them. At the development stage, the community may be able to influence where these facilities will be located, and how to address the impacts of new or expanded facilities on adjacent areas and the community.

### *EXISTING CONDITIONS*

This section identifies the primary capital facilities that exist within the city, and are identified as City-Managed Facilities or Non-City-Managed Facilities. The facility, provider, and an inventory including the name, size, and location of each facility are provided, if the information is available. Some third-party service providers must prepare a comprehensive service plan that includes a capital facility element. These plans are incorporated into this Capital Facility Element by reference. Each plan has been reviewed for consistency with the general policies and Land Use Element. A brief description of services provided at the facility is also presented to explain the use of structures.

In addition, if currently identified plans for expansion available, they are provided as a part of the existing conditions information, including the type of facility, the proposed size of the facility, and the location and timing of expansion. In some cases, this information is currently unknown or proprietary.

The City maintains a number of franchise agreements with utility providers allowing for the existence of **support facilities, such as sewer mains within the City's rights-of-way** (streets). Many of the services referred to in this element are evaluated by the City through franchise and interlocal agreements.

### CITY-MANAGED BUILDINGS, FACILITIES, AND SERVICES

This section addresses existing public capital facilities owned or largely operated and managed by the City of Shoreline, including buildings, stormwater, wastewater, transportation, parks, and recreation facilities.

#### *Current City-Managed Facilities*

The City of Shoreline offices provide a wide variety of services and functions, which are provided at a variety of facilities. The City of Shoreline Civic Center, which includes the City Hall building at 17500 Midvale Avenue N, provides approximately 62,000 square feet of office space where governmental services are available. These services include, but are not limited to, customer response, administration, permitting, environmental and human services, road and park maintenance, and neighborhood coordination. The campus also includes a 21,000 square foot auditorium, a 75-car elevated parking structure, and a one-acre public park and plaza.

In addition, the City owns and maintains approximately 28,765 square feet of facilities to support the park system, including the Spartan Recreation Center, the Richmond Highlands Recreation Center, Kruckeberg Botanic Garden, the Richmond Beach Saltwater Park Pedestrian Bridge, numerous park shelters, and outdoor restrooms.



The City operates a maintenance facility at Hamlin Park, located at 16006 15th Avenue NE. This location serves as a storage yard for various City vehicles, including a street sweeper and road maintenance equipment, as well as offices for street and park maintenance crews. The City is evaluating the relocation and expansion of this facility as part of possible utility acquisitions.

### Stormwater Facilities

The Surface Water Master Plan, currently being updated in 2024, provides a detailed discussion of the stormwater facilities in Shoreline. The plan responds to both state and federal requirements for managing surface water in the city. The plan reviews current and anticipated regulatory requirements, discusses current stormwater management initiatives, identifies flooding and water quality programs, and discusses the resources needed for the City to fully implement the plan. Management of surface waters in the city is funded through the City's Surface Water Utility. The plan also provides a detailed inventory of the existing stormwater facilities and necessary capital facility upgrades.

### Wastewater Facilities and Services

Ronald Wastewater District (RWD) was formed in 1951 and was the primary wastewater service provider for the City of Shoreline. In 2020, the City assumed jurisdiction and ownership of the Ronald Wastewater District's service areas, assets, facilities, responsibility, property, and equipment. The City of Shoreline provides wastewater services the majority of the City, with the exception of the Highlands neighborhoods, which is served by the Highlands Sewer District.

There are 27 known lots scattered individually throughout the District with onsite sewage disposal systems. Many of the lots have sewer available, but the property owners have not chosen to connect for a variety of reasons.

### Existing City of Shoreline Services and Facilities

The City of Shoreline presently owns, operates, and maintains a domestic wastewater collector and interceptor system consisting of 16 lift stations, 21 individual grinder pumps, and approximately 194 miles of 6- to 30-inch diameter sanitary sewer mains, not including private sewers. Sewer service is generally provided to customers by gravity flow through the City system, or by gravity flow to City owned and operated lift stations.

The Shoreline Wastewater Utility only provides wastewater collection. The wastewater collected from within the City is treated at two facilities, King County Wastewater Division's West Point Treatment Plant and the City of Edmonds Treatment Plant, under contract arrangements. The Highlands Sewer District discharges wastewater flow into the City's wastewater system. The existing collection system is detailed in the 2021 Comprehensive Wastewater Plan developed by Ronald Wastewater District, prior to the City's assumption of RWD.

### Planned City of Shoreline Services and Facilities

Currently the City maintains a 10-year capital improvement program for its original sewer system and the old Lake City Sewer District system. The Capital Improvement Program includes an ongoing infiltration and inflow monitoring and reduction program. The City would re-evaluate the capital improvement plans as part of the unification process.



The 2021 Comprehensive Wastewater Plan identify three Lift Stations that are scheduled for upgrades within the ten years following the plans creation. No plans for new main line extensions were identified in the 2021 Plan, and it was stated that any upgrades would **be due to future identified ‘problem areas’** or as a result of planned development.

### Transportation Facilities

The Transportation Master Plan, currently being updated in 2024, and Transportation Element of this Plan provide a detailed discussion of the transportation facilities in Shoreline. The City prepares and adopts a six-year Transportation Improvement Plan (TIP) each year. The TIP lists street and non-motorized projects, and can include both funded and unfunded projects. It is prepared for transportation project scheduling, prioritization, and grant eligibility purposes. Since 1990, Washington State law (RCW 82.02.050) has allowed jurisdictions to establish transportation impact fee (TIF) programs to fund capacity projects needed to support growth. The City of Shoreline adopted a TIF program in 2014. As part of the new Transportation Element and Transportation Master Plan (TMP), the City is updating its TIF program. A full list of the projects is included below and is subject to change. The TIF projects are mapped online here:

<https://shoreline.maps.arcgis.com/apps/webappviewer/index.html?id=6856eb415f054a1daaa0dff04444f5a>



| ID | Location   | Project Description  | Cost Estimate |
|----|--|--|---------------|
| 1  | 148th Street Non-motorized Bridge  | TE Fiscally constrained list: non-motorized bridge crossing of Interstate 5 (based on Council's selection of a preferred alignment during the feasibility study phase) to the Shoreline South/148th Station.   | \$37,800,000  |
| 2  | 175th Corridor: Stone Avenue N to Wallingford                              | TE Fiscally constrained list: Planned improvements include reconstruction of the existing street to provide two traffic lanes in each direction, median and turn pockets, bicycle lanes (some integrated into the sidewalk), curb, gutter, and sidewalk with planter strip where feasible, illumination, landscaping, retaining walls, and various intersection improvements.                      | \$30,497,000  |
| 3  | 175th Corridor: Wallingford to Meridian                                    |  | \$10,637,000  |
| 4  | 175th Corridor: Meridian to I-5  |  | \$21,914,000  |
| 5  | Dayton Ave N & Carlyle Hall Rd   | TE Fiscally constrained list: Realign intersection geometry and signalize.   | \$4,648,391   |
| 6  | 1st Ave NE & N 155th St  | TE Fiscally constrained list: Redesign as urban compact roundabout.  | \$1,292,528   |
| 7  | 25th Ave NE & NE 150th St  | TE Fiscally constrained list: Redesign as urban compact roundabout.  | \$1,257,192   |
| 8  | Shared-use mobility hub: Aurora Ave N & N 185th St                         | TE Fiscally constrained list: Construction of a shared use mobility hub  | \$1,250,000   |
| 9  | N 175th St from Fremont Ave N to Stone                                     | TE Fiscally constrained list: Extend multimodal improvements from Fremont Ave N to Stone Ave; improve to bike LTS 1 and fill sidewalk gaps and accommodate frequent bus service.   | \$9,994,582   |
| 10 | NE 185th Street (between Fremont Avenue N and Midvale Avenue NE)           | TE Fiscally constrained list: The City developed a 185th Street corridor improvement strategy that includes N/NE 185th St from Fremont Ave N to 10th Ave NE; 10th Ave NE from NE 185th St to NE 180th St; and NE 180th St from 10th Ave NE to 15th Ave NE. Improvements for this corridor include bike improvements to LTS1; pedestrian improvements; and accommodations for frequent bus service. | \$12,163,666  |
| 11 | N/NE 185th Street (between Midvale Avenue N and 5th Avenue NE west of I-5) |  | \$87,611,805  |





| ID                        | Location   | Project Description  | Cost Estimate        |
|---------------------------|--|--|----------------------|
| 12                        | 15th Ave NE from NE 180th St to Hamlin Park          | Transportation Element Project List: Improve to bike LTS 2 and accommodate frequent bus service                      | \$40,226,805         |
| 13                        | Ashworth Ave N from N 175th St to N 185th St         | Transportation Element Project List: Improve to bike LTS 2 and fill sidewalk gaps                                    | \$17,115,575         |
| 14                        | NW Richmond Beach Rd from 8th Ave NW to Dayton Ave N | Transportation Element Project List: Improve to bike LTS 2 and accommodate frequent bus service                      | \$10,940,389         |
| 15                        | 10th Ave NE from NE 185th St to NE 190th St          | Transportation Element Project List: Improve to bike LTS 2 and fill sidewalk gaps                                    | \$17,024,934         |
| 16                        | 15th Ave NE from NE 195th St to 24th Ave NE          | Transportation Element Project List: Improve to bike LTS 1, fill sidewalk gaps, and accommodate frequent bus service | \$64,036,849         |
| 17                        | N 200th St from SR 99 to Ashworth Ave N              | Transportation Element Project List: Improve to bike LTS 2 and accommodate local bus service                         | \$8,542,174          |
| 18                        | Fremont Ave N from N 170th St to N 185th St          | Transportation Element Project List: Improve to bike LTS 2 and fill sidewalk gaps                                    | \$10,008,119         |
| 19                        | Linden Ave N from N 185th St to N 175th St           | Transportation Element Project List: Improve to bike LTS 2 and fill sidewalk gaps                                    | \$6,673,976          |
| <b>Total Capital Cost</b> |  |  | <b>\$393,634,986</b> |

### Parks and Recreation Facilities

There are a number of public parks and recreation facilities within the community. These facilities are discussed in more detail in the 2024 Parks, Recreation, Open Space, and Arts (PROSA) Plan and Parks, Recreation, Open Space, and Arts Element of this Plan. The Parks Capital Facilities Plan (CFP) identifies **existing and anticipated capital needs for the City's parks and recreation facilities over the next 20 years** with estimated costs in today's dollars. Many items identified were included in the prior CFP, and others were identified through the PROSA planning engagement processes including public outreach and level of service analysis. Staff have applied key criteria from the PROSA Decision Making framework, including guiding principles, social inequity and community needs maps, to determine initial prioritization categories. This prioritization will be revisited before decisions are made to incorporate current data regarding Community needs and social inequity. Other factors, such as the availability of funding for specific needs or interdependence with other City projects, may drive timing for projects identified and result in potentially lower priority items being funded before higher priority items. The parks CFP is updated periodically, the most recent version can be found in the Parks Recreation Open Space and Arts (PROSA) plan adopted by the City.



## Shoreline 2044 | Supporting Analysis | Capital Facilities

| Category | Park   | Project  | Cost         | Priority |
|----------|--|--|--------------|----------|
| DVPT     | Aquatics facility                              | Acquire and develop new facility (33% of \$66,000,000)           | \$21,780,000 | High     |
| DVPT     | Aurora Corridor                                | Acquire park property  | \$2,500,000  | High     |
| DVPT     | Echo Lake Park                                 | Safe Parks Project   | \$15,000     | High     |
| DVPT     | Firlands Way North                             | Develop park features in conjunction with transportation plan    | \$500,000    | High     |
| DVPT     | Hamlin Park                                    | Develop accessible ADA pathway                                   | \$500,000    | High     |
| DVPT     | Landbank Park Land                             | Develop passive park uses  | \$2,000,000  | High     |
| DVPT     | Light Rail Station 185th Street                | Install gathering area   | \$75,000     | High     |
| DVPT     | Light Rail Station Subarea - 148th             | Acquire park property  | \$20,000,000 | High     |
| DVPT     | Light Rail Station Subarea - 185th             | Acquire park property  | \$3,000,000  | High     |
| DVPT     | Multiple                                       | Support implementation of UFSP to                                | \$100,000    | High     |
| DVPT     | Multiple Parks                                 | Develop 19 picnic areas based on Community Needs Maps            | \$760,000    | High     |
| DVPT     | Multiple Parks                                 | Install 3 picnic pavilions based on Community Needs Maps         | \$750,000    | High     |
| DVPT     | Multiple parks                                 | Develop 12 new playgrounds per community needs maps              | \$2,400,000  | High     |
| DVPT     | Multiple Parks                                 | Initiate Environmental Stewardship Programs at new park property | \$50,000     | High     |
| DVPT     | Multiple parks                                 | Develop 27.36 miles of multi-purpose trails                      | \$1,350,000  | High     |
| DVPT     | Multiple parks                                 | Implement Minimum Amenity Plan                                   | \$200,000    | High     |
| DVPT     | Multiple parks                                 | Design amenities for undeveloped parks & open spaces             | \$1,300,000  | High     |
| DVPT     | Multiple parks                                 | Develop undeveloped parks & open spaces based on designs         | \$10,000,000 | High     |
| DVPT     | North Hillwood Neighborhood                    | Acquire and develop park property                                | \$4,500,000  | High     |
| DVPT     | Ronald Bog & James Keogh Connector             | Complete ROW connector between these two parks                   | \$200,000    | High     |
| DVPT     | Rotary Park                                    | Acquire and develop new and acquired park property               | \$3,000,000  | High     |
| DVPT     | South Shoreline Interurban Trail (Westminster) | Acquire and develop park property                                | \$4,250,000  | High     |
| DVPT     | Southwest Parkwood Neighborhood                | Acquire and develop park property                                | \$2,500,000  | High     |
| DVPT     | TBD - Park on Eastside of I-5                  | Develop ADA playground   | \$500,000    | High     |
| DVPT     | West Ballinger/NE North City Neighborhood      | Acquire and develop park property                                | \$2,500,000  | High     |
| DVPT     | Westminster                                    | Develop active park uses including                               | \$750,000    | High     |
| DVPT     | 195th Street Ballinger Commons                 | Develop trail West from Ballinger Way                            | \$57,000     | Medium   |
| DVPT     | Ballinger Open Space                           | Install vehicular wayfinding signage                             | \$15,000     | Medium   |
| DVPT     | Cedarbrook Elementary School JUA               | Negotiate JUA and develop park under JUA                         | \$2,000,000  | Medium   |
| DVPT     | Cromwell Park                                  | Develop skate park   | \$400,000    | Medium   |
| DVPT     | Darnell Park                                   | Install interpretive trail and                                   | \$200,000    | Medium   |
| DVPT     | Echo Lake                                      | Develop small hand-carry craft launch                            | \$250,000    | Medium   |
| DVPT     | Echo Lake                                      | Acquire property   | \$1,500,000  | Medium   |
| DVPT     | Hamlin Park                                    | Install trail wayfinding map and marker                          | \$50,000     | Medium   |
| DVPT     | Hamlin Park                                    | Install wayfinding and interpretive signage                      | \$152,000    | Medium   |
| DVPT     | Hillwood Park West Entrance                    | Complete Development   | \$400,000    | Medium   |
| DVPT     | Interurban Trail                               | Install bike repair stations                                     | \$50,000     | Medium   |



## Shoreline 2044 | Supporting Analysis | Capital Facilities

|          |   |  |                      |        |
|----------|---|--|----------------------|--------|
| DVPT     | Interurban Trail (185th-175th)<br>Park at Town Ce | Implement Park at Town Center Phase 1                              | \$250,000            | Medium |
| DVPT     | Interurban Trail (205th-200th)                    | Develop park greenway  | \$400,000            | Medium |
| DVPT     | Light Rail Station 145th Street                   | Install gathering area   | \$75,000             | Medium |
| DVPT     | Multiple parks                                    | Install performance stage/space as identified in Community Needs   | \$750,000            | Medium |
| DVPT     | Multiple parks                                    | Develop 6 skate dots per community needs maps                      | \$300,000            | Medium |
| DVPT     | Multiple parks                                    | Expand existing sport courts for multipurpose use as identified in | \$1,650,000          | Medium |
| DVPT     | Multiple parks                                    | Develop 6 sports court as identified in Community Needs maps       | \$1,800,000          | Medium |
| DVPT     | Paramount Open Space Park                         | Acquire and develop park property                                  | \$3,000,000          | Medium |
| DVPT     | Ronald Bog  | Install environmental interpretive trail and signage               | \$200,000            | Medium |
| DVPT     | Sunset School Park                                | Develop enclosure around portable                                  | \$25,000             | Medium |
| DVPT     | TBD   | Develop 1 adult turf and lighted soccer field                      | \$8,000,000          | Medium |
| DVPT     | TBD   | Develop 2 youth soccer fields per community needs maps             | \$3,000,000          | Medium |
| DVPT     | TBD   | Develop 2 baseball fields per community needs maps                 | \$1,000,000          | Medium |
| DVPT     | Twin Ponds  | Install trail wayfinding map and                                   | \$500,000            | Medium |
| DVPT     | Twin Ponds Park                                   | Install picnic shelter   | \$129,373            | Medium |
| DVPT     | Aldercrest Annex                                  | Negotiate JUA and develop amenities                                | \$2,000,000          | Low    |
| DVPT     | Ballinger Open Space                              | Develop nature boardwalk trail                                     | \$300,000            | Low    |
| DVPT     | Boeing Creek Open Space                           | Develop trail  | \$300,000            | Low    |
| DVPT     | Boeing Creek Open Space                           | Install trail wayfinding map and                                   | \$15,000             | Low    |
| DVPT     | City Hall Park or Park at Town                    | Develop based on conceptual plan                                   | \$1,500,000          | Low    |
| DVPT     | Cromwell Park                                     | Light pathway  | \$25,000             | Low    |
| DVPT     | Cromwell Park                                     | Install picnic shelter and park furnishings                        | \$400,000            | Low    |
| DVPT     | Fircrest  | Develop Public Access Agreement and park space                     | \$500,000            | Low    |
| DVPT     | Kayu Kayu Ac Park                                 | Negotiate BNSF access agreement                                    |                      | Low    |
| DVPT     | Kruckeberg Botanic Garden                         | Implement master plan, replace                                     | \$4,000,000          | Low    |
| DVPT     | Paramount Open Space Park                         | Develop trail  | \$162,000            | Low    |
| DVPT     | Paramount School Park                             | Design and improve entry   | \$100,000            | Low    |
| DVPT     | Richmond Beach Saltwater Park                     | Develop plan for Cottage Space Usage                               | \$300,000            | Low    |
| DVPT     | Richmond Beach Saltwater Park                     | Implement plan for Cottage Space Usage                             | \$5,000,000          | Low    |
| DVPT     | Shoreline Community Center                        | Develop community center   | \$9,672,000          | Low    |
| DVPT     | Shoreline Community Center                        | Acquire property   | \$8,000,000          | Low    |
| DVPT     | Shoreline Recreation Center                       | Develop recreation center  | \$16,120,000         | Low    |
| DVPT     | Shoreline Recreation Center                       | Acquire property   | \$10,000,000         | Low    |
| DVPT     | Shoreview Park                                    | Install picnic shelter   | \$129,373            | Low    |
| DVPT     | Shoreview Park                                    | Convert soccer field   | \$2,609,819          | Low    |
| DVPT     | TBD   | Develop Adventure Park high ropes course                           | \$250,000            | Low    |
| DVPT     | TBD   | Develop climbing structure   | \$250,000            | Low    |
| DVPT     | TBD   | Develop Adventure Park zipline                                     | \$250,000            | Low    |
| DVPT     | TBD   | Develop BMX fee ride bike park                                     | \$500,000            | Low    |
| DVPT     | Twin Ponds  | Improve entry  | \$100,000            | Low    |
| DVPT     | Twin Ponds  | Develop trail  | \$182,000            | Low    |
| Subtotal |   |  | <b>\$174,298,565</b> |        |



### Current Police Facilities

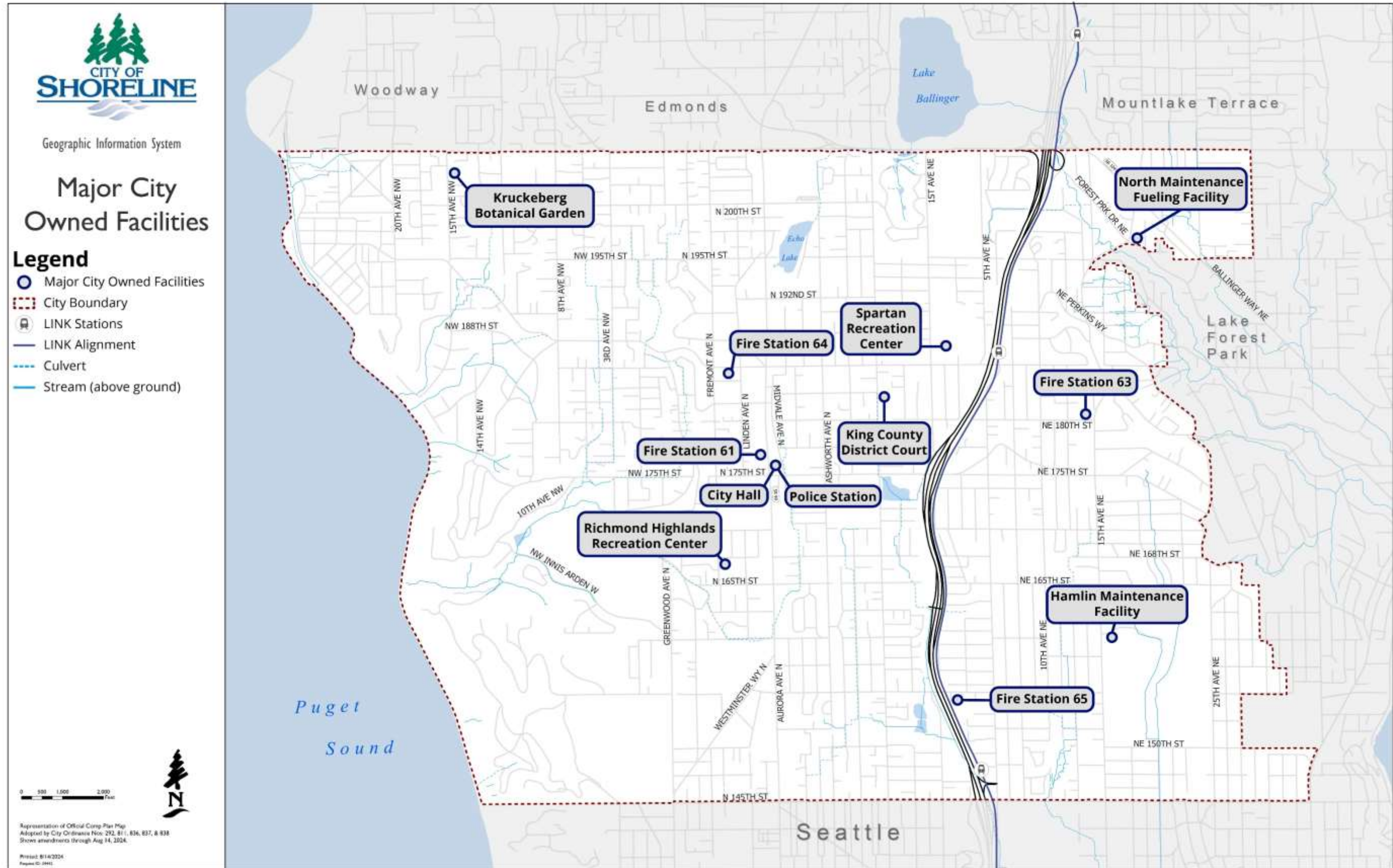
The Shoreline Police Department is located at City Hall, at 17500 Midvale Avenue N, within a portion of the building that was added in 2017. Police services are provided to Shoreline through a year-to-year contract with King County in three major areas:

- City Services: staff is assigned to and works within the city. In 2024, there were 50 commissioned FTEs and 3 non-commissioned FTEs dedicated to the city.
- Regional Services: **staff is assigned within the King County Sheriff's Office, and deployed to the city on an as needed basis (e.g., criminal investigations and special response teams).**
- Communications: The City contracts with King County for dispatch services through the King County 911 Communications Center.

There are no City-managed jail cells located within the city. The Shoreline Police maintain two holding cells at precinct and contracts with South Correctional Entity (SCORE) for jail facilities.



Figure CFA-2





### NON-CITY-MANAGED BUILDINGS, FACILITIES, AND SERVICES

There are additional public capital facilities and services available to Shoreline residents. These include facilities and services that are provided through contracts between the City and private or public utility districts and entities, or between individual residents and utilities or district service providers. These include fire, wastewater, water, public schools, and solid waste facilities and services. Facilities and services, such as electrical, natural gas, and telecommunications, which are specifically characterized as “utilities” by the Growth Management Act, are addressed in the Utilities Element.

#### *Shoreline District Court*

The Shoreline District Court, located at 18050 Meridian Avenue N, is supportive of police services provided to the City through an interlocal agreement with King County. The District Court provides City-managed court services for the prosecution of criminal offenses committed within the incorporated city limits. The District Court serves several other jurisdictions as well. No known changes are planned for the Shoreline District Court facility or services.

#### *Current Fire Facilities*

Shoreline Fire Department (SFD) is an independent special purpose district that provides fire and rescue **services to the District’s 13 square miles of predominantly urban areas. Services include fire protection, fire prevention and code enforcement, basic life support (BLS) emergency medical service (EMS), advanced life support (ALS) EMS in cooperation with King County EMS, public education in fire prevention and life safety, and technical rescue including high/low angle, confined space, and trench rescue.** The current service area includes all of the City of Shoreline as well as Lake Forest Park, Kenmore, and the Town of Woodway.

The Shoreline Fire Department maintains three stations located at 17525 Aurora Avenue N, 145 NE 155th Street, and 1410 NE 180th Street.

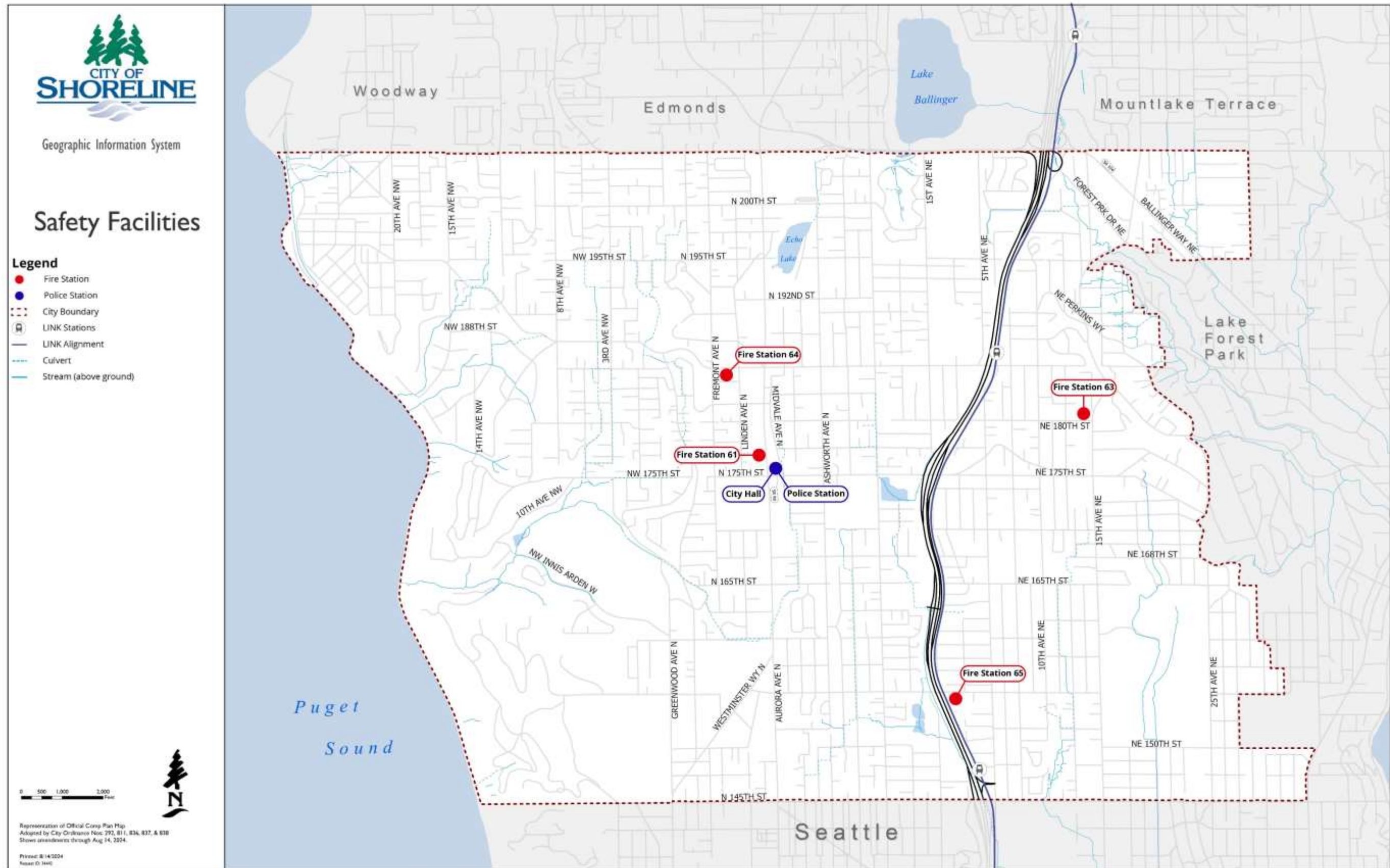
Capital resources for SFD consist of the previous listed fire stations, fire apparatus (vehicles used for fire and rescue work), staff vehicles, and the related equipment, tools, and associated personal protection equipment needed to safely and legally provide fire and rescue services. Current inventories of all SFD resources are listed in the Shoreline Fire Department Capital Facilities and Equipment Plan, which can be found [here](#).

#### *City of Shoreline Emergency Operations Center (EOC)*

RCW 38.52.070 authorizes and directs the City to assume responsibility of emergency management for their jurisdiction. The City has established its Emergency Operations Center at City Hall. More information can be found through the City’s [Office of Emergency Management](#).



Figure CFA-3





### Public School Facilities

Public school services are provided by Shoreline Public School District #412. Within the District, which includes the cities of Shoreline and Lake Forest Park, there are 15 public schools, a transportation center, and a District Office and conference center facility.

### Current Public School District Facilities

School District #412 encompasses a 16 square mile area, bounded by Puget Sound on the west, Lake Washington to the east, the Seattle city limits to the south, and the King/Snohomish County line to the north.

The School District operates 1 preschool/daycare (early learning) center, 1 K-8 and home school center, 9 elementary schools, 2 middle schools, 2 high schools, the Shoreline Center (described in detail in the following section) and 2 additional surplus properties located within the city. In addition to these facilities, the School District maintains a Transportation Center located adjacent to the Ridgecrest Elementary School site, and a warehouse with a central kitchen located adjacent to Hamlin Park. These facilities are listed in Table CFA-1.

Figure CFA-1:  
Shoreline School District Facilities

| Name of Facility                             | Location                                      |
|--|---|
| <b>Early Learning Centers:</b>               |   |
| Shoreline Children’s Center                  | 1900 N 170th Street                           |
| Pratt Early Learning Center                  | 1900 N 170th Street                           |
| <b>K-8 School &amp; Home School Centers:</b> |   |
| School, Home Education Exchange              | 2800 NE 200th Street                          |
| <b>Elementary Schools:</b>                   |   |
| Briarcrest Elementary                        | 2715 NE 158th Street                          |
| Brookside Elementary                         | 17447 37th Ave NE, Lake Forest Park, WA 98155 |
| Echo Lake Elementary                         | 19345 Wallingford Avenue N                    |
| Highland Terrace Elementary                  | 100 N 160th Street                            |
| Lake Forest Park Elementary                  | 18500 37th Ave NE, Lake Forest Park, WA 98155 |
| Meridian Park Elementary                     | 17077 Meridian Avenue N                       |
| Parkwood Elementary                          | 1815 N 155th Street                           |
| Ridgecrest Elementary                        | 16516 10th Avenue NE                          |
| Syre Elementary                              | 19545 12th Avenue NW                          |
| <b>Middle Schools:</b>                       |   |





|                                       |                                       |
|---------------------------------------|---------------------------------------|
| Einstein Middle School                | 19343 3rd Avenue NW                   |
| Kellogg Middle School                 | 16045 25th Avenue NE                  |
| <b>High Schools:</b>                  |                                       |
| Shorecrest High School                | 15343 25th Avenue NE                  |
| Shorewood High School                 | 17300 Fremont Avenue N                |
| <b>Other Facilities:</b>              |                                       |
| The Shoreline Center                  | 18560 1st Avenue NE                   |
| Transportation Center                 | 124 NE 165th Street                   |
| Warehouse and Central Kitchen         | 2003 NE 160th Street                  |
| Cedarbrook (closed)                   | 2000 NE Perkins Way                   |
| Sunset Elementary (closed)            | 17800 10th Avenue NW                  |
| <b>North City Elementary (closed)</b> | <b>816 NE 190<sup>th</sup> Street</b> |

### Shoreline Center

The Shoreline Center is located at 18560 1st Avenue NE, in the former Shoreline High School campus. The facility is owned by the Shoreline School District. It comprises approximately 209,000 square feet of enclosed space located on 35 acres of land. The City maintains and operates portions of the facility under an interlocal agreement.

The Shoreline Center accommodates several organizations and services, including the Shoreline School District offices, the Shoreline Conference Center, the Shoreline - Lake Forest Park Arts Council, the Shoreline PTA Council, the Shoreline Public Schools Foundation, the Shoreline Senior Center, as well as the Shoreline Chamber of Commerce. A football field, gymnasium, and soccer fields are also located on the campus.

The Shoreline School District does not have any specific plans for substantial changes to the Shoreline Center building.

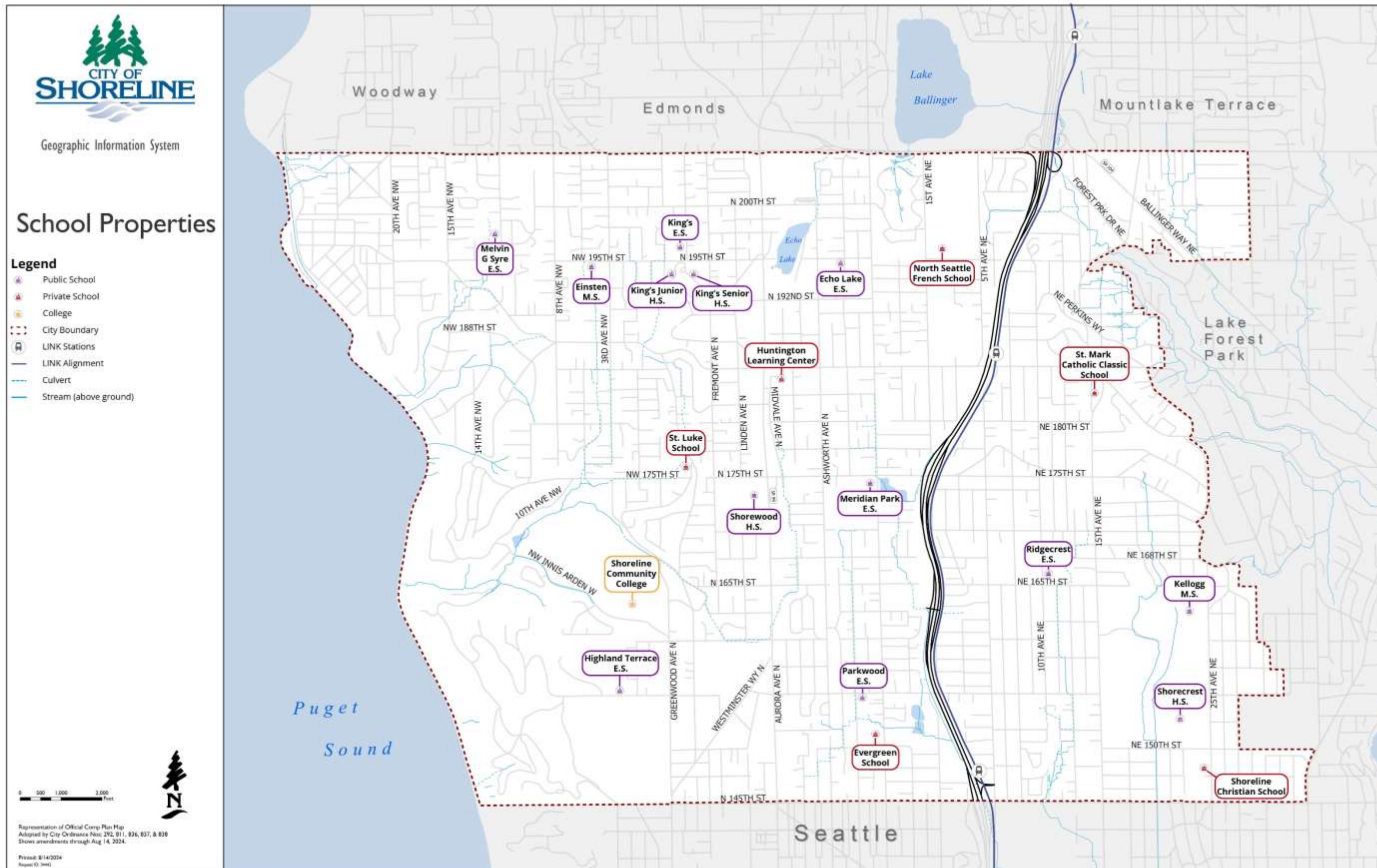
### Planned School District Facilities

Generally, the School District can take the following steps to expand capacity at individual sites:

- Site a portable at an affected school. The District owns several portables for this purpose; if all are being utilized, the District could purchase or lease more;
- Alter/shift special program assignments to available space to free up space for core programs: gifted programs, special education, arts, activities, and others.
- Boundary adjustments: the areas from which individual schools draw may be adjusted; in more extreme cases, the district boundary could be modified; and/or
- Expansion of affected schools (if feasible without eliminating required playfields or parking).



Figure CFA-4





### *Water*

The City of Shoreline is served by two public water utilities and maintains franchise agreements with each entity:

- Seattle Public Utilities (SPU), which serves the portion of the city located generally west of I-5, expires December 31, 2027.
- Shoreline Water District (SWD), now North City Water District, which serves the portion of the city generally east of I-5, expires December 31, 2027.

SPU is a **direct provider of water, servicing about 58% of the city's population. The other 42% of the city is serviced by the SWD, which purchases water wholesale from SPU.**

### Existing Water System

The water system provides water conveyance and fire flow service to hydrants, single- and multi-family residences, commercial customers, and fire suppression systems. This water is supplied by Seattle Public Utilities via the 60+inch transmission main located along 8th Avenue NE. **The Seattle Public Utilities' primary sources of water are the Cedar and Tolt Rivers.**

### Existing Seattle Public Utilities (SPU) Water Services and Facilities

Seattle Public Utilities (SPU) facilities in the City of Shoreline, constructed through 1994, include approximately 606,000 feet of 1-inch diameter to 66-inch diameter pipe, 879 fire hydrants from 2- to 8-inches in diameter (785 hydrants are 6 inches in diameter), and the following 4 major facilities:

- Richmond Highlands Tanks at the Southwest corner of N 195th Street & Fremont Avenue N;
- Foy Standpipe at the northeast corner of Dayton Avenue N and N 145th Street;
- Foy Pump Station at the northeast corner of 5th Avenue NE and NE 145th Street; and
- North Pump Station located east of 8th Avenue NE on NE 185th Street.

The earliest portion of the water distribution system included 27,882 feet of waterline, which was built in 1933. The water system is now distributed throughout the SPU service area in Shoreline. In 1995, an estimated 2,640 feet of new pipe was built, generally to replace existing water mains. The water system has approximately 17,000 feet of 3-inch and less diameter pipe, in addition to 2,907 feet of 4-inch pipe.

### Planned Seattle Public Utilities Water Service and Facilities

The capital expenditures that SPU has identified are included in their plan update. The actual capital facility upgrades for Shoreline would be re-evaluated by the City as part of the potential acquisition process.

### North City Water District Services and Facilities

The North City **Water District's administrative offices are located at 1519 NE 177th St, Shoreline.** The maintenance facility is located south of the administrative offices, at 15555 15th Avenue NE. The District was formed in 1931, and has operated as Shoreline Water District since 1991, and change its name North City Water District in 2014. The majority of the system was constructed between 1948 and 1975. In 1982, 27 cities, water districts, and associations signed 30-year contracts to buy some or all of their water from SPU on a wholesale basis; North City Water District was one of these districts. The contract signed by North City Water District in 1982 was effective until January 1, 2012. In November 2001, North City Water District was one of nine associations that signed a new 60-year water service agreement with SPU; this new contract extends to January 1, 2062. This contract allows North City Water District to **acquire all of its water from metered connections from SPU's Tolt Transmission Pipeline.**



The North City Water District system contains more than 92 miles of water main, ranging in size from 2 to 20 inches. Transmission capability for the system is primarily provided by 12-inch diameter pipelines from the supply stations to various points within the service area. The transmission pipelines are located primarily along the major transportation corridors. Some transmission capability is also provided by looped, 8-inch diameter pipelines in the heavily developed residential areas of the system. Over 50% of the mains were installed between 1966 and 1968.

The North City Water District storage capacity is composed of a 3.7-million-gallon reservoir and a 2.0-million-gallon reservoir. **A detailed inventory of the system's existing facilities is included in the District's 2019 Water System Update.**

#### Planned North City Water District Services and Facilities

A comprehensive Water System Plan update was completed by the North City Water District in 2019. It identifies numerous projects including **adding a new supply station, upgrading one of the district's reservoirs, installing additional water sampling stations and continuing water quality monitoring.**

#### *Wastewater*

#### Existing and Planned Highlands Sewer District (HSD) Services and Facilities

The Highlands Sewer District maintains a sanitary sewer collection system that conveys wastewater from approximately 100 households in the Highlands Neighborhood to the Shoreline Wastewater Utility. There are no known changes to future provision of service within the Highlands Sewer District.

Treatment Facilities Existing King County Department of Natural Resources Wastewater Division (KCDNRWD) and the City of Edmonds Services and Facilities King County maintains a system of interceptor sewers and 3 pumping stations within the City of Shoreline. King County transfers the majority of the flows from within the city via gravity and pumping to the West Point Treatment Plant. The West Point Treatment Plant currently has the capacity to treat up to 133 million gallons of wastewater per day.

**The majority of the wastewater flows in the District's sewer pipes are generated by the citizens of Shoreline.** Flows are also transferred from areas in Lake Forest Park, Highlands Sewer District, and from Woodway, Mountlake Terrace, and Olympic View in Snohomish County through the District's sewer mains into either King County or City of Edmonds interceptors.

A small area within the City of Shoreline (approximately 2,200 households) is served via gravity and pumping into Snohomish County and to the City of Edmonds Wastewater Treatment Plant. The Edmonds Wastewater Treatment Plant currently has capacity to treat approximately 12 million gallons per day.

In response to increased growth in our region, King County constructed a regional wastewater treatment plant, called Brightwater, operations at which began in September 2011. Brightwater serves portions of King and Snohomish. The facilities include a treatment plant, conveyance (pipes and pumps taking wastewater to and from the plant), and a marine outfall (at Point Wells). The capacity needed to treat future wastewater flows from Shoreline will be accommodated by this facility.

#### *Solid Waste*



### Existing Solid Waste Collection Services and Facilities

The City of Shoreline is currently served by Recology King County for all residential curbside solid waste recycling, and compost collection, and for commercial solid waste collection. Shoreline maintains an interlocal agreement with King County for use of the Shoreline Recycling and Transfer Station. In addition to solid waste collection, the City also operates a household battery recycling program and works with Recology on special item recycling collection.

### Planned Solid Waste Services and Facilities

The City plans to continue solid waste collection through contract services, and to continue its agreement with King County for the use of the Shoreline Recycling and Transfer Station. The facility no longer accepts plastic, glass, cardboard, or mixed paper for recycling. Curbside recycling for these materials is provided by Recology. The City continues to encourage recycling and composting by modeling it in all City-owned facilities, and through environmental education and stewardship.

## *CAPITAL FACILITY ISSUES*

### General Growth Projections

According to growth projections, which provide the foundation for the Land Use Element of the Comprehensive Plan, the city could experience an increase of up to approximately 13,330 additional households over the next 20 years. This figure is based on the housing target allocated to the City by King County (see the Land Use Element for additional discussion of the housing target).

For capital facilities planning purposes, the projected growth expected over the 20-year period was allocated on an average basis rather than based on a year-by-year prediction that tries to factor in anticipated economic cycles. Growth will undoubtedly not occur precisely as projected over the next 6-year or even the 20-year period. For this reason, the GMA requires that the Capital Facilities Plan be updated at least every 6 years. This provides local governments with the opportunity to re-evaluate their forecast in light of the actual growth experienced, revise their forecast if necessary, and adjust the number or timing of capital facilities that are needed.

**The Capital Facilities Plan is updated annually as part of the City's budget process, thereby ensuring that the plan reflects the most current actual statistics related to growth in Shoreline, and that city-managed capital facilities are slated for upgrade in accordance with both the level of service standards and the City's concurrency policies.**

### Levels of Service

Level of service is a term that describes the amount, type, or quality of facilities that are needed in order to serve the community at a desired and measurable standard. This standard varies, based not only on the type of service that is being provided, but also by the quality of service desired by the community. A community can decide to lower, raise, or maintain the existing levels of service for each type of capital facility and service. This decision will affect both the quality of service provided, as well as the amount of new investment or facilities that are, or will be, needed in the future to serve the community.

Level of service standards state the quality of service that the community desires and for which service providers should plan. The adoption of level of service standards indicates that a community will ensure



that those standards are met, or can be met at the time development occurs. If such standards cannot be met, the community may decide to decrease the standard, determine how the needed improvements will be paid for, or deny the development. The Growth Management Act only requires communities to adopt level of service standards for transportation facilities; however, some communities may elect to establish service standards for City-managed capital facilities.

For many of the capital facilities in Shoreline, the City is not the direct provider of service. In the instances where the City does not provide the service, it contracts with either districts or other governmental entities. As noted in the inventory, the only capital facilities that the City has direct financial and managerial authority for are City-managed buildings, transportation facilities, and park and recreation facilities. Because the Public Works Department has planning, operational, and managerial **responsibility for the City's stormwater management system, this utility has been** categorized as a City-managed capital facility.

Capital facilities, such as water or wastewater service are provided through a public or private utility or district, or through a contract for services with another agency. The City may recommend levels of **service or "service goals" for these capital facilities** and services, but it does not have ultimate authority to affect these services directly, except in its agreements to pay for services. The City may establish minimum levels of service that it wishes to use as a guide to inform providers of the level of service desired by the community, and then it may coordinate with the service provider to reasonably provide that level of service.

### Adequacy and Concurrency

According to the GMA, public facilities and services shall be adequate to serve the development at the time the development is first occupied without decreasing the level of service described in the Comprehensive Plan. Adequate public facilities and services, such as water, sewer, and surface water management, are required in order to serve development. Additionally, the GMA mandates concurrency for transportation services to ensure that transportation improvements or strategies are in place at the time of development, or that a financial commitment is made to complete the improvement within 6 years.

Water and sewer service providers have demonstrated the ability to meet current demand at the service levels established in the Comprehensive Plan. The City uses the most current Department of Ecology stormwater manual to assure that new development meets the established service standards for surface water management and requirements of the current National Pollutant Discharge Elimination System permit. The City continues to work with all non-city-managed service providers to determine their ability to continue to meet these service standards over the next 20 years under the Land Use Map identified in Figure LU-1. If the City determines that water providers or the City (for transportation, sewer, and surface water management) will not be able to meet these service standards, the City could choose to:

- modify the Land Use Map through an amendment to the Comprehensive Plan;
- modify the level of service standards through an amendment to the Plan; or
- restrict development until service can be provided at the established levels of service standards.

Other services, such as police, fire, parks, and schools, are extremely important, and may be generally available at the time of occupancy; however, upgrades may be needed to provide services to new



development at the same level or rate as other parts of the community. In these situations, it may take a few years for these full improvements to come on-line. There are other services that may be needed, but are not critical, and barriers to the availability of service may take time to overcome. This situation can happen with services like cable television or natural gas.

The City of Shoreline believes that water, sewer, and surface water management should be included in concurrency requirements even though the Growth Management Act does not specifically list them. The concurrency policies establish minimum standards for service availability for new development.

### Coordinating Among Competing Projects

The community will face a number of issues over the coming years that will determine if facilities need to be refurbished, expanded, or developed; and then when, where, and how this will occur.

Many capital projects will be competing for development because not all facilities can be funded and built at the same time. Analysis of the end life cycle and long-term major maintenance for facilities will need to be completed to prioritize projects, establish schedules, and develop capital fundraising strategies. Not only will funding need to be prioritized, but also construction resources and land will need to be carefully allocated.

The competition between projects can be mitigated in some cases by greater coordination and co-location. Enhanced efficiency can also reduce the need for additional construction projects or facilities.

The community must balance a wide range of capital facility needs and desires with available funding. Many of these facilities are provided by public entities other than the City. For capital facility projects that are developed by the City, there will not be adequate resources to complete all capital improvement projects at the same time; therefore, decisions must be made to prioritize projects. The community must clearly identify which projects are most important to meeting their needs. The policies on prioritization provide City officials with guidance when evaluating competing capital projects. The six-year list of Capital Improvement Projects (CIP) is included at the end of this supporting analysis. **The list is subject to change and is done so regularly as part of the City's biennial budget process.**

### Coordination and Public Involvement

The construction of new or renovated facilities within the community requires the involvement of many parties, including the public, local service providers, and other entities. Coordination and public involvement policies identify ways the City can bring all parties within the community together in the process of making these decisions on capital projects.

### Mitigation and Efficiency

New facilities have an impact on the community. There are a variety of ways in which the community can address and mitigate impacts of these facilities. In addition, the community can evaluate the impact of new development in the context of need for new facilities. The policies on mitigation and efficiency provide guidance on how and when mitigation should be used to address capital facilities planning.

### Inadequate Infrastructure

There are indications that sewer, water, and stormwater facilities will need to be upgraded or replaced in parts of the community. In some cases, these improvements will be necessary because of the



advanced age or condition of the pipes/facilities. In other situations, existing systems may be insufficient to meet desired service levels. Addressing these deficiencies may require installation of new infrastructure, including water mains and hydrants, sewer lines, and storm drainage pipe and/or facilities. The City has determined that attracting development is a priority, so identifying options for funding such infrastructure upgrades should also be a priority, since the cost of these improvements could be prohibitively large for developers to assume.

The City is currently dependent upon the service providers to inventory and address deficiencies. For utilities that the City does not directly operate, acquisition, assumption, service contracts, or interlocal agreements can be used to guarantee the future provision of adequate infrastructure and corresponding service. The City has contracts or interlocal agreements with most providers, although some service continues to be provided based upon historical service obligations, such as Seattle Public Utilities services. Without a service contract, the City has limited ability to address inadequate infrastructure if the provider does not intend to do so. In these situations, the City may have problems ensuring adequate infrastructure and may need to look to assume direct provision of service in order to ensure adequate infrastructure.

### Equitable Funding

Most utility services are financed by rates, which the customers pay directly to providers. In some cases, taxes are used to support services provided by public entities. Seattle Public Utilities provides water service to portions of Shoreline. Utility taxes are collected by the City of Seattle for these services; **however, Seattle's utility tax revenues go into Seattle's general fund, and do not directly support the operation of the utility.** The utility taxes Shoreline residents pay to Seattle Public Utilities do not directly help maintain infrastructure and provide service within Shoreline.

In several situations, such as water and cable service, utility rates paid by customers to different providers for similar service is significantly different. These rate differentials may be the result of different capital improvement programs or administrative systems.

### Environmental Impacts from Utility Improvements

When capital facilities and utilities are renovated, expanded, or created, they have an impact on the community. These projects raise questions about how the community addresses and mitigates utility facilities. The City relies upon State Environmental Policy Act (SEPA) and adopted development regulations to identify and address most impacts; however, the community may consider additional approaches to mitigate the impact of utility facilities and infrastructure through enhanced development regulations.

### Opportunities for Cooperation

The utilization of multiple providers to serve the utility needs of the community raises a number of issues about coordination within the City and among service providers. Activities can often be consolidated through coordination, reducing the cost and adverse impacts of these activities. In some cases, cooperative use of utility facilities can benefit the community. The use of utility corridors like the Seattle City Light right-of-way for a trail facility (Interurban Trail) is an example of beneficial, cooperative arrangements.

### Adequacy of Service





The community has expressed a desire to maintain current levels of service. However, the City may face difficulties in assuring adequate services and facilities from providers the City does not directly control. This significant issue in the provision of essential services can be addressed through contracts or interlocal agreements with individual agencies, or through direct provision of service, such as water, sewer, or stormwater management. Lack of needed infrastructure from these services may result in permitting delays or moratoriums if services are required for concurrency.

### Siting and Mitigating Environmental Impacts

Large capital projects, whether for City-managed or non-City managed public facilities, can have a significant impact upon the community and neighborhoods where facilities are sited. Such projects can result in impacts to adjacent areas and the community. The community must identify how to best respond to the siting and impacts of new facilities. The impacts of new facilities can be considered through SEPA, but the community may wish to explore additional ways to identify and mitigate the impacts of existing facilities, such as through master planning. In addition, siting criteria can help clarify where certain facilities are inappropriate or beneficial.

These issues apply to all public facilities, including essential public facilities. Under the Growth Management Act, the community cannot restrict the siting of essential public facilities within the city, and has limited control over decisions regarding these projects. The community can, however, establish guidelines that will direct how and where these facilities can be established (See the Land Use Element for discussion of Essential Public Facilities).

### Maintaining and/or Improving Services

The community will face challenges in maintaining current services over the coming years. Aging facilities will need to be replaced or refurbished, and additional or expanded facilities will be needed to serve new development.

In addition, community input must be solicited during the preparation of the annual update to the Capital Facilities Plan to identify areas where there is a desire for increased levels of service, and to identify potential projects to include in the 6-year planning period.

### Limited Funding Sources

The cost of desired capital facilities, such as sidewalks, exceed current revenue sources, which necessitates conversations about trade-offs, and pros and cons of topics like development and density. Private redevelopment or publicly funded improvement projects are mechanisms to provide desired amenities, but in lieu of these, community members will be faced with either waiting for the City to develop them over a long period of time, or considering alternate funding sources, such as user fees, bonds, local improvement districts, or impact fees.

Impact fees are one method that could be used to pay for capital improvements, such as parks or roads. For development, impact fees can create public benefits, but also raise home sale prices, and thus property taxes for existing homes. A potential trade-off is reduced demand on the general fund for capital improvements that support growth. However, in a built-out community the amount of revenue derived from new and redevelopment will be limited. The community will need to decide if impact fees are an acceptable way to help fund new capital facilities.



**CITY OF SHORELINE - CAPITAL IMPROVEMENTS PROGRAM  
SIX-YEAR CIP FY2023 - FY2030**

| GENERAL CAPITAL  | PRIOR-YRS         | 23-24E            | 2025E             | 2026E            | 2027E             | 2028E            | 2029E            | 2030E            | CIP TOTAL          | PROJECT TOTAL      |
|--|-------------------|-------------------|-------------------|------------------|-------------------|------------------|------------------|------------------|--------------------|--------------------|
| <b>PROJECT EXPENDITURES</b>  |                   |                   |                   |                  |                   |                  |                  |                  |                    |                    |
| <b><u>PARKS MAINTENANCE PROJECTS</u></b>                               |                   |                   |                   |                  |                   |                  |                  |                  |                    |                    |
| KING COUNTY, TRAILS AND OPEN SPACE REPLACEMENT LEVY                    | 71,099            | -                 | -                 | -                | -                 | -                | -                | -                | -                  | 71,099             |
| PARK ECOLOGICAL RESTORATION PROGRAM                                    | 502,759           | 572,221           | 327,018           | 312,588          | 323,529           | 334,852          | 346,572          | 358,702          | 2,575,482          | 3,078,241          |
| PARKS REPAIR AND REPLACEMENT   | 3,501,596         | 974,380           | 787,444           | 402,616          | 422,746           | 438,381          | 443,425          | 448,722          | 3,917,714          | 7,419,310          |
| PLAYGROUND REPLACEMENT   | 944,757           | -                 | -                 | 1,666,000        | 1,767,000         | 757,000          | 959,000          | 959,000          | 6,108,000          | 7,052,757          |
| TURF & LIGHTING REPAIR AND REPLACEMENT                                 | 2,890,640         | -                 | 1,175,000         | -                | 1,514,000         | -                | 3,029,000        | -                | 5,718,000          | 8,608,640          |
| <b><u>FACILITIES PROJECTS</u></b>                                      |                   |                   |                   |                  |                   |                  |                  |                  |                    |                    |
| CITY MAINTENANCE FACILITY  | 5,445,128         | 8,667,965         | 993,269           | 6,731            | 13,535,084        | -                | -                | -                | 23,203,049         | 28,648,177         |
| CIVIC CENTER/CITY HALL   | 39,724,544        | 452,994           | 55,000            | -                | -                 | -                | -                | -                | 507,995            | 40,232,539         |
| PARKS RESTROOM RENOVATION  | 446,372           | -                 | 201,500           | 211,575          | 222,154           | 233,261          | 244,924          | 257,170          | 1,370,585          | 1,816,956          |
| FACILITY TECHNOLOGY IMPROVEMENTS                                       | -                 | -                 | 547,536           | -                | -                 | -                | -                | -                | 547,536            | 547,536            |
| FACILITY SECURITY IMPROVEMENTS   | -                 | -                 | 1,545,300         | -                | -                 | -                | -                | -                | 1,545,300          | 1,545,300          |
| <b><u>PARKS DEVELOPMENT PROJECTS</u></b>                               |                   |                   |                   |                  |                   |                  |                  |                  |                    |                    |
| PROS PLAN ACQUISITIONS   | 29,457,479        | 11,782,568        | 75,000            | 78,750           | 82,688            | 86,822           | 91,163           | 95,721           | 12,292,712         | 41,750,191         |
| GEN CAP-PARKS BND PROJECT MGMT   | 234,897           | 960,707           | 200,000           | 200,000          | -                 | -                | -                | -                | 1,360,707          | 1,595,604          |
| PK BND:RICHMOND HIGHLANDS PARK   | 105,026           | 5,530,856         | -                 | -                | -                 | -                | -                | -                | 5,530,856          | 5,635,882          |
| PK BND:JAMES KEOUGH PARK   | 87,102            | 4,702,101         | -                 | -                | -                 | -                | -                | -                | 4,702,101          | 4,789,203          |
| PK BND BRUGGERS BOG PARK   | 103,320           | 5,187,147         | -                 | -                | -                 | -                | -                | -                | 5,187,147          | 5,290,467          |
| PK BND HILLWOOD PARK   | 106,565           | 3,781,095         | -                 | -                | -                 | -                | -                | -                | 3,781,095          | 3,887,661          |
| PK BND BRIARCREST PARK   | 116,739           | 6,490,092         | -                 | -                | -                 | -                | -                | -                | 6,490,092          | 6,606,831          |
| PK BND SHOREVIEW PARK  | 95,042            | 2,091,211         | -                 | -                | -                 | -                | -                | -                | 2,091,211          | 2,186,253          |
| PK BND PARKS PUBLIC ART  | 4,310             | 982,704           | 12,986            | -                | -                 | -                | -                | -                | 995,690            | 1,000,000          |
| PK BND: PROS PLN PARKS ACQUISI   | 3,635,885         | 295,300           | -                 | -                | -                 | -                | -                | -                | 295,300            | 3,931,185          |
| PK BND: PARK IMPROVEMENTS  | -                 | -                 | 3,719,552         | -                | -                 | -                | -                | -                | 3,719,552          | 3,719,552          |
| PK BND WEST ECHO LAKE PARK   | -                 | 299,604           | -                 | -                | -                 | -                | -                | -                | 299,604            | 299,604            |
| PK BND 192ND HEMLOCK PARK  | -                 | 225,456           | -                 | -                | -                 | -                | -                | -                | 225,456            | 225,456            |
| PK BND WESTMINSTER PARK  | -                 | 209,168           | -                 | -                | -                 | -                | -                | -                | 209,168            | 209,168            |
| PARKS MINIMUM AMENITIES  | -                 | -                 | 100,900           | 103,927          | 107,045           | 110,256          | 113,564          | 116,970          | 652,662            | 652,662            |
| <b><u>PROJECTS TO BE COMPLETED IN CURRENT BIENNIUM (2023-2024)</u></b> |                   |                   |                   |                  |                   |                  |                  |                  |                    |                    |
| SHORELINE PARK PUBLIC PAVILION   | -                 | 357,251           | -                 | -                | -                 | -                | -                | -                | 357,251            | 357,251            |
| PK BND RIDGECREST PARK   | 74,995            | 2,746,042         | -                 | -                | -                 | -                | -                | -                | 2,746,042          | 2,821,037          |
| PK BND KRUCKEBERG PARK   | 86,770            | 2,650,857         | -                 | -                | -                 | -                | -                | -                | 2,650,857          | 2,737,628          |
| PARKS, RECREATION AND OPEN SPACE UPDATE                                | 191,115           | 218,850           | -                 | -                | -                 | -                | -                | 200,000          | 418,850            | 609,965            |
| POLICE STATION AT CITY HALL  | 8,983,873         | 5,205             | -                 | -                | -                 | -                | -                | -                | 5,205              | 8,989,079          |
| <b><u>NOT PROJECT SPECIFIC</u></b>                                     |                   |                   |                   |                  |                   |                  |                  |                  |                    |                    |
| GENERAL CAPITAL ENGINEERING  | 1,965,681         | 463,954           | 203,399           | 212,121          | 209,175           | 217,703          | 226,589          | 235,851          | 1,768,792          | 3,734,473          |
| COST ALLOCATION CHARGES  | -                 | 12,948            | 29,887            | 31,267           | 31,267            | 31,267           | 31,267           | 31,267           | 199,170            | 199,170            |
| CITY HALL DEBT SERVICE PAYMENT   | -                 | 1,348,552         | 664,546           | 663,946          | 662,546           | 677,546          | 663,250          | 683,250          | 5,363,636          | 5,363,636          |
| <b>TOTAL EXPENDITURES</b>  | <b>98,775,693</b> | <b>61,009,229</b> | <b>10,638,338</b> | <b>3,889,520</b> | <b>18,877,234</b> | <b>2,887,087</b> | <b>6,148,755</b> | <b>3,386,655</b> | <b>106,836,817</b> | <b>205,612,510</b> |



| <b>REVENUES</b>                             |                  |                   |                  |                  |                   |                  |                  |                  |                   |
|---|------------------|-------------------|------------------|------------------|-------------------|------------------|------------------|------------------|-------------------|
| REAL ESTATE EXCISE TAX                      |                  | 3,018,854         | 1,631,574        | 1,837,206        | 1,948,216         | 1,891,264        | 1,919,078        | 1,910,278        | 14,156,470        |
| SOCCER FIELD RENTAL CONTRIBUTION            |                  | 260,000           | 160,000          | 160,000          | 160,000           | 160,000          | 160,000          | 160,000          | 1,220,000         |
| INVESTMENT INTEREST                         |                  | 421,902           | 250,313          | 158,336          | 129,635           | 70,811           | 62,852           | 18,903           | 1,112,752         |
| INVESTMENT INTEREST - PARK BOND             |                  | 1,992,131         |                  |                  |                   |                  |                  |                  |                   |
| CABLE - EDUCATION/ GOVT. GRANT              |                  | 18,158            | -                | -                | -                 | -                | -                | -                | 18,158            |
| FUTURE FUNDING                              |                  | -                 | 476,892          | -                | 989,590           | 109,273          | 1,627,051        | 315,927          | 3,518,733         |
| GENERAL FUND CONTRIBUTION                   |                  | 9,951,019         | 3,216,105        | 56,731           | 11,631,765        | 50,000           | 50,000           | 50,000           | 25,005,620        |
| ROADS CAPITAL FUND CONTRIBUTION             |                  | -                 | -                | -                | 1,000,000         | -                | -                | -                | 1,000,000         |
| SURFACE WATER UTILITY FUND CONTRIBUTION     |                  | 1,527,598         | -                | -                | -                 | -                | -                | -                | 1,527,598         |
| WASTEWATER UTILITY FUND CONTRIBUTION        |                  | 1,047,623         | -                | -                | -                 | -                | -                | -                | 1,047,623         |
| STATE DIRECT GRANT                          |                  | 490,000           | -                | -                | -                 | -                | -                | -                | 490,000           |
| PARK IMPACT FEES                            |                  | 7,872,375         | 175,000          | 181,750          | 82,688            | 86,822           | 91,163           | 95,721           | 8,585,519         |
| KC TRAIL LEVY FUNDING RENEWAL               |                  | 588,081           | 225,000          | -                | -                 | -                | -                | -                | 813,081           |
| KING CONSERVATION DISTRICT GRANT            |                  | -                 | -                | -                | -                 | -                | -                | -                | -                 |
| CONSERVATION FUTURES TAX GRANT              |                  | 7,810,900         | -                | -                | -                 | -                | -                | -                | 7,810,900         |
| KING COUNTY PARKS GRANT                     |                  | 1,098,451         | -                | -                | -                 | -                | -                | -                | 1,098,451         |
| DEPARTMENT OF COMMERCE                      |                  | 611,780           | -                | -                | -                 | -                | -                | -                | 611,780           |
| OPERATING TRANSFER IN                       |                  | 289,670           | 123,571          | 128,781          | 134,218           | 139,891          | 145,813          | 151,993          | 1,113,937         |
| <b>TOTAL REVENUES</b>                       |                  | <b>36,998,543</b> | <b>6,258,456</b> | <b>2,522,803</b> | <b>16,076,111</b> | <b>2,508,061</b> | <b>4,055,956</b> | <b>2,702,822</b> | <b>69,130,621</b> |
| <b>BEGINNING FUND BALANCE</b>               |                  |                   |                  |                  |                   |                  |                  |                  |                   |
| BEGINNING FUND BALANCE                      |                  | 35,930,367        | 11,919,681       | 7,539,800        | 6,173,083         | 3,371,960        | 2,992,933        | 900,134          | 68,827,959        |
| TOTAL REVENUES                              |                  | 36,998,543        | 6,258,456        | 2,522,803        | 16,076,111        | 2,508,061        | 4,055,956        | 2,702,822        | 71,122,752        |
| RESTRICTED AMOUNT FOR TURF REPLACEMENT      |                  | -                 | -                | -                | -                 | -                | -                | 160,000          | 160,000           |
| RESTRICTED AMOUNT FOR PARKS BOND            | 33,727,597       | 4,497,817         | 203,478          | -                | -                 | -                | -                | -                | 4,701,295         |
| TOTAL EXPENDITURES                          |                  | 61,009,229        | 10,638,338       | 3,889,520        | 18,877,234        | 2,887,087        | 6,148,755        | 3,386,655        | 106,836,817       |
| <b>ENDING FUND BALANCE (NOT RESTRICTED)</b> | <b>2,202,770</b> | <b>7,421,864</b>  | <b>7,336,322</b> | <b>6,173,083</b> | <b>3,371,960</b>  | <b>2,992,933</b> | <b>900,134</b>   | <b>56,302</b>    | <b>28,252,598</b> |
| IMPACT ON OPERATING BUDGET                  |                  | -                 | -                | -                | -                 | -                | -                | -                | -                 |



| CITY FACILITIES MAJOR MAINTENANCE FUND                          | PRIOR-YRS        | 23-24E         | 2025E          | 2026E          | 2027E          | 2028E          | 2029E          | 2030E          | CIP TOTAL        | PROJECT TOTAL    |
|---|------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|------------------|
| <b>PROJECT EXPENDITURES</b>                                     |                  |                |                |                |                |                |                |                |                  |                  |
| <b>GENERAL FACILITIES</b>                                       |                  |                |                |                |                |                |                |                |                  |                  |
| CITY HALL LONG-TERM MAINTENANCE                                 | 300,209          | 107,767        | 812,233        | 400,000        | 60,000         | 260,000        | -              | -              | 1,640,000        | 1,940,209        |
| CITY HALL GARAGE LONG-TERM MAINTENANCE                          | 119,349          | 35,000         | 125,000        | -              | -              | -              | 25,000         | -              | 185,000          | 304,349          |
| ROOF REPLACE & MAJOR REPAIR                                     | -                | -              | 50,000         | 30,000         | -              | -              | -              | -              | 80,000           | 80,000           |
| <b>PARKS FACILITIES</b>   |                  |                |                |                |                |                |                |                |                  |                  |
| RICHMOND HIGHLANDS COMMUNITY CENTER LONG-TERM MAINTENANCE       | 1,641,045        | 26,067         | -              | -              | -              | 20,000         | -              | -              | 46,067           | 1,687,111        |
| <b>PROJECTS TO BE COMPLETED IN CURRENT BIENNIUM (2023-2024)</b> |                  |                |                |                |                |                |                |                |                  |                  |
| DUCT CLEANING   | 10,000           | -              | -              | -              | -              | -              | -              | -              | -                | 10,000           |
| SPARTAN RECREATION CENTER                                       | 19,254           | -              | -              | -              | -              | -              | -              | -              | -                | 19,254           |
| <b>TOTAL EXPENDITURES</b>                                       | <b>2,089,857</b> | <b>168,834</b> | <b>987,233</b> | <b>430,000</b> | <b>60,000</b>  | <b>280,000</b> | <b>25,000</b>  | <b>-</b>       | <b>1,951,067</b> | <b>4,040,923</b> |
| <b>REVENUES</b>   |                  |                |                |                |                |                |                |                |                  |                  |
| GENERAL FUND OPERATING TRANSFER                                 |                  | 294,206        | 117,705        | 121,236        | 124,873        | 128,619        | 132,478        | 136,452        | 1,055,569        |                  |
| DEPARTMENT OF COMMERCE  |                  | -              | -              | -              | -              | -              | -              | -              | -                |                  |
| GENERAL FUND CONTRIBUTION                                       |                  | 57,767         | 782,233        | 300,000        | -              | -              | -              | -              | 1,140,000        |                  |
| INVESTMENT INTEREST   |                  | 13,603         | 15,486         | 13,978         | 14,087         | 15,745         | 12,897         | 15,425         | 101,221          |                  |
| PROCEEDS SALE CAPITAL ASSET                                     |                  | -              | -              | -              | -              | -              | -              | -              | -                |                  |
| <b>TOTAL REVENUES</b>   |                  | <b>365,576</b> | <b>915,424</b> | <b>435,214</b> | <b>138,960</b> | <b>144,364</b> | <b>145,375</b> | <b>151,877</b> | <b>2,296,790</b> |                  |
| <b>BEGINNING FUND BALANCE</b>                                   |                  | <b>540,675</b> | <b>737,417</b> | <b>665,609</b> | <b>670,823</b> | <b>749,783</b> | <b>614,147</b> | <b>734,522</b> | <b>540,675</b>   |                  |
| TOTAL REVENUES  |                  | 365,576        | 915,424        | 435,214        | 138,960        | 144,364        | 145,375        | 151,877        | 2,296,790        |                  |
| TOTAL EXPENDITURES  |                  | 168,834        | 987,233        | 430,000        | 60,000         | 280,000        | 25,000         | -              | 1,951,067        |                  |
| LONG-TERM MAJOR MAINTENANCE RESERVES                            |                  | -              | -              | -              | -              | -              | -              | -              | -                |                  |
| <b>ENDING FUND BALANCE</b>                                      | <b>197,080</b>   | <b>737,417</b> | <b>665,609</b> | <b>670,823</b> | <b>749,783</b> | <b>614,147</b> | <b>734,522</b> | <b>886,399</b> | <b>886,399</b>   |                  |
| IMPACT ON OPERATING BUDGET                                      |                  | -              | -              | -              | -              | -              | -              | -              | -                |                  |



| ROADS CAPITAL FUND                                     | PRIOR-YRS  | 23-24E     | 2025E      | 2026E      | 2027E      | 2028E     | 2029E     | 2030E      | CIP TOTAL  | PROJECT TOTAL |
|--|------------|------------|------------|------------|------------|-----------|-----------|------------|------------|---------------|
| <b>PROJECT EXPENDITURES</b>                            |            |            |            |            |            |           |           |            |            |               |
| <b>REPAIR AND REPLACEMENT</b>                          |            |            |            |            |            |           |           |            |            |               |
| <b>Pedestrian / Non-Motorized Projects</b>             |            |            |            |            |            |           |           |            |            |               |
| SIDEWALK REHABILITATION PROGRAM                        | 632,526    | 2,101,386  | 195,000    | 296,250    | 626,250    | 494,068   | 449,158   | 448,889    | 4,611,001  | 5,243,527     |
| <b>System Preservation Projects</b>                    |            |            |            |            |            |           |           |            |            |               |
| ANNUAL ROAD SURFACE MAINTENANCE PROGRAM                | 19,294,843 | 2,162,121  | 2,856,860  | 2,981,342  | 1,197,980  | 3,292,200 | 1,164,295 | 3,826,305  | 17,481,103 | 36,775,945    |
| TRAFFIC SIGNAL REHABILITATION PROGRAM                  | 2,260,164  | 356,475    | 272,992    | 281,177    | 222,017    | 232,129   | 242,717   | 253,804    | 1,861,310  | 4,121,474     |
| 155TH & 5TH SIGNAL IMPROVEMENTS                        | -          | -          | 150,000    | 387,250    | 244,375    | 1,130,895 | -         | -          | 1,912,520  | 1,912,520     |
| <b>CAPACITY CONSTRUCTION</b>                           |            |            |            |            |            |           |           |            |            |               |
| <b>Pedestrian / Non-Motorized Projects</b>             |            |            |            |            |            |           |           |            |            |               |
| NEW SIDEWALKS PROGRAM                                  | 243,536    | 33,716     | 65,634     | 69,064     | 28,509     | 30,719    | 33,099    | 35,665     | 296,406    | 539,942       |
| 25th Ave NE to NE 200th St Frontage Improvements       | -          | -          | -          | -          | 500,000    | -         | -         | -          | 500,000    | 500,000       |
| 28TH AVE NE BIKEWAY                                    | -          | -          | -          | -          | 10,000     | 22,130    | -         | -          | 32,130     | 32,130        |
| 30TH AVE NE SIDEWALKS                                  | -          | -          | -          | -          | 280,000    | 984,598   | -         | -          | 1,264,598  | 1,264,598     |
| 147TH/148TH NON-MOTORIZED BRIDGE                       | 2,892,941  | 11,894,909 | 18,679,600 | 5,545,535  | -          | -         | -         | -          | 36,120,044 | 39,012,986    |
| EASTSIDE OFF CORRIDOR BIKE NETWORK                     | -          | -          | 184,000    | -          | -          | -         | -         | -          | 184,000    | 184,000       |
| MERIDIAN AVE BICYCLE LANES (175TH-200TH)               | -          | -          | 100,000    | 530,180    | -          | -         | -         | -          | 630,180    | 630,180       |
| NSP 20TH AVE NW NEW SIDEWALKS                          | 322,473    | 194,617    | -          | -          | -          | -         | -         | -          | 194,617    | 517,090       |
| NSP Westminster Way N (N 145th St – N 153rd St)        | -          | 3,730,000  | -          | 481,201    | 4,990,694  | 992,334   | -         | -          | 10,194,230 | 10,194,230    |
| NSP 19th Avenue NE (NE 196th St – 244th St SW)         | -          | 461,304    | 1,983,071  | 359,636    | -          | -         | -         | -          | 2,804,011  | 2,804,011     |
| NSP Ballinger Way NE (19th Ave NE – 25th Ave NE)       | -          | 2,715,000  | -          | -          | 484,724    | 5,027,236 | 999,601   | -          | 9,226,561  | 9,226,561     |
| NSP Dayton Avenue (N 178th Ln – N Richmond Beach Road) | -          | 39,731     | 732,309    | 5,060,798  | 979,182    | -         | -         | -          | 6,812,020  | 6,812,020     |
| NSP Linden Avenue (N 175th St – N 185th St)            | -          | -          | -          | 313,725    | 3,087,649  | 595,812   | -         | -          | 3,997,185  | 3,997,185     |
| NSP Meridian Avenue N (N 194th St – N 205th St)        | -          | -          | 433,038    | 3,009,832  | 588,993    | -         | -         | -          | 4,031,862  | 4,031,862     |
| NSP 8th Avenue NW (Sunset Park – Richmond Beach Road)  | -          | 478,327    | 1,858,462  | 345,178    | -          | -         | -         | -          | 2,681,967  | 2,681,967     |
| NSP Dayton Avenue (N 155th – N 160th St)               | -          | -          | -          | 127,866    | 1,651,931  | 330,495   | -         | -          | 2,110,292  | 2,110,292     |
| NSP 15th Avenue NE (NE 150th – NE 160th St)            | -          | -          | -          | -          | 801,356    | 8,311,136 | 1,652,560 | -          | 10,765,052 | 10,765,052    |
| <b>Safety / Operations Projects</b>                    |            |            |            |            |            |           |           |            |            |               |
| 145TH CORRIDOR - 99TH TO I5                            | 5,975,482  | 1,804,099  | 1,606,000  | 242,000    | -          | -         | -         | -          | 3,652,099  | 9,627,581     |
| 145TH AND I5 INTERCHANGE                               | 7,484,684  | 23,098,975 | 12,796,828 | -          | -          | -         | -         | -          | 35,895,803 | 43,380,487    |
| 145TH CORRIDOR - PH.1 ROW/CONS                         | 12,101,882 | 8,485,327  | 3,853,111  | -          | -          | -         | -         | -          | 12,338,438 | 24,440,320    |
| 145TH CORRIDOR - PH.2/3                                | -          | 7,600,000  | 6,856,413  | 10,446,155 | 10,446,398 | -         | -         | -          | 35,348,966 | 35,348,966    |
| 160TH AND GREENWOOD/INNIS ARDEN INTERSECTION           | 158,275    | 391,155    | 2,510,065  | -          | -          | -         | -         | -          | 2,901,220  | 3,059,495     |
| N 175TH ST - STONE AVE N TO I5                         | 4,924,564  | 4,521,144  | 11,077,769 | 10,333,317 | 2,650,000  | 9,012,139 | 6,985,500 | 45,493,394 | 90,073,263 | 94,997,827    |
| MERIDIAN AVE SAFETY IMPROVEMENTS                       | 269,065    | 1,465,724  | 10,000     | -          | -          | -         | -         | -          | 1,475,724  | 1,744,789     |
| TRAFFIC SAFETY IMPROVEMENTS                            | 2,403,523  | 301,205    | 162,378    | 167,249    | 167,249    | 167,249   | 167,249   | 167,249    | 1,299,828  | 3,703,351     |
| RICHMOND BEACH MDBLK XING/RECT                         | 206,680    | 2,577,937  | -          | -          | -          | -         | -         | -          | 2,577,937  | 2,784,617     |
| DRIVEWAY RELOCATION RICHMOND BEACH RD                  | 3,561      | -          | -          | -          | -          | -         | -         | -          | -          | 3,561         |
| AURORA DECORATIVE STREET LIGHTS                        | -          | 201,930    | 212,030    | -          | -          | -         | -         | -          | 413,960    | 413,960       |



**PROJECTS TO BE COMPLETED IN CURRENT BIENNIUM (2023-2024)**

|   |           |           |         |         |   |   |   |   |           |           |
|---|-----------|-----------|---------|---------|---|---|---|---|-----------|-----------|
| 1ST AVE NE (N 145TH TO N 155TH)                   | 212,152   | 2,121,476 | 5,000   | -       | - | - | - | - | 2,126,476 | 2,338,628 |
| NSP 1ST AVE NE (N 192ND TO N 195TH)               | 872,499   | 6,977     | -       | -       | - | - | - | - | 6,977     | 879,476   |
| NSP 5TH AVE NE (N 175TH TO N 182ND)               | 2,883,132 | 1,108,732 | -       | -       | - | - | - | - | 1,108,732 | 3,991,865 |
| NE 200th ST SIDEWALK (25th Ave NE to 30th Ave NE) | -         | 3,739     | 161,000 | 729,393 | - | - | - | - | 894,132   | 894,132   |
| RIDGECREST SAFE ROUTES TO SCHOOL                  | 384,362   | 151,559   | -       | -       | - | - | - | - | 151,559   | 535,921   |
| WESTMINSTER AND 155TH IMPROVEMENTS                | 5,061,084 | 39,214    | -       | -       | - | - | - | - | 39,214    | 5,100,298 |
| TIB:NE 180TH ST SHARED-USEPATH                    | 79,380    | 369,506   | -       | -       | - | - | - | - | 369,506   | 448,886   |

**NOT PROJECT SPECIFIC**

|  |                   |                   |                   |                   |                   |                   |                   |                   |                    |                    |
|--|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|--------------------|
| ROADS CAPITAL ENGINEERING                    | 4,828,765         | 1,461,899         | 1,062,477         | 1,264,118         | 1,215,516         | 1,257,502         | 1,301,501         | 1,347,046         | 8,910,059          | 13,738,824         |
| TRANSPORTATION MASTER PLAN UPDATE            | 1,702,424         | 675,610           | -                 | -                 | -                 | -                 | -                 | -                 | 675,610            | 2,378,034          |
| TRAIL ALONG THE RAIL MASTER STUDY            | -                 | -                 | -                 | 500,000           | -                 | -                 | -                 | -                 | 500,000            | 500,000            |
| GENERAL FUND COST ALLOCATION OVERHEAD CHARGE | -                 | 304,831           | 270,187           | 282,659           | 299,619           | 317,596           | 336,651           | 356,850           | 2,168,393          | 2,168,393          |
| TRANSFERS OUT                                | -                 | -                 | -                 | -                 | 1,000,000         | -                 | -                 | -                 | 1,000,000          | 1,000,000          |
| <b>TOTAL EXPENDITURES</b>                    | <b>75,197,999</b> | <b>80,858,625</b> | <b>68,094,224</b> | <b>43,753,924</b> | <b>31,472,442</b> | <b>32,198,238</b> | <b>13,332,332</b> | <b>51,929,202</b> | <b>321,638,986</b> | <b>396,836,985</b> |



| <b>REVENUES</b>                                 |  |                   |                   |                   |                   |                   |                   |                   |                    |
|---|--|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|
| REAL ESTATE EXCISE TAX                          |  | 3,018,854         | 1,631,574         | 1,837,206         | 1,948,216         | 1,891,264         | 1,919,078         | 1,910,278         | 14,156,470         |
| INVESTMENT INTEREST                             |  | 284,852           | 216,067           | 174,655           | 132,828           | 95,996            | 53,883            | 41,113            | 999,394            |
| GENERAL FUND CONTRIBUTION                       |  | 196,533           | 5,376,861         | 97,651            | 97,651            | 97,651            | 97,651            | 97,651            | 6,061,649          |
| SURFACE WATER UTILITY FUND CONTRIBUTION         |  | 166,557           | -                 | -                 | -                 | -                 | -                 | -                 | 166,557            |
| OTHER ONE-TIME TRANSFERS IN                     |  | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                  |
| RESIDENTIAL PARKING ZONE PERMIT                 |  | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                  |
| BOND PROCEEDS FOR NEW SIDEWALKS                 |  | 9,095,021         | 4,711,477         | 9,700,558         | 12,531,206        | 15,177,774        | 2,667,097         | 35,665            | 53,918,798         |
| BOND PROCEEDS FOR NEW SIDEWALKS (*)             |  | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                  |
| VLF BOND PROCEEDS                               |  | 3,311,516         | -                 | -                 | -                 | -                 | -                 | -                 | 3,311,516          |
| VLF BOND PROCEEDS (*)                           |  | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                  |
| WSDOT Regional Mobility                         |  | 3,500,000         | 1,500,000         | -                 | -                 | -                 | -                 | -                 | 5,000,000          |
| STATE LEGISLATURE                               |  | 3,300,000         | 6,700,000         | -                 | -                 | -                 | -                 | -                 | 10,000,000         |
| CMAQ  |  | 292,677           | 357,323           | -                 | -                 | -                 | -                 | -                 | 650,000            |
| DEPARTMENT OF ECOLOGY STORMWATER RETROFIT GRANT |  | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                  |
| CONNECTING WASHINGTON                           |  | 4,417,885         | 7,187,490         | 242,000           | -                 | -                 | -                 | -                 | 11,847,375         |
| FEDERAL - STP                                   |  | 16,037,929        | 4,815,000         | 975,000           | -                 | 6,560,000         | -                 | 1,500,000         | 29,887,929         |
| FEDERAL EARMARK                                 |  | 1,000             | 3,999,000         | -                 | -                 | -                 | -                 | -                 | 4,000,000          |
| FEE IN LIEU                                     |  | -                 | 1,569,994         | -                 | -                 | -                 | -                 | -                 | 1,569,994          |
| RAISE GRANT                                     |  | 1,000             | 2,251,000         | 11,112,879        | 6,635,121         | -                 | -                 | -                 | 20,000,000         |
| FUTURE GRANTS                                   |  | -                 | 6,213,220         | 4,081,531         | -                 | -                 | -                 | -                 | 10,294,751         |
| FUTURE FUNDING                                  |  | -                 | 6,856,413         | 3,355,269         | 3,855,390         | 1,630,895         | 6,785,500         | 45,844,945        | 68,328,412         |
| GRANTS FROM PRIVATE SOURCES                     |  | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                  |
| HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)       |  | 2,873,423         | 100,000           | 525,000           | -                 | -                 | -                 | -                 | 3,498,423          |
| RESTITUTION - INSURANCE                         |  | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                  |
| SOUND TRANSIT                                   |  | 13,440,779        | 956,093           | 1,022,656         | 290,000           | 998,830           | -                 | -                 | 16,708,358         |
| SEPA RELATED MITIGATION FEES                    |  | 268,731           | 5,000             | -                 | -                 | -                 | -                 | -                 | 273,731            |
| STP GRANT                                       |  | -                 | -                 | 432,500           | -                 | -                 | -                 | -                 | 432,500            |
| KC TRAILS LEVY FUNDING                          |  | 4,750,000         | -                 | -                 | -                 | -                 | -                 | -                 | 4,750,000          |
| LIGHT RAIL ACCESS MITIGATION                    |  | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                  |
| PRIVATE DONATIONS                               |  | 239,621           | 1,798,379         | -                 | -                 | -                 | -                 | -                 | 2,038,000          |
| SAFE ROUTES TO SCHOOL                           |  | 111,538           | -                 | -                 | -                 | -                 | -                 | -                 | 111,538            |
| TRANSPORTATION IMPROVEMENT BOARD                |  | 8,718,380         | 2,130,000         | -                 | -                 | -                 | -                 | -                 | 10,848,380         |
| TRANSPORTATION ALTERNATIVES PROGRAM (TAP)       |  | 1,911,650         | 159,160           | 366,944           | 366,944           | -                 | -                 | -                 | 2,804,698          |
| TRANSPORTATION BENEFIT DISTRICT                 |  | 800,337           | 824,675           | 948,908           | 1,311,180         | 1,140,439         | 1,101,007         | 1,107,071         | 7,233,617          |
| TRANSPORTATION BENEFIT DISTRICT (*)             |  | -                 | 1,630,325         | 825,655           | -                 | -                 | -                 | -                 | 2,455,979          |
| UTILITY REIMBURSEMENTS                          |  | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                  |
| TRANSPORTATION IMPACT FEES                      |  | 3,853,215         | 4,245,436         | 4,562,969         | 2,650,000         | 2,700,000         | 200,000           | 200,000           | 18,411,620         |
| WSDOT - PEDESTRIAN & BICYCLE SAFETY PROGRAM     |  | -                 | -                 | -                 | -                 | -                 | -                 | -                 | -                  |
| FRANCHISE UTILITY CONTRIBUTION                  |  | -                 | 987,711           | 1,600,814         | -                 | -                 | -                 | -                 | 2,588,525          |
| <b>TOTAL REVENUES</b>                           |  | <b>80,591,501</b> | <b>66,222,198</b> | <b>41,862,194</b> | <b>29,818,536</b> | <b>30,292,849</b> | <b>12,824,216</b> | <b>50,736,722</b> | <b>312,348,216</b> |



|  |            |                   |                   |                  |                  |                  |                  |                  |                   |
|--|------------|-------------------|-------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| <b>BEGINNING FUND BALANCE</b>  |            | <b>10,656,036</b> | <b>10,288,913</b> | <b>8,316,887</b> | <b>6,325,157</b> | <b>4,571,250</b> | <b>2,565,861</b> | <b>1,957,746</b> | <b>10,656,036</b> |
| TOTAL REVENUES   |            | 80,591,501        | 66,222,198        | 41,862,194       | 29,818,536       | 30,292,849       | 12,824,216       | 50,736,722       | 312,348,216       |
| TOTAL EXPENDITURES   |            | 80,858,625        | 68,094,224        | 43,753,924       | 31,472,442       | 32,198,238       | 13,332,332       | 51,929,202       | 321,638,986       |
| RESTRICTED AMOUNT FOR GRANT MATCHING   |            | 100,000           | 100,000           | 100,000          | 100,000          | 100,000          | 100,000          | 100,000          | 700,000           |
| RESTRICTED TRANSPORTATION BENEFIT DISTRICT (VEHICLE LICENSE FEES)                    |            | -                 | -                 | -                | -                | -                | -                | -                | -                 |
| <b>ENDING FUND BALANCE<br/>(NOT RESTRICTED FOR TBD, VLF BONDS OR SIDEWALK BONDS)</b> | 10,656,036 | <b>10,288,913</b> | <b>8,316,887</b>  | <b>6,325,157</b> | <b>4,571,250</b> | <b>2,565,861</b> | <b>1,957,746</b> | <b>665,266</b>   | <b>665,266</b>    |
| IMPACT ON OPERATING BUDGET   |            | 5,720             | 6,090             | 10,090           | 11,090           | 11,090           | 7,860            | 7,510            |                   |





| SURFACE WATER UTILITY FUND                                      | PRIOR-YRS         | 23-24E            | 2025E             | 2026E            | 2027E            | 2028E            | 2029E            | 2030E             | CIP TOTAL         | PROJECT TOTAL     |
|---|-------------------|-------------------|-------------------|------------------|------------------|------------------|------------------|-------------------|-------------------|-------------------|
|   |                   |                   | 12.5%             | 8.5%             | 8.5%             | 8.5%             | 8.5%             | 8.5%              |                   |                   |
|   |                   |                   | \$366.53          | \$397.69         | \$431.49         | \$468.17         | \$507.96         | \$551.14          |                   |                   |
| <b>PROJECT EXPENDITURES</b>                                     |                   |                   |                   |                  |                  |                  |                  |                   |                   |                   |
| <b>CAPACITY</b>   |                   |                   |                   |                  |                  |                  |                  |                   |                   |                   |
| 10TH AVE NE DRAINAGE IMPROVEMENTS                               | 333,864           | 62,235            | 627,003           | -                | -                | -                | -                | -                 | 689,238           | 1,023,102         |
| 25TH AVE NE DITCH IMPROV BETWEEN NE 177TH AND 178TH STREET      | 156,324           | 259,454           | 2,139,433         | -                | -                | -                | -                | -                 | 2,398,887         | 2,555,211         |
| 25TH AVE. NE FLOOD REDUCTION IMPROVEMENTS                       | 1,031,328         | 53,854            | 103,000           | 107,000          | 111,000          | 229,500          | 475,000          | 492,000           | 1,571,354         | 2,602,683         |
| HERON CREEK CULVERT CROSSING AT SPRINGDALE CT NW                | 87,556            | 11,535            | 36,062            | 38,544           | -                | -                | -                | 355,634           | 441,774           | 529,330           |
| GREENWORKS PROGRAM  | -                 | -                 | 155,250           | 803,419          | 831,538          | 860,642          | 890,765          | 921,941           | 4,463,555         | 4,463,555         |
| ECHO LAKE ALGAE MANAGEMENT                                      | -                 | -                 | -                 | 160,684          | 166,308          | -                | -                | -                 | 326,992           | 326,992           |
| NE 175TH/10TH AVE FLOOD REDUCTION                               | -                 | -                 | -                 | 428,490          | 443,487          | 2,122,918        | -                | -                 | 2,994,895         | 2,994,895         |
| LIGHT RAIL STATION AREA SYSTEM IMPROVEMENTS                     | -                 | -                 | -                 | -                | 166,308          | 172,128          | 890,765          | -                 | 1,229,201         | 1,229,201         |
| LINDEN NEIGHBORHOOD FLOOD REDUCTION                             | -                 | -                 | -                 | -                | -                | 286,881          | 296,922          | 2,122,918         | 2,706,721         | 2,706,721         |
| N 149TH ST/EVANSTON AVE N BIORETENTION RETROFITS                | -                 | -                 | 77,625            | 80,342           | 609,795          | -                | -                | -                 | 767,762           | 767,762           |
| <b>REPAIR AND REPLACEMENT</b>                                   |                   |                   |                   |                  |                  |                  |                  |                   |                   |                   |
| STORMWATER PIPE REPLACEMENT PROGRAM                             | 3,196,548         | 1,080,615         | 515,430           | 642,735          | 665,231          | 685,514          | 712,612          | 737,553           | 5,039,690         | 8,236,238         |
| SURFACE WATER SMALL PROJECTS                                    | 3,447,889         | 1,210,293         | 1,637,892         | 535,614          | 554,351          | 573,764          | 593,844          | 614,628           | 5,720,386         | 9,168,274         |
| STREAM HABITAT REPAIR & RESTORATION PROGRAM                     | -                 | -                 | -                 | -                | -                | 459,009          | 475,075          | 491,702           | 1,425,786         | 1,425,786         |
| HIDDEN LAKE DAM REMOVAL   | 3,584,714         | 1,098,046         | 5,360,400         | -                | -                | -                | -                | -                 | 6,458,446         | 10,043,159        |
| PUMP STATION 30 UPGRADES  | 30,062            | 465,027           | 2,736,535         | 5,400            | -                | -                | -                | -                 | 3,206,962         | 3,237,024         |
| BARNACLE CREEK  | 80,348            | 439,354           | 2,489,430         | -                | -                | -                | -                | -                 | 2,928,784         | 3,009,132         |
| STORM CREEK EROSION REPAIR                                      | 128,782           | 306,740           | 724,066           | -                | -                | -                | -                | -                 | 1,030,806         | 1,159,588         |
| SERPENTINE GRAVITY LINE   | -                 | -                 | -                 | -                | -                | 459,009          | 475,075          | 7,375,532         | 8,309,616         | 8,309,616         |
| 16TH AVE NW STORM DRAIN STABILIZATION                           | -                 | -                 | -                 | -                | 221,744          | 229,505          | 1,187,687        | -                 | 1,638,936         | 1,638,936         |
| <b>PROJECTS TO BE COMPLETED IN CURRENT BIENNIUM (2023-2024)</b> |                   |                   |                   |                  |                  |                  |                  |                   |                   |                   |
| NE 148TH INFILTRATION FACILITIES                                | 710,446           | 83,330            | -                 | -                | -                | -                | -                | -                 | 83,330            | 793,775           |
| NW 195TH PLACE AND RICHMOND BEACH DRIVE FLOODING                | -                 | -                 | -                 | -                | -                | -                | -                | -                 | -                 | -                 |
| PUMP STATION 26 IMPROVEMENTS                                    | 3,509,071         | 1,090,100         | -                 | -                | -                | -                | -                | -                 | 1,090,100         | 4,599,171         |
| PUMP STATION MISCELLANEOUS IMPROVEMENTS                         | 698,744           | 187,105           | -                 | -                | -                | -                | -                | -                 | 187,105           | 885,849           |
| SURFACE WATER MASTER PLAN                                       | 1,002,272         | 419,648           | -                 | -                | -                | 100,000          | 400,000          | 300,000           | 1,219,648         | 2,221,920         |
| <b>NOT PROJECT SPECIFIC</b>                                     |                   |                   |                   |                  |                  |                  |                  |                   |                   |                   |
| SYSTEM CAPACITY MODELING STUDY                                  | 335,049           | 100,000           | -                 | 100,000          | 100,000          | 100,000          | -                | -                 | 400,000           | 735,049           |
| SURFACE WATER CAPITAL ENGINEERING                               | 3,128,717         | 433,346           | 515,669           | 512,759          | 397,895          | 405,664          | 413,613          | 421,750           | 3,100,695         | 6,229,412         |
| STRATEGIC OPPORTUNITY PROJECTS                                  | -                 | 376,856           | 931,500           | 964,103          | 997,846          | 1,032,771        | 1,068,918        | 1,106,330         | 6,478,324         | 6,478,324         |
| CITYWIDE STREAM CHARACTERIZATION & HABITAT STUDY                | -                 | -                 | 200,000           | 300,000          | -                | -                | -                | -                 | 500,000           | 500,000           |
| BOEING CREEK BASIN RETROFIT STUDIES                             | -                 | -                 | 300,000           | -                | -                | -                | -                | -                 | 300,000           | 300,000           |
| COST ALLOCATION CHARGES   | 1,206,672         | 1,825,480         | 1,157,746         | 1,211,188        | 1,076,280        | 1,108,568        | 1,141,825        | 1,176,080         | 8,697,166         | 9,903,838         |
| TRANSFERS OUT   | -                 | 1,694,155         | -                 | -                | -                | -                | -                | -                 | 1,694,155         | 1,694,155         |
| <b>TOTAL CAPITAL EXPENDITURES</b>                               | <b>22,668,386</b> | <b>11,197,170</b> | <b>19,707,041</b> | <b>5,890,277</b> | <b>6,341,783</b> | <b>8,825,873</b> | <b>9,022,101</b> | <b>16,116,067</b> | <b>77,100,312</b> | <b>99,768,698</b> |



| <b>REVENUES</b>   |           |                  |                  |                  |                  |                  |                  |                  |                   |
|---|-----------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| INVESTMENT INTEREST   |           | 383,458          | 156,080          | 45,937           | 45,745           | 51,703           | 50,939           | 87,628           | 821,490           |
| DEPARTMENT OF ECOLOGY BIENNIAL STORMWATER CAPACITY GRANT    |           | -                | -                | -                | -                | -                | -                | -                | -                 |
| DEPARTMENT OF ECOLOGY LOCAL SOURCE CONTROL GRANT            |           | -                | -                | -                | -                | -                | -                | -                | -                 |
| RECREATION & CONSERVATION OFFICE                            |           | 134,715          | -                | -                | -                | -                | -                | -                | 134,715           |
| DEPARTMENT OF ECOLOGY STORMWATER RETROFIT GRANT             |           | -                | 94,419           | 366,497          | 770,261          | 971,998          | 298,638          | 902,164          | 3,403,977         |
| DOE STORMWATER PRE-CONSTRUCTION GRANT                       |           | -                | -                | -                | -                | -                | -                | -                | -                 |
| DOE STORMWATER CONSTRUCTION GRANT                           |           | 47,600           | 510,000          | -                | -                | -                | -                | -                | 557,600           |
| ISF EQUIPMENT RENTAL SURFACE WATER                          |           | -                | -                | -                | -                | -                | -                | -                | -                 |
| KING COUNTY FLOOD ZONE DISTRICT OPPORTUNITY                 |           | -                | -                | -                | -                | -                | -                | -                | -                 |
| KING COUNTY FLOOD REDUCTION GRANT                           |           | 324,158          | 1,819,663        | 146,752          | 151,901          | 869,950          | 192,996          | 1,815,317        | 5,320,736         |
| KING COUNTY WASTEWATER                                      |           | -                | -                | -                | -                | -                | -                | -                | -                 |
| KING COUNTY WATERWORKS GRANT                                |           | -                | -                | -                | -                | -                | -                | -                | -                 |
| WA STATE STORMWATER FINANCIAL ASSISTANCE PROGRAM            |           | -                | -                | -                | -                | -                | -                | -                | -                 |
| GENERAL FUND CONTRIBUTION                                   |           | -                | -                | -                | -                | -                | -                | -                | -                 |
| PRIVATE DONATIONS   |           | 11,858           | 36,142           | -                | -                | -                | -                | -                | 48,000            |
| OPERATING TRANSFER IN                                       |           | -                | -                | -                | -                | -                | -                | -                | -                 |
| FUTURE BOND FUNDING   |           | -                | 7,000,000        | -                | 1,000,000        | -                | 3,600,000        | -                | 11,600,000        |
| FUTURE FUNDING  |           | -                | -                | -                | -                | -                | -                | -                | -                 |
| <b>TOTAL CAPITAL REVENUES</b>                               |           | <b>901,789</b>   | <b>9,616,304</b> | <b>559,186</b>   | <b>1,967,906</b> | <b>1,893,651</b> | <b>4,142,573</b> | <b>2,805,110</b> | <b>21,886,519</b> |
| <b>BEGINNING FUND BALANCE</b>                               |           |                  |                  |                  |                  |                  |                  |                  |                   |
| BEGINNING FUND BALANCE                                      |           | 9,054,368        | 8,552,011        | 4,500,727        | 4,751,222        | 5,763,179        | 6,265,250        | 9,863,629        | 9,054,368         |
| TOTAL CAPITAL REVENUES                                      |           | 901,789          | 9,616,304        | 559,186          | 1,967,906        | 1,893,651        | 4,142,573        | 2,805,110        | 21,886,519        |
| TOTAL CAPITAL EXPENDITURES                                  |           | 11,197,170       | 19,707,041       | 5,890,277        | 6,341,783        | 8,825,873        | 9,022,101        | 16,116,067       | 77,100,312        |
| TOTAL CAPITAL EXPENDITURES - 80% PROJECT COMPLETION         |           | 8,957,736        | 15,765,633       | 4,712,222        | 5,073,426        | 7,060,698        | 7,217,681        | 12,892,854       | 61,680,250        |
| SURFACE WATER FEES  |           | 18,272,786       | 10,722,942       | 11,692,564       | 12,749,864       | 13,902,770       | 15,159,928       | 16,530,765       | 99,031,618        |
| OPERATING GRANTS & OTHER REVENUE                            |           | 165,498          | 165,498          | 165,498          | 165,498          | 165,498          | 165,498          | 165,498          | 1,158,486         |
| <b>DEBT SERVICE</b>   |           |                  |                  |                  |                  |                  |                  |                  |                   |
| AMOUNT RESTRICTED - LOAN MAINTENANCE FACILITY - RENT        |           | 238,172          | 119,086          | 119,086          | 119,086          | 119,086          | 119,086          | 119,086          | 952,688           |
| 2018 SWM REVENUE BONDS (BANNER BANK)                        |           | 767,464          | 383,732          | 383,732          | 383,732          | 383,732          | 383,732          | 382,916          | 3,069,039         |
| 2016 SWM REVENUE BONDS (STORMWATER PIPE REPL DEBT SERVICE)  |           | 316,702          | 158,351          | 158,351          | 158,352          | 158,351          | 158,351          | 158,351          | 1,266,810         |
| FUTURE SWM REVENUE BONDS - PROJECTED DEBT SERVICE           |           | -                | 617,415          | 617,415          | 705,617          | 705,617          | 1,023,145        | 1,023,145        | 4,692,356         |
| <b>TOTAL DEBT SERVICE</b>                                   |           | <b>1,322,338</b> | <b>1,278,585</b> | <b>1,278,584</b> | <b>1,366,787</b> | <b>1,366,787</b> | <b>1,684,314</b> | <b>1,683,499</b> | <b>9,980,894</b>  |
| <b>TOTAL OPERATING EXPENDITURES (less taxes)</b>            |           |                  |                  |                  |                  |                  |                  |                  |                   |
| TOTAL OPERATING EXPENDITURES (less taxes)                   |           | 8,273,444        | 6,680,060        | 5,269,049        | 6,442,259        | 5,954,176        | 5,792,008        | 5,842,871        | 44,253,866        |
| UTILITY TAX   |           | 1,096,367        | 643,376          | 701,554          | 764,992          | 834,166          | 909,596          | 991,846          |                   |
| BUSINESS & OCCUPATION TAX                                   |           | 192,545          | 188,375          | 205,343          | 223,846          | 244,022          | 266,022          | 290,012          |                   |
| <b>ENDING FUND BALANCE</b>                                  | 9,054,368 | <b>8,552,011</b> | <b>4,500,727</b> | <b>4,751,222</b> | <b>5,763,179</b> | <b>6,265,250</b> | <b>9,863,629</b> | <b>7,663,921</b> | <b>15,215,981</b> |
| <b>MINIMUM REQUIRED RESERVE (20% OF OPERATING REVENUES)</b> |           | <b>1,896,817</b> | <b>2,144,588</b> | <b>2,338,513</b> | <b>2,549,973</b> | <b>2,780,554</b> | <b>3,031,986</b> | <b>3,306,153</b> |                   |
| <b>DEBT SERVICE/FUND BALANCE RATIO (MINIMUM 1.25)</b>       |           | <b>6.5</b>       | <b>3.5</b>       | <b>3.7</b>       | <b>4.2</b>       | <b>4.6</b>       | <b>5.9</b>       | <b>4.6</b>       |                   |
| <b>VARIANCE ABOVE MINIMUM REQUIRED RESERVE</b>              |           | <b>6,655,194</b> | <b>2,356,138</b> | <b>2,412,709</b> | <b>3,213,207</b> | <b>3,484,696</b> | <b>6,831,643</b> | <b>4,357,768</b> |                   |
| <b>SURFACE WATER MASTER PLAN FUND BALANCE TARGETS:</b>      |           |                  |                  |                  |                  |                  |                  |                  |                   |
| MINIMUM OPERATING EXPENDITURE TARGET (120 DAYS)             |           | 1,513,521        | 2,196,184        | 1,732,290        | 2,118,003        | 1,957,537        | 1,904,222        | 1,920,944        |                   |
| VALUE OF SURFACE WATER UTILITY ASSETS                       |           | 41,414,985       | 59,964,280       | 64,643,369       | 69,908,873       | 77,626,177       | 85,506,453       | 100,446,441      |                   |
| MINIMUM CAPITAL EXPENDITURE TARGET (2% OF ASSETS)           |           | 828,300          | 1,199,286        | 1,292,867        | 1,398,177        | 1,552,524        | 1,710,129        | 2,008,929        |                   |
| MINIMUM DEBT SERVICE TARGET (ONE NEW DEBT SERVICE PAYMENT)  |           | 383,732          | 383,732          | 383,732          | 383,732          | 383,732          | 383,732          | 382,916          |                   |
| SURFACE WATER MASTER PLAN FUND BALANCE TARGET               |           | 2,725,553        | 3,779,201        | 3,408,889        | 3,899,912        | 3,893,793        | 3,998,083        | 4,312,789        |                   |
| <b>VARIANCE ABOVE/(BELOW) MINIMUM FUND BALANCE TARGET:</b>  |           | <b>5,826,458</b> | <b>721,525</b>   | <b>1,342,333</b> | <b>1,863,267</b> | <b>2,371,458</b> | <b>5,865,546</b> | <b>3,351,131</b> | <b>21,341,718</b> |
| IMPACT ON OPERATING BUDGET                                  |           | 10,000           | 21,000           | 21,000           | 21,000           | 21,000           | 1,000            | 1,000            |                   |



| WASTEWATER UTILITY FUND   | PRIOR-YRS        | 23-24E           | 2025E             | 2026E            | 2027E             | 2028E            | 2029E            | 2030E            | CIP TOTAL         | PROJECT TOTAL     |
|---|------------------|------------------|-------------------|------------------|-------------------|------------------|------------------|------------------|-------------------|-------------------|
|   |                  |                  | 16.0%             | 13.8%            | 6.6%              | 6.2%             | 6.0%             | 6.0%             |                   |                   |
|   |                  |                  | \$150.71          | \$171.46         | \$182.85          | \$194.24         | \$205.89         | \$218.24         |                   |                   |
| <b>PROJECT EXPENDITURES</b>                                     |                  |                  |                   |                  |                   |                  |                  |                  |                   |                   |
| <b>PUMP STATIONS</b>  |                  |                  |                   |                  |                   |                  |                  |                  |                   |                   |
| LIFT STATION 12   | 90,984           | 363,608          | 1,231,169         | -                | -                 | -                | -                | -                | 1,594,777         | 1,685,761         |
| LIFT STATION 15   | 314              | 195,186          | -                 | 315,000          | 3,045,000         | -                | -                | -                | 3,555,186         | 3,555,500         |
| LIFT STATION 5 REHABILITATION                                   | -                | -                | -                 | -                | -                 | 65,800           | -                | -                | 65,800            | 65,800            |
| LIFT STATION 7 REHABILITATION                                   | -                | -                | -                 | -                | -                 | -                | -                | -                | -                 | -                 |
| LIFT STATION 14 REHABILITATION                                  | -                | -                | -                 | -                | 329,855           | 407,189          | -                | -                | 737,044           | 737,044           |
| LIFT STATION 3 BACKUP POWER                                     | -                | 62,000           | 171,057           | -                | -                 | -                | -                | -                | 233,057           | 233,057           |
| LIFT STATION 11 BACKUP POWER                                    | -                | 62,000           | 416,277           | -                | -                 | -                | -                | -                | 478,277           | 478,277           |
| LIFT STATION 14 BACKUP POWER                                    | -                | 62,000           | 381,335           | -                | -                 | -                | -                | -                | 443,335           | 443,335           |
| <b>PIPE REPAIR AND REPLACEMENT</b>                              |                  |                  |                   |                  |                   |                  |                  |                  |                   |                   |
| WW REPAIR AND PIPE REPLACEMENT                                  | -                | 654,501          | 3,255,389         | 3,193,021        | 2,720,000         | 3,128,000        | 3,068,433        | 3,835,542        | 19,854,886        | 19,854,886        |
| N 175TH ST PIPE REPLACEMENT                                     | -                | 775,934          | 4,640,000         | -                | -                 | -                | -                | -                | 5,415,934         | 5,415,934         |
| NE 145TH ST TRUNK SEWER/ST                                      | 24,687           | 80,443           | 862,523           | -                | -                 | -                | -                | -                | 942,966           | 967,653           |
| 147TH & 3RD AVE SEWER RELOCATE (WSDOT FISH PASSAGE)             | -                | 150,000          | 150,000           | 1,860,000        | -                 | -                | -                | -                | 2,160,000         | 2,160,000         |
| WW SMALL PROJECTS   | 910              | 898,801          | 476,483           | 495,623          | 515,171           | 535,941          | 654,723          | 681,074          | 4,257,816         | 4,258,726         |
| <b>ENGINEERING ONLY</b>   |                  |                  |                   |                  |                   |                  |                  |                  |                   |                   |
| HYDRAULIC MODEL   | 26,264           | 77,231           | 40,950            | 42,595           | 44,275            | 46,060           | 57,298           | 59,590           | 367,999           | 394,264           |
| WASTEWATER CAPITAL ENGINEERING                                  | -                | 94,135           | 270,057           | 282,915          | 272,973           | 282,552          | 292,481          | 302,769          | 1,797,882         | 1,797,882         |
| STORM CREEK REPAIRS   | 39,694           | 87,290           | 435,392           | -                | -                 | -                | -                | -                | 522,682           | 562,376           |
| <b>NON-CAPACITY RELATED</b>                                     |                  |                  |                   |                  |                   |                  |                  |                  |                   |                   |
| LINDEN MAINTENANCE FACILITY IT UPGRADES                         | -                | -                | 600,850           | -                | -                 | -                | -                | -                | 600,850           | 600,850           |
| LINDEN MAINTENANCE FACILITY EMERGENCY GENERATOR                 | -                | -                | -                 | -                | 225,000           | 277,750          | -                | -                | 502,750           | 502,750           |
| LINDEN FACILITY SECURITY IMPROVEMENTS                           | -                | -                | 152,133           | -                | -                 | -                | -                | -                | 152,133           | 152,133           |
| <b>PROJECTS TO BE COMPLETED IN CURRENT BIENNIUM (2023-2024)</b> |                  |                  |                   |                  |                   |                  |                  |                  |                   |                   |
| CATHODIC PROTECTION LS'S  | 78,460           | 98,917           | -                 | -                | -                 | -                | -                | -                | 98,917            | 177,377           |
| 145th CORRIDOR COORDINATION                                     | 24,814           | 447,953          | 5,081             | -                | -                 | -                | -                | -                | 453,033           | 477,847           |
| 145TH INTERCHANGE COORDINATION                                  | 74,532           | 956,058          | -                 | -                | -                 | -                | -                | -                | 956,058           | 1,030,590         |
| 175TH ST COORDINATION   | 17,553           | 2,872            | -                 | -                | -                 | -                | -                | -                | 2,872             | 20,425            |
| LIFT STATION 13   | -                | 59,859           | -                 | -                | -                 | -                | -                | -                | 59,859            | 59,859            |
| O&M RIDGECREST 5  | 2,500,200        | 336,661          | -                 | -                | -                 | -                | -                | -                | 336,661           | 2,836,860         |
| <b>NOT PROJECT SPECIFIC</b>                                     |                  |                  |                   |                  |                   |                  |                  |                  |                   |                   |
| COST ALLOCATION CHARGES   | -                | 44,152           | 131,922           | 138,012          | 147,176           | 156,345          | 165,726          | 175,669          | 959,002           | 959,002           |
| TRANSFERS OUT   | -                | 931,352          | 1,509,798         | 2,486,155        | 2,842,732         | 2,918,289        | 3,423,329        | 3,272,330        | 17,383,984        | 17,383,984        |
| <b>TOTAL CAPITAL EXPENDITURES</b>                               | <b>2,878,411</b> | <b>6,440,953</b> | <b>14,730,416</b> | <b>8,813,321</b> | <b>10,142,182</b> | <b>7,817,926</b> | <b>7,661,989</b> | <b>8,326,975</b> | <b>63,933,762</b> | <b>66,812,173</b> |



| <b>REVENUES</b>  |           |                   |                  |                    |                  |                    |                  |                    |                   |  |
|--|-----------|-------------------|------------------|--------------------|------------------|--------------------|------------------|--------------------|-------------------|--|
| INVESTMENT INTEREST  |           | 13,384            | 6,670            | 6,900              | 7,140            | 7,390              | 7,688            | 8,003              | 57,174            |  |
| ARPA-CAP GRANTS  |           | -                 | -                | -                  | -                | -                  | -                | -                  | -                 |  |
| BOND PROCEEDS  |           | -                 | 8,000,000        | -                  | 8,200,000        | -                  | 5,000,000        | -                  | 21,200,000        |  |
| FUTURE FUNDING   |           | -                 | -                | -                  | -                | -                  | -                | -                  | -                 |  |
| GENERAL FACILITIES CHARGE                                  |           | 2,000,000         | 505,349          | 508,887            | 512,449          | 516,036            | 519,648          | 523,286            | 5,085,655         |  |
| GENERAL FUND CONTRIBUTION                                  |           | -                 | -                | -                  | -                | -                  | -                | -                  | -                 |  |
| <b>TOTAL CAPITAL REVENUES</b>                              |           | <b>2,013,384</b>  | <b>8,512,019</b> | <b>515,786</b>     | <b>8,719,589</b> | <b>523,426</b>     | <b>5,527,336</b> | <b>531,288</b>     | <b>26,342,830</b> |  |
| <b>BEGINNING FUND BALANCE</b>                              |           | <b>8,956,999</b>  | <b>7,326,506</b> | <b>5,603,223</b>   | <b>2,260,319</b> | <b>5,751,690</b>   | <b>3,274,974</b> | <b>6,151,316</b>   | <b>8,956,999</b>  |  |
| TOTAL CAPITAL REVENUES                                     |           | 2,013,384         | 8,512,019        | 515,786            | 8,719,589        | 523,426            | 5,527,336        | 531,288            | 26,342,830        |  |
| TOTAL CAPITAL EXPENDITURES                                 |           | 6,440,953         | 14,730,416       | 8,813,321          | 10,142,182       | 7,817,926          | 7,661,989        | 8,326,975          | 63,933,762        |  |
| TOTAL CAPITAL EXPENDITURES - 80% PROJECT COMPLETION        |           | 5,152,762         | 11,784,333       | 7,050,656          | 8,113,746        | 6,254,341          | 6,129,592        | 6,661,580          | 51,147,010        |  |
| WASTEWATER FEES (UTILITY RATE)                             |           | 15,238,422        | 9,699,643        | 11,111,857         | 11,932,282       | 12,763,593         | 13,623,583       | 14,541,522         | 88,910,904        |  |
| WASTEWATER TREATMENT FEES (Edmonds, KC)                    |           | 26,553,331        | 14,584,600       | 15,534,198         | 16,544,675       | 18,161,569         | 19,936,845       | 21,886,574         | 133,201,792       |  |
| OPERATING GRANTS & OTHER REVENUE                           |           | 886,000           | 443,000          | 443,000            | 280,000          | 280,000            | 280,000          | 280,000            | 2,892,000         |  |
| <b>DEBT SERVICE</b>  |           |                   |                  |                    |                  |                    |                  |                    |                   |  |
| DEBT SERVICE PAYMENT                                       |           | -                 | -                | -                  | -                | -                  | -                | -                  | -                 |  |
| LOAN MAINTENANCE FACILITY DEBT SERVICE -AMOUNT RESTRICTED  |           | -                 | -                | -                  | -                | -                  | -                | -                  | -                 |  |
| NEW DEBT SERVICE   |           | -                 | 551,161          | 551,161            | 1,215,797        | 1,215,797          | 1,499,483        | 1,499,483          | 6,532,881         |  |
| <b>TOTAL DEBT SERVICE</b>                                  |           | <b>-</b>          | <b>551,161</b>   | <b>551,161</b>     | <b>1,215,797</b> | <b>1,215,797</b>   | <b>1,499,483</b> | <b>1,499,483</b>   | <b>6,532,881</b>  |  |
| <b>TOTAL OPERATING EXPENDITURES</b>                        |           | <b>13,900,533</b> | <b>7,220,177</b> | <b>7,570,349</b>   | <b>7,882,464</b> | <b>8,243,818</b>   | <b>8,624,150</b> | <b>9,026,062</b>   | <b>62,467,554</b> |  |
| UTILITY TAX  |           | 2,507,505         | 1,457,055        | 1,598,763          | 1,708,617        | 1,855,510          | 2,013,626        | 2,185,686          |                   |  |
| BUSINESS & OCCUPATION TAX                                  |           | 228,576           | 364,264          | 166,678            | 178,984          | 191,454            | 204,354          | 218,123            |                   |  |
| TREATMENT EXPENSE (2709358)                                |           | 27,268,335        | 15,406,874       | 15,775,578         | 16,773,168       | 18,491,349         | 20,238,199       | 22,154,818         | 136,108,322       |  |
| <b>ENDING FUND BALANCE</b>                                 | 8,956,999 | <b>7,326,506</b>  | <b>5,603,223</b> | <b>2,260,319</b>   | <b>5,751,690</b> | <b>3,274,974</b>   | <b>6,151,316</b> | <b>4,048,757</b>   | <b>4,048,757</b>  |  |
| UNRESTRICTED BOND PROCEEDS                                 |           |                   |                  |                    |                  |                    |                  |                    |                   |  |
| RESTRICTED BOND PROCEEDS FOR CAPITAL                       |           |                   |                  |                    |                  |                    |                  |                    |                   |  |
| <b>MINIMUM RESERVE (20% OF OPERATING REVENUES)</b>         |           | <b>1,661,285</b>  | <b>1,939,929</b> | <b>2,222,371</b>   | <b>2,386,456</b> | <b>2,552,719</b>   | <b>2,724,717</b> | <b>2,908,304</b>   |                   |  |
| <b>DEBT SERVICE/FUND BALANCE RATIO (MINIMUM 1.25)</b>      |           | <b>-</b>          | <b>10</b>        | <b>4</b>           | <b>5</b>         | <b>3</b>           | <b>4</b>         | <b>3</b>           |                   |  |
| <b>VARIANCE ABOVE MINIMUM REQUIRED RESERVE</b>             |           | <b>5,665,221</b>  | <b>3,663,294</b> | <b>37,947</b>      | <b>3,365,234</b> | <b>722,256</b>     | <b>3,426,599</b> | <b>1,140,453</b>   |                   |  |
| <b>FUND BALANCE TARGETS:</b>                               |           |                   |                  |                    |                  |                    |                  |                    |                   |  |
| MINIMUM OPERATING EXPENDITURE TARGET (120 DAYS)            |           | 2,307,343         | 2,373,757        | 2,488,882          | 2,591,495        | 2,710,296          | 2,835,337        | 2,967,473          |                   |  |
| VALUE OF WASTEWATER UTILITY ASSETS                         |           | 44,805,325        | 57,894,021       | 64,083,175         | 71,235,449       | 75,978,741         | 80,051,676       | 84,930,652         |                   |  |
| MINIMUM CAPITAL EXPENDITURE TARGET (2% OF ASSETS)          |           | 896,107           | 1,157,880        | 1,281,664          | 1,424,709        | 1,519,575          | 1,601,034        | 1,698,613          |                   |  |
| MINIMUM DEBT SERVICE TARGET (ONE NEW DEBT SERVICE PAYMENT) |           | -                 | 551,161          | 551,161            | 1,215,797        | 1,215,797          | 1,499,483        | 1,499,483          |                   |  |
| FUND BALANCE TARGET  |           | 3,203,449         | 4,082,799        | 4,321,707          | 5,232,001        | 5,445,668          | 5,935,853        | 6,165,568          |                   |  |
| <b>VARIANCE ABOVE/(BELOW) MINIMUM FUND BALANCE TARGET:</b> |           | <b>4,123,057</b>  | <b>1,520,424</b> | <b>(2,061,388)</b> | <b>519,690</b>   | <b>(2,170,693)</b> | <b>215,462</b>   | <b>(2,116,811)</b> | <b>29,741</b>     |  |
| IMPACT ON OPERATING BUDGET                                 |           | -                 | -                | -                  | 6,000            | 6,000              | 6,000            | 6,000              |                   |  |



# Shoreline Master Plan

## SUPPORTING ANALYSIS

### **BACKGROUND AND CONTEXT**

The Shoreline Management Act (SMA), passed by the Washington Legislature in 1971, requires all counties and most towns and cities with shorelines to develop and implement Shoreline Master Programs (SMPs). SMPs are comprehensive plans containing policies and regulations that guide use of Washington shorelines, and these regulations apply to both public and private uses along lake, stream, and marine shorelines. They protect natural resources for future generations, provide for public access to public waters and shores, and plan for water-dependent uses.

The City of Shoreline adopted its Shoreline Master Program in 2013 consistent with the Department of Ecology's guidelines. Shoreline's SMP contains a more thorough analysis and guidelines than what is required in the Comprehensive Plan, so rather than recreating it or selecting certain portions, the entire document can be found here:

<https://www.shorelinewa.gov/home/showpublisheddocument/18579/635496587381230000>



*View from Shoreview Park*



# Appendices

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# Appendix A: Glossary & Acronyms



# Glossary

|   |   |
|---|---|
| <b>Accessory Dwelling Unit (ADU)</b>    | <p>A size limited separate, complete dwelling unit attached to or contained within the structure of a principal dwelling; or contained within a separate structure that is accessory to the principal dwelling unit on the same lot.</p>  |
| <b>Affordable Housing</b>               | <p>Dwelling units with costs, including utilities other than telephone, that do not exceed 30 percent of the monthly income of a household whose income does not exceed the following percentages of median household income adjusted for household size, for the country where the household is located, as reported by the United States Department of Housing and Urban Development:</p> <p>Rental housing: 60 percent</p> <p>Owner-occupied housing: 80 percent</p> |
| <b>Anadromous Fish</b>                  | <p>Fish which migrate up rivers and creeks from the sea to breed in fresh water. Examples include salmon species, steelhead, and other species of trout.</p>  |
| <b>Annexation</b>                       | <p>The process of adding or incorporating an area into a city’s jurisdiction.</p>   |
| <b>Aquatic</b>                          | <p>Growing, living, frequenting, or taking place in or on water.</p>  |
| <b>Basin</b>                            | <p>A drainage area which flows either to a river, or directly to Puget Sound.</p>   |
| <b>Best Management Practices (BMPs)</b> | <p>Defined by the Washington State Department of Ecology as physical, structural, and/or managerial practices that, when used singly, or in combination, prevent or reduce pollution of water.</p> <p>The types of BMPs are source control, runoff treatment, and streambank erosion control.</p>   |
| <b>Bog</b>                              | <p>An area of soft, naturally waterlogged ground with a substrate composed chiefly of peat and sphagnum moss.</p>   |

|  |  |
|--|--|
| <b>Build Out</b>                         | Hypothetical development of all parcels to the maximum extent allowed under current zoning.  |
| <b>Buffer</b>                            | In an ecological context: a designated area contiguous to a critical area intended to protect the critical area or protect people and property from a hazard associated with the critical area. In a general planning context: transitional land uses of intermediate or low development intensity, open spaces, landscaped areas, fences, walls, berms or any combination thereof used to physically separate or screen one use or property from another so as to visually shield or block noise, lights, or other nuisances. |
| <b>Candidate Species</b>                 | Any native fish or wildlife species that the State of Washington and/or the federal government will review for possible listing as Endangered, Threatened, or Sensitive. A species will be considered for designation as a Candidate Species if sufficient evidence suggests that its status may meet the listing criteria defined for Federal or State Endangered, Threatened, or Sensitive Species.  |
| <b>Capital Facilities</b>                | Structures, improvements, equipment, or other major assets, including land, which are provided by and for public purposes and services.  |
| <b>Capital Improvement Program (CIP)</b> | Allocation of funds from various revenue sources for the development of capital facilities: to build needed roadways; to protect investment in existing buildings; to protect the health of citizens; to enhance the management of natural resources; to provide necessary capital resources for law, safety, and justice system; and to improve cultural and recreational opportunities for Shoreline citizens.   |
| <b>Channel</b>                           | A surface feature that conveys surface water and is open to the air.   |
| <b>Clustering</b>                        | Developing a subdivision that reduces the individual lot areas to create permanent open space or a reserve for future development while maintaining the overall zoned residential density.   |
| <b>Commute Trip</b>                      | A trip made from an employee's residence to a work site with a regularly scheduled weekday arrival time of 6:00 a.m. to 9:00 a.m.  |

|                                      |  |
|--------------------------------------|--|
| <b>Commute Trip Reduction Act</b>    | State legislation enacted in 1991 and incorporated into the Washington Clean Air Act. The law establishes goals for the reduction of commute trip vehicle miles traveled by the employees of large employers.  |
| <b>Comprehensive Plan</b>            | <p>The Growth Management Act (GMA) requires certain cities and counties of Washington State to adopt comprehensive land use plans. A comprehensive plan is a generalized, coordinated land use policy statement of the governing body of a county or city that is adopted pursuant to the GMA. A comprehensive plan consists of a map or maps, and descriptive text covering objectives, principles, and standards. Each comprehensive plan includes goals and policies for land use, housing, capital facilities, utilities, transportation, the natural environment, and climate change and resiliency (required to be in effect in 2029).</p> <p>Optional components include elements relating to economic development, community development, parks and recreation, and subarea plans.</p>   |
| <b>Concurrency Management System</b> | The Growth Management Act requires jurisdictions to adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a transportation facility to decline below the standards adopted in the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made “concurrent” with the development. Concurrent with development means that transportation improvements or strategies are in place at the time of development or that financial commitment is made to complete the improvements or strategies within six years. The Concurrency Management System of King County establishes a process to manage new development based on transportation impacts on levels-of-service and the concurrency of needed improvements or actions. Communities may also establish concurrency for capital facilities, utilities, and other public services. |
| <b>Conservation Easement</b>         | A permanent legal restriction, requirement, or condition placed on the use or management of real property. Conservation easements are put in place by a landowner, but run with the title to the land and transfer to future owners. This tool can be used to preserve open space.   |

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| <b>Cottage Housing</b>              | A size limited residential dwelling unit on a lot with a common outdoor space that either: (a) is owned in common; or (b) has units owned as condominium units with property owned in common and a minimum of 20 percent of the lot size as outdoor space.  |
| <b>Countywide Planning Policies</b> | The Growth Management Act requires that counties, as regional governments within their boundaries, prepare countywide planning policies that establish a countywide framework from which county and city comprehensive plans are to be developed and adopted. This framework is to ensure that city and county comprehensive plans are consistent. The “King County Countywide Planning Policies” were developed and recommended by the Growth Management Planning Council to serve as a blueprint for how King County and its cities should grow over the next 20 years. The Metropolitan King County Council adopted these policies in 1992. Since this time, amendments called “Phase II Countywide Planning Policies” have been made to the sections pertaining to affordable housing, economic development, and rural character. The County Council has adopted these Phase II amendments. |
| <b>Critical Areas</b>               | Areas which are ecologically important, generally unsuitable for development, and highly susceptible to negative environmental impacts. Critical areas include: critical aquifer recharge areas, geologically hazardous areas, frequently flooded areas, streams, wetlands, and fish and wildlife habitat conservation areas. These individual critical areas are defined in the Shoreline Municipal Code Title 20 (Development Code).  |
| <b>Culverts</b>                     | A pipe or concrete box structure that conveys water from open channels, swales, or ditches under a driveway, roadway, fill soil, or surface structure.  |
| <b>Density</b>                      | The number of housing units per acre.   |

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| <b>Density Incentives/<br/>Bonuses</b> | Additional units exceeding the number of units permitted on a site by zoning (sometimes referred to as “base density”) in exchange for public benefits provided by the developer. King County has incorporated use of density incentives with standard urban subdivision, mobile home park, and multifamily development projects. (King County Code, Title 21A)                         |
| <b>Development</b>                     | An area that is developed as a tract of land with built structures.   |
| <b>Drainage</b>                        | Collection, conveyance, containment, and/or discharge of surface and stormwater runoff.   |
| <b>Drainage Basin</b>                  | A sub-unit of a watershed that is defined by hydrology and topography. An area that drains to common outlet or an identifiable water body, such as a creek, wetland, river, or stream. In King County, 72 drainage basins are contained with 6 major watersheds.  |
| <b>Duplex</b>                          | A residential building containing two attached dwelling units that are separated from each other by one-hour fire wall or floor but not including approved accessory dwelling units.  |
| <b>Dwelling Unit</b>                   | Residential living facility, used, intended or designed to provide physically segregated complete independent living facilities for one or more persons, including living, sleeping, cooking and sanitation facilities. A dwelling unit is to be distinguished from lodging, such as hotel/motel or dormitory.<br><br>The growth targets in King County are measured in dwelling units. |
| <b>Ecological Function</b>             | Physical, chemical, and biological processes or attributes of a species, habitat, or ecosystem. For example, the ecological functions of wetlands include food chain support, water quality maintenance, flood storage, and wildlife habitat.   |
| <b>Endangered Species</b>              | Any native fish or wildlife species that the State of Washington and/or the federal government has formally determined is seriously threatened with extinction through all or a significant portion of its range (within either the State of Washington or the United States.)  |

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| <b>Erosion</b>                   | Detachment of soil or rock fragments by water, wind, ice, and gravity as defined in the Critical Areas Ordinance.  |
| <b>Essential Public Facility</b> | Facilities that are typically difficult to site, such as airports, state education facilities, and state or regional transportation facilities as defined in RCW 47.06.140, state and local correctional facilities, solid waste handling facilities; and in-patient facilities, including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020 (RCW 36.70A.200). |
| <b>Estuarine</b>                 | Of, relating to, or found in an estuary. Estuarine wetlands in Shoreline occur where the saltwater of the Puget Sound meets the freshwater of creeks.  |
| <b>Floodplain</b>                | The areas of land adjacent to lakes, rivers, and streams that are subject to periodic flooding. Floodplains are designated based on the predicted frequency of flooding for a particular area. For example, a 100-year floodplain is a land area that has a 1% probability of experiencing flooding in any given year.   |
| <b>Floor Area Ratio (FAR)</b>    | A ratio which expresses the relationship between the amount of gross floor area permitted in a structure to the area of the lot on which the structure is located.   |
| <b>Flow</b>                      | When used in reference to surface water management, this term refers to the rate of water discharged from a source expressed in cubic feet of water per minute.  |
| <b>Functional Plans</b>          | Detailed plans for facilities and services, or action plans and programs for other governmental activities. Some functional plans are operational or programmatic, which means they guide daily management decisions. Others include specific details of facility design and location. Plans must be consistent with the Comprehensive Plan and development regulations.   |

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| <b>Green Streets</b>                             | City rights-of-way that are designed to serve as vehicular facilities to provide a citywide system that links parks, open spaces, recreation areas, trails, schools, and shopping areas. Green Streets are intended to accommodate bicycle and pedestrian travel with more emphasis on streetscape design, including generous sidewalks separated from the vehicular lanes by landscaping, and wide vehicle lanes or striped bicycle lanes that provide safe bicycle use. Green Streets may also incorporate drainage facilities for improving water quality, and landscape treatments designed to enhance or restore natural habitat. |
| <b>Groundwater</b>                               | Water within the pores between soil particles.   |
| <b>Growth Management Act (GMA)</b>               | In 1990, the Washington State Legislature passed the State Growth Management Act (ESHB 2929). The Act calls for urban counties and cities in the state to develop comprehensive plans to guide growth management decisions for at least the next decade. Amendments to the Act in 1991 require that counties, working with the cities within their boundaries, develop Countywide Planning Policies to provide a common vision of the future to serve as the framework for all comprehensive plans throughout the county.  |
| <b>Growth Management Planning Council (GMPC)</b> | Established by an interlocal agreement, this is a 15-member council of elected officials from Seattle, suburban cities, and King County. The GMPC has been responsible for the preparation and recommendation of the Countywide Planning Policies to the Metropolitan King County Council, which then adopts the policies and sends them to the cities for ratification.   |
| <b>Habitat</b>                                   | The environments in which an organism normally lives. Habitat components include food, water, cover (security, breeding, thermal), range, and connectivity.  |
| <b>High Occupancy Vehicle (HOV)</b>              | A vehicle containing 2 or more occupants including carpools, vanpools, and transit vehicles.   |
| <b>Home Occupation</b>                           | Any activity carried out for gain by a resident and conducted as a customary, incidental, and accessory use in the resident’s dwelling unit.   |
| <b>Household</b>                                 | See “dwelling unit.”   |

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| <b>Hydrology</b>                               | Refers to the properties, distribution, discharge, re-charge, and movement of surface and subsurface water.  |
| <b>Impervious</b>                              | A surface that cannot be easily penetrated by water. For instance, paved surfaces are not easily penetrated by rain.   |
| <b>Incorporated Areas</b>                      | Those areas that exist within a city or a city’s jurisdiction. King County contains 32 wholly incorporated cities and parts of two others.   |
| <b>Infill</b>                                  | Development or redevelopment on small properties or groups of properties within existing built-up areas.   |
| <b>Intakes</b>                                 | The end point of a pipe where water is drawn up from a body of water.  |
| <b>Intertidal Zone</b>                         | The area between the extreme low water of spring tides to the upper limit of spray of oceanderived salts.  |
| <b>Land Use Map</b>                            | The official land use map for a comprehensive plan that designates the general location and extent of the uses of land for housing, commerce, industry, open space, public facilities, and other land uses as required by the Growth Management Act.   |
| <b>Level-of-Service - Transportation (LOS)</b> | Transportation level-of-service is a qualitative measure, graded A (best) through F (worst), describing the operational conditions of the City’s transportation system.  |
| <b>Manufactured Housing</b>                    | A structure, transportable in one or more sections, which is built on a permanent chassis and is designed for use with or without a permanent foundation when attached to the required utilities. The term “manufactured home” does not include a recreational vehicle.                                      |
| <b>Master Development Plan</b>                 | A plan that establishes site specific development standards for an area designated Campus or Essential Public Facility as defined in the comprehensive plan. Master Development Plans incorporate proposed development, redevelopment, and/or minor expansion of uses as authorized in the Development Code. |
| <b>Median Household Income</b>                 | The midpoint between all households with an income above the median and all households with an income below the median.  |



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| <b>Mixed Use</b>                     | A development with combined commercial and residential uses, either in the same building or adjacent buildings.   |
| <b>Modes of Travel</b>               | Various types of transportation including single-occupant vehicles, transit, carpooling, bicycling, walking, and other modes.   |
| <b>Mode Split</b>                    | The percentage of all trips using modes of travel other than a single-occupancy vehicle.  |
| <b>Multifamily</b>                   | Multifamily dwellings are separate housing units contained within one building or several buildings within one complex. Multifamily dwellings may have units located above other units. Apartments and mixed-use buildings with apartments are considered multifamily dwellings.  |
| <b>Native Growth Easements</b>       | A requirement placed on land which restricts or prohibits the removal of native vegetation, including trees.  |
| <b>Neighborhood Business Centers</b> | Shopping areas offering convenience goods and services to local residents. They primarily contain retail stores and offices.  |
| <b>Non-Point Pollution</b>           | Pollution which enters any waters of the State from any dispersed land-based or waterbased activities, including but not limited to atmosphere disposition;, surface water runoff from agricultural lands, urban areas, or forest lands;; subsurface or underground sources , or discharges from boats or marine vessels.   |
| <b>Non-Motorized Transportation</b>  | Pedestrian, bicycle, and equestrian travel, and the facilities needed to make it safe and convenient.   |
| <b>Open Space</b>                    | Public open space includes parks and natural areas. Private open space includes natural areas or designated open space tracts, golf courses, and cemeteries. The Growth Management Act requires cities and counties to identify open space corridors within and between urban growth areas, which include lands useful for recreation, wildlife habitat, trails, and connections between environmentally sensitive areas. |
| <b>Outfalls</b>                      | The end point of a pipe where water is discharged into a body of water.   |

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| <b>Ordinary High-Water Mark</b>            | The mark found by examining the bed and banks of a stream, lake, or tidal water, and ascertaining where the presence and action of water are so common and long maintained in ordinary years as to mark upon the soil a vegetative character distinct from that of the abutting upland. In any area where the ordinary high water mark cannot be found, the line of mean high water shall substitute. In any area where neither can be found, the top of the channel bank shall substitute. In braided channels and alluvial fans, the ordinary high water mark or line of mean high water shall be measured so as to include the entire stream feature. |
| <b>Particulate Matter</b>                  | Solid or aerosol particles dispersed in the air including dust, soot, and oil. The major sources are industrial activities, fugitive road dust, motor vehicle emissions, and wood smoke.   |
| <b>Perviousness</b>                        | The size and continuity of void spaces in soils or materials; related to a soil's infiltration rate.   |
| <b>Planned Unit Development (PUD)</b>      | A development type that allows more flexibility than found in a standard development. A PUD may contain features such as variety in the type, design, and arrangement of structures; a mix of land uses; conservation of natural land features; and efficient use of open space.   |
| <b>Point Pollution</b>                     | Pollution that enters any waters of the State from an identifiable source, such as a pipe.   |
| <b>Potential Annexation Area</b>           | An area in unincorporated King County that is adjacent to a city, expected to annex to the city, and which will be provided with city services and utilities within the next two decades.  |
| <b>Priority Habitats and Species (PHS)</b> | Wildlife species and habitat types identified by the Washington Department of Fish and Wildlife as important for management and conservation priorities. The PHS program is designed to help guide growth in a manner that will preserve the best and most important habitats, and provide life's requirements to fish and wildlife.   |
| <b>Priority Needs Process</b>              | Because community needs (e.g., transportation) exceed funding resources, a priority needs process is created. The process rates each improvement project and assigns it a score. High score projects are funded first.   |

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| <b>Protect</b>                              | To keep from harm, attack, injury, or destruction; to maintain the integrity of, especially through environmental care.   |
| <b>Public Benefit Rating System (PBRs)</b>  | An incentive based program for preserving open space on private property in both incorporated and unincorporated areas of King County. If a participating property contains one or more of the designated open space resources, it will be assessed at a lower value, thereby reducing the property tax on the land. The reduction in taxable value ranges from 50% to 90% for the portion of the property in PBRs. The actual reduction in property taxes is determined using a scoring system related to the number and quality of open space resources located on all, or portions, of the property. |
| <b>Public-Private Partnership</b>           | A relationship between public and private agencies whereby the parties involved work together on a project. Such a project could be to construct a project (e.g., a capital facility) or to jointly administer a development. A wide range of other types of projects can be entered into by the partnership.   |
| <b>Public Spaces</b>                        | A relationship between public and private agencies whereby the parties involved work together on a project. Such a project could be to construct a project (e.g., a capital facility) or to jointly administer a development. A wide range of other types of projects can be entered into by the partnership. Those public and private lands designed for public use and gatherings, such as parks, plazas, walkways, and sidewalks.  |
| <b>Puget Sound Clean Air Agency (PSCAA)</b> | The lead agency for developing air quality standards for the Central Puget Sound Region in compliance with federal laws.  |
| <b>Puget Sound Regional Council (PSRC)</b>  | The designated metropolitan planning organization for Shoreline, and responsible for regional growth management and transportation planning in the four-county region which includes King, Pierce, Snohomish, and Kitsap Counties. PSRC's General Assembly includes mayors, county executives, and council and commission members from the four counties. The Council also includes as members the ports of Everett, Seattle, and Tacoma; the State Department of Transportation; and the Transportation Commission. The PSRC prepares Multi-county Planning Policies for the four-county region.       |

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| <b>Regional Detention Facility</b>        | A stormwater quantity control structure designed to correct the existing excess surface water runoff problems of a basin or sub-basin.  |
| <b>Retention/Detention Facility (R/D)</b> | A type of drainage facility designed either to hold water for a considerable length of time and then release it by evaporation, plant transpiration, and/or infiltration into the ground; or to hold surface and stormwater runoff for a short period of time, and then release it to the surface and stormwater management system.   |
| <b>Rezone</b>                             | A change to the zoning classification of a current parcel or area, accomplished according to City regulations and through a public review process.  |
| <b>Riparian</b>                           | Of, on, or relating to the banks of a natural course of water.  |
| <b>Runoff</b>                             | Waste water originating from rainfall and other precipitation and is found in drainage facilities, rivers, streams, springs, seeps, ponds, lakes, and wetlands, as well as shallow groundwater.   |
| <b>Salmonid</b>                           | A member of the fish family salmonidae, including: Chinook, coho, chum, sockeye and pink salmon; rainbow, steelhead and cutthroat salmon; brown trout; brook and dolly varden char; Kokanee; and whitefish.   |
| <b>Scour</b>                              | Erosion of channel banks due to excessive velocity of the flow of surface and stormwater runoff.  |
| <b>Sediment</b>                           | Fragmented material that originates from weathering and erosion of rocks or unconsolidated deposits; and is transported by, suspended in, or deposited by water. Sediment can alter stream flows and damage healthy aquatic habitat. Major urban sources include construction sites, unvegetated slopes, roads, ditches, and gardens. |
| <b>Sedimentation</b>                      | Deposition or formation of sediment.  |
| <b>Sensitive Species</b>                  | Any native fish or wildlife species that the State of Washington has formally determined is vulnerable or declining and is likely to become endangered or threatened throughout a significant portion of its natural range within the state without cooperative management or removal of threats.                                     |

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| <b>Shoreline Municipal Code</b>                 | The document which contains all laws adopted by the City of Shoreline. This document includes or incorporates by reference all regulations, rules, and procedures pertaining to the entire range of City responsibilities and initiatives. Chapters of the Code relating to planning include: Land Use and Development, Subdivisions, Building and Construction, Environment, Vehicles and Traffic, Streets, Sidewalks, and Public Places.   |
| <b>Significant Adverse Environmental Impact</b> | A reasonable likelihood of more than a moderate adverse impact on the environment. As used in the State Environmental Policy Act (SEPA), “significance” involves context and intensity and does not lend itself to a formula or quantifiable text. The context may vary with the physical setting. Intensity depends on the magnitude and duration of an impact. The severity of an impact should be weighed along with the likelihood of its occurrence. An impact may be significant if its chance of occurrence is not great, but the resulting environmental impact would be severe if it occurred.  |
| <b>Siltation</b>                                | The process by which a river, lake, or other water body becomes clogged with sediment. Silt can clog gravel beds and prevent successful salmon spawning.   |
| <b>Slope</b>                                    | The inclination of the land surface from the horizontal plane. Percentage of slope is the vertical distance divided by the horizontal distance, multiplied by 100. Slope is also measured in degrees (90 degrees being vertical) or as a ratio. A 100% slope would be 45 degrees or a 1:1 ratio.   |
| <b>Sound Transit (ST)</b>                       | State legislation of 1992 allowed the creation of Regional Transit Authority (RTA), as an agency in King, Snohomish, and Pierce Counties. The RTA was formed in 1993 and renamed to Sound Transit in 1999. Its Board is made up of local elected officials from the 3e counties and the State Department of Transportation Secretary. ST has the responsibility to collect and distribute new tax revenues for regional rail transit, and to build and operate a regional rail transit system. ST also distributes funds to local transit agencies to provide feeder services for the rail system. Its funding depends on local voter approval of a regional high-capacity transit plan and funding. |

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| <b>Street Functional Classification</b>          | A hierarchy of streets based upon the degree to which they provide through movement and land access functions. Categories include principal arterial, minor arterial, collector arterial, and primary and secondary local streets. Certain land use policies and street standards are based on these functional classifications. |
| <b>Strip Commercial</b>                          | An area occupied by small and medium sized commercial businesses that are generally organized in a linear fashion along an arterial street.  |
| <b>Storm Drain System</b>                        | The system of gutters, pipes, streams, or ditches used to carry surface and stormwater from surrounding lands to streams, lakes, or Puget Sound.   |
| <b>Storm Drains</b>                              | The enclosed conduits that transport surface and stormwater runoff toward points of discharge (sometimes called storm sewers).   |
| <b>Stormwater</b>                                | Water that is generated by rainfall, and is often routed into drain systems in order to prevent flooding.  |
| <b>Subarea Planning</b>                          | Subarea plans provide detailed land use plans for local geographic areas. This level of planning brings the policy direction of the comprehensive plan to a smaller geographic area. These plans are meant to implement the comprehensive plan, and be consistent with City policies, development regulations, and Land Use Map. |
| <b>Subdivision</b>                               | Land that has been divided into legal lots, or the process of dividing land into lots.   |
| <b>Surface and Storm Water</b>                   | Water originating from rainfall and other precipitation that is found in drainage facilities, rivers, streams, springs, seeps, ponds, lakes, and wetlands, as well as shallow ground water.  |
| <b>Surface and Storm Water Management System</b> | Drainage facilities and any other natural features which collect, store, control, treat, and/or convey surface and stormwater.   |
| <b>Suspended Solids</b>                          | Organic or inorganic particles that are suspended in and carried by the water. The term includes sand, mud, and clay particles, as well as solids in wastewater.   |

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| <b>Swale</b>                                  | A shallow natural or constructed drainage feature. Swales are vegetated low-lying areas that can help filter pollutants as they collect, percolate, and/or slow direct stormwater. A swale and berm (raised earthen area) combination can be an attractive and functional landscape feature that helps detain and percolate runoff that would otherwise rush into streets, storm drains, and waterways.  |
| <b>Threatened Species</b>                     | Any native fish or wildlife species that the State of Washington and/or the federal government has formally determined is likely to become an endangered species within the foreseeable future throughout a significant portion of its range (within either the State of Washington or the United States) without cooperative management or removal of threats.  |
| <b>Transfer of Development Rights (TDR)</b>   | Permits an owner of real property to sell or exchange the development rights associated with that property to another owner in return for compensation. A program in which the unused portion of a “sending” property’s zoned capacity, expressed as dwelling units per acre or floor area, is transferred to the developer of a “receiving” site who is allowed to add the additional capacity to the zoned limit of that site. TDR’s can be used to prevent the demolition of affordable housing units or to protect sensitive resources, open space, or historical properties. By designating appropriate receiving areas and criteria for sending sites, local governments can meet identified community goals with market mechanisms. |
| <b>Transportation Demand Management (TDM)</b> | A strategy for the reduction of automobile trips, particularly trips taken in single-occupant vehicles. TDM encourages public transportation over automobile use and specifically refers to policies, programs, and actions implemented to increase the use of high-occupancy vehicles (public transit, car-pooling, and van-pooling) and spread travel to less congested time periods through alternative work hour programs.   |
| <b>Transportation Facilities and Services</b> | Physical assets of the transportation system that are used to provide mobility. They include roads, transit, bridges, traffic signals, ramps, buses, bus garages, park and ride lots, and passenger shelters.  |
| <b>Tributary</b>                              | A water channel that drains into a major stream or lake.   |

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| <b>Tributary Area</b>          | A geographical area not constrained by property boundaries that drain to the point of concern.   |
| <b>Triplex</b>                 | A residential building containing three attached dwelling units that are separated from each other by a one-hour fire wall or floor but not including approved accessory dwelling units.   |
| <b>Truck Route</b>             | A roadway, usually a highway or major arterial, which is identified by federal, state, or local governments as an appropriate route for heavy commercial vehicle transport.  |
| <b>Unemployment Rate</b>       | The percentage of the civilian labor force that is unemployed and actively seeking employment, based on claims made to the State for Unemployment Insurance.   |
| <b>Unincorporated Areas</b>    | Areas outside any incorporated city boundaries, and under county jurisdiction.   |
| <b>Urban Growth</b>            | Residential, commercial, and industrial growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, fiber, or the extraction of mineral resources. Urban growth typically requires urban governmental services. “Characterized by urban growth” refers to land having urban growth located on it, or to land located in relationship to an area with urban growth. |
| <b>Urban Growth Area (UGA)</b> | The Growth Management Act requires King County’s Comprehensive Plan to designate an Urban Growth Area (UGA), where most future urban growth and development is to occur to limit urban sprawl, enhance open space, protect rural areas, and more efficiently use human services, transportation, and utilities. The comprehensive plan designates an UGA that includes areas and densities sufficient to permit the urban growth that is projected to occur in the County for the succeeding 20-year period.   |



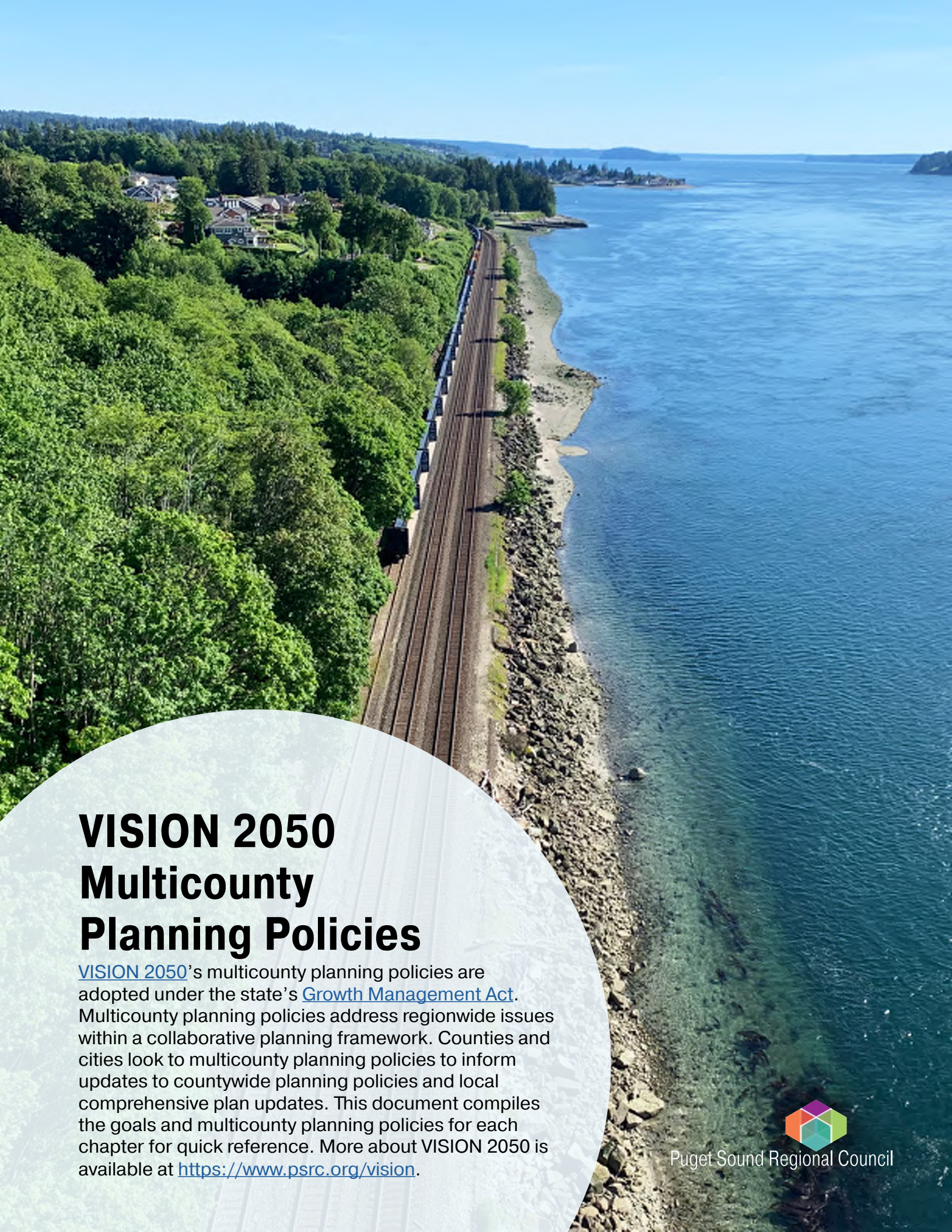
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| <b>Urban Growth Target</b>          | The Growth Management Act and the Countywide Planning Policies require King County and its cities to plan for a 20-year population and employment growth target for each jurisdiction, based on designation of the Urban Growth Area, Urban Centers, and the criteria of the Countywide Planning Policies.  |
| <b>Urban Natural Open Space</b>     | A Priority Habitat designation under the Washington Department of Fish and Wildlife’s Priority Habitats and Species (PHS) Program. This designation has one or more of the following characteristics: 1) a priority species resides within or is adjacent to the open space, and uses it for breeding and/or regular feeding; 2) the open space functions as a corridor connecting other priority habitats, especially those that would otherwise be isolated; and 3) the open space is an isolated remnant of natural habitat larger than 4 hectares (1 hectare equals 10 acres) and is surrounded by urban development. Local considerations may be given to open space areas smaller than 4 hectares. The following criteria is used in designating this habitat: 1) comparatively high fish and wildlife density; 2) high fish and wildlife species diversity; 3) important fish and wildlife breeding habitat; 4) important fish and wildlife movement corridors; 5) limited availability, and/or 6) high vulnerability to habitat alteration. |
| <b>Vehicle Miles Traveled (VMT)</b> | A vehicle mile represents 1 vehicle traveling for 1 mile. This number is derived by counting the number of cars and the number of miles each car travels over a fixed period of time. This measure is frequently used by transportation planners.   |
| <b>Water-Dependent Uses</b>         | A use that is dependent on water for the intrinsic nature of its operation.   |
| <b>Water-Oriented Uses</b>          | A combination of water-dependent, water-related (e.g., a boat building), and water-enjoyment uses.  |
| <b>Watershed</b>                    | An aggregation of individual drainage basins. A watershed is an area that eventually drains to a larger water body, such as Lake Washington or Puget Sound. The six major watersheds in King County are Cedar River, Green River, Skykomish River, Snoqualmie River, White River, and Puget Sound. These watersheds contain a total of 72 individual drainage basins.   |

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| <b>Wetland</b>           | Areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Areas that are regulated as wetlands are defined in the Shoreline Municipal Code. |
| <b>Wetland Functions</b> | The ecological (physical, chemical and biological) workings or attributes of a wetland. Food chain support, and the transport and transformation of chemicals in ecosystems are examples of wetland functions. Water quality maintenance, flood storage, and wildlife habitat are examples of ecological functions to which society attributes a value.  |
| <b>Wetland Values</b>    | Estimates, usually subjective, of the worth, merit, quality, or importance of wetland attributes that are valuable and beneficial to society. Values vary by watershed or human community. Education, research, aesthetics, and recreation are examples of other wetland attributes that may be considered values because they are beneficial to society.  |

# Acronyms

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| ADU - Accessory Dwelling Unit                              | IPCC - International Panel on Climate Change                              |
| AMI - Area Median Income                                   | KCDNRWD - King County Department of Natural Resources Wastewater Division |
| BAT - Bus Access and Transit                               | KC Metro - King County Metro Transit                                      |
| BIPOC - Black, Indigenous, and People of Color             | LEED - Leadership in Energy and Environmental Design                      |
| BRT - Bus Rapid Transit                                    | LID - Low Impact Development  |
| CFP - Capital Facilities Plan                              | LOS - Level of Service  |
| CIP - Capital Improvement Program                          | MFTE - Multifamily Tax Exemption program                                  |
| CPPs - Countywide Planning Policies                        | MPPs - Multicounty Planning Policies                                      |
| CPTED - Crime Prevention through Environmental Design      | NSF - National Science Foundation   |
| CRA - Community Renewal Areas                              | PBIAs - Parking and Business Improvement Areas                            |
| CT - Community Transit                                     | PROSA - Parks, Recreation, Open Space, and Arts Plan                      |
| DMA - Disaster Mitigation Act                              | PSRC - Puget Sound Regional Council                                       |
| DSHS - Washington Department of Social and Health Services | SMA - Shoreline Management Act  |
| DSL - Digital Subscriber Line                              | SMP - Shoreline Master Plan   |
| EOC - Emergency Operations Center                          | SPP - Sidewalk Prioritization Plan  |
| EPF - Essential Public Facilities                          | ST - Sound Transit  |
| EV - Electric Vehicle                                      | TDM - Transportation Demand Management                                    |
| FAR - Floor Area Ratio                                     | TIF - Tax Increment Financing   |
| FGTS - Freight and Goods Transportation System             | TMP - Transportation Master Plan  |
| FSAA - Future Service Annexation Area                      | TNC - Transportation Network Companies                                    |
| GIS - Geographic Information System                        | TOD - Transit Oriented Development  |
| GMA - Growth Management Act                                | VMT - Vehicle Miles Traveled  |
| GMPC - Growth Management Planning Council                  |   |
| GSI - Green Stormwater Infrastructure                      |   |
| HAP - Housing Action Plan                                  |   |
| HB - Housing Bill  |   |
| HSD - Highlands Sewer District                             |   |

# Appendix B: VISION 2050 Multicounty Planning Policies



# VISION 2050 Multicounty Planning Policies

[VISION 2050](#)'s multicounty planning policies are adopted under the state's [Growth Management Act](#). Multicounty planning policies address regionwide issues within a collaborative planning framework. Counties and cities look to multicounty planning policies to inform updates to countywide planning policies and local comprehensive plan updates. This document compiles the goals and multicounty planning policies for each chapter for quick reference. More about VISION 2050 is available at <https://www.psrc.org/vision>.



Puget Sound Regional Council

## Regional Collaboration

**Goal:** The region plans collaboratively for a healthy environment, thriving communities, and opportunities for all.

### **MPP-RC-1**

Coordinate planning efforts among jurisdictions, agencies, federally recognized tribes, ports, and adjacent regions, where there are common borders or related regional issues, to facilitate a common vision.

### **MPP-RC-2**

Prioritize services and access to opportunity for people of color, people with low incomes, and historically underserved communities to ensure all people can attain the resources and opportunities to improve quality of life and address past inequities.

### **MPP-RC-3**

Make reduction of health disparities and improvement of health outcomes across the region a priority when developing and carrying out regional, countywide, and local plans.

### **MPP-RC-4**

Coordinate with tribes in regional and local planning, recognizing the mutual benefits and potential for impacts between growth occurring within and outside tribal boundaries.

### **MPP-RC-5**

Consult with military installations in regional and local planning, recognizing the mutual benefits and potential for impacts between growth occurring within and outside installation boundaries.

### **MPP-RC-6**

Recognize the beneficial impacts of military installations as well as the land use, housing, and transportation challenges for adjacent and nearby communities.

### **MPP-RC-7**

Give funding priority – both for transportation infrastructure and for economic development

– to support designated regional growth centers and manufacturing/industrial centers, consistent with the regional vision. Regional funds are prioritized to regional centers.

### **MPP-RC-8**

Direct subregional funding, especially county-level and local funds, to countywide centers, high-capacity transit areas with a station area plan, and other local centers. County-level and local funding are also appropriate to prioritize to regional centers.

### **MPP-RC-9**

Recognize and give regional funding priority to transportation facilities, infrastructure, and services that explicitly advance the development of housing in designated regional growth centers. Give additional priority to projects and services that advance and support new and existing affordable housing that includes low- and very low-income residents.

### **MPP-RC-10**

Identify and develop changes to regulatory, pricing, taxing, and expenditure practices, and other fiscal tools within the region to implement the vision.

### **MPP-RC-11**

Explore new and existing sources of funding for services and infrastructure, recognizing that such funding is vital if local governments are to achieve the regional vision.

### **MPP-RC-12**

Support local and regional efforts to develop state legislation to provide new fiscal tools to support local and regional planning and to support infrastructure improvements and services.

### **MPP-RC-13**

Update countywide planning policies, where necessary, prior to December 31, 2021, to address the multicounty planning policies in VISION 2050.

**MPP-RC-14**

Monitor implementation of VISION 2050 to evaluate progress in achieving the Regional Growth Strategy, as well as the regional collaboration, environment, climate change, development patterns, housing, economy, transportation, and public services provisions.

**MPP-RC-15**

Promote regional and national efforts to restore Puget Sound and its watersheds, in coordination with cities, counties, federally recognized tribes, federal and state agencies, utilities, and other partners.

## Regional Growth Strategy

**Goal:** The region accommodates growth in urban areas, focused in designated centers and near transit stations, to create healthy, equitable, vibrant communities well-served by infrastructure and services. Rural and resource lands continue to be vital parts of the region that retain important cultural, economic, and rural lifestyle opportunities over the long term.

**MPP-RGS-1**

Implement the Regional Growth Strategy through regional policies and programs, countywide planning policies and growth targets, local plans, and development regulations.

**MPP-RGS-2**

Use consistent countywide targeting processes for allocating population and employment growth consistent with the regional vision, including establishing: (a) local employment targets, (b) local housing targets based on population projections, and (c) local growth targets for each designated regional growth center and manufacturing/industrial center.

**MPP-RGS-3**

Provide flexibility in establishing and modifying growth targets within countywide planning policies, provided growth targets support the Regional Growth Strategy.

**MPP-RGS-4**

Accommodate the region's growth first and foremost in the urban growth area. Ensure that development in rural areas is consistent with the regional vision and the goals of the Regional Open Space Conservation Plan.

**MPP-RGS-5**

Ensure long-term stability and sustainability of the urban growth area consistent with the regional vision.

**MPP-RGS-6**

Encourage efficient use of urban land by optimizing the development potential of existing urban lands and increasing density in the urban growth area in locations consistent with the Regional Growth Strategy.

**MPP-RGS-7**

Provide additional housing capacity in Metropolitan Cities in response to rapid employment growth, particularly through increased zoning for middle density housing. Metropolitan Cities must review housing needs and existing density in response to evidence of high displacement risk and/or rapid increase in employment.

**MPP-RGS-8**

Attract 65% of the region's residential growth and 75% of the region's employment growth to the regional growth centers and high-capacity transit station areas to realize the multiple public benefits of compact growth around high-capacity transit investments. As jurisdictions plan for growth targets, focus development near high-capacity transit to achieve the regional goal.

**MPP-RGS-9**

Focus a significant share of population and employment growth in designated regional growth centers.

**MPP-RGS-10**

Focus a significant share of employment growth in designated regional manufacturing/industrial centers.

**MPP-RGS-11**

Encourage growth in designated countywide centers.

**MPP-RGS-12**

Avoid increasing development capacity inconsistent with the Regional Growth Strategy in regional geographies not served by high-capacity transit.

**MPP-RGS-13**

Plan for commercial, retail, and community services that serve rural residents to locate in neighboring cities and existing activity areas to avoid the conversion of rural land into commercial uses.

**MPP-RGS-14**

Manage and reduce rural growth rates over time, consistent with the Regional Growth Strategy, to maintain rural landscapes and lifestyles and protect resource lands and the environment.

**MPP-RGS-15**

Support the establishment of regional funding sources to acquire conservation easements in rural areas.

**MPP-RGS-16**

Identify strategies, incentives, and approaches to facilitate the annexation or incorporation of unincorporated areas within urban growth areas into cities.

## Environment

**Goal:** The region cares for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, and reducing air pollutants. The health of all residents and the economy is connected to the health of the environment. Planning at all levels considers the impacts of land use, development, and transportation on the ecosystem.

**MPP-En-1**

Develop and implement regionwide environmental strategies, coordinating among local jurisdictions, tribes, and countywide planning groups.

**MPP-En-2**

Use integrated and interdisciplinary approaches for environmental planning and assessment at regional, countywide, and local levels.

**MPP-En-3**

Maintain and, where possible, improve air and water quality, soils, and natural systems to ensure the health and well-being of people, animals, and plants. Reduce the impacts of transportation on air and water quality and climate change.

**MPP-En-4**

Ensure that all residents of the region, regardless of race, social, or economic status, have clean air, clean water, and other elements of a healthy environment.

**MPP-En-5**

Locate development in a manner that minimizes impacts to natural features. Promote the use of innovative environmentally sensitive development practices, including design, materials, construction, and on-going maintenance.

**MPP-En-6**

Use the best information available at all levels of planning, especially scientific information, when establishing and implementing environmental standards established by any level of government.

**MPP-En-7**

Reduce and mitigate noise and light pollution caused by transportation, industries, public facilities, and other sources.

**MPP-En-8**

Reduce impacts to vulnerable populations and areas that have been disproportionately affected by noise, air pollution, or other environmental



**MPP-En-9**

Enhance urban tree canopy to support community resilience, mitigate urban heat, manage stormwater, conserve energy, improve mental and physical health, and strengthen economic prosperity.

**MPP-En-10**

Support and incentivize environmental stewardship on private and public lands to protect and enhance habitat, water quality, and other ecosystem services, including protection of watersheds and wellhead areas that are sources of the region’s drinking water supplies.

**MPP-En-11**

Designate, protect, and enhance significant open spaces, natural resources, and critical areas through mechanisms, such as the review and comment of countywide planning policies and local plans and provisions.

**MPP-En-12**

Identify, preserve, and enhance significant regional open space networks and linkages across jurisdictional boundaries through implementation and update of the Regional Open Space Conservation Plan.

**MPP-En-13**

Preserve and restore native vegetation and tree canopy, especially where it protects habitat and contributes to overall ecological function.

**MPP-En-14**

Identify and protect wildlife corridors both inside and outside the urban growth area.

**MPP-En-15**

Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.

**MPP-En-16**

Preserve and enhance habitat to support healthy wildlife and accelerate the recovery of salmon, orca, and other threatened and endangered species and species of local importance.

**MPP-En-17**

Maintain and restore natural hydrological functions and water quality within the region’s ecosystems and watersheds to recover the health of Puget Sound.

**MPP-En-18**

Reduce stormwater impacts from transportation and development through watershed planning, redevelopment and retrofit projects, and low-impact development.

**MPP-En-19**

Reduce the use of toxic pesticides, fertilizers, and other products to the extent feasible and identify alternatives that minimize risks to human health and the environment.

**MPP-En-20**

Restore – where appropriate and possible – the region’s freshwater and marine shorelines, watersheds, and estuaries to a natural condition for ecological function and value.

**MPP-En-21**

Continue efforts to reduce pollutants from transportation activities, including through the use of cleaner fuels and vehicles and increasing alternatives to driving alone, as well as design and land use.

**MPP-En-22**

Meet all federal and state air quality standards and reduce emissions of air toxics and greenhouse gases.

## Climate Change

**Goal:** The region substantially reduces emissions of greenhouse gases that contribute to climate change in accordance with the goals of the Puget Sound Clean Air Agency (50% below 1990 levels by 2030 and 80% below 1990 levels by 2050) and prepares for climate change impacts.

**MPP-CC-1**

Advance the adoption and implementation of actions that substantially reduce greenhouse gas emissions in support of state, regional, and local emissions reduction goals, including targets adopted by the Puget Sound Clean Air Agency.

**MPP-CC-2**

Reduce building energy use through green building and retrofit of existing buildings.

**MPP-CC-3**

Reduce greenhouse gases by expanding the use of conservation and alternative energy sources, electrifying the transportation system, and reducing vehicle miles traveled by increasing alternatives to driving alone.

**MPP-CC-4**

Protect and restore natural resources that sequester and store carbon such as forests, farmland, wetlands, estuaries, and urban tree canopy.

**MPP-CC-5**

Pursue the development of energy management technology as part of meeting the region's energy needs.

**MPP-CC-6**

Address impacts to vulnerable populations and areas that have been disproportionately affected by climate change.

**MPP-CC-7**

Advance state, regional, and local actions that support resilience and adaptation to climate change impacts.

**MPP-CC-9**

Identify and address the impacts of climate change on the region's hydrological systems.

**MPP-CC-10**

Address rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500-year floodplain.

**MPP-CC-11**

Support achievement of regional greenhouse gas emissions reduction goals through countywide planning policies and local comprehensive plans.

**MPP-CC-12**

Prioritize transportation investments that support achievement of regional greenhouse gas emissions reduction goals, such as by reducing vehicle miles traveled.

## Development Patterns

**Goal:** The region creates healthy, walkable, compact, and equitable transit-oriented communities that maintain unique character and local culture, while conserving rural areas and creating and preserving open space and natural areas.

### Building Urban Communities

**MPP-DP-1**

Develop high-quality, compact urban communities throughout the region's urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.

**MPP-DP-2**

Reduce disparities in access to opportunity for the region's residents through inclusive community planning and targeted public and private investments that meet the needs of current and future residents and businesses.

**MPP-DP-3**

Enhance existing neighborhoods to provide a high degree of connectivity in the street network to accommodate walking, bicycling, and transit use, and sufficient public spaces.

**MPP-DP-4**

Support the transformation of key underutilized lands, such as surplus public lands or environmentally contaminated lands, to higher-density, mixed-use areas to complement the development of centers and the enhancement of existing neighborhoods.

**MPP-DP-5**

Identify, protect and enhance those elements and characteristics that give the central Puget Sound region its identity, especially the natural visual resources and positive urban form elements.

**MPP-DP-6**

Preserve significant regional historic, visual, and cultural resources, including public views, landmarks, archaeological sites, historic and cultural landscapes, and areas of special character.

**MPP-DP-7**

Consider the potential impacts of development to culturally significant sites and tribal treaty fishing, hunting, and gathering grounds.

**MPP-DP-8**

Conduct inclusive engagement to identify and address the diverse needs of the region's residents.

**MPP-DP-9**

Support urban design, historic preservation, and arts to enhance quality of life, support local culture, improve the natural and human-made environments, promote health and well-being, contribute to a prosperous economy, and increase the region's resiliency in adapting to changes or adverse events.

**MPP-DP-10**

Design public buildings and spaces that contribute to a sense of community and a sense of place.

**MPP-DP-11**

Identify and create opportunities to develop parks, civic places (including schools) and

public spaces, especially in or adjacent to centers.

**MPP-DP-12**

Design transportation projects and other infrastructure to achieve community development objectives and improve communities.

**MPP-DP-13**

Allow natural boundaries to help determine the routes and placement of infrastructure connections and improvements.

**MPP-DP-14**

Recognize and work with linear systems that cross jurisdictional boundaries – including natural systems, continuous land use patterns, and transportation and infrastructure systems – in community planning, development, and design.

## Promoting Healthy Communities

**MPP-DP-15**

Design communities to provide safe and welcoming environments for walking and bicycling.

**MPP-DP-16**

Address and integrate health and well-being into appropriate regional, countywide, and local planning practices and decision-making processes.

**MPP-DP-17**

Promote cooperation and coordination among transportation providers, local government, and developers to ensure that joint- and mixed-use developments are designed to promote and improve physical, mental, and social health and reduce the impacts of climate change on the natural and built environments.

**MPP-DP-18**

Address existing health disparities and improve health outcomes in all communities.

**MPP-DP-19**

Develop and implement design guidelines to encourage construction of healthy buildings and facilities to promote healthy people.

**MPP-DP-20**

Support agricultural, farmland, and aquatic uses that enhance the food system in the central Puget Sound region and its capacity to produce fresh and minimally processed foods.

## Centers: Supporting Connections to Opportunity

**MPP-DP-21**

Provide a regional framework for designating and evaluating regional growth centers.

**MPP-DP-22**

Plan for densities that maximize benefits of transit investments in high-capacity transit station areas that are expected to attract significant new population or employment growth.

**MPP-DP-23**

Evaluate planning in regional growth centers and high-capacity transit station areas for their potential physical, economic, and cultural displacement of marginalized residents and businesses. Use a range of strategies to mitigate displacement impacts.

**MPP-DP-24**

Provide a regional framework for designating and evaluating regional manufacturing/industrial centers.

**MPP-DP-25**

Support the development of centers within all jurisdictions, including high-capacity transit station areas and countywide and local centers.

**MPP-DP-26**

Implement the adopted framework to designate countywide centers to ensure compatibility within the region.

## Annexation and Incorporation

**MPP-DP-27**

Affiliate all urban unincorporated lands appropriate for annexation with an adjacent city or identify those that may be feasible for incorporation. To fulfill the Regional Growth Strategy, while promoting economical administration and services, annexation is preferred over incorporation.

**MPP-DP-28**

Support joint planning between cities, counties, and service providers to work cooperatively in planning for urban unincorporated areas to ensure an orderly transition to city governance, including efforts such as: (a) establishing urban development standards, (b) addressing service and infrastructure financing, and (c) transferring permitting authority.

**MPP-DP-29**

Support annexation and incorporation in urban unincorporated areas by planning for phased growth of communities to be economically viable, supported by the urban infrastructure, and served by public transit.

**MPP-DP-30**

Support the provision and coordination of urban services to unincorporated urban areas by the adjacent city or, where appropriate, by the county or an existing utility district as an interim approach.

## Rural Areas and Natural Resource Lands

**MPP-DP-31**

Promote transit service to and from existing cities in rural areas.

**MPP-DP-32**

Contribute to improved ecological functions and more appropriate use of rural lands by minimizing impacts through innovative and environmentally sensitive land use management and development practices.

**MPP-DP-33**

Do not allow urban net densities in rural and resource areas.

**MPP-DP-34**

Avoid new fully contained communities outside of the designated urban growth area because of their potential to create sprawl and undermine state and regional growth management goals.

**MPP-DP-35**

In the event that a proposal is made for creating a new fully contained community, the county shall make the proposal available to other counties and to the Regional Council for advance review and comment on regional impacts.

**MPP-DP-36**

Use existing and new tools and strategies to address vested development to ensure that future growth meets existing permitting and development standards and prevents further fragmentation of rural lands.

**MPP-DP-37**

Ensure that development occurring in rural areas is rural in character and is focused into communities and activity areas.

**MPP-DP-38**

Maintain the long-term viability of permanent rural land by avoiding the construction of new highways and major roads in rural areas.

**MPP-DP-39**

Support long-term solutions for the environmental and economic sustainability of agriculture and forestry within rural areas.

**MPP-DP-40**

Protect and enhance significant open spaces, natural resources, and critical areas.

**MPP-DP-41**

Establish best management practices that protect the long-term integrity of the natural environment, adjacent land uses, and the long-term productivity of resource lands.

**MPP-DP-42**

Support the sustainability of designated resource lands. Do not convert these lands to other uses.

**MPP-DP-43**

Ensure that resource lands and their related economic activities are not adversely impacted by development on adjacent non-resource lands.

**MPP-DP-44**

Work to conserve valuable rural and resource lands through techniques, such as conservation programs, transfer of development rights, and the purchase of development rights. Focus growth within the urban growth area, especially cities, to lessen pressures to convert rural and resource areas to residential uses.

**MPP-DP-45**

Avoid growth in rural areas that cannot be sufficiently served by roads, utilities, and services at rural levels of service.

### Collaborating to Preserve and Enhance Important Uses

**MPP-DP-46**

Support and provide incentives to increase the percentage of new development and redevelopment—both public and private—to be built at higher-performing energy and environmental standards.

**MPP-DP-47**

Streamline development standards and regulations for residential and commercial development and public projects, especially in centers and high-capacity transit station areas, to provide flexibility and to accommodate a broader range of project types consistent with the regional vision.

**MPP-DP-48**

Protect the continued operation of general aviation airports from encroachment by incompatible uses and development on adjacent land.

**MPP-DP-49**

Protect military lands from encroachment by incompatible uses and development on adjacent land.

**MPP-DP-50**

Protect industrial zoning and manufacturing/ industrial centers from encroachment by incompatible uses and development on adjacent land.

**MPP-DP-51**

Protect tribal reservation lands from encroachment by incompatible land uses and development both within reservation boundaries and on adjacent land.

## Supporting Growth Through Concurrency

**MPP-DP-52**

Develop, implement, and evaluate concurrency programs and methods that fully consider growth targets, service needs, and level-of-service standards. Focus level-of-service standards for transportation on the movement of people and goods instead of only on the movement of vehicles.

**MPP-DP-53**

Address nonmotorized, pedestrian, and other multimodal types of transportation options in concurrency programs – both in assessment and mitigation.

**MPP-DP-54**

Tailor concurrency programs for centers and other subareas to encourage development that can be supported by transit.

## Housing

**Goal:** The region preserves, improves, and expands its housing stock to provide a range of affordable, accessible, healthy, and safe housing choices to every resident. The region continues to promote fair and equal access to housing for all people.

**MPP-H-1**

Plan for housing supply, forms, and densities to meet the region’s current and projected needs consistent with the Regional Growth Strategy and to make significant progress towards jobs/housing balance.

**MPP-H-2**

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-3**

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-4**

Address the need for housing affordable to low- and very low-income households, recognizing that these critical needs will require significant public intervention through funding, collaboration, and jurisdictional action.

**MPP-H-5**

Promote homeownership opportunities for low-income, moderate-income, and middle-income families and individuals while recognizing historic inequities in access to homeownership opportunities for communities of color.

**MPP-H-6**

Develop and provide a range of housing choices for workers at all income levels throughout the region that is accessible to job centers and attainable to workers at anticipated wages.

**MPP-H-7**

Expand the supply and range of housing at densities to maximize the benefits of transit investments, including affordable units, in growth centers and station areas throughout the region.

**MPP-H-8**

Promote the development and preservation of long-term affordable housing options in walking distance to transit by implementing zoning, regulations, and incentives.

**MPP-H-9**

Expand housing capacity for moderate density housing to bridge the gap between single-family and more intensive multifamily development and provide opportunities for more affordable ownership and rental housing that allows more people to live in neighborhoods across the region.

**MPP-H-10**

Encourage jurisdictions to review and streamline development standards and regulations to advance their public benefit, provide flexibility, and minimize additional costs to housing.

**MPP-H-11**

Encourage interjurisdictional cooperative efforts and public-private partnerships to advance the provision of affordable and special needs housing.

**MPP-H-12**

Identify potential physical, economic, and cultural displacement of low-income households and marginalized populations that may result from planning, public investments, private redevelopment, and market pressure. Use a range of strategies to mitigate displacement impacts to the extent feasible.

## Economy

**Goal:** The region has a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people and their health, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life.

**MPP-Ec-1**

Support economic development activities that help to recruit, retain, expand, or diversify

the region's businesses, targeted towards businesses that provide living-wage jobs.

**MPP-Ec-2**

Foster a positive business climate by encouraging regionwide and statewide collaboration among business, government, utilities, education, labor, military, workforce development, and other nonprofit organizations.

**MPP-Ec-3**

Support efforts to retain and expand industry clusters that manufacture goods and provide services for export, increasing capital in the region.

**MPP-Ec-4**

Leverage the region's position as an international gateway by supporting businesses, airports, seaports, and agencies involved in trade related activities.

**MPP-Ec-5**

Recognize the region's airports as critical economic assets that support the region's businesses, commercial aviation activities, aerospace manufacturing, general aviation, and military missions.

**MPP-Ec-6**

Ensure the efficient flow of people, goods, services, and information in and through the region with infrastructure investments, particularly in and connecting designated centers, to meet the needs of the regional economy.

**MPP-Ec-7**

Foster a supportive environment for business startups, small businesses, locally owned and women- and minority-owned businesses to help them continue to prosper.

**MPP-Ec-8**

Encourage the private, public, and nonprofit sectors to incorporate environmental and social responsibility into their practices.

**MPP-Ec-9**

Promote economic activity and employment growth that creates widely shared prosperity and sustains a diversity of living wage jobs for the region's residents.

**MPP-Ec-10**

Ensure that the region has a high-quality education system that is accessible to all of the region's residents.

**MPP-Ec-11**

Ensure that the region has high-quality and accessible training programs that give people opportunities to learn, maintain, and upgrade skills necessary to meet the current and forecast needs of the regional and global economy.

**MPP-Ec-12**

Identify potential physical, economic, and cultural displacement of existing businesses that may result from redevelopment and market pressure. Use a range of strategies to mitigate displacement impacts to the extent feasible.

**MPP-Ec-13**

Promote equity and access to opportunity in economic development policies and programs. Expand employment opportunity to improve the region's shared economic future.

**MPP-Ec-14**

Foster appropriate and targeted economic growth in areas with low and very low access to opportunity to improve access to opportunity for current and future residents of these areas.

**MPP-Ec-15**

Support and recognize the contributions of the region's culturally and ethnically diverse communities and Native Tribes, including helping the region continue to expand its international economy.

**MPP-Ec-16**

Ensure that economic development sustains and respects the region's environment and encourages development of established and emerging industries, technologies, and services that promote environmental sustainability, especially those addressing climate change and resilience.

**MPP-Ec-17**

Preserve and enhance the region's unique attributes and each community's distinctive identity and design as economic assets as the region grows.

**MPP-Ec-18**

Develop and provide a range of job opportunities throughout the region to create a much closer balance and match between jobs and housing.

**MPP-Ec-19**

Support economic activity and job creation in cities in the rural areas at a size, scale, and type compatible with these communities.

**MPP-Ec-20**

Sustain and enhance arts and cultural institutions to foster an active and vibrant community life in every part of the region.

**MPP-Ec-21**

Concentrate a significant amount of economic growth in designated centers and connect them to each other in order to strengthen the region's economy and communities and to promote economic opportunity.

**MPP-Ec-22**

Maximize the use of existing designated manufacturing/industrial centers by focusing appropriate types and amounts of employment growth in these areas and by protecting them from incompatible adjacent uses.



### **MPP-Ec-23**

Support economic activity in rural and natural resource areas at a size and scale that is compatible with the long term integrity and productivity of these lands.

## **Transportation**

**Goal:** The region has a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment, and health.

### **The Regional Transportation Plan**

#### **MPP-T-1**

Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods, and services.

#### **MPP-T-2**

Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.

#### **MPP-T-3**

Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system.

#### **MPP-T-4**

Improve the safety of the transportation system and, in the long term, achieve the state's goal of zero deaths and serious injuries.

#### **MPP-T-5**

Develop a transportation system that minimizes negative impacts to, and promotes, human health.

#### **MPP-T-6**

Pursue alternative transportation financing methods, such as user fees, tolls, and other

pricing mechanisms to manage and fund the maintenance, improvement, preservation, and operation of the transportation system.

#### **MPP-T-7**

Fund, complete, and operate the highly efficient, multimodal system in the Regional Transportation Plan to support the Regional Growth Strategy. Coordinate WSDOT, regional, and local transportation agencies, in collaboration with the state legislature, to build the multimodal system.

#### **MPP-T-8**

Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people consistent with the Regional Growth Strategy. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.

#### **MPP-T-9**

Implement transportation programs and projects that provide access to opportunities while preventing or mitigating negative impacts to people of color, people with low incomes, and people with special transportation needs.

#### **MPP-T-10**

Ensure mobility choices for people with special transportation needs, including persons with disabilities, seniors, youth, and people with low incomes.

#### **MPP-T-11**

Design, construct, and operate a safe and convenient transportation system for all users while accommodating the movement of freight and goods, using best practices and context sensitive design strategies.

#### **MPP-T-12**

Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers.

**MPP-T-13**

Increase the proportion of trips made by transportation modes that are alternatives to driving alone, especially to and within centers and along corridors connecting centers, by ensuring availability of reliable and competitive transit options.

**MPP-T-14**

Integrate transportation systems to make it easy for people and freight to move from one mode or technology to another.

**MPP-T-15**

Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and development.

**MPP-T-16**

Improve local street patterns – including their design and how they are used – for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.

**MPP-T-17**

Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and navigable connections.

**MPP-T-18**

Promote coordination among transportation providers and local governments to ensure that joint- and mixed-use developments are designed in a way that improves overall mobility and accessibility to and within such development.

**MPP-T-19**

Design transportation programs and projects to support local and regional growth centers and high-capacity transit station areas.

**MPP-T-20**

Promote the preservation of existing rights-of-way for future high-capacity transit.

**MPP-T-21**

Design transportation facilities to fit within the context of the built or natural environments in which they are located.

**MPP-T-22**

Avoid construction of major roads and capacity expansion on existing roads in rural and resource areas. Where increased roadway capacity is warranted to support safe and efficient travel through rural areas, appropriate rural development regulations and strong commitments to access management should be in place prior to authorizing such capacity expansion in order to prevent unplanned growth in rural areas.

## Supporting the Economy

**MPP-T-23**

Make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.

**MPP-T-24**

Improve key facilities connecting the region to national and world markets to support the economic vitality of the region.

**MPP-T-25**

Ensure the freight system supports the growing needs of global trade and state, regional and local distribution of goods and services.

**MPP-T-26**

Maintain and improve the existing multimodal freight transportation system in the region to increase reliability, efficiency, and mobility, and prepare for continuing growth in freight and goods movement.

**MPP-T-27**

Coordinate regional planning with rail line capacity expansion plans and support capacity expansion that is compatible with state, regional, and local plans.

**MPP-T-28**

Promote coordinated planning and effective management to optimize the region’s aviation system in a manner that minimizes health, air quality, and noise impacts to communities, including historically marginalized communities. Consider demand management alternatives as future growth needs are analyzed, recognizing capacity constraints at existing facilities and the time and resources necessary to build new ones. Support the ongoing process of development of a new commercial aviation facility in Washington State.

## Protecting the Environment

**MPP-T-29**

Support the transition to a cleaner transportation system through investments in zero emission vehicles, low carbon fuels and other clean energy options.

**MPP-T-30**

Provide infrastructure sufficient to support widespread electrification of the transportation system.

**MPP-T-31**

Advance the resilience of the transportation system by incorporating redundancies, preparing for disasters and other impacts, and coordinated planning for system recovery.

**MPP-T-32**

Reduce stormwater pollution from transportation facilities and improve fish passage, through retrofits and updated design standards. Where feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.

## Innovation

**MPP-T-33**

Prepare for changes in transportation technologies and mobility patterns, to support communities with a sustainable and efficient transportation system.

**MPP-T-34**

Be responsive to changes in mobility patterns and needs for both people and goods, and encourage partnerships with the private sector, where applicable.

## Public Services

**Goal:** The region supports development with adequate public facilities and services in a timely, coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.

**MPP-PS-1**

Protect and enhance the environment and public health and safety when providing services and facilities.

**MPP-PS-2**

Promote affordability and equitable access of public services to all communities, especially the historically underserved. Prioritize investments to address disparities.

**MPP-PS-3**

Time and phase services and facilities to guide growth and development in a manner that supports the Regional Growth Strategy.

**MPP-PS-4**

Promote demand management and the conservation of services and facilities prior to developing new facilities.

**MPP-PS-5**

Do not provide urban services in rural areas. Design services for limited access when they are needed to solve isolated health and sanitation problems, so as not to increase the development potential of the surrounding rural area.

**MPP-PS-6**

Encourage the design of public facilities and utilities in rural areas to be at a size and scale appropriate to rural locations, so as not to increase development pressure.

**MPP-PS-7**

Obtain urban services from cities or appropriate regional service providers. Encourage cities, counties, and special purpose districts, including sewer, water, and fire districts, to coordinate planning efforts, agree on optimal ways to provide efficient service, and support consolidations that would improve service to the public.

**MPP-PS-8**

Develop conservation measures to reduce solid waste and increase recycling.

**MPP-PS-9**

Promote improved conservation and more efficient use of water, as well as the increased use of reclaimed water, to reduce wastewater generation and ensure water availability.

**MPP-PS-10**

Serve new development within the urban growth area with sanitary sewer systems or fit it with dry sewers in anticipation of connection to the sewer system. Alternative technology to sewers should be considered only when it can be shown to produce treatment at standards that are equal to or better than the sewer system and where a long-term maintenance plan is in place.

**MPP-PS-11**

Replace failing septic systems within the urban growth area with sanitary sewers or alternative technology that is comparable or better.

**MPP-PS-12**

Use innovative and state-of-the-art design and techniques when replacing septic tanks to restore and improve environmental quality.

**MPP-PS-13**

Promote the use of renewable energy resources to meet the region's energy needs.

**MPP-PS-14**

Reduce the rate of energy consumption through conservation and alternative energy forms to extend the life of existing facilities and infrastructure.

**MPP-PS-15**

Support the necessary investments in utility infrastructure to facilitate moving to low-carbon energy sources.

**MPP-PS-16**

Plan for the provision of telecommunication infrastructure to provide access to residents and businesses in all communities, especially underserved areas.

**MPP-PS-17**

Coordinate, design, and plan for public safety services and programs, including emergency management. These efforts may be interjurisdictional.

**MPP-PS-18**

Locate community facilities and health and human services in centers and near transit facilities for all to access services conveniently.

**MPP-PS-19**

Support efforts to increase the resilience of public services, utilities, and infrastructure by preparing for disasters and other impacts and coordinated planning for system recovery.

**MPP-PS-20**

Consider climate change, economic, and health impacts when siting and building essential public services and facilities.

**MPP-PS-21**

Consider the potential impacts of climate change and fisheries protection on the region's water supply.

**MPP-PS-22**

Provide residents of the region with access to high quality drinking water that meets or is better than federal and state requirements.

**MPP-PS-23**

Promote coordination among local and tribal governments and water providers and suppliers to meet long-term water needs in the region in a manner that supports the region's growth strategy.

**MPP-PS-24**

Reduce the per capita rate of water consumption through conservation, efficiency, reclamation, and reuse.

**MPP-PS-25**

Protect the source of the water supply to meet the needs for both human consumption and for environmental balance.

**MPP-PS-26**

Work cooperatively with school districts to plan for school facilities to meet the existing and future community needs consistent with adopted comprehensive plans and growth forecasts, including siting and designing schools to support safe, walkable access and best serve their communities.

**MPP-PS-27**

Site schools, institutions, and other community facilities that primarily serve urban populations within the urban growth area in locations where they will promote the local desired growth plans, except as provided for by RCW 36.70A.211.

**MPP-PS-28**

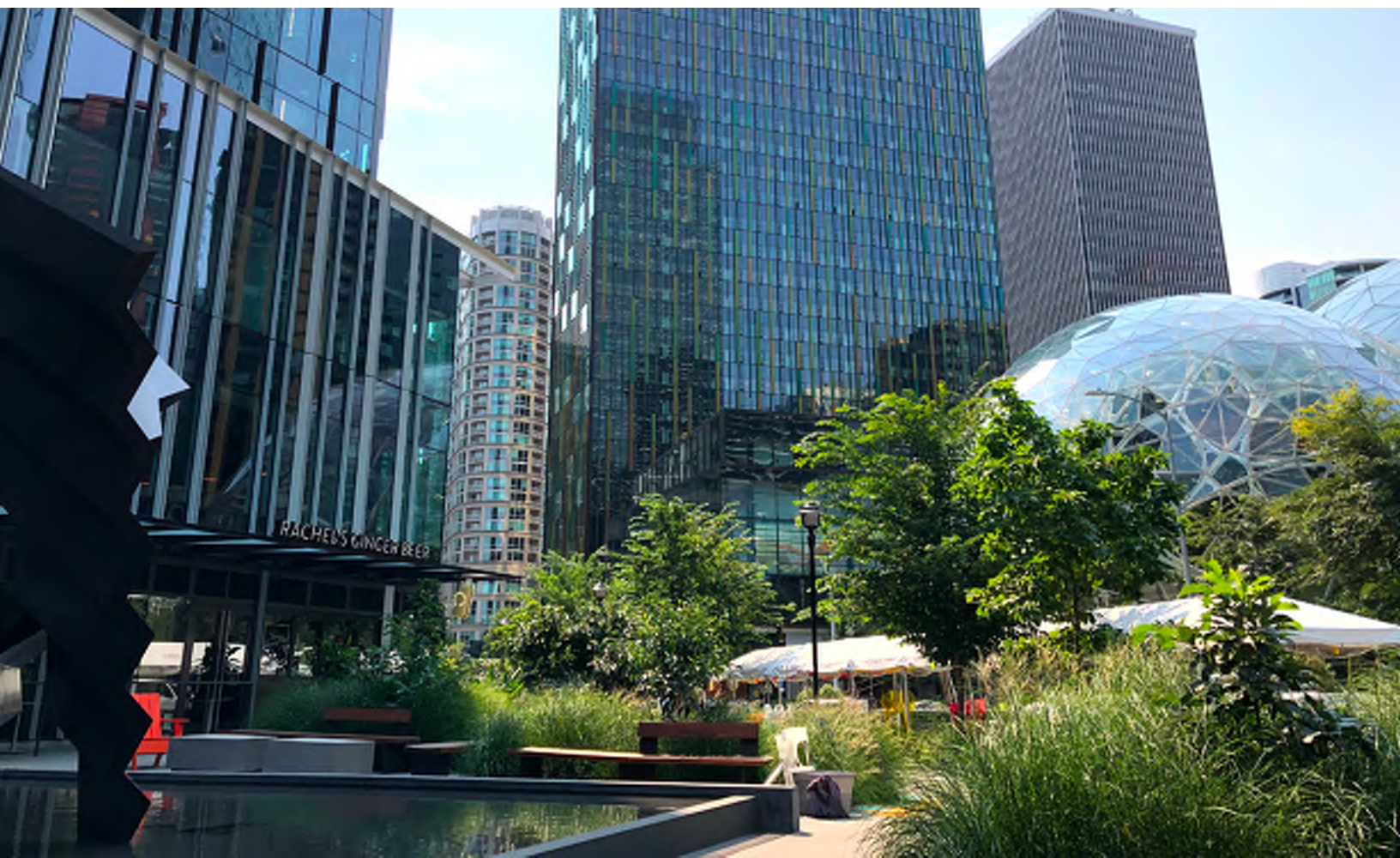
Locate schools, institutions, and other community facilities serving rural residents in neighboring cities and towns and design these facilities in keeping with the size and scale of the local community, except as provided for by RCW 36.70A.211.

**MPP-PS-29**

Site or expand regional capital facilities in a manner that (1) reduces adverse social, environmental, and economic impacts on the host community, especially on historically marginalized communities, (2) equitably balances the location of new facilities away from disproportionately burdened communities, and (3) addresses regional planning objectives.

**MPP-PS-30**

Do not locate regional capital facilities outside the urban growth area unless it is demonstrated that a non-urban site is the most appropriate location for such a facility.



# Appendix C: King County Countywide Planning Policies

# **2021 King County Countywide Planning Policies**

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Adopted December 14, 2021 (Ordinance 19384)

Ratified April 6, 2022

Amended December 6, 2022 (Ordinance 19553)

Ratified March 31, 2023

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## **LAND ACKNOWLEDGMENT**

The Countywide Planning Policies guide how King County jurisdictions work together and plan for growth that will occur on the ancestral lands of the Coast Salish peoples. In respect for and acknowledgment of their legacy, the Countywide Planning Policies seek to create a livable, equitable, and sustainable home for current and future generations.

## INTRODUCTION

### **The King County Countywide Planning Policies**

The Countywide Planning Policies (CPPs) create a shared and consistent framework for growth management planning for all jurisdictions in King County in accordance with RCW 36.70A.210, which requires the legislative authority of a county to adopt a countywide planning policy in cooperation with cities located in the county. The comprehensive plan for King County and the comprehensive plans for cities and towns in King County are developed from the framework that the CPPs establish. The 2021 Countywide Planning Policies were designed to provide guidance in advance of the 2024 statutory update of comprehensive plans to incorporate changes to the regional policy framework and to reflect new priorities addressing equity and social justice within our communities

The CPPs implement VISION 2050, which is the region’s plan for growth. VISION 2050 is a product of a regional planning process led by the Puget Sound Regional Council (PSRC), an association of cities, towns, four counties (King, Kitsap, Pierce, and Snohomish), ports, tribes, and state agencies. By 2050, the region’s population is projected to reach 5.8 million people. The region’s vision for 2050 is to provide exceptional quality of life, opportunity for all, connected communities, a spectacular natural environment, and an innovative, thriving economy.

King County is home to 39 cities, all of which have a role in accommodating the approximately 660,000 people and 490,000 jobs projected to come to King County by 2044.

### **The Growth Management Planning Council**

The Growth Management Planning Council (GMPC) brings together elected officials from King County and the cities and develops and recommends the CPPs to the King County Council. The GMPC is chaired by the King County Executive and includes members from the King County Council, the Mayor of Seattle, members from the Seattle City Council, representatives from the other 38 cities in King County through the Sound Cities Association, and ex-officio membership from special purpose districts, school districts, and the Port of Seattle.

The GMPC is supported by the Interjurisdictional Staff Team (IJT), which reflects the membership of the GMPC. The IJT is comprised of senior planning staff from King County and the cities. The IJT operates on a consensus basis and prepares all documents for GMPC review and consideration.

The Countywide Planning Policies and all amendments to the CPPs become effective following approval by the GMPC, adoption by the King County Council, and ratification by King County cities.

## **About the 2021 Update**

With the update to VISION 2050 and the approaching 2024 statutory update of comprehensive plans, King County jurisdictions updated the Countywide Planning Policies for the next decade. Recognizing the existing Countywide Planning Policies as a starting place for the update, the Growth Management Planning Council approved Guiding Principles to establish the context and parameters for the update. The Guiding Principles call for a limited scope to the update based on the following:

- 2012 Countywide Planning Policies
- Centering social equity and health
- Integrating regional policy and legislative changes
- Providing clear, concise, and actionable direction for comprehensive plans
- Implementing the Regional Growth Strategy with 2044 growth targets that form the land use basis for periodic comprehensive plan updates

## **Equity and Social Justice**

The GMPC approved the guiding principle of “centering social equity and health” in the Countywide Planning Policies. As noted in VISION 2050, historical land use and housing policies have played a role in creating and maintaining racial inequities. While some explicitly discriminatory laws have been overturned, their legacy and effects have remained, preventing Black, Indigenous, and other People of Color communities from sharing the recent prosperity of the county. Centering equity and health in the CPPs will continue through improvements to policies and resource allocation that explicitly counter and remedy disparities in determinants of equity and are informed by those most affected by these disparities. The policies’ collective vision for the county’s shared future will have a significant effect on local plans that shape how jurisdictions allocate public resources and set policy to achieve a future where everyone enjoys a safe and healthy place to live, work, and play.

## **King County Demographics and Geography**

King County is the most populous county in Washington State and the 13<sup>th</sup> most populous county in the nation. In 2021, King County is home to about 2.3 million people and 1.5 million jobs. King County’s population continues to diversify each year. In 2019, People of Color communities comprised 40 percent of the population, 23 percent of the population was born outside the United States, and 28 percent of people over age five spoke a language other than

English at home. People under 18 comprise 20 percent of the population, while seniors over 65 comprise about 14 percent of the population.

King County's land area is 2,130 square miles and is characterized by cities large and small, by beautiful scenery and geographic variety, stretching from the Puget Sound in the west to the crest of the Cascade Mountains in the east. King County has a variety of working farms and forestlands, as well as a significant open space network.

## VISION AND FRAMEWORK

### Vision for King County 2050

It is the year 2050 and our county has changed significantly in the roughly 60 years that have elapsed since the first Countywide Planning Policies were adopted in 1992. In 2050,

- Communities across King County are welcoming places where every person can thrive.
- All residents have access to opportunity and displacement from development is lessened.
- The cities are vibrant and inviting hubs for people with a safe, affordable, and efficient transportation system that connects people to the places they want to go.
- Housing is characterized by a full range of options that are healthy, safe, affordable, and open to all.
- The county's critical areas are protected and have been restored.
- Open spaces are well distributed and inviting to all users.
- The Rural Area is viable and permanently protected with a clear boundary between urban and rural areas.
- The county boasts of bountiful agricultural areas and productive forest lands.
- The economy provides opportunities to everyone and includes Black, Indigenous, and other People of Color-owned businesses; immigrant- and women-owned businesses; locally owned businesses; and global corporations.

### Framework Policies

Unless otherwise noted, the Countywide Planning Policies apply to the Growth Management Planning Council, King County, and all cities within King County.

#### *Amendments*

While much has been accomplished, the Countywide Planning Policies were never intended to be static and will require amendment over time to reflect changed conditions. While the formal policy development is done by the Growth Management Planning Council, ideas for new policies begin in a variety of areas including individual jurisdictions. Policy FW-1 below describes the process for amending the Countywide Planning Policies.

**FW-1** Maintain the currency of the Countywide Planning Policies through periodic review and amendment. Initiate and review all amendments at the Growth Management Planning Council through the process described below:

- a) Only the Growth Management Planning Council may propose amendments to the Countywide Planning Policies except for amendments to the Urban Growth Area that may also be proposed by King County in accordance with policies DP-16 through DP-18;

- b) Growth Management Planning Council recommends amendments to the King County Council for consideration, possible revision, and approval; proposed revisions by the King County Council that are of a substantive nature may be sent to the Growth Management Planning Council for their consideration and revised recommendation based on the proposed revision;
- c) A majority vote of the King County Council both constitutes approval of the amendments and ratification on behalf of the residents of Unincorporated King County;
- d) After approval and ratification by the King County Council, amendments are forwarded to each city and town for ratification. Amendments cannot be modified during the city ratification process; and
- e) Amendments must be ratified within 90 days of King County approval and require affirmation by the county and cities and towns representing at least 70 percent of the county population and 30 percent of those jurisdictions. Ratification is either by an affirmative vote of the city's or town's council or by no action being taken within the ratification period.

### **Monitoring**

Periodically evaluating the effectiveness of the Countywide Planning Policies is key to continuing their value to the region and local jurisdictions. In 1994 King County and cities established the current Benchmarks program to monitor and evaluate key regional indicators.

**FW-2** Monitor and benchmark the progress of the Countywide Planning Policies towards achieving the Regional Growth Strategy inclusive of the environment, development patterns, housing, the economy, transportation, and the provision of public services, as well as reducing disparities in equity and health outcomes for King County residents. Identify corrective actions to be taken if progress toward benchmarks is not being achieved.

### **Investment**

Key to ensuring the success of the Countywide Planning Policies is investment in regional infrastructure and programs. Balancing the use of limited available funds between regional, countywide, and local needs is extremely complex.

**FW-3** Work collaboratively to identify and seek regional, state, and federal funding sources to invest in infrastructure, strategies, and programs to enable the full implementation of the Countywide Planning Policies. Balance needed regional investments with countywide and local needs when making funding determinations.



**FW-4** Support fiscal sustainability of Rural Areas. Rural Areas provide an overall benefit for all residents of King County and strategies to fund infrastructure and services in Rural Areas may be needed to support a defined rural level of service.

### **Consistency**

The Countywide Planning Policies provide a common framework for local planning and each jurisdiction is required to update its comprehensive plan to be consistent with the Countywide Planning Policies. The full body of the Countywide Planning Policies is to be considered for decision-making within the context of each city's needs and situations.

**FW-5** Adopt comprehensive plans that are consistent with the Countywide Planning Policies as required by the Growth Management Act.

### **Equity**

The Countywide Planning Policies coordinate planning for a more equitable future where all King County residents have access to housing, transportation, education, employment choices, and open space amenities regardless of their race, social, or economic status. Through their comprehensive plans, jurisdictions will create targeted policies and strategies unique to their local circumstances to achieve this goal.

**FW-6** Enable culturally and linguistically appropriate equitable access to programs and services and help connect residents to service options, particularly for those most disproportionately cost-burdened or historically excluded.

**FW-7** Develop and use an equity impact review tool when developing plans and policies to test for outcomes that might adversely impact Black, Indigenous, and other People of Color communities; immigrants and refugees; people with low incomes; people with disabilities; and communities with language access needs. Regularly assess the impact of policies and programs to identify actual outcomes and adapt as needed to achieve intended goals.

**FW-8** Involve community groups especially immigrant, Black, Indigenous, and other People of Color communities continuously in planning processes to promote civic engagement, government accountability, transparency, and personal agency.

## ENVIRONMENT

**Overarching Goal:** *The quality of the natural environment in King County is restored and protected for future generations.*

### Environmental Sustainability

Local governments have a key role in shaping sustainable communities by integrating sustainable development and business practices with ecological, social, and economic concerns. Local governments also play a pivotal role in ensuring environmental justice by addressing environmental impacts on frontline communities and by pursuing fairness in the application of policies and regulations.

**EN-1** Incorporate environmental protection and restoration efforts including climate action, mitigation, and resilience into local comprehensive plans to ensure that the quality of the natural environment and its contributions to human health and vitality is sustained now and for future generations.

**EN-2** Develop and implement environmental strategies using integrated and interdisciplinary approaches to environmental assessment and planning, in coordination with local jurisdictions, tribes, and other stakeholders.

**EN-3** Ensure public and private projects incorporate locally appropriate, low-impact development approaches developed using a watershed planning framework for managing stormwater, protecting water quality, minimizing flooding and erosion, protecting habitat, and reducing greenhouse gas emissions.

**EN-4** Encourage the transition to a sustainable energy future by reducing demand through efficiency and conservation, supporting the development of energy management technology, and meeting reduced needs from sustainable sources.

**EN-5** Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment. Identify, mitigate, and correct for unavoidable negative impacts of public actions that disproportionately affect those frontline communities impacted by existing and historical racial, social, environmental, and economic inequities, and who have limited resources or capacity to adapt to a changing environment.

### Earth and Habitat

Healthy ecosystems and environments are vital to the sustainability of all plant and animal life, including humans. Protection of biodiversity in all its forms and across all landscapes is critical

to continued prosperity and high quality of life in King County. The value of biodiversity to sustaining long-term productivity and both economic and ecological benefits is evident in fisheries, forestry, and agriculture. For ecosystems to be healthy and provide healthful benefits to people, local governments must prevent negative human impacts and work to ensure that this ecosystem remains diverse and productive over time. With the impending effects of climate change, maintaining biodiversity becomes even more critical to the preservation and resilience of resource-based activities and many social and ecological systems. Protection of individual species, including Chinook salmon, also plays an important role in sustaining biodiversity and quality of life within the county. Since 2000, local governments, citizens, tribes, conservation districts, non-profit groups, and federal and state fisheries managers have cooperated to develop and implement watershed-based salmon conservation plans, known as Water Resource Inventory Area plans, to conserve and restore habitat for Chinook salmon today and for future generations.

**EN-6** Locate development and supportive infrastructure in a manner that minimizes impacts to natural features. Promote the use of traditional and innovative environmentally sensitive development practices, including design, materials, construction, and ongoing maintenance.

**EN-7** Coordinate approaches and standards for defining and protecting critical areas, especially where such areas and impacts to them cross jurisdictional boundaries.

**EN-8** Use the best available science when establishing and implementing environmental standards.

**EN-9** Develop and implement an integrated and comprehensive approach to managing fish and wildlife habitat to accelerate ecosystem recovery, focusing on enhancing the habitat of salmonids, orca, and other threatened and endangered species and species of local importance.

**EN-10** Ensure that new development, open space protection efforts, and mitigation projects support the State's streamflow restoration law. Promote robust, healthy, and sustainable salmon populations and other ecosystem functions working closely within Water Resource Inventory Areas and utilizing adopted watershed plans.

**EN-11** Enhance the urban tree canopy to provide wildlife habitat, support community resilience, mitigate urban heat, manage stormwater, conserve energy, protect and improve mental and physical health, and strengthen economic prosperity. Prioritize places where Black, Indigenous, and other People of Color communities; low-income populations; and other frontline community members live, work, and play.

## **Flood Hazards**

Flooding is a natural process that affects human communities and natural environments in King County. Managing floodplain development and conserving aquatic habitats are the main challenges for areas affected by flooding. The King County Flood Control District exists to protect public health and safety, regional economic centers, public and private property, and transportation corridors. Local governments also have responsibility for flood control within their boundaries.

**EN-12** Coordinate and fund holistic flood hazard management efforts through the King County Flood Control District.

**EN-13** Work cooperatively to meet regulatory standards for floodplain development as these standards are updated for consistency with relevant federal requirements including those related to the Endangered Species Act.

**EN-14** Cooperate with federal, state, and regional agencies and forums to develop and implement regional levee maintenance standards that ensure public safety and protect habitat.

## **Water Resources**

The flow and quality of water are impacted by water withdrawals, land development, stormwater management, and climate change. Since surface and ground waters do not respect political boundaries, cross-jurisdictional coordination of water is required to ensure its functions and uses are protected and sustained. The Puget Sound Partnership was created by the Washington State Legislature as the state agency responsible for assuring the preservation and recovery of Puget Sound and the freshwater systems flowing into the Sound. King County plays a key role in these efforts because of its large population and its location in Central Puget Sound.

**EN-15** Encourage basin-wide approaches to wetland protection, emphasizing preservation and enhancement of the highest quality wetlands and wetland systems.

**EN-16** Collaborate with the Puget Sound Partnership to implement the Puget Sound Action Agenda and to coordinate land use and transportation plans and actions for the benefit of Puget Sound and its watersheds.

**EN-17** Manage natural drainage systems to improve water quality and habitat functions, minimize erosion and sedimentation, protect public health, reduce flood risks, and moderate peak stormwater runoff rates. Work cooperatively among local, regional, state, national, and

tribal jurisdictions to establish, monitor, and enforce consistent standards for managing streams and wetlands throughout drainage basins.

**EN-18** Support and incentivize environmental stewardship on private and public lands to protect and enhance habitat, water quality, and other ecosystem services, including the protection of watersheds and wellhead areas that are sources of the region’s drinking water supplies.

**EN-19** Establish a multijurisdictional approach for funding and monitoring water quality, quantity, biological conditions, and outcome measures and for improving the efficiency and effectiveness of monitoring efforts.

## **Open Space**

**EN-20** Identify and preserve regionally significant open space networks in both Urban and Rural Areas through implementation of the Regional Open Space Conservation Plan. Develop strategies and funding to protect lands that provide the following valuable functions:

- a) Ecosystem linkages and migratory corridors crossing jurisdictional boundaries;
- b) Physical or visual separation delineating growth boundaries or providing buffers between incompatible uses;
- c) Active and passive outdoor recreation opportunities;
- d) Wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency in the face of urbanization and climate change;
- e) Preservation of ecologically sensitive, scenic, or cultural resources;
- f) Urban green space, habitats, and ecosystems;
- g) Forest resources; and
- h) Food production potential.

**EN-21** Preserve and restore native vegetation and tree canopy, especially where it protects habitat and contributes to overall ecological function.

**EN-22** Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.

## **Restoration and Pollution**

**EN-23** Reduce the use of toxic pesticides, chemical fertilizers, and other products and promote alternatives that minimize risks to human health and the environment.

**EN-24** Restore the region’s freshwater and marine shorelines, watersheds, estuaries, and other waterbodies to a natural condition for ecological function and value, where appropriate and feasible.

**EN-25** Prevent, mitigate, and remediate harmful environmental pollutants and hazards, including light, air, noise, soil, and structural hazards, where they have contributed to racialized health or environmental disparities, and increase environmental resiliency in frontline communities.

**EN-26** Adopt policies, regulations, and processes, related to new or existing fossil fuel facilities, which are designed to:

- a) Protect public health, safety, and welfare from all impacts of fossil fuel facilities;
- b) Mitigate and prepare for any impacts of fossil fuel facility disasters on all communities;
- c) Protect and preserve natural ecosystems from the construction and operational impacts of fossil fuel facilities;
- d) Manage impacts on public services and infrastructure in emergency management, resilience planning, and capital spending;
- e) Ensure comprehensive environmental review, and extensive community engagement, during initial siting, modifications, and on a periodic basis; and
- f) Reduce climate change impacts from fossil fuel facility construction and operations.

## Climate Change

Greenhouse gas emissions are resulting in a changing and increasingly variable climate. King County’s snow-fed water supply is especially vulnerable to a changing climate. Additionally, the patterns of storm events and river and stream flow patterns are changing and our shorelines are susceptible to rising sea levels. Carbon dioxide reacts with seawater and reduces the water’s pH, also threatening the food web in Puget Sound. While local governments can individually work to reduce greenhouse gas emissions, more significant emission reductions can only be accomplished through countywide coordination of land use patterns and promotion of transportation systems that provide practical alternatives to single-occupancy vehicles. Efficient energy consumption is both a mitigation and an adaptation strategy. Local governments can improve energy efficiency through the development of new infrastructure as well as the maintenance and updating of existing infrastructure.

**EN-27** Adopt and implement policies and programs to achieve a target of reducing countywide sources of greenhouse gas emissions, compared to a 2007 baseline, by 50% by 2030, 75% by 2040, and 95%, including net-zero emissions through carbon sequestration and other strategies, by 2050. Evaluate and update these targets over time in consideration of the latest international climate science and statewide targets aiming to limit the most severe impacts of climate change and keep global warming under 1.5 degrees Celsius.

**EN-28** Plan for development patterns that minimize air pollution and greenhouse gas emissions, including:

- a) Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths;
- b) Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling;
- c) Incorporating energy-saving strategies in infrastructure planning and design;
- d) Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel;
- e) Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and
- f) Reducing building energy use through green building methods in the retrofit of existing buildings.

**EN-29** King County shall assess and report countywide greenhouse gas emissions associated with resident, business, and local government buildings, vehicles, and solid waste at least every two years. King County shall update its comprehensive greenhouse gas emissions inventory that quantifies all direct local sources of greenhouse gas emissions as well as emissions associated with local consumption at least every five years. King County shall also develop city-specific emissions inventories and data, in partnership with cities.

**EN-30** Promote energy efficiency, conservation methods, sustainable energy sources, electrifying the transportation system, and limiting vehicle miles traveled to reduce air pollution, greenhouse gas emissions, and consumption of fossil fuels to support state, regional, and local climate change goals.

**EN-31** Address rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500-year floodplain.

**EN-32** Protect and restore natural resources such as forests, farmland, wetlands, estuaries, and the urban tree canopy, which sequester and store carbon.

**EN-33** Support the production and storage of clean renewable energy.

## DEVELOPMENT PATTERNS

The policies in this chapter address the location, type, design, and intensity of land uses that are desired in King County and its cities. They guide implementation of the vision for physical development within the county. The policies also provide a framework for how to focus multimodal improvements to transportation, public services, the environment, and affordable housing, as well as how to incorporate concerns about climate change, social equity, and public health into planning for new growth. Development patterns policies are at the core of growth management efforts in King County. They further the goals of VISION 2050 and recognize the variety of local communities that will be taking action to achieve those goals.

**Overarching Goal:** *Growth in King County occurs in a compact, centers-focused pattern that uses land and infrastructure efficiently, connects people to opportunity, and protects Rural and Natural Resource Lands.*

The Countywide Planning Policies designate land as Urban, Rural, or Natural Resource. The Generalized Land Use Categories Map in Appendix 1 shows the Urban Growth Area boundary and Urban, Rural, and Natural Resource Lands within King County. Further sections of this chapter provide more detailed descriptions and guidance for planning within each of the three designations.

**DP-1** Designate all lands within King County as one of the following. In each of these designations, critical areas may exist and these are to be conserved through regulations, incentives, and programs.

- a) Urban land within the Urban Growth Area, where new growth is focused and accommodated;
- b) Rural land, where farming, forestry, and other resource uses are protected, and very low-density residential uses and small-scale non-residential uses are allowed; or
- c) Natural Resource land, where permanent regionally significant agricultural, forestry, and mining lands are preserved.

### Urban Growth Area

The Urban Growth Area encompasses all urban designated lands within King County. These lands include all cities as well as a portion of unincorporated King County. Consistent with the Growth Management Act and VISION 2050, urban lands are intended to be the focus of future growth that is compact, includes a mix of uses, and is well-served by public infrastructure.

The pattern of growth within the Urban Growth Area implements the Regional Growth Strategy through the allocation of targets to local jurisdictions. The targets create an obligation to plan



and provide zoning for future potential growth, but do not obligate a jurisdiction to guarantee that a given number of housing units will be built or jobs added during the planning period.

Several additional elements in the Development Patterns chapter reinforce the vision and targeted growth pattern for the Urban Growth Area. Procedures and criteria for amending the Urban Growth Area boundary address a range of objectives and ensure that changes balance the needs for land to accommodate growth with the overarching goal of preventing sprawl within the county. A review and evaluation program provides feedback for the county and cities on the effectiveness of their efforts to accommodate and achieve the desired land use pattern. Joint planning facilitates the transition of governance of the Urban Growth Area from the county to cities, consistent with the Growth Management Act, and helps ensure equitable governance and service provision.

Urban form and development within the Urban Growth Area are important settings to provide people with access to jobs and housing, choices to engage in more physical activity, eat healthy food, and minimize exposure to harmful environments and substances. Access to sidewalks and pathways, healthy food, and open space is not shared equally across the urban area. Historical underinvestment in neighborhoods where Black, Indigenous, and other People of Color communities have been concentrated and exclusion of these communities from high-opportunity areas persists today. The stability and sustainability of the Urban Growth Area depend on fostering development patterns that provide access to opportunity for all.

***Goal Statement:*** *The Urban Growth Area boundary is stable and capacity within it shall increase over time to accommodate growth consistent with the Regional Growth Strategy and growth targets through land use patterns and practices that create vibrant, equitable, and sustainable communities.*

### **Urban Lands**

**DP-2** Prioritize housing and employment growth in cities and centers within the Urban Growth Area, where residents and workers have higher access to opportunity and high-capacity transit. Promote a pattern of compact development within the Urban Growth Area that includes housing at a range of urban densities, commercial and industrial development, and other urban facilities, including medical, governmental, institutional, and educational uses and schools, and parks and open space. The Urban Growth Area will include a mix of uses that are convenient to and support public transportation to reduce reliance on single-occupancy vehicle travel for most daily activities.

**DP-3** Develop and use residential, commercial, and manufacturing land efficiently in the Urban Growth Area to create healthy, vibrant, and equitable urban communities with a full range of urban services, and to protect the long-term viability of the Rural Area and Natural Resource

Lands. Promote the efficient use of land within the Urban Growth Area by using methods such as:

- a) Directing concentrations of housing and employment growth to high opportunity areas like designated centers and transit station areas, consistent with the numeric goals in the Regional Growth Strategy;
- b) Encouraging compact and infill development with a mix of compatible residential, commercial, and community activities;
- c) Providing opportunities for greater housing growth closer to areas of high employment to reduce commute times;
- d) Optimizing the use of existing capacity for housing and employment;
- e) Redeveloping underutilized lands, in a manner that considers equity and mitigates displacement; and
- f) Coordinating plans for land use, transportation, schools, capital facilities and services.

**DP-4** Focus housing growth in the Urban Growth Area within cities, designated regional centers, countywide centers, locally designated local centers, areas of high employment, and other transit supported areas to promote access to opportunity. Focus employment growth within designated regional and countywide manufacturing/industrial centers and within locally designated local centers.

**DP-5** Reduce greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at densities sufficient to encourage walking, bicycling, transit use, and other alternatives to auto travel, and by locating housing closer to areas of high employment.

**DP-6** Adopt land use and community investment strategies that promote public health and address racially and environmentally disparate health outcomes and promote access to opportunity. Focus on residents with the highest needs in providing and enhancing opportunities for employment, safe and convenient daily physical activity, social connectivity, protection from exposure to harmful substances and environments, and housing in high opportunity areas.

**DP-7** Plan for street networks that provide a high degree of connectivity to encourage walking, bicycling, transit use, and safe and healthy routes to and from public schools.

**DP-8** Increase access to healthy and culturally relevant food in communities throughout the Urban Growth Area by encouraging the location of healthy food purveyors, such as grocery stores, farmers markets, urban agriculture programs, and community food gardens in proximity to residential uses and transit facilities, particularly in those areas with limited access to healthy food.

**DP-9** Designate Urban Separators as permanent low-density incorporated and unincorporated areas within the Urban Growth Area. Urban Separators are intended to protect Natural Resource Lands, the Rural Area, and environmentally sensitive areas, and create open space and wildlife corridors within and between communities while also providing public health, environmental, visual, and recreational benefits. Changes to Urban Separators are made pursuant to the Countywide Planning Policies amendment process described in policy FW-1. Designated Urban Separators within cities and unincorporated areas are shown in the Urban Separators Map in Appendix 3.

**DP-10** No new Fully Contained Communities shall be approved in unincorporated King County.

**DP-11** When large mixed-use developments are proposed adjacent to the Rural Area, permitting cities shall collaborate with King County during the review process to avoid and mitigate impacts on the surrounding Rural Area and Natural Resource Lands.

### **Growth Targets**

Under the Growth Management Act, King County, in coordination with the cities in King County, adopts growth targets for the ensuing 20-year planning period. Growth targets are policy statements about the amount of housing and employment growth each jurisdiction is planning to accommodate within its comprehensive plan. Growth targets are adopted for each jurisdiction and unincorporated urban King County in the Countywide Planning Policies. Growth targets for the cities in the rural area include the incorporated area and the associated Potential Annexation Area, as shown in the map in Appendix 2.

**DP-12** GMPC shall allocate residential and employment growth to each city and urban unincorporated area in the county. This allocation is predicated on:

- a) Accommodating the most recent 20-year population projection from the state Office of Financial Management and the most recent 20-year regional employment forecast from the Puget Sound Regional Council, informed by the 20-year projection of housing units from the state Department of Commerce;
- b) Planning for a pattern of growth that is consistent with the Regional Growth Strategy including focused growth within cities and Potential Annexation Areas with designated centers and within high-capacity transit station areas, limited development in the Rural Area, and protection of designated Natural Resource Lands;
- c) Efficiently using existing zoned and future planned development capacity as well as the capacity of existing and planned infrastructure, including sewer, water, and stormwater systems;
- d) Promoting a land use pattern that can be served by a connected network of public transportation services and facilities and pedestrian and bicycle infrastructure and amenities;

- e) Improving jobs/housing balance consistent with the Regional Growth Strategy, both between counties in the region and within subareas in the county;
- f) Promoting opportunities for housing and employment throughout the Urban Growth Area and within all jurisdictions in a manner that ensures racial and social equity;
- g) Allocating growth to Potential Annexation Areas within the urban unincorporated area proportionate to their share of unincorporated capacity for housing and employment growth.

**DP-13** The Growth Management Planning Council shall:

- a) Update housing and employment targets periodically to provide jurisdictions with up-to-date growth allocations to be used as the land use assumption in state-mandated comprehensive plan updates;
- b) Adopt housing and employment growth targets in the Countywide Planning Policies pursuant to the procedure described in policy FW-1;
- c) Create a coordinated countywide process to reconcile and set growth targets that implements the Regional Growth Strategy through countywide shares of regional housing and jobs, allocations to Regional Geographies, and individual jurisdictional growth targets;
- d) Ensure that each jurisdiction's growth targets are commensurate with their role in the Regional Growth Strategy by establishing a set of objective criteria and principles to guide how jurisdictional targets are determined;
- e) Ensure that each jurisdiction's growth targets allow it to meet the need for affordable housing for households with low-, very low-, and extremely low-incomes; and
- f) Adjust targets administratively upon annexation of unincorporated Potential Annexation Areas by cities. Growth targets for the planning period are shown in Table DP-1.

**DP-14** All jurisdictions shall accommodate housing and employment by:

- a) Using the adopted growth targets as the land use assumption for their comprehensive plan;
- b) Establishing local growth targets for regional growth centers and regional manufacturing/industrial centers, where applicable;
- c) Ensuring adopted comprehensive plans and zoning regulations provide capacity for residential, commercial, and industrial uses that is sufficient to meet 20-year growth targets and is consistent with the desired growth pattern described in VISION 2050;
- d) Ensuring adopted local water, sewer, transportation, utility, and other infrastructure plans and investments, including special purpose district plans, are consistent in location and timing with adopted targets as well as regional and countywide plans; and
- e) Transferring an accommodating unincorporated area housing and employment targets as annexations occur

| <b>Table DP-1: King County Jurisdiction Growth Targets 2019-2044</b> |                               |                             |                         |
|--|-------------------------------|-----------------------------|-------------------------|
| Net New Units and Jobs   |                               |                             |                         |
| Jurisdiction   |                               | 2019-2044<br>Housing Target | 2019-2044<br>Job Target |
| Metro<br>Cities  | Bellevue                      | 35,000                      | 70,000                  |
|  | Seattle                       | 112,000                     | 169,500                 |
| <b>Metropolitan Cities Subtotal</b>                                  |                               | <b>147,000</b>              | <b>239,500</b>          |
| Core Cities  | Auburn                        | 12,000                      | 19,520                  |
|  | Bothell                       | 5,800                       | 9,500                   |
|  | Burien                        | 7,500                       | 4,770                   |
|  | Federal Way                   | 11,260                      | 20,460                  |
|  | Issaquah                      | 3,500                       | 7,950                   |
|  | Kent                          | 10,200                      | 32,000                  |
|  | Kirkland                      | 13,200                      | 26,490                  |
|  | Redmond                       | 20,000                      | 24,000                  |
|  | Renton                        | 17,000                      | 31,780                  |
|  | SeaTac                        | 5,900                       | 14,810                  |
|  | Tukwila                       | 6,500                       | 15,890                  |
| <b>Core Cities Subtotal</b>  |                               | <b>112,860</b>              | <b>207,170</b>          |
| High Capacity Transit Communities                                    | Des Moines                    | 3,800                       | 2,380                   |
|  | Federal Way PAA               | 1,020                       | 720                     |
|  | Kenmore                       | 3,070                       | 3,200                   |
|  | Lake Forest Park              | 870                         | 550                     |
|  | Mercer Island                 | 1,239                       | 1,300                   |
|  | Newcastle                     | 1,480                       | 500                     |
|  | North Highline PAA            | 1,420                       | 1,220                   |
|  | Renton PAA - East Renton      | 170                         | 0                       |
|  | Renton PAA - Fairwood         | 840                         | 100                     |
|  | Renton PAA - Skyway/West Hill | 670                         | 600                     |
|  | Shoreline                     | 13,330                      | 10,000                  |
|  | Woodinville                   | 2,033                       | 5,000                   |
| <b>High Capacity Transit Communities Subtotal</b>                    |                               | <b>29,942</b>               | <b>25,570</b>           |

| <b>Table DP-1: King County Jurisdiction Growth Targets 2019-2044</b> |                                   |                             |                         |
|--|-----------------------------------|-----------------------------|-------------------------|
| Net New Units and Jobs   |                                   |                             |                         |
| Jurisdiction   |                                   | 2019-2044<br>Housing Target | 2019-2044<br>Job Target |
| Cities and Towns   | Algona                            | 170                         | 325                     |
|  | Beaux Arts                        | 1                           | 0                       |
|  | Black Diamond                     | 2,900                       | 680                     |
|  | Carnation                         | 799                         | 450                     |
|  | Clyde Hill                        | 10                          | 10                      |
|  | Covington                         | 4,310                       | 4,496                   |
|  | Duvall                            | 890                         | 990                     |
|  | Enumclaw                          | 1,057                       | 989                     |
|  | Hunts Point                       | 1                           | 0                       |
|  | Maple Valley                      | 1,720                       | 1,570                   |
|  | Medina                            | 19                          | 0                       |
|  | Milton                            | 50                          | 900                     |
|  | Normandy Park                     | 153                         | 35                      |
|  | North Bend                        | 1,748                       | 2,218                   |
|  | Pacific                           | 135                         | 75                      |
|  | Sammamish                         | 2,100                       | 728                     |
|  | Skykomish                         | 10                          | 0                       |
|  | Snoqualmie                        | 1,500                       | 4,425                   |
| Yarrow Point   | 10                                | 0                           |                         |
| <b>Cities and Towns Subtotal</b>                                     |                                   | <b>17,583</b>               | <b>17,891</b>           |
| Urban Unincorporated   | Auburn PAA                        | 12                          | 0                       |
|  | Bellevue PAA                      | 17                          | 0                       |
|  | Black Diamond PAA                 | 328                         | 0                       |
|  | Issaquah PAA                      | 35                          | 0                       |
|  | Kent PAA                          | 3                           | 300                     |
|  | Newcastle PAA                     | 1                           | 0                       |
|  | Pacific PAA                       | 134                         | 0                       |
|  | Redmond PAA                       | 120                         | 0                       |
|  | Sammamish PAA                     | 194                         | 0                       |
|  | Unaffiliated Urban Unincorporated | 448                         | 400                     |
| <b>Urban Unincorporated Subtotal</b>                                 |                                   | <b>1,292</b>                | <b>700</b>              |
| <b>Urban Growth Area Total</b>                                       |                                   | <b>308,677</b>              | <b>490,831</b>          |

**Amendments to the Urban Growth Area**

The following policies guide the decision-making process by both the GMPC and King County regarding proposals to amend the Urban Growth Area.

**DP-15** Review the Urban Growth Area at least every ten years. In this review consider monitoring reports and other available data. As a result of this review and based on the criteria established in policies DP-16 through DP-19, King County may propose and then the Growth Management Planning Council may recommend amendments to the Countywide Planning Policies and King County Comprehensive Plan that make changes to the Urban Growth Area boundary.

**DP-16** Allow amendment of the Urban Growth Area only when the following steps have been satisfied:

- a) The proposed amendment is under review by the County as part of an amendment process of the King County Comprehensive Plan;
- b) King County submits the proposal to the Growth Management Planning Council for the purposes of review and recommendation to the King County Council on the proposed amendment to the Urban Growth Area;
- c) The King County Council approves or denies the proposed amendment; and
- d) If approved by the King County Council, the proposed amendment is ratified by the cities following the procedures set forth in policy FW-1.

**DP-17** Allow expansion of the Urban Growth Area only if at least one of the following criteria is met:

- a) A countywide analysis determines that the current Urban Growth Area is insufficient in size and additional land is needed to accommodate the housing and employment growth targets, including institutional and other non-residential uses, and there are no other reasonable measures, such as increasing density or rezoning existing urban land, that would avoid the need to expand the Urban Growth Area; or
- b) A proposed expansion of the Urban Growth Area is accompanied by dedication of permanent open space to the King County Open Space System, where the acreage of the proposed open space:
  - 1) Is at least four times the acreage of the land added to the Urban Growth Area;
  - 2) Is contiguous with the Urban Growth Area with at least a portion of the dedicated open space surrounding the proposed Urban Growth Area expansion; and
  - 3) Preserves high quality habitat, critical areas, or unique features that contribute to the band of permanent open space along the edge of the Urban Growth Area; or
- c) The area is currently a King County park being transferred to a city to be maintained as a park in perpetuity or is park land that has been owned by a city since 1994 and is less than thirty acres in size.

**DP-18** Add land to the Urban Growth Area only if expansion of the Urban Growth Area is warranted based on the criteria in DP-17(a) or DP-17(b), and it meets all of the following criteria:

- a) Is adjacent to the existing Urban Growth Area;
- b) For expansions based on DP-17(a) only, is no larger than necessary to promote compact development that accommodates anticipated growth needs;
- c) Can be efficiently provided with urban services and does not require supportive facilities located in the Rural Area;
- d) Follows topographical features that form natural boundaries, such as rivers and ridge lines and does not extend beyond natural boundaries, such as watersheds, that impede the provision of urban services;
- e) Is not currently designated as Resource Land;
- f) Is sufficiently free of environmental constraints to be able to support urban development without significant adverse environmental impacts, unless the area is designated as an Urban Separator by interlocal agreement between King County and the annexing city; and
- g) Is subject to an agreement between King County and the city or town adjacent to the area that the area will be added to the city's Potential Annexation Area. Upon ratification of the amendment, the Countywide Planning Policies will reflect both the Urban Growth Area change and Potential Annexation Area change.

**DP-19** Allow redesignation of Urban land currently within the Urban Growth Area to Rural land outside of the Urban Growth Area if the land is not needed to accommodate projected urban growth, is not served by public sewers, is contiguous with the Rural Area, and:

- a) Is not characterized by urban development;
- b) Is currently developed with a low-density lot pattern that cannot be realistically redeveloped at an urban density; or
- c) Is characterized by environmentally sensitive areas making it inappropriate for higher density development.

### ***Review and Evaluation Program***

The following policies guide the buildable lands program conducted by the GMPC and King County.

**DP-20** Conduct a buildable lands program that meets or exceeds the review and evaluation requirements of the Growth Management Act. The purposes of the buildable lands program are:



- a) To collect and analyze data on development activity, including land supply, zoning, development standards, land uses, critical areas, and capacity for residential, commercial, and industrial land uses in urban areas;
- b) To determine whether jurisdictions are achieving urban densities and planned growth consistent with comprehensive plans, countywide planning policies, and multicounty planning policies; and
- c) To evaluate the sufficiency of land capacity to accommodate growth for the remainder of the planning period.

**DP-21** The County and the cities, through the Growth Management Planning Council, will collaboratively determine whether reasonable measures other than amending the Urban Growth Area are necessary to ensure sufficient additional capacity if a countywide urban growth capacity report, informed by local data and analysis where appropriate, determines that:

- a) The current Urban Growth Area is insufficient in capacity to accommodate the housing and employment growth targets; or
- b) Any jurisdiction:
  - 1) Contains insufficient capacity to accommodate the housing and employment growth targets;
  - 2) Has significant differences between development assumptions and growth targets and actual housing and employment growth; or
  - 3) Has not achieved urban densities consistent with the adopted comprehensive plan.

**DP-22** Jurisdictions shall adopt any necessary reasonable measures into their comprehensive plans to promote growth consistent with planned urban densities and adopted housing and employment targets. Reasonable measures should help implement local targets in a manner consistent with the Regional Growth Strategy. Jurisdictions shall report adopted reasonable measures to the GMPC and shall collaborate to provide data periodically on the effectiveness of those measures.

### ***Joint Planning and Annexation***

**DP-23** Coordinate the preparation of comprehensive plans with adjacent and other affected jurisdictions, military facilities, tribal governments, ports, airports, and other related entities to avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses.

**DP-24** Designate Potential Annexation Areas in city comprehensive plans and adopt them in the Countywide Planning Policies. Affiliate all Potential Annexation Areas with adjacent cities to ensure they do not overlap or leave urban unincorporated islands between cities. Except for parcel or block-level annexations that facilitate service provision, commercial areas and

residential areas shall be annexed holistically rather than in a manner that leaves residential urban unincorporated islands. Annexation is preferred over incorporation.

**DP-25** Cities and the County shall work to establish timeframes for annexation of roadways and shared streets within or between cities, but still under King County jurisdiction.

**DP-26** Facilitate the annexation of unincorporated areas that are already urbanized and are within a city's Potential Annexation Area to increase the provision of urban services to those areas. Utilize tools and strategies such as service and infrastructure financing, transferring permitting authority, or identifying appropriate funding sources to address infrastructure and service provision issues in Potential Annexation Areas.

**DP-27** Cities with Potential Annexation Areas and the County shall work to establish pre-annexation agreements that identify mutual interests and ensure coordinated planning and compatible development until annexation is feasible.

**DP-28** Allow cities to annex territory only within their designated Potential Annexation Area as shown in the Potential Annexation Areas Map in Appendix 2. Phase annexations to coincide with the ability of cities or existing special purpose districts to coordinate the provision of a full range of urban services to areas to be annexed.

- a) For areas that have received approval for annexation from the King County Boundary Review Board, the City shall include a process that includes collaboration with King County for annexation in the next statutory update of their comprehensive plan.
- b) Jurisdictions may negotiate with one another regarding changing boundaries or affiliations of Potential Annexation Areas and may propose such changes to GMPC as an amendment to Appendix 2. In proposing any new or revised PAA boundaries or city affiliation, jurisdictions should consider the criteria in DP-30. In order to ensure that any changes can be included in local comprehensive plans, any proposals resulting from such negotiation shall be brought to GMPC for action no later than two years prior to the statutory deadline for the major plan update.

**DP-29** Strive to establish alternative non-overlapping Potential Annexation Area boundaries within the North Highline unincorporated area, where Potential Annexation Areas overlapped prior to January 1, 2009, through a process of negotiation. Absent a negotiated resolution, a city may file a Notice of Intent to Annex with the Boundary Review Board for King County for territory within its designated portion of a Potential Annexation Area overlap as shown in the Potential Annexation Areas Map in Appendix 2 and detailed in the city's comprehensive plan after the following steps have been taken:

- a) The city proposing annexation has, at least 30 days prior to filing a Notice of Intent to annex with the Boundary Review Board, contacted in writing the cities with the PAA

overlap and the county to provide notification of the city's intent to annex and to request a meeting or formal mediation to discuss boundary alternatives, and;

- b) The cities with the Potential Annexation Area overlap and the county have either:
  - 1) Agreed to meet but failed to develop a negotiated settlement to the overlap within 60 days of receipt of the notice, or
  - 2) Declined to meet or failed to respond in writing within 30 days of receipt of the notice.

**DP-30** Evaluate proposals to annex or incorporate urban unincorporated land based on the following criteria, as applicable:

- a) Conformance with Countywide Planning Policies including the Urban Growth Area boundary;
- b) The ability of the annexing or incorporating jurisdiction to efficiently provide urban services at standards equal to or better than the current service providers;
- c) The effect of the annexation or incorporation in avoiding or creating unincorporated islands of development;
- d) The ability of the annexing or incorporating jurisdiction to serve the area in a manner that addresses racial and social equity and promotes access to opportunity; and
- e) Outreach to community, the interest of the community in moving forward with a timely annexation or incorporation of the area.

## Centers and Station Areas

A centers strategy is the foundation for King County to achieve the Regional Growth Strategy as well as a range of other objectives, including providing a land use framework for an efficient and effective regional transit system, and guiding growth to locations planned for greater access to opportunity. Regionally designated centers, countywide centers, local centers, and the areas surrounding high-capacity transit stations provide areas of mixed-use zoning, infrastructure, and concentrations of services and amenities to accommodate both housing and employment growth.

Regionally designated centers include regional growth centers and regional manufacturing/industrial centers. There are two types of regional growth centers - metro growth centers and urban growth centers - and two types of regional manufacturing/industrial centers - industrial employment and industrial growth centers. Regional growth centers are focal points for investment and development. Manufacturing/industrial centers preserve lands for middle-wage jobs in basic industries and trade and provide areas where that employment may grow in the future.

Countywide growth centers serve important roles as places for concentrating jobs, housing, shopping, and recreational opportunities. These are often smaller downtowns, high-capacity

transit station areas, or neighborhood centers that are linked by transit, provide a mix of housing and services, and serve as focal points for local and county investment. Countywide industrial centers serve as important local industrial areas. These areas support living wage jobs and serve a key role in King County's manufacturing/industrial economy.

The King County Centers Designation Framework in Appendix 6 provides designation processes and timelines, minimum existing and planned density thresholds, and subarea planning expectations for regional and countywide centers. Regionally designated centers are shown on the Generalized Land Use Categories Map in Appendix 1.

**Goal Statement:** *King County grows in a manner that reinforces and expands upon a system of existing and planned high-capacity transit in central places within which concentrated residential communities and economic activities can flourish.*

### **Regional Growth Centers**

**DP-31** Focus housing and employment growth into designated regional growth centers, at levels consistent with the Regional Growth Strategy, and at densities that maximize high-capacity transit.

**DP-32** Designate regional growth centers in the Countywide Planning Policies where city-nominated locations meet the criteria in the King County Centers Designation Framework, as adopted in Appendix 6. Regional growth centers should be limited in number and located on existing or planned high-capacity transit corridors to provide a framework for targeted private and public investments that support regional land use and transportation goals.

**DP-33** Establish subarea plans for designated regional and countywide centers that meet the criteria in the King County Centers Designation Framework, as adopted in Appendix 6.

**DP-34** Evaluate the potential physical, economic, and cultural displacement of residents and businesses in regional growth centers and high-capacity transit station areas, particularly for Black, Indigenous, and other People of Color communities; immigrants and refugees, low-income populations; disabled communities; and other communities at greatest risk of displacement. Use a range of strategies to mitigate identified displacement impacts.

### **Manufacturing/ Industrial Centers**

**DP-35** Designate and accommodate industrial employment growth in a network of regional and countywide industrial centers to support economic development and middle-wage jobs in King County. Designate these centers based on nominations from cities and after determining that:

- a) The nominated locations meet the criteria set forth in the King County Centers Designation Framework and the criteria established by the Puget Sound Regional Council for regional manufacturing/industrial centers;
- b) The proposed center's location will promote a countywide system of manufacturing/industrial centers with the total number of centers representing a realistic growth strategy for the county; and
- c) The city's commitments will help ensure the success of the center.

**DP-36** Minimize or mitigate potential health impacts of the activities in manufacturing/industrial centers on residential communities, schools, open space, and other public facilities.

### **Countywide and Local Centers**

**DP-37** Designate countywide centers in the Countywide Planning Policies where locations meet the criteria in the King County Centers Designation Framework, as adopted in Appendix 6. Countywide centers shall have zoned densities that support high-capacity transit and be located on existing or planned transit corridors.

**DP-38** Support the designation of local centers, such as city or neighborhood centers, transit station areas, or other activity nodes, where housing, employment, and services are accommodated in a compact form and at sufficient densities to support transit service and to make efficient use of urban land.

**DP-39** Evaluate the potential physical, economic, and cultural displacement of residents and businesses in countywide and local centers, particularly for Black, Indigenous, and other People of Color communities; immigrants and refugees, low-income populations; disabled communities; and other communities at greatest risk of displacement. Use a range of strategies to mitigate identified displacement impacts.

### **Urban Design and Historic Preservation**

The countywide vision includes elements of urban design and form intended to integrate urban development into existing built and natural environments in ways that enhance urban and natural settings to create vibrant places. These elements promote public health, include high quality design, context sensitive infill and redevelopment, historic preservation, and cultural awareness, as well as the interdependence of urban and rural and agricultural lands and uses.

**Goal statement:** *The built environment in both urban and rural settings achieves high quality design that recognizes and enhances, where appropriate, existing natural and urban settings and human health and dignity.*

**DP-40** Plan for neighborhoods or subareas to encourage infill and redevelopment, reuse of existing buildings and underutilized lands, and provision of adequate public spaces, in a manner that enhances public health, existing community character, and mix of uses. Neighborhood and subarea planning should include equitable engagement with Black, Indigenous, and other People of Color communities; immigrants and refugees; people with low-incomes; people with disabilities; and communities with language access needs.

**DP-41** Promote a high quality of design and site planning throughout the Urban Growth Area. Provide for connectivity in the street network to accommodate walking, bicycling, and transit use to promote health and well-being.

**DP-42** Preserve significant historic, visual, archeological, cultural, architectural, artistic, and environmental features, especially where growth could place these resources at risk. Support cultural resources and institutions that reflect the diversity of the community. Where appropriate, designate individual features or areas for protection or restoration. Encourage land use patterns and adopt regulations that protect historic resources and sustain historic community character while allowing for equitable growth and development.

**DP-43** Create and protect systems of green infrastructure, such as urban forests, parks, green roofs, and natural drainage systems, in order to reduce climate-altering pollution and increase resilience of communities to climate change impacts. Prioritize neighborhoods with historical underinvestment in green infrastructure.

**DP-44** Design communities, neighborhoods, and individual developments using techniques that reduce heat absorption, particularly in regional and countywide centers and residential neighborhoods with less tree canopy and open spaces.

**DP-45** Adopt flexible design standards, parking requirements, incentives, or guidelines that foster green building, multimodal transportation, and infill development that enhances the existing or desired urban character of a neighborhood/community. Ensure adequate code enforcement so that flexible regulations are appropriately implemented.

## **Rural Area and Natural Resource Lands**

The Rural Area and Natural Resource Lands encompass all areas outside of the Urban Growth Area and include Vashon Island in Puget Sound and the area just east of the Urban Growth Area all the way to the crest of the Cascade Mountains.

## **Rural Area**

The Rural Area is characterized by low density development with a focus on activities that are dependent on the land such as small-scale farming and forestry. The Rural Area also provides important environmental and habitat functions and is critical for salmon recovery. The location of the Rural Area, between the Urban Growth Area and designated Natural Resource Lands, helps to protect commercial agriculture and timber from incompatible uses. The Rural Area, outside of the Cities in the Rural Area, is to remain in unincorporated King County and is to be provided with a rural level of service.

**Goal Statement:** *The Rural Area geography is stable and the level and pattern of growth within it provide for a variety of landscapes and open space lands, maintains diverse low-density communities, and supports rural economic activities based on sustainable stewardship of the land.*

**DP-46** Provide opportunities for residential and employment growth within Cities in the Rural Area at levels consistent with adopted growth targets. Growth levels should not create pressure for conversion of nearby Rural or Natural Resource lands, nor pressure for extending or expanding urban services, infrastructure, and facilities such as roads or sewer across or into the Rural Area. Transit service may cross non-urban lands to serve Cities in the Rural Area.

**DP-47** Limit growth in the Rural Area to prevent sprawl and the overburdening of rural services, minimize the need for new rural infrastructure, maintain rural character, and protect open spaces and the natural environment.

**DP-48** Limit residential development in the Rural Area to housing at low densities that are compatible with rural character and comply with the following density guidelines:

- a) One home per 20 acres where a pattern of large lots exists and to buffer Forest Protection Districts and Agricultural Districts;
- b) One home per 10 acres where the predominant lot size is less than 20 acres; or
- c) One home per five acres where the predominant lot size is less than 10 acres.

Allow limited clustering within development sites to prevent development on environmentally critical lands or on productive forest or agricultural lands, but not to exceed the density guidelines cited in (a) through (c).

**DP-49** Limit the extension of urban infrastructure improvements through the Rural Area to only cases where it is necessary to serve the Urban Growth Area and where there are no other feasible alignments. Such limited extensions may be considered only if land use controls are in place to restrict uses appropriate for the Rural Area and only if access management controls are in place to prohibit tie-ins to the extended facilities.

**DP-50** Establish rural development standards and strategies to ensure all development protects the natural environment, including farmlands and forest lands, by using seasonal and maximum clearing limits for vegetation, limits on the amount of impervious surface, surface water management standards that preserve natural drainage systems, water quality and groundwater recharge, and best management practices for resource-based activities.

**DP-51** Mitigate negative impacts of industrial-scale development that occurs within the Rural Area.

**DP-52** Except as provided in Appendix 5 (March 31, 2012 School Siting Task Force Report), limit new nonresidential uses located in the Rural Area to those that are demonstrated to serve the Rural Area, unless the use is dependent upon a rural location. Such uses shall be of a size, scale, and nature that is consistent with rural character.

**DP-53** Allow cities that own property in the Rural Area to enter into interlocal agreements with King County to allow the cities to provide services to the properties they own as long as the cities agree to not annex the property or serve it with sewers or any infrastructure at an urban level of service. The use of the property must be consistent with the Rural Area policies in the Countywide Planning Policies and the King County Comprehensive Plan.

### ***Natural Resource Lands***

Natural Resource Lands are designated areas with long-term commercial significance for agriculture, forestry, and mining. The use and designation of these lands are to be permanent, in accordance with the Growth Management Act. King County has maintained this base of agriculture and forest lands despite the rapid growth of the previous decades. The Natural Resource Lands are to remain in unincorporated King County but their benefit and significance is felt throughout the county into the cities. Within cities, farmers markets are becoming important and sought-after neighborhood amenities.

The forests of the Pacific Northwest are some of the most productive in the world and King County has retained two-thirds of the county in forest cover. Large scale forestry is a traditional land use in the eastern half of King County and remains a significant contributor to the rural economy. In addition, forests provide exceptional recreational opportunities, including downhill and cross-country skiing, mountain biking, hiking, and backpacking.

***Goal Statement:*** *Natural Resource Lands are valuable long-term assets of King County and are renowned for their productivity and sustainable management.*



**DP-54** Promote and support forestry, agriculture, mineral extraction, and other resource-based industries outside of the Urban Growth Area as part of a diverse and sustainable regional economy. Avoid redesignating Natural Resource Lands to Rural.

**DP-55** Conserve commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection they provide. Limit the subdivision of land so that parcels remain large enough for commercial resource production.

**DP-56** Encourage best practices in agriculture and forestry operations for long-term protection of the natural resources and habitat.

**DP-57** Prohibit annexation of lands within designated Agricultural Production Districts or within Forest Production Districts by cities.

**DP-58** Retain the Lower Green River Agricultural Production District as a regionally designated resource that is to remain in unincorporated King County.

**DP-59** Prevent incompatible land uses adjacent to designated Natural Resource Lands to avoid interference with their continued use for the production of agricultural, mining, or forest products.

**DP-60** Support agricultural, farmland, and aquatic uses that enhance the food system, and promote local production and processing of food to reduce the need for long distance transport and to increase the reliability and security of local food. Promote activities and infrastructure, such as farmers markets, farm worker housing and agricultural processing facilities, that benefit both cities and farms by improving access to locally grown agricultural products.

**DP-61** Support institutional procurement policies that encourage purchases of locally grown food products.

**DP-62** Ensure that extractive industries and industrial-scale operations on resource lands maintain environmental quality, minimize negative impacts on adjacent lands, and that an appropriate level of reclamation occurs prior to redesignation.

**DP-63** Use a range of tools, including land use designations, development regulations, level-of-service standards, and transfer or purchase of development rights to preserve Rural and Natural Resource Lands and focus urban development within the Urban Growth Area.

**DP-64** Use transfer of development rights to shift potential development from the Rural Area and Natural Resource Lands into the Urban Growth Area, consistent with the Regional Growth

Strategy. Implement transfer of development rights within King County through a partnership between the County and cities that is designed to:

- a) Identify rural and resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated transfer of development rights efforts;
- b) Preserve rural and resource lands of compelling interest countywide and to participating cities;
- c) Identify appropriate transfer of development rights receiving areas within cities;
- d) Identify incentives for city participation in regional transfer of development rights (i.e. county-to-city transfer of development rights);
- e) Develop interlocal agreements that allow rural and resource land development rights to be used in city receiving areas;
- f) Identify and secure opportunities to fund or finance infrastructure within city transfer of development rights receiving areas; and
- g) Be compatible with existing within-city transfer of development rights programs.

## HOUSING

The Countywide Planning Policies in the Housing Chapter support a range of affordable, accessible, and healthy housing choices for current and future residents. Further, they respond to the legacy of discriminatory housing and land use policies and practices (e.g. redlining, racially restrictive covenants, exclusionary zoning, etc.) that have led to significant racial and economic disparities in access to housing and neighborhoods of choice. These disparities affect equitable access to well-funded schools, healthy environments, open space, and employment.

The policies reflect the region’s commitment to addressing the 2018 findings of the Regional Affordable Housing Task Force (Task Force). Key findings include:

- Dramatic housing price increases between 2012 and 2017 resulted in an estimated 156,000 extremely low-, very low-, and low-income households spending more than 30 percent of their income on housing (housing cost burdened); and
- Black, Hispanic, Indigenous, and extremely low-income households are among those most disproportionately impacted by housing cost burden.

While significant housing market activity is needed to reach overall King County housing growth targets, the ability of the region’s housing market to address the housing needs of low-income households is limited. A large majority of the need will need to be addressed with units restricted to income-eligible households – both rent-restricted units and resale restricted homes (“income-restricted units”).

Building on the Task Force’s work, this chapter establishes a countywide need for affordable housing defined as the additional housing units needed in King County by 2044 so that no household at or below 80 percent of Area Median Income (AMI) is housing cost burdened.

While the need is expressed in countywide terms, housing affordability varies significantly across jurisdictions. In addressing housing needs, less affordable jurisdictions will need to take significant action to increase affordability across all income levels while more affordable jurisdictions will need to take significant action to preserve affordability. To succeed, all communities must address housing need where it is greatest - housing affordable to extremely low-income households.

When taken together, all the comprehensive plans of King County jurisdictions must “plan for and accommodate” the existing and projected housing needs of the county (RCW 36.70A.020 and 36.70A.070). The policies below set a framework for individual and collective action and accountability to meet the countywide need and eliminate disparities in access to housing and neighborhoods of choice. These policies guide jurisdictions through a four-step process:

1. Conduct a housing inventory and analysis;
2. Implement policies and strategies to meet housing needs equitably;
3. Measure results and provide accountability; and
4. Adjust strategies to meet housing needs.

**Overarching Goal:** *Provide a full range of affordable, accessible, healthy, and safe housing choices to every resident in King County. All jurisdictions work to:*

- *preserve, improve, and expand their housing stock;*
- *promote fair and equitable access to housing for all people; and*
- *take actions that eliminate race-, place-, ability-, and income-based housing disparities.*

**H-1** All comprehensive plans in King County combine to address the countywide need for housing affordable to households with low-, very low-, and extremely low-incomes, including those with special needs, at a level that calibrates with the jurisdiction’s identified affordability gap for those households and results in the combined comprehensive plans in King County meeting countywide need. The countywide need for housing in 2044 by percentage of AMI is:

|  |                                    |
|--|------------------------------------|
| 30 percent and below AMI (extremely low) | 15 percent of total housing supply |
| 31-50 percent of AMI (very low)          | 15 percent of total housing supply |
| 51-80 percent of AMI (low)               | 19 percent of total housing supply |

Table H-1 provides additional context on the countywide need for housing.<sup>1</sup>

| <b>Table H-1: King County Affordable Housing Need</b> |                |                      |                      |                |
|---|----------------|----------------------|----------------------|----------------|
|   | <b>30% AMI</b> | <b>31% - 50% AMI</b> | <b>51% - 80% AMI</b> | <b>80% AMI</b> |
| <b>Housing Units by Affordability (2019)</b>          |                |                      |                      |                |
| Number of Units                                       | 44,000         | 122,000              | 180,000              | 346,000        |
| As Share of Total Units                               | 5%             | 13%                  | 19%                  | 36%            |

<sup>1</sup> Table H-1 includes both homeownership and rental units.

| <b>Table H-1: King County Affordable Housing Need</b>                                 |                |                      |                      |                |
|---|----------------|----------------------|----------------------|----------------|
|   | <b>30% AMI</b> | <b>31% - 50% AMI</b> | <b>51% - 80% AMI</b> | <b>80% AMI</b> |
| <b>Additional Affordable Housing Units Needed (2019-2044)</b>                         |                |                      |                      |                |
| Additional Housing Units Needed to Address Existing Conditions <sup>2</sup>           | 105,000        | 31,000               | 23,000               | 159,000        |
| Housing Units Needed to Address Growth Through 2044 <sup>3</sup>                      | 39,000         | 32,000               | 33,000               | 104,000        |
| <b>Total Additional Affordable Housing Units Needed</b>                               | <b>144,000</b> | <b>63,000</b>        | <b>56,000</b>        | <b>263,000</b> |
| <b>Total Affordable Housing Units Needed by 2044 (Includes Current Housing Units)</b> |                |                      |                      |                |
| Number of Units   | 188,000        | 185,000              | 236,000              | 609,000        |
| As Share of Total Units   | 15%            | 15%                  | 19%                  | 49%            |

Refer to Appendix 4 for the methodology used to calculate countywide need and 2019 jurisdictional affordability levels as compared to countywide need.

**H-2** Prioritize the need for housing affordable to households at or below 30 percent AMI (extremely low-income) by implementing tools such as:

- a) Increasing capital, operations, and maintenance funding;
- b) Adopting complementary land use regulations;
- c) Fostering welcoming communities, including people with behavioral health needs;
- d) Adopting supportive policies; and
- e) Supporting collaborative actions by all jurisdictions.

**H-3** Update existing and projected countywide and jurisdictional housing needs using data and methodology provided by the Washington State Department of Commerce, in compliance with state law.

## **Conduct a Housing Inventory and Analysis**

The Growth Management Act requires an inventory and analysis of existing and projected housing needs as part of each jurisdiction's comprehensive plan housing element. The inventory and needs analysis, together with an evaluation of recent progress to address

<sup>2</sup> Estimates of additional affordable units needed to address existing cost burden and provide housing for persons experiencing homelessness. The estimates are based on a model in which adding units for households within a given low-income category (e.g., < 30% AMI) allows those households to vacate units affordable within the next income category (e.g., greater than 30% AMI and less than or equal to 50% of AMI), in turn addressing needs of cost-burdened households in that income level. (Estimates shown assume that housing units equal to 1/25<sup>th</sup> of cost burdened households in each category are added annually in each income category until cost burden is eliminated; a range of estimates is possible depending on inputs to this model.)

<sup>3</sup> Estimates of housing units needed to address growth assume income distribution of households added through growth is the same as existing income distribution.

housing needs, helps cities identify the greatest needs and prioritize strategies to address them. Understanding the impact of discriminatory housing and land use practices and current disparities in access to housing and neighborhoods of choice helps focus policies and programs to achieve equitable housing outcomes. For example, understanding disparities in access to opportunity areas (i.e. areas with high quality schools, jobs, transit and access to parks, open space, and clean air, water, and soil) can identify a need for increased affordability in those areas. Appendix 4 provides further guidance on conducting a housing inventory and analysis.

**H-4** Conduct an inventory and analysis in each jurisdiction of existing and projected housing needs of all segments of the population and summarize the findings in the housing element.

The inventory and analysis shall include:

- a) Affordability gap of the jurisdiction's housing supply as compared to countywide need percentages from Policy H-1 (see table H-3 in Appendix 4) and needs for housing affordable to moderate income households;
- b) Number of existing housing units by housing type, age, number of bedrooms, condition, tenure, and AMI limit (for income-restricted units);
- c) Number of existing emergency housing, emergency shelters, and permanent supportive housing facilities and units or beds, as applicable;
- d) Percentage of residential land zoned for and geographic distribution of moderate- and high-density housing in the jurisdiction;
- e) Number of income-restricted units and, where feasible, total number of units, within a half-mile walkshed of high-capacity or frequent transit service where applicable and regional and countywide centers;
- f) Household characteristics, by race/ethnicity:
  - 1) Income (median and by AMI bracket)
  - 2) Tenure (renter or homeowner)
  - 3) Size
  - 4) Housing cost burden and severe housing cost burden;
- g) Current population characteristics:
  - 1) Age by race/ethnicity;
  - 2) Disability
- h) Projected population growth;
- i) Housing development capacity within a half-mile walkshed of high-capacity or frequent transit service, if applicable;
- j) Ratio of housing to jobs in the jurisdiction;
- k) Summary of existing and proposed partnerships and strategies, including dedicated resources, for meeting countywide housing need, particularly for populations disparately impacted;
- l) The housing needs of people who need supportive services or accessible units, including but not limited to people experiencing homelessness, persons with disabilities, people with medical conditions, and older adults;

- m) The housing needs of communities experiencing disproportionate harm of housing inequities including Black, Indigenous, and People of Color (BIPOC); and
- n) Areas in the jurisdiction that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and public capital investments.

**H-5** Evaluate the effectiveness of existing housing policies and strategies to meet a significant share of countywide need. Identify gaps in existing partnerships, policies, and dedicated resources for meeting the countywide need and eliminating racial and other disparities in access to housing and neighborhoods of choice.

**H-6** Document the local history of racially exclusive and discriminatory land use and housing practices, consistent with local and regional fair housing reports and other resources. Explain the extent to which that history is still reflected in current development patterns, housing conditions, tenure, and access to opportunity. Identify local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including zoning that may have a discriminatory effect, disinvestment, and infrastructure availability. Demonstrate how current strategies are addressing impacts of those racially exclusive and discriminatory policies and practices. The County will support jurisdictions in identifying and compiling resources to support this analysis.

### **Collaborate Regionally**

Housing affordability is important to regional economic vitality and sustainability. Housing markets do not respect jurisdictional boundaries. For these reasons, this section promotes cross-sectoral and interjurisdictional coordination and collaboration to identify and meet the housing needs of households with extremely low-, very low-, and low-incomes. Collaborative efforts, supported by the work of the Affordable Housing Committee, the Puget Sound Regional Council and other bodies, contribute to producing and preserving affordable housing and coordinating equitable, sustainable development in the county and region. Where individual jurisdictions lack sufficient resources, collective efforts to fund or provide technical assistance for affordable housing development and preservation, and for the creation of strategies and programs, can help to meet the housing needs identified in comprehensive plans. Jurisdictions with similar housing characteristics tend to be clustered geographically. Therefore, there are opportunities for efficiencies and greater impact through interjurisdictional cooperation. Such efforts are encouraged and can be a way to meet a jurisdiction's share of the countywide affordable housing need.

**H-7** Collaborate with diverse partners (e.g., employers, financial institutions, philanthropic, faith, and community-based organizations) on provision of resources (e.g., funding, surplus property) and programs to meet countywide housing need.

**H-8** Work cooperatively with the Puget Sound Regional Council, subregional collaborations and other entities that provide technical assistance to local jurisdictions to support the development, implementation, and monitoring of strategies that achieve the goals of this chapter.

### **Implement Policies and Strategies to Meet Housing Needs Equitably**

VISION 2050 encourages local jurisdictions to implement strategies to preserve, improve, and expand their housing stock to provide a range of affordable, accessible, healthy, sustainable, and safe housing choices to every resident. This section supports equitably meeting housing needs through strategies and actions that promote:

- *Distributional equity*: An individual's income race, ethnicity, immigration status, sexual orientation, ability, or income doesn't impact their ability to access housing in the neighborhood of their choice;
- *Cross-generational equity*: The impact of the housing policies we create result in fair and just distribution of benefits and burdens to future generations;
- *Process equity*: The housing policy development, decision-making, and implementation process is inclusive, open, fair, and accessible to all stakeholders; and
- *Reparative policies*: The policies implemented will actively seek to repair harms caused by racially biased policies.

The strategies are grouped by theme:

- Equitable processes and outcomes;
- Increased housing supply, particularly for households with the greatest needs;
- Expanded housing options and increased affordability accessible to transit and employment;
- Expanded housing and neighborhood choice for all residents; and
- Housing stability, healthy homes, and healthy communities

Further detail on the range of strategies for equitably meeting housing needs is contained in Table H-4 in Appendix 4.

#### ***Equitable Processes and Outcomes***

Working together with households most impacted by the affordable housing crisis helps to tailor solutions to best meet their needs. Taking intentional action to overcome past and current discriminatory policies and practices helps to reduce disparities in access to housing and neighborhoods of choice.

**H-9** Collaborate with populations most disproportionately impacted by housing cost burden in developing, implementing, and monitoring strategies that achieve the goals of this chapter. Prioritize the needs and solutions articulated by these disproportionately impacted populations.

**H-10** Adopt intentional, targeted actions that repair harms to Black, Indigenous, and other People of Color households from past and current racially exclusive and discriminatory land use and housing practices (generally identified through Policy H-6). Promote equitable outcomes in partnership with communities most impacted.

***Increased Housing Supply, Particularly for Households with the Greatest Needs***

VISION 2050 encourages local cities to adopt best practices and innovative techniques to meet housing needs. Meeting the countywide affordable housing need will require actions, including commitment of substantial financial resources, by a wide range of private for profit, non-profit, and government entities. Multiple tools will be needed to meet the full range of needs in any given jurisdiction.

**H-11** Adopt policies, incentives, strategies, actions, and regulations that increase the supply of long-term income-restricted housing for extremely low-, very low-, and low-income households and households with special needs.

**H-12** Identify sufficient capacity of land for housing including, but not limited to income-restricted housing; housing for moderate-, low-, very low-, and extremely low-income households; manufactured housing; multifamily housing; group homes; foster care facilities; emergency housing; emergency shelters; permanent supportive housing; and within an urban growth area boundary, duplexes, triplexes, and townhomes.

**H-13** Implement strategies to overcome cost barriers to housing affordability. Strategies to do this vary but can include updating development standards and regulations, shortening permit timelines, implementing online permitting, optimizing residential densities, reducing parking requirements, and developing programs, policies, partnerships, and incentives to decrease costs to build and preserve affordable housing.

**H-14** Prioritize the use of local and regional resources (e.g., funding, surplus property) for income-restricted housing, particularly for extremely low-income households, populations with special needs, and others with disproportionately greater housing needs. Consider projects that promote access to opportunity, anti-displacement, and wealth building for Black, Indigenous, and People of Color communities to support implementation of policy H-10.



### ***Expanded Housing Options and Increased Affordability Accessible to Transit and Employment***

The Regional Growth Strategy accommodates growth in urban areas, focused in designated centers and near transit stations, to create healthy, equitable, vibrant communities well-served by infrastructure and services. As the region invests in transit infrastructure, it must also support affordability in transit areas.

Lack of housing affordability negatively impacts the region's resilience to climate change as people are forced to live far from work, school, and transit, which contributes to climate change through increased transportation emissions and sprawl.

**H-15** Increase housing choices for everyone, particularly those earning lower wages, that is co-located with, accessible to, or within a reasonable commute to major employment centers and affordable to all income levels. Ensure there are zoning ordinances and development regulations in place that allow and encourage housing production at levels that improve jobs-housing balance throughout the county across all income levels.

**H-16** Expand the supply and range of housing types, including affordable units, at densities sufficient to maximize the benefits of transit investments throughout the county.

**H-17** Support the development and preservation of income-restricted affordable housing that is within walking distance to planned or existing high-capacity and frequent transit.

### ***Expanded Housing and Neighborhood Choice for All Residents***

Extremely low-, very low-, and low-income residents often have limited choices when seeking an affordable home and neighborhood. The King County Consortium's Analysis of Impediments to Fair Housing Choice found that many Black, Indigenous, and other People of Color communities and immigrant groups face disparities in access to opportunity areas with high quality schools, jobs, transit and access to parks, open space, and clean air, water, and soil. Some of the same groups are significantly less likely to own their home as compared to the countywide average, cutting them off from an important tool for housing stability and wealth building. Further, inequities in housing and land use practices as well as cycles of public and private disinvestment and investment have also resulted in communities vulnerable to displacement. Intentional actions to expand housing choices throughout the community will help address these challenges.

**H-18** Adopt inclusive planning tools and policies whose purpose is to increase the ability of all residents in jurisdictions throughout the county to live in the neighborhood of their choice, reduce disparities in access to opportunity areas, and meet the needs of the region's current and future residents by:

- a) Providing access to affordable housing to rent and own throughout the jurisdiction, with a focus on areas of high opportunity;
- b) Expanding capacity for moderate-density housing throughout the jurisdiction, especially in areas currently zoned for lower density single-family detached housing in the Urban Growth Area, and capacity for high-density housing, where appropriate, consistent with the Regional Growth Strategy;
- c) Evaluating the feasibility of, and implementing, where appropriate, inclusionary and incentive zoning to provide affordable housing; and
- d) Providing access to housing types that serve a range of household sizes, types, and incomes, including 2+ bedroom homes for families with children and/or adult roommates and accessory dwelling units, efficiency studios, and/or congregate residences for single adults.

**H-19** Lower barriers to and promote access to affordable homeownership for extremely low-, very low-, and low-income, households. Emphasize:

- a) Supporting long-term affordable homeownership opportunities for households at or below 80 percent AMI (which may require up-front initial public subsidy and policies that support diverse housing types); and
- b) Remedying historical inequities in and expanding access to homeownership opportunities for Black, Indigenous and People of Color communities.

**H-20** Adopt policies and strategies that promote equitable development and mitigate displacement risk, with consideration given to the preservation of historical and cultural communities as well as investments in low-, very low-, extremely low-, and moderate-income housing production and preservation; dedicated funds for land acquisition; manufactured housing community preservation, inclusionary zoning; community planning requirements; tenant protections; public land disposition policies; and land that may be used for affordable housing. Mitigate displacement that may result from planning efforts, large-scale private investments, and market pressure. Implement anti-displacement measures prior to or concurrent with development capacity increases and public capital investments.

**H-21** Implement, promote, and enforce fair housing policies and practices so that every person in the county has equitable access and opportunity to thrive in their communities of choice, regardless of their race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other relevant category of protected people.

### ***Housing Stability, Healthy Homes, and Healthy Communities***

**H-22** Adopt and implement policies that protect housing stability for renter households; expand protections and supports for low-income renters and renters with disabilities.

**H-23** Adopt and implement programs and policies that ensure healthy and safe homes.

**H-24** Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to parks and open space, safe pedestrian and bicycle routes, clean air, soil and water, fresh and healthy foods, high-quality education from early learning through K-12, affordable and high-quality transit options and living wage jobs and by avoiding or mitigating exposure to environmental hazards and pollutants.

### **Measure Results and Provide Accountability**

Each jurisdiction has a responsibility to address its share of the countywide housing need. The county and cities will collect and report housing data to help evaluate progress in meeting this shared responsibility. The county will help coordinate a transparent data collection and sharing process with cities. Further detail on monitoring procedures is contained in Appendix 4.

**H-25** Monitor progress toward meeting countywide housing growth targets, countywide need, and eliminating disparities in access to housing and neighborhood choices. Where feasible, use existing regional and jurisdictional reports and monitoring tools and collaborate to reduce duplicative reporting.

- a) Jurisdictions, including the county for unincorporated areas, will report annually to the county using guidance developed by the County on housing AMI levels:
  - 1) In the first reporting year, total income-restricted units, by tenure, AMI limit, address, and term of rent and income restrictions, for which the city is a party to affordable housing covenants on the property title created during the reporting period. In future years, report new units created and units with affordability terms that expired during the reporting period.
  - 2) Description and magnitude of land use or regulatory changes to increase zoned residential capacity including, but not limited to, single-family, moderate-density, and high-density.
  - 3) New strategies (e.g. land use code changes, dedicated fund sources, conveyance of surplus property) implemented during the reporting period to increase housing diversity or increase the supply of income-restricted units in the jurisdiction; and
- b) The county where feasible consolidate housing data across jurisdictions to provide clarity and assist jurisdictions with housing data inventory will report annually:
  - 1) Countywide housing inventory of:
    - i. Total housing units, by affordability to AMI bands;
    - ii. Total income-restricted units, by AMI limit;
    - iii. Number of units lost to demolition, redevelopment, or conversion to non-residential use during the reporting period;

- iv. Of total housing units, net new housing units created during the reporting period and what type of housing was constructed, broken down by at least single-family, moderate-density housing types, and high-density housing types; and
  - v. Total income-restricted units by tenure, AMI limit, location, created during the reporting period, starting in 2021.
  - vi. Total net new income-restricted units and the term of rent and income restrictions created during the reporting period, starting in December 2022;
  - vii. Share of households by housing tenure by jurisdiction; and
  - viii. Zoned residential capacity percentages broken down by housing type/number of units allowed per lot;
- 2) The county's new strategies (e.g., dedicated fund sources, conveyance of surplus property) implemented during the reporting period to increase the supply of restricted units in the county, including geographic allocation of resources;
  - 3) The county's new strategies implemented during the reporting period to reduce disparate housing outcomes and expand housing and neighborhood choice for Black, Indigenous, and other People of Color households and other population groups identified through policy H-6.
  - 4) Number of income-restricted units within a half mile walkshed of a high-capacity or frequent transit stations in the county;
  - 5) Share of households with housing cost burden, by income band, race, and ethnicity;
  - 6) Tenant protection policies adopted by jurisdiction; and
  - 7) Number of individuals and households experiencing homelessness, by race and ethnicity.
- c) Where feasible, jurisdictions will also collaborate to report:
- 1) Net new units accessible to persons with disabilities.

**H-26** The county will provide guidance to jurisdictions on goals for housing AMI levels annually provide transparent, ongoing information measuring jurisdictions' progress toward meeting countywide affordable housing need, according to H-25, using public-facing tools such as the King County's Affordable Housing Dashboard.

### ***Adjust Strategies to Meet Housing Needs***

**H-27** Review and amend countywide and local housing strategies and actions when monitoring in Policy H-25 and H-26 indicates that adopted strategies are not resulting in adequate affordable housing to meet the countywide need. Consider amendments to land use policies and the land use map where they present a significant barrier to the equitable distribution of affordable housing.

## ECONOMY

**Overarching Goal:** *All people throughout King County have opportunities to prosper and enjoy a high quality of life through economic growth and job creation.*

The Countywide Planning Policies in the Economy Chapter support the economic growth and sustainability of King County's economy. A strong and healthy economy results in business development, job creation, and investment in our communities. The Economy Chapter reflects and supports the Regional Economic Strategy and VISION 2050's economic policies, which emphasize the economic value of business, people, and place.

The Regional Economic Strategy is the region's comprehensive economic development strategy and serves as the VISION 2050 economic functional plan. VISION 2050 integrates the Regional Economic Strategy with growth management, transportation, and environmental objectives to:

- Support critical economic foundations, such as education, infrastructure, technology, and quality of life; and
- Promote the region's specific industry clusters: aerospace, advanced manufacturing, clean technology, information technology, life sciences, logistics and international trade, military, and tourism.

Each local community will have an individual focus on economic development, while the region's prosperity will benefit from coordination between local plans and the regional vision that take into account the county's and the region's overall plan for growth.

**EC-1** Coordinate local and countywide economic policies and strategies with VISION 2050 and the Regional Economic Strategy.

**EC-2** Support economic growth that accommodates employment growth targets (see Table DP-1) through local land use plans, infrastructure development, and implementation of economic development strategies. Prioritize growth of a diversity of middle-wage jobs and prevent the loss of such jobs from the region.

**EC-3** Support industry clusters and their related subclusters that are integral components of the Regional Economic Strategy and King County's economy. Emphasize support for clusters that are vulnerable or threatened by market forces, provide middle-wage jobs, play an outsized role in the local economy, or have significant growth potential.

**EC-4** Evaluate the performance of economic development policies and strategies in business development and middle-wage job creation. Identify and track key economic metrics to help

jurisdictions and the county as a whole evaluate the effectiveness of local and regional economic strategies.

## **Business Development**

Business creation, retention, expansion, and recruitment are the foundations of a strong economy. The success of the economy in the county depends on opportunities for business formation and growth. Our communities play a significant role through local government actions, such as by making regulations more predictable, by engaging in public-private partnerships, and by nurturing a business-supportive culture, particularly for Black, Indigenous, and other People of Color; immigrant and refugee; LGBTQIA+; disabled; and women-owned businesses.

These policies seek to integrate the concept of healthy communities as part of the county's economic objectives by calling for support of the regional food economy, including production, processing, wholesaling, and distribution of the region's agricultural food and food products.

**EC-5** Help businesses thrive through:

- Transparency, efficiency, and predictability of local regulations and policies;
- Communication and partnerships between business, government, schools, civic and community organizations, and research institutions; and
- Government contracts with local businesses.

**EC-6** Foster the retention and development of businesses and industries that manufacture goods and provide services for export.

**EC-7** Promote an economic climate that is supportive of business formation, expansion, and retention, and that emphasizes the importance of small businesses, locally owned businesses, women-owned businesses, and businesses with Black, Indigenous, and other People of Color; immigrant and refugee; LGBTQIA+; disabled; and women-owned or -led businesses, in creating jobs.

**EC-8** Foster a broad range of public-private partnerships to implement economic development policies, programs, and projects, including partnerships with community groups. Ensure such partnerships share decision-making power with and spread benefits to community groups.

**EC-9** Use partnerships to foster connections between employers, local vocational and educational programs, and community needs.

**EC-10** Identify, support, and leverage key regional and local assets to the economy, including assets that are unique to our region's position as an international gateway, such as major

airports, seaports, educational facilities, research institutions, health care facilities, long-haul trucking facilities, and manufacturing facilities.

**EC-11** Support the regional food economy including the production, processing, wholesaling, and distribution of the region’s agricultural food and food products to all King County communities. Emphasize improving access for communities with limited healthy, affordable, and culturally relevant food options.

## People

People, through their training, knowledge, skills, and cultural background, add value to the region’s economy. Creating an economy that provides opportunities for all, particularly with a focus on those communities historically most disadvantaged, can help to alleviate problems of poverty and income disparity.

A diversity of jobs at a variety of wages, skill levels, and educational requirements ensure a robust economy that provides access to opportunity for everyone. Jobs that can support a household or family without significant educational requirements often referred to as “middle-wage” jobs, play a unique role in advancing equity. Given the barriers in access throughout the educational, banking, and other institutional systems, these middle-wage jobs provide key avenues for financial self-sufficiency and wealth building. Jobs in this range predominate in more locally held, smaller- and medium-sized businesses and manufacturers, such as accountants, machinists, or technicians. King County seeks to encourage new small business formation whenever possible and prevent displacement of industries and businesses that have a diversity of occupations or concentrations in those middle skills most associated with middle wage.

To support middle-wage jobs and career training for residents of economically distressed areas, priority hire policies require developers to hire local workers and businesses when development projects are above a certain budget threshold and receive public funding.

**EC-12** Work with schools and other institutions to increase graduation rates and sustain a highly educated and skilled local workforce. This includes aligning job training and education offerings that are consistent with the skill needs of the region’s industry clusters. Identify partnership and funding opportunities where appropriate. Align and prioritize workforce development efforts with Black, Indigenous, and other People of Color communities; immigrant and refugees; and other marginalized communities.

**EC-13** Promote the local workforce through priority hire programs that create middle-wage employment opportunities in historically disadvantaged communities.

**EC-14** Celebrate the cultural diversity of local communities as a means to enhance social capital, neighborhood cohesion, the county’s global relationships, and support for cultural and arts institutions.

**EC-15** Eliminate and correct for historical and ongoing disparities in income, employment, and wealth building opportunities for Black, Indigenous, and other People of Color; women; and other intersecting marginalized identities.

**EC-16** Direct investments to community and economic development initiatives that elevate equitable economic opportunity for those communities most marginalized and impacted by disinvestment and economic disruptions.

## Places

Economic activity in the county predominantly occurs within the Urban Growth Area, including regional growth centers and manufacturing/industrial centers, which tend to be where middle-wage jobs predominate. Continuing to guide local investments to these centers will help provide the support needed to sustain the economy and provide greater predictability to businesses about where capital improvements will be located, as well as meet other goals related to supporting equitable growth. In addition to making productive use of urban land, economic activity adds to the culture and vitality of our local communities.

While King County moves towards an economy dominated by high-tech and medical services, subregions within the County are hosts to concentrations in other sectors and have experienced job growth in the construction, warehousing, and transportation sectors as real estate pricing recalibrates the geography of jobs. Even as Seattle’s share of manufacturing sector jobs has fallen since 2008, South King County’s cities such as Kent, Auburn, and Renton have seen commensurate increases in manufacturing—and are competing with neighboring Snohomish and Pierce County to retain this critical industry. The policies below take a proactive approach to maintaining King County’s role as the home to internationally significant manufacturing and industrial centers and the industries and businesses that make them what they are.

The Rural Area and Natural Resource Lands are important for their contribution to the regional food network, mining, timber, and craft industries, while Cities in the Rural Area are important for providing services to and being the economic centers for the surrounding Rural Area.

**EC-17** Concentrate economic and employment growth in designated regional, countywide, and local centers through local investments, planning, and financial policies.



**EC-18** Make local investments to maintain and expand infrastructure and services that support local and regional economic development strategies. Focus investment where it encourages growth in designated centers and helps achieve employment targets.

**EC-19** Add to the vibrancy and sustainability of our communities and the health and well-being of all people through safe and convenient access to local services, neighborhood-oriented retail, purveyors of healthy food (e.g., grocery stores and farmers markets), and transportation choices.

**EC-20** Promote the natural environment as a key economic asset and work to improve access to it as an economic driver. Work cooperatively with local businesses to protect and restore the natural environment in a manner that is equitable, efficient, predictable, and complements economic prosperity.

**EC-21** Encourage private, public, and non-profit sectors to incorporate environmental stewardship and social responsibility into their practices. Encourage development of established and emerging industries, technologies and services that promote environmental sustainability, especially those addressing climate change and resilience.

**EC-22** Maintain an adequate supply of land within the Urban Growth Area to support economic development. Inventory, plan for, and monitor the land supply and development capacity for, manufacturing/industrial, commercial, and other employment uses that can accommodate the amount and types of economic activity anticipated during the planning period.

**EC-23** Support manufacturing/industrial centers with land use policies that protect industrial land, retain and expand industrial employment, support a diverse regional economy, and provide for the evolution of these Centers to reflect industrial business trends, including in technology and automation. Prohibit or limit non-supporting or incompatible activities that may interfere with the retention and operation of industrial businesses while recognizing that a wider mix of uses, in targeted areas and circumstances, may be appropriate when designed to be supportive of and compatible with industrial employment.

**EC-24** Facilitate redevelopment of contaminated sites through local, county, and state financing and other strategies that assist with planning, site design, and funding for environmental remediation.

**EC-25** Encourage economic activity within Cities in the Rural Area, at an appropriate size, scale, and type compatible with these communities and that does not create adverse impacts to the surrounding Rural Area and Natural Resource Lands.

**EC-26** Encourage commercial and mixed-use development that provides a range of job opportunities throughout the county to create a closer balance between the location of jobs and housing.

**EC-27** Develop and implement systems that provide a financial safety net during economic downturns and recovery. Direct resources in ways that reduce inequities and build economic resiliency for those communities most negatively impacted by asset poverty.

**EC-28** Ensure public investment decisions protect culturally significant economic assets and advance the business interests of Black, Indigenous, and other People of Color communities; immigrant and refugees; and other marginalized communities.

**EC-29** Stabilize and prevent the economic displacement of small, culturally relevant businesses and business clusters during periods of growth, contraction, and redevelopment. Mitigate displacement risks through monitoring and adaptive responses.

## TRANSPORTATION

The Regional Growth Strategy identifies a network of walkable, compact, and transit-oriented communities that are the focus of urban development, as well as industrial areas with major employment concentrations. In the Countywide Planning Policies, these communities include countywide designated Urban Centers and Manufacturing/ Industrial Centers, and locally designated local centers. An essential component of the Regional Growth Strategy is an efficient transportation system that provides multiple options for moving people and goods into and among the various centers. Transportation system, in the context of this chapter, is defined as a comprehensive, integrated network of travel modes (e.g., airplanes, automobiles, bicycles, buses, feet, ferries, freighters, trains, trucks) and infrastructure (e.g. sidewalks, trails, streets, arterials, highways, waterways, railways, airports) for the movement of people and goods on a local, regional, national and global scale.

Goals and policies in this chapter build on the 1992 King County Countywide Planning Policies and the Multicounty Planning Policies in VISION 2050. Policies are organized into three sections:

- Supporting Growth – focusing on serving the region with a transportation system that furthers the Regional Growth Strategy;
- Mobility – addressing the full range of travel modes necessary to move people and goods efficiently within the region and beyond; and
- System Operations – encompassing the design, maintenance, and operation of the transportation system to provide for safety, efficiency, and sustainability.

***Overarching Goal:*** *The region is well served by an integrated, multimodal transportation system that supports the regional vision for growth, efficiently moves people and goods, and is environmentally and functionally sustainable over the long term.*

### Supporting Growth

An effective transportation system is critical to equitably achieving the Regional Growth Strategy and ensuring that centers are functional and appealing to the residents and businesses they are designed to attract. The policies in this section reinforce the critical relationship between development patterns and transportation and they are intended to guide transportation investments from all levels of government to effectively support local, county, and regional plans to accommodate growth. Policies in this section take a multimodal approach to serving growth, with additional emphasis on transit and non-motorized modes to support planned development in centers.

***Goal Statement:*** *Local and regional development of the transportation system is consistent with and furthers realization of the Regional Growth Strategy.*

**T-1** Work cooperatively with the Puget Sound Regional Council, the state, and other relevant agencies to finance and develop an equitable and sustainable multimodal transportation system that enhances regional mobility and reinforces the countywide vision for managing growth. Use VISION 2050, including the Regional Growth Strategy, and the Regional Transportation Plan as the policy and funding framework for creating a system of regional, countywide, local centers connected by a multimodal network including high-capacity transit, bus service, and an interconnected system of roadways, freeways and high-occupancy vehicle lanes.

**T-2** Avoid construction of major roads and capacity expansion on existing roads in the Rural Area and Natural Resource Lands. Where increased roadway capacity is warranted to support safe and efficient travel through the Rural Area, appropriate rural development regulations and effective access management should be in place prior to authorizing such capacity expansion in order to make more efficient use of existing roadway capacity and prevent unplanned growth in the Rural Area.

**T-3** Increase the share of trips made countywide by modes other than driving alone through coordinated land use planning, public and private investment, and programs focused on centers and connecting corridors, consistent with locally adopted mode split goals.

**T-4** Reduce the need for new roadway capacity improvements through investments in transportation system management and operations, pricing programs, and transportation demand management strategies that improve the efficiency of and access to the current system.

**T-5** Prioritize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, particularly to and within centers and along corridors connecting centers.

**T-6** Develop station area plans for high-capacity transit stations and mobility hubs based on community engagement. Plans should reflect the unique characteristics, local vision for each station area including transit-supportive land uses, transit rights-of-way, stations and related facilities, multimodal linkages, safety improvements, place-making elements and minimize displacement.

**T-7** Support countywide growth management and climate objectives by prioritizing transit service and pedestrian safety in areas where existing housing and employment densities support transit ridership and to designated regional and countywide centers and other areas planned for housing and employment densities that will support transit ridership.

**T-8** Implement transportation programs and projects that address the needs of and promote access to opportunity for Black, Indigenous, and other People of Color, people with low and no-incomes, and people with special transportation needs.

**T-9** Implement transportation programs and projects that prevent and mitigate the displacement of Black, Indigenous, and other People of Color, people with low and no- incomes, and people with special transportation needs.

**T-10** Integrate transit facilities, services, and active transportation infrastructure with public spaces and private developments to create safe and inviting waiting and transfer environments to encourage transit ridership countywide.

**T-11** Advocate for state policies, actions, and capital improvement programs that promote equity and sustainability, and that are consistent with the Regional Growth Strategy, VISION 2050, and the Countywide Planning Policies.

**T-12** Prioritize funding transportation investments that support countywide growth targets and centers framework, and that enhance multimodal mobility and safety, equity, and climate change goals.

## **Mobility**

Mobility is necessary to sustain personal quality of life and the regional economy. For individuals, mobility requires an effective transportation system that provides safe, reliable, and affordable travel options for people of all ages, incomes, and abilities. While the majority of people continue to travel by personal automobile, there are growing segments of the population (e.g., urban, elderly, teens, low-income, no-income, minorities, and persons with disabilities) that rely on other modes of travel such as walking, bicycling, and public transportation to access employment, education and training, goods and services.

The movement of goods is also of vital importance to the local and regional economy. International trade is a significant source of employment and economic activity in terms of transporting freight, local consumption, and exporting goods. The policies in this section are intended to address use and integration of the multiple modes necessary to move people and goods within and beyond the region. The importance of the roadway network, implicit in the policies of this section, is addressed more specifically in the System Operations section of this chapter.

**Goal Statement:** *A well-integrated, multimodal transportation system moves people and goods effectively and efficiently to destinations within the region and beyond.*

**T-13** Advocate for and pursue new, innovative, and sustainable, funding methods including user fees, tolls, and other progressive pricing mechanisms that reduce the volatility of transit funding and fund the maintenance, improvement, preservation, and operation of the transportation system.

**T-14** Promote the mobility of people and goods through a multimodal transportation system based on regional priorities consistent with VISION 2050 and local comprehensive plans.

**T-15** Determine if capacity needs can be met from investments in transportation system operations and management, pricing programs, transportation demand management, public transportation, and system management activities that improve the efficiency of the current transportation system, prior to implementing major roadway capacity expansion projects. Focus on investments that are consistent with the Regional Growth Strategy and produce the greatest net benefits to people, especially communities and individuals where needs are greatest, and goods movement that minimize the environmental impacts of transportation.

**T-16** Support effective management, maintenance, and preservation of existing air, marine and rail transportation capacity and infrastructure to address current and future capacity needs in cooperation with responsible agencies, affected communities, and users.

**T-17** Promote coordinated planning and effective management to optimize the movement of people and goods in the region's aviation system in a manner that minimizes health, air quality, and noise impact to the community, especially frontline communities. Consider demand management alternatives as future aviation growth needs are analyzed, recognizing capacity constraints at existing facilities and the time and resources necessary to build new ones. Support the ongoing process of development of a new commercial aviation facility in Washington State.

**T-18** Develop and implement freight mobility strategies that strengthen, preserve, and protect King County's role as a major regional freight distribution hub, an international trade gateway, and a manufacturing area while minimizing negative impacts on the community.

**T-19** Address the needs of people who do not drive, either by choice or circumstances (e.g., elderly, teens, low-income, and persons with disabilities), in the development and management of local and regional transportation systems.

**T-20** Consider mobility options, connectivity, active transportation access, and safety in the siting and design of transit stations and mobility hubs, especially those that are serviced by high-capacity transit.

**T-21** Make transportation investments that improve economic and living conditions so that

industries and workers are retained and attracted to the region and the county.

**T-22** Respond to changes in mobility patterns and needs for both people and goods, encouraging partnerships with nonprofit providers and the private sector where applicable.

## **System Operations**

The design, management, and operation of the transportation system influence the region's growth and mobility and they have significant impacts on equity, addressing historical inequities, and our environment. Policies in this section stress the need to make efficient use of existing infrastructure, serve the broad needs of the users, address safety and public health issues, and design facilities that are a good fit for the surroundings. Implementation of the policies will require the use of a wide range of tools including, but not limited to:

- Technologies such as intelligent transportation systems and alternative fuels;
- Demand management programs for parking, commute trip reduction and congestion; and
- Incentives, pricing systems, and other strategies to encourage choices that increase mobility while improving public health and environmental sustainability.

**Goal Statement:** *A transportation system that is well-designed and managed to protect public investments, promote equitable access, provide mobility, promote public health and safety, and achieve optimum efficiency.*

**T-23** Prioritize essential maintenance, preservation, and safety improvements of the existing transportation system to protect mobility, extend useful life of assets, and avoid costly replacement projects.

**T-24** Design and operate transportation facilities in a manner that is compatible with and integrated into the natural and built environments in which they are located. Incorporate features such as natural drainage, native plantings, and local design themes that facilitate integration and compatibility.

**T-25** Reduce stormwater pollution from transportation facilities and improve fish passage through retrofits and updated design standards. When feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.

**T-26** Develop a resilient transportation system (e.g., roadway, rail, transit, sidewalks, trails, air, and marine) and protect against major disruptions and climate change impacts. Develop prevention, adaptation, mitigation, and recovery strategies and coordinate disaster response plans.

**T-27** Promote the use of pricing strategies and transportation system management and operations tools to effectively manage the transportation system and provide an equitable, stable, and sustainable transportation funding source to improve mobility.

**T-28** Promote road and transit facility design that includes well-defined, safe, and appealing spaces for pedestrians and bicyclists.

**T-29** Design roads, including retrofit projects, to accommodate a range of travel modes within the travel corridor in order to reduce injuries and fatalities, contribute to achieving the state goal of zero deaths and serious injuries, and encourage physical activity.

**T-30** Develop a transportation system that minimizes negative health and environmental impacts to all communities, especially Black, Indigenous, and other People of Color communities and low-income communities, that have been disproportionately affected by transportation decisions.

**T-31** Provide equitable opportunities for an active, healthy lifestyle by integrating the needs of pedestrians and bicyclists in local transit, countywide, and regional transportation plans and systems.

**T-32** Plan and develop a countywide transportation system that supports the connection between land use and transportation, and essential travel that reduces greenhouse gas emissions by advancing strategies that shorten trip length or replace vehicle trips to reduce vehicle miles traveled.

**T-33** Apply technologies, programs, and other strategies (e.g., intelligent transportation systems (ITS), first and last mile connections) to optimize the use of existing infrastructure and support equity; improve mobility; and reduce congestion, vehicle miles traveled, and greenhouse gas emissions.

**T-34** Promote the expanded use of alternative fuel and zero emission vehicles by the general public with measures such as converting transit, public, and private fleets; applying incentive programs; and providing for electric vehicle charging stations.



## PUBLIC FACILITIES AND SERVICES

**Overarching Goal:** *County residents in both Urban and Rural Areas have timely and equitable access to the public services needed to advance public health and safety, protect the environment, and carry out the Regional Growth Strategy.*

### Urban and Rural Levels of Service

The Growth Management Act directs jurisdictions and special purpose districts to provide public facilities and services to support development. The Growth Management Act distinguishes between urban and rural services and states that land within the Urban Growth Area should be provided with a full range of services necessary to sustain urban communities while land within the Rural Area should receive services to support a rural lifestyle. Certain services, such as sanitary sewers, are allowed only in the Urban Growth Area, except as otherwise authorized. The Growth Management Act also requires jurisdictions to determine which facilities are necessary to serve the desired growth pattern and how they will be financed, to ensure timely provision of adequate services and facilities.

**PF-1** Provide a full range of urban services in the Urban Growth Area to support the Regional Growth Strategy and adopted growth targets and limit the availability of urban services in the Rural Area consistent with VISION 2050. Avoid locating urban serving facilities in the Rural Area.

### Collaboration Among Jurisdictions

More than 100 special purpose districts, including water, sewer, flood control, stormwater, fire, school, and other districts, provide essential services to the residents of King County. While cities are the primary providers of services in the Urban Growth Area, in many parts of the county special purpose districts also provide essential services. Coordination and collaboration among all of these districts, the cities, King County, the tribes, and neighboring counties is key to providing efficient, high-quality, and reliable services to support the Regional Growth Strategy.

**PF-2** Provide affordable and equitable access to public services to all communities, especially the historically underserved. Prioritize investments to address disparities.

**PF-3** Provide reliable and cost-effective services to the public through coordination among jurisdictions and special purpose districts.

**PF-4** Recognize cities as the appropriate providers of services to the Urban Growth Area, either directly or by contract. Extend urban services through the use of special districts only where there are agreements with the city in whose Potential Annexation Area the extension is

proposed. Within the Urban Growth Area, as time and conditions warrant, cities will assume local urban services provided by special service districts.

## **Utilities**

Utilities include infrastructure and services that provide water, sewage treatment and disposal, solid waste disposal, energy, telecommunications, and human and community services. Providing these utilities in a cost-effective way is essential to maintaining the health and safety of King County residents and to implementing the Regional Growth Strategy.

### ***Water Supply***

Conservation and efficient use of water resources are vital to ensuring the reliability of the region's water supply, the availability of sufficient water supplies for future generations, and the environmental sustainability of the water supply system.

**PF-5** Develop plans for long-term water provision to support growth and to address the potential impacts of climate change and fisheries protection on regional water resources.

**PF-6** Ensure that all residents have access to a safe, reliably maintained, and sustainable drinking water source that meets present and future needs.

**PF-7** Coordinate water supply among local jurisdictions, tribal governments, and water purveyors to ensure reliable, sustainable, and cost-effective sources of water for all users and needs, including residents, businesses, fire districts, and aquatic species.

**PF-8** Plan and locate water systems in the Rural Area that are appropriately sized for rural uses and densities and that do not increase development potential in the Rural Area.

**PF-9** Recognize and support agreements with water purveyors in adjacent cities and counties to promote effective conveyance of water supplies and to secure adequate supplies for emergencies.

**PF-10** Implement water conservation and efficiency efforts to protect natural resources, reduce environmental impacts, and support a sustainable long-term water supply to serve the growing population.

**PF-11** Require water reuse and reclamation, where feasible, especially for high-volume non-potable water users such as parks, schools, and golf courses.

## ***Sewage Treatment and Disposal***

Within the Urban Growth Area, connection to sanitary sewers is necessary to support the Regional Growth Strategy and to accommodate urban densities. Alternatives to the sanitary sewer system and the typical septic system are becoming more cost effective and therefore, more available. Alternative technology may be appropriate when it can perform as well or better than sewers in the Urban Growth Area. Septic systems are not considered to be alternative technology within the Urban Growth Area.

In the Rural Area and Natural Resource Lands, which are characterized by low-density development, sewer service is not typically provided. In cases where public health is threatened, sewers can be provided in the Rural Area but only if connections are strictly limited. Alternative technology may be necessary to substitute for septic systems in the Rural Area.

**PF-12** Require all development in the Urban Growth Area to be served by a public sewer system except:

- a) Single-family residences on existing individual lots that have no feasible access to sewers may utilize individual septic systems on an interim basis; or
- b) Development served by alternative technology that:
  - 1) Provide equivalent performance to sewers;
  - 2) Provide the capacity to achieve planned densities; and
  - 3) Will not create a barrier to the extension of sewer service within the Urban Growth Area.

**PF-13** Prohibit sewer service in the Rural Area and on Natural Resource Lands except:

- a) Where needed to address specific health and safety problems threatening existing structures; or
- b) As allowed by Countywide Planning Policy DP-49; or
- c) As provided in Appendix 5 (March 31, 2012 School Siting Task Force Report).

Sewer service authorized consistent with this policy shall be provided in a manner that does not increase development potential in the Rural Area.

## ***Solid Waste***

King County and the entire Puget Sound region are recognized for successful efforts to collect recyclable waste. Continuing to reduce and reuse waste will require concerted and coordinated efforts well into the future. It is important to reduce the waste stream going into area landfills to extend the usable life of existing facilities and reduce the need for additional capacity.

**PF-14** Reduce the solid waste stream and encourage reuse and recycling.

## **Energy**

While King County consumers have access to electrical energy derived from hydropower, there are challenges for securing long-term reliable energy and for becoming more energy efficient.

**PF-15** Reduce the rate of energy consumption through efficiency and conservation as a means to lower energy costs and mitigate environmental impacts associated with traditional energy supplies.

**PF-16** Invest in and promote the use of low-carbon, renewable, and alternative energy resources to help meet the county's long-term energy needs, reduce environmental impacts associated with traditional energy supplies, and increase community sustainability.

## **Telecommunications**

A telecommunications network throughout King County is essential to fostering broad economic vitality and equitable access to information, goods and services, and opportunities for social connection.

**PF-17** Plan for the equitable provision of telecommunication infrastructure and affordable, convenient, and reliable broadband internet access to businesses, and to households of all income levels, with a focus on underserved areas.

## **Human and Community Services**

Public services beyond physical infrastructure are also necessary to sustain the health and quality of life of all King County residents. In addition, these services play a role in distinguishing urban communities from rural communities and supporting the Regional Growth Strategy.

**PF-18** Provide human and community services to meet the needs of current and future residents in King County communities through coordinated, equitable planning, funding, and delivery of services by the county, cities, and other agencies.

## **Locating Facilities and Services**

VISION 2050 calls for a full range of urban services in the Urban Growth Area to support the Regional Growth Strategy, and for limiting the availability of services in the Rural Area. In the long term, there is increased efficiency and cost-effectiveness in siting and operating facilities and services that serve a primarily urban population within the Urban Growth Area. At the same time, those facilities and services that primarily benefit rural populations provide a greater benefit when they are located within neighboring cities and rural towns.

**PF-19** Locate schools, institutions, and other community facilities and services that primarily serve urban populations within the Urban Growth Area, where they are accessible to the communities they serve, except as provided in Appendix 5 (March 31, 2012 School Siting Task Force Report). If possible, locate these facilities in places that are well served by transit and pedestrian and bicycle networks.

**PF-20** Jurisdictions shall work collaboratively with school districts to ensure the availability of sufficient land and the provision of necessary educational facilities within the Urban Growth Area through compliance with PF-22 and PF-23 and through the land use element and capital facilities element of local comprehensive plans.

**PF-21** Locate new schools and institutions primarily serving rural residents in neighboring cities and rural towns, except as provided in Appendix 5 (March 31, 2012 School Siting Task Force Report). Locate new community facilities and services that primarily serve rural residents in neighboring cities and rural towns, with the limited exceptions when their use is dependent upon a rural location and their size and scale supports rural character.

Public school facilities to meet the needs of growing communities are an essential part of the public infrastructure. Coordination between each jurisdiction's land use plan and regulations and their respective school district[s] facility needs are essential for public school capacity needs to be met. The following policy applies countywide and requires engagement between each school district and each city that is served by the school district. The policy also applies to King County as a jurisdiction for areas of unincorporated King County that are within a school district's service boundary. The policy initiates a periodic procedure to identify if there are individual school district siting issues and if so, a process for the school district and jurisdiction to cooperatively prepare strategies for resolving the issue.

**PF-22** Plan, through a cooperative process between jurisdictions and school districts, that public school facilities are available, to meet the needs of existing and projected residential development consistent with adopted comprehensive plan policies and growth forecasts. Cooperatively work with each school district located within the jurisdiction's boundaries to evaluate the school district's ability to site school facilities necessary to meet the school district's identified student capacity needs. Use school district capacity and enrollment data and the growth forecasts and development data of each jurisdiction located within the school district's service boundaries.

Commencing in January 2016 and continuing every two years thereafter, each jurisdiction and the school district(s) serving the jurisdiction shall confer to share information and determine if there is development capacity and the supporting infrastructure to site the needed school facilities.

If not, cooperatively prepare a strategy to address the capacity shortfall. Potential strategies may include:

- a) Shared public facilities such as play fields, parking areas and access drives;
- b) School acquisition or lease of appropriate public lands;
- c) Regulatory changes such as allowing schools to locate in additional zones or revised development standards; and
- d) School design standards that reduce land requirements (such as multi-story structures or reduced footprint) while still meeting programmatic needs.

In 2017, and every two years thereafter, King County shall report to the GMPC on whether the goals of this policy are being met. The GMPC shall identify corrective actions as necessary to implement this policy.

**PF-23** Coordinate and collaborate with school districts to build new and expand existing school facilities within the Urban Growth Area. Jurisdictions and school districts should work together to employ strategies such as:

- a) Identifying surplus properties and private properties that could be available for new school sites;
- b) Creating opportunities for shared use of buildings, fields, and other facilities;
- c) Reviewing development regulations to increase the areas where schools can be located and to enable challenging sites to be used for new, expanded, and renovated schools;
- d) Prioritizing and simplifying permitting of schools;
- e) Considering the feasibility of locating playfields on land in the rural area directly adjacent to school sites located within the urban area and with direct access from the urban area;
- f) Partnering with school districts in planning and financing walking and biking routes for schools; and
- g) Encouraging more walking, biking, and transit ridership for students, teachers, and staff.

Strategies should recognize the school district's adopted educational program requirements, established and planned school service areas, limited availability of developable sites, and established and planned growth patterns and enrollment projections.

### **Siting Public Capital Facilities**

While essential to growth and development, regional capital facilities can disproportionately affect the communities in which they are located. It is important that all jurisdictions work collaboratively and consider environmental justice principles when siting these facilities to foster the development of healthy communities for all.

**PF-24** Site or expand essential public facilities or facilities of regional importance within the county using a process that incorporates broad public involvement, especially from historically marginalized and disproportionately burdened communities, and that equitably disperses impacts and benefits while supporting the Countywide Planning Policies.

**PF-25** Consider climate change, economic, equity, and health impacts when siting and building essential public services and facilities.

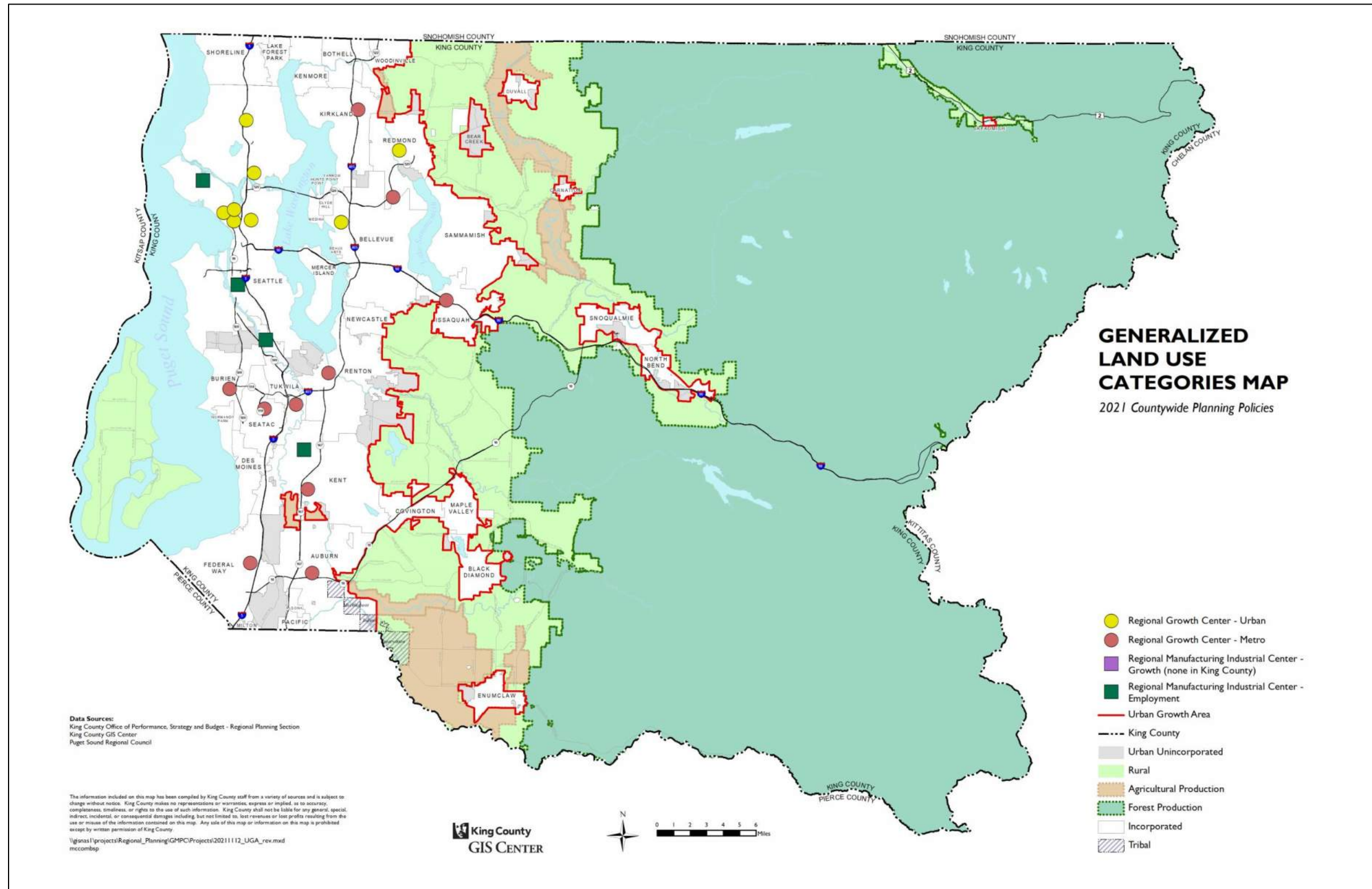
### **Public Facility and Disaster Preparedness**

Community resilience is the ability to prepare for anticipated hazards, adapt to changing conditions, and withstand and recover rapidly from disruptions. The King County Regional Hazard Mitigation Plan, which was approved in 2020, assesses natural and human-caused hazards that can impact the county. Coordinated planning across all jurisdictions and agencies in King County is the best way to establish broad community resilience. Lack of planning for resilience leads to disproportionate impacts on vulnerable populations.

**PF-26** Support coordinated planning for public safety services and programs, including emergency management, in partnership with frontline communities.

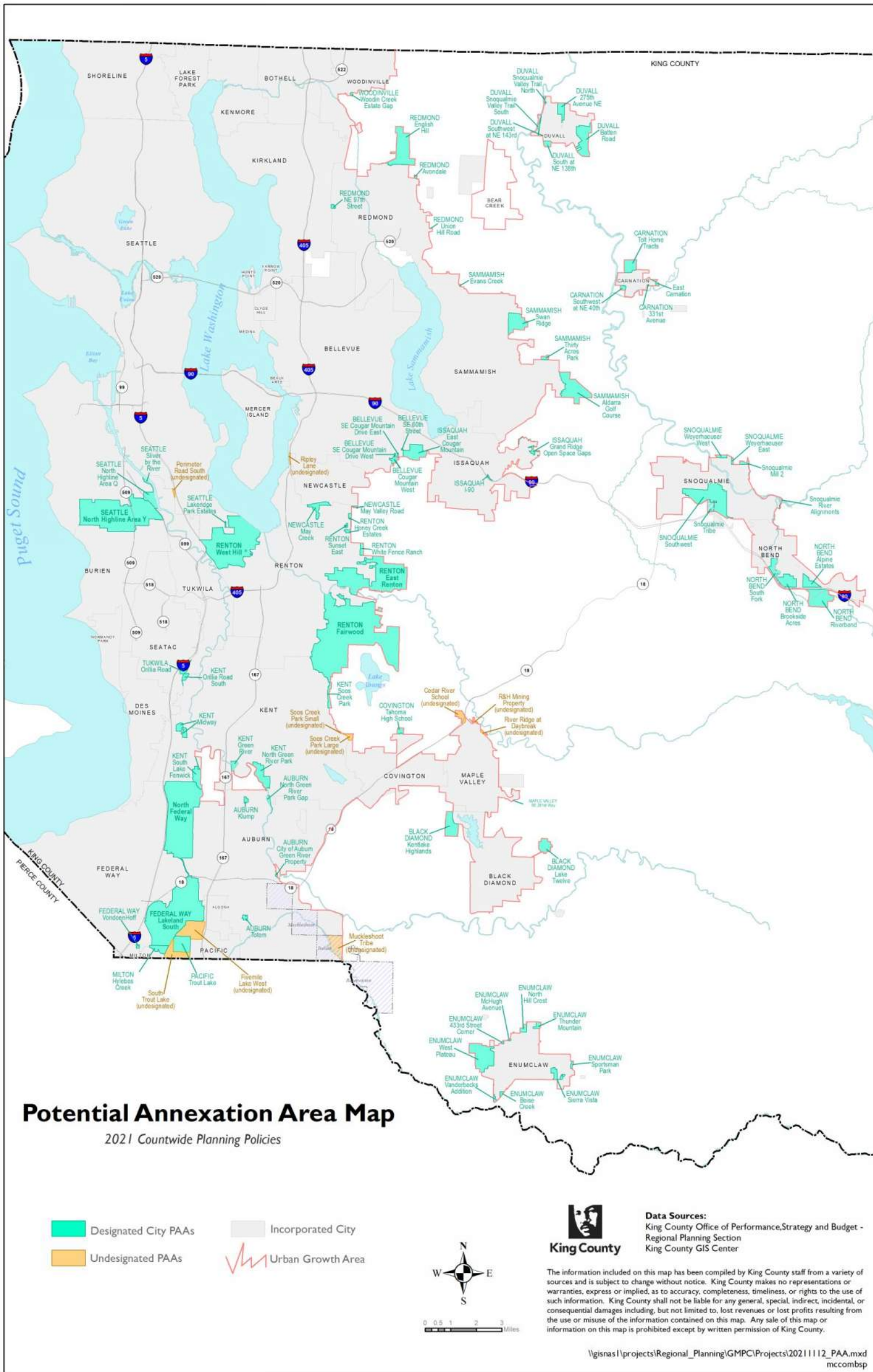
**PF-27** Establish new or expanded sites for public facilities, utilities, and infrastructure in a manner that ensures disaster resiliency and public service recovery.

## Appendix 1: Generalized Land Use Categories Map

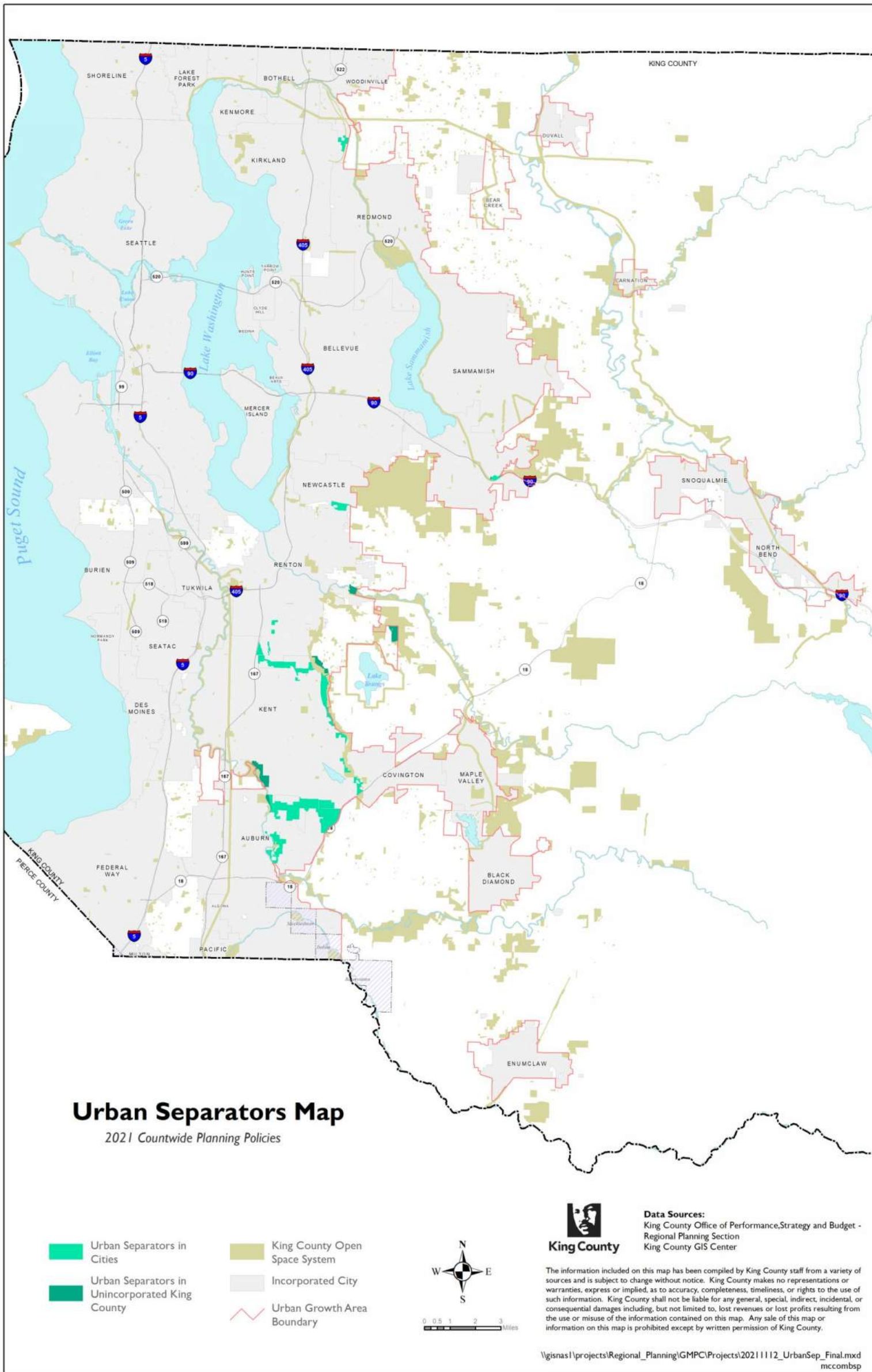




## Appendix 2: Potential Annexation Areas Map



### Appendix 3: Urban Separators Map



## Appendix 4: Housing Technical Appendix

### Policy H-1: Countywide Need

Each jurisdiction, as part of its Comprehensive Plan housing analysis, will need to address affordability and the condition of existing housing supply as well as its responsibility to accommodate its share of the countywide need for affordable housing as defined in policy H-1. In order for each jurisdiction to address its share of the countywide housing need for extremely low-, very low-, and low-income housing, a four-step approach should be followed:

1. Conduct a housing inventory and analysis;
2. Implement policies and strategies to equitably meet housing needs;
3. Measure results and provide accountability; and
4. Adjust strategies to meet housing needs.

Countywide need, also called the countywide affordable housing need, is the number of additional, affordable homes needed by 2044 so that no household at or below 80 percent AMI spends more than 30 percent of their income on housing. The countywide need for housing is estimated at 263,000 affordable homes affordable at or below 80 percent AMI that need to be built or preserved by 2044 as shown in Table H-1. The countywide need estimate includes both homeownership and rental units and accounts for people experiencing homelessness. The estimates are based on a model in which adding units for households within a given low-income category (e.g., < 30 percent AMI) allows those households to vacate units affordable within the next highest income category (e.g., greater than 30 percent AMI and less than or equal to 50 percent of AMI) each year, in turn addressing needs of cost-burdened households in that income level. The estimates in Table H-1 assume that housing units equal to 1/25<sup>th</sup> of the cost burdened households in each category in 2019 are added annually in each income category until cost burden is eliminated, which occurs in different years for different income categories due to the vacating unit process described earlier. The estimates of housing units needed to address growth also assume income distribution of households added through growth is the same as existing income distribution.

### *Estimating Local Housing Need*

While the CPPs do not prescribe a jurisdictional share of countywide affordable housing need, per RCW 36.70A.070 jurisdictions must include in the housing element of their comprehensive plan:

- an inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth, as provided by the department of commerce, including:
  - (i) Units for moderate, low, very low, and extremely low-income households;

Countywide housing need, housing affordability, and income-restricted housing unit data provided in Tables H-1 and H-2 and through the King County Regional Affordable Housing Dashboard can assist jurisdictions in estimating their local affordable housing needs. Sample calculations using a simplified methodology and potential policy responses for three jurisdictions of varying size and affordability are provided below. As a reminder, Policy H-1 and Table H-1 provides that the countywide need for housing in 2044 by percentage of AMI is:

|  |                                    |
|--|------------------------------------|
| 30 percent and below AMI (extremely low) | 15 percent of total housing supply |
| 31-50 percent of AMI (very low)          | 15 percent of total housing supply |
| 51-80 percent of AMI (low)               | 19 percent of total housing supply |

The sample jurisdictional calculations use fictional data from Table H-3.

**Table H-2: Fictional Jurisdictional Data**

| Jurisdiction   | Current Housing Units (HU) (2013-2017) |               |            |               |            |               |              |               |             |
|----------------|--|---------------|------------|---------------|------------|---------------|--------------|---------------|-------------|
|                | 0-30% AMI                              |               | 31-50% AMI |               | 51-80% AMI |               | Over 80% AMI |               | All Incomes |
|                | # of HU                                | % of Total HU | # of HU    | % of Total HU | # of HU    | % of Total HU | # of HU      | % of Total HU | Total HU    |
| Jurisdiction A | 2,000                                  | 3%            | 3,000      | 4%            | 7,000      | 10%           | 58,000       | 83%           | 70,000      |
| Jurisdiction B | 2,500                                  | 4%            | 20,000     | 33%           | 18,000     | 30%           | 20,000       | 33%           | 60,500      |
| Jurisdiction C | 300                                    | 3%            | 600        | 6%            | 1,600      | 17%           | 7,000        | 74%           | 9,500       |

Source: 2013 - 2017 CHAS

| Jurisdiction   | Income-Restricted Housing Units (HU) (2019) |               |            |               |            |               |
|----------------|---|---------------|------------|---------------|------------|---------------|
|                | 0-30% AMI                                   |               | 31-50% AMI |               | 51-80% AMI |               |
|                | # of HU                                     | % of Total HU | # of HU    | % of Total HU | # of HU    | % of Total HU |
| Jurisdiction A | 300   | 0.4%          | 500        | 0.7%          | 2,100      | 3.0%          |
| Jurisdiction B | 300   | 0.5%          | 1,200      | 2.0%          | 1,800      | 3.0%          |
| Jurisdiction C | 0   | 0.0%          | 70         | 0.7%          | 80         | 0.8%          |

Source: King County Income-restricted Housing Database

| Jurisdiction   | Future Affordable Housing Need (2044 total units * Countywide Housing Need) |               |            |               |            |               |                       |                            |                             |
|----------------|---|---------------|------------|---------------|------------|---------------|-----------------------|----------------------------|-----------------------------|
|                | 0-30% AMI   |               | 31-50% AMI |               | 51-80% AMI |               | Current Housing Units | 2044 Housing Growth Target | Total Housing Units in 2044 |
|                | # of HU   | % of Total HU | # of HU    | % of Total HU | # of HU    | % of Total HU |                       |                            |                             |
| Jurisdiction A | 15,750  | 15%           | 15,750     | 15%           | 19,950     | 19%           | 70,000                | 35,000                     | 105,000                     |
| Jurisdiction B | 10,875  | 15%           | 10,875     | 15%           | 13,775     | 19%           | 60,500                | 12,000                     | 72,500                      |
| Jurisdiction C | 1,710   | 15%           | 1,710      | 15%           | 2,160      | 19%           | 9,500                 | 1900                       | 11,400                      |

Note: This applies the countywide need for affordable housing to each jurisdiction's projected total housing units in 2044

| Jurisdiction   | Difference from Current Housing Units to 2044 Need |            |            |
|--|--|------------|------------|
|  | 0-30% AMI  | 31-50% AMI | 51-80% AMI |
|  | # of HU  | # of HU    | # of HU    |
| Jurisdiction A   | 13,750   | 12,750     | 12,950     |
| Jurisdiction B   | 8,375  | -9,125     | -4,225     |
| Jurisdiction C   | 1,410  | 1,110      | 566        |
| Note: This table shows the gap or overage between the 2044 Housing Unit Need and Current Housing Units |  |            |            |

| Jurisdiction   | Difference from Current Income-Restricted Housing Units to 2044 Need |            |            |
|--|--|------------|------------|
|  | 0-30% AMI  | 31-50% AMI | 51-80% AMI |
|  | # of HU  | # of HU    | # of HU    |
| Jurisdiction A   | 15,450   | 15,250     | 17,850     |
| Jurisdiction B   | 10,575   | 9,675      | 11,975     |
| Jurisdiction C   | 1,710  | 1,640      | 2,086      |
| Note: This shows the gap or overage between the 2044 Housing Unit Need and Current Income-Restricted Housing Units |  |            |            |

**Jurisdiction A: Large, generally unaffordable**

*Analysis:* Jurisdiction A is a larger jurisdiction with a relatively limited supply of housing affordable to households at or below 80 percent AMI (3 percent, 4 percent, and 10 percent of housing units for 0-30 percent, 31-50 percent, and 51-80 percent AMI respectively). Based on its housing growth target, to meet a proportional share of countywide housing need by 2044, the jurisdiction will need 15,750 units affordable to 0-30 percent AMI, 15,750 units affordable to 31-50 percent AMI and 19,950 units affordable to 51-80 percent AMI. This is a sizeable need compared to current levels of affordability.

*Potential Policy Response:* Given the low levels of currently affordable and income-restricted housing in the community, the jurisdiction will need to employ a diversity of tools – from public subsidy to policy tools like increasing the amount of land zoned for multifamily housing to meet affordability needs. For example, currently, only 3 percent, or 2,000 units, in the jurisdiction are affordable to households at or below 30 percent AMI. Of these units, only 300 are income-restricted. This means the jurisdiction will need to focus significant attention on creating new deeply affordable units as well as preserving any currently affordable units that are not income-restricted. Given the scale of the affordability gap, however, the jurisdiction’s primary focus should be on income-restricted housing production strategies. This could also include purchasing currently unaffordable housing units and holding rents relatively steady until they are affordable, a strategy recently employed by the King County Housing Authority. As the

impact of overall housing supply increases on prices are uncertain, the jurisdiction should monitor affordability levels as overall supply of unrestricted housing units increases.

***Jurisdiction B: Medium, currently affordable to all but the lowest incomes***

*Analysis:* Jurisdiction B is a medium-sized jurisdiction with a large supply of housing affordable to households at 31-80 percent of AMI. If that housing was preserved at current affordability levels, it would more than provide a proportional share of housing to meet countywide affordable housing need. However, the jurisdiction lacks housing affordable to households at the lowest income level (0-30 percent AMI) and only a small portion of its housing is income-restricted, leaving prices vulnerable to market forces and residents vulnerable to displacement.

*Potential Policy Response:* Given the current levels of affordability in the community, Jurisdiction B should focus on rehabilitation and preservation of both income-restricted housing at or below 80 percent AMI and unrestricted housing affordable at all income levels, and production of housing affordable to households at or below 30 percent AMI. Preservation may entail supporting affordable housing providers in the purchase of housing units that are currently affordable to households at or below 80 percent AMI, as well as investing in programs that improve the quality and safety of existing housing stock.

***Jurisdiction C: Small, moderately affordable, low growth target, limited transit, large lot sizes***

*Analysis:* Jurisdiction C is a smaller jurisdiction with some existing housing affordable to households at or below 80 percent AMI, but very little income-restricted housing. Compared to jurisdictions A and B, it has a low growth target, meaning that its future need for affordable housing is much larger than its projected growth. In addition, the jurisdiction lacks significant plans for transit investment and most of the current housing is on very large-sized lots, as prescribed by current zoning.

*Potential Policy Response:* Jurisdiction C will need to explore preservation and production tools appropriate to its context to increase its supply of affordable housing, particularly income-restricted housing. Likely, it will need to use land use policies to increase the diversity of housing types in the jurisdiction, as well as use public resources to support affordable housing production. The jurisdiction may also wish to engage with neighboring jurisdictions with better transit and employment access to determine if it makes sense to contribute to affordable housing production elsewhere in its sub-region in order to support job and service access for residents of affordable housing. However, this approach should be balanced with attention to providing equitable access to high opportunity areas, such as areas with quality schools and open space, to low-income residents and residents of color.

### **Policy H-2: Extremely Low-Income Households**

The countywide need is the greatest for households at or below 30 percent AMI (extremely low-income). It will take significant cross-sector and cross-jurisdictional collaboration and resources to effectively and equitably meet the needs of these households. Jurisdictions are encouraged to explore emerging best practices to effectively meet the needs of extremely low-income households, including but not limited to:

- mitigating environmental concerns for compromised properties with proposed permanent supportive housing (PSH) projects;
- prioritizing vacant lands for PSH over other uses;
- making surplus publicly-owned lands suitable for 0-30 percent AMI housing development available for long-term lease or purchase at a reduced cost for extremely low-income housing;
- creating a unique dwelling type for PSH coupled with cost reduction strategies for this housing type;
- reducing fees, taxes, permit and hookup fees for PSH projects;
- streamlining design and permit review for PSH projects;
- increasing buildable height and/or floor area ratio for PSH; and
- reducing or removing cost requirements such as vehicular parking requirements for PSH.

### **Policy H-3: Housing Supply and Needs Analysis**

As set forth in policy H-4, each jurisdiction must include in its comprehensive plan an inventory of the existing housing stock and an analysis of both existing housing needs and housing needed to accommodate projected population growth over the planning period. This policy reinforces requirements of the Growth Management Act for local Housing Elements. The housing supply and needs analysis is referred to in this appendix as the housing analysis. As is noted in policy H-1, H-2, and H-4, the housing analysis must consider local as well as countywide housing needs because each jurisdiction has a responsibility to address its share of the countywide affordable housing need.

The purpose of this section is to provide further guidance to local jurisdictions on the subjects to be addressed in their housing analysis. Additional guidance on carrying out the housing analysis is found in the Puget Sound Regional Council's report, "Housing Element Guide: A PSRC Guidance Paper (July 2014)," Washington State Department of Commerce's report, "Guidance for Developing a Housing Needs Assessment" (March 2020); and the Washington Administrative Code, particularly 365-196-410 (2)(b) and (c). The Washington State Department of Commerce also provides useful information about housing requirements under the Growth Management Act in the "Growth Management Planning for Housing - Washington State Department of Commerce" portion of their website

### *Housing Supply*

Understanding the mix and affordability of existing housing is the first step toward identifying gaps in meeting future housing needs.

Table H-3 shows the current housing supply by jurisdiction and affordability levels, using data from 2013-2017 CHAS broken out by different income segments and 2019 housing unit data estimated by the Washington State Office Financial Management (OFM) which OFM does not break out by income segments. The 2019 OFM data serves as the base year for each jurisdiction's 2044 housing growth targets and appears in Table H-1. The OFM housing units were allocated to different AMI bands by applying the percent share of total housing supply in each income segment as reported in the 2013-2017 CHAS data to the total housing units reported by OFM for 2019. These 2019 current housing units in each income segment are added to the countywide need (the total additional affordable housing units needed between 2019-2044) by AMI reported in Table H-1 to determine the Total Affordable Housing Units Needed by 2044.

Figures in Table H-3 include both rental and ownership units. Note that while some jurisdictions have an adequate supply of housing affordable to low-income households (51 to 80 percent of AMI) and very low-income households (31-50 percent of AMI), no jurisdiction in the county has sufficient housing affordable to extremely low-income households (0 to 30 percent of AMI) to meet a proportional share of existing needs as shown in Table H-1. This is where the greatest need exists and should be a focus for all jurisdictions.

Table H-3 will be updated annually and will be made publicly available on the Regional Affordable Housing Dashboard. While Table H-3 provides a starting point for understanding current housing supply by jurisdiction, other metrics are required to fully measure housing need. Jurisdictions may choose to supplement the data in Table H-3 with other data sources, such as PUMS, ACS, or their own housing inventories that may be more current or use different underlying assumptions. Because data sources vary in the time period they measure, the assumptions required to analyze the data, and the sampling techniques they use, they may produce results that do not perfectly align with Table H-3. Jurisdictions should use the methodology documented here to explain the causes and implications of differences between alternative methodologies and the information presented in Table H-3.

The methodology used to calculate current housing units in Table H-3 is summarized as follows:

1. CHAS data is downloaded from the [HUD website](#). Select the most recent vintage of data (in this instance it was 2013-2017 ACS 5-year average data") for the data year, select the "Counties split by Place" Geographic Summary Level, which provides data at a



jurisdictional level, select “csv” for the file type, and then download the data. This will download all the CHAS tables, as well as a data dictionary.

2. Tables 17A, 17B, 18A, 18B, and 18C have data on housing units and what AMI brackets they are affordable at. Tables 17A and 17B include data on vacant units for ownership and rental units respectively. These vacant units are included in the totals, because while vacant units are not currently being rented, they are still a part of a jurisdiction’s housing supply, and many vacant units are available to rent or buy. Tables 18A, 18B, and 18C include data on occupied ownership units with a mortgage, occupied ownership units without a mortgage, and occupied rental units respectively. All these units are also included in the totals in Table H-3.
3. To calculate how many units are in each jurisdiction at each AMI band, calculate those totals for tables 17A, 17B, 18A, 18B, and 18C and then sum them all together. To calculate total numbers of units by AMI, use the subtotal columns of the CHAS data. The data dictionary that comes with the CHAS tables shows which columns are subtotal columns. Multiple subtotal columns must be added together to get the total number of units affordable at a certain AMI. For example, in Table 18A, to get the total number of units affordable at 0-50 percent AMI, the columns T18B\_est3, T18B\_est28, T18B\_est53, T18B\_est78 must be summed, as each column represents a different number of units in the structure. The columns that must be summed together differ slightly based on the table. Refer to the data dictionary to ensure that the correct columns are chosen, as these may change slightly year to year.
4. CHAS uses RHUD for rental units and VHUD for ownership units as measures of affordability that correspond to AMI. For example, units that have a value of “less than or equal to RHUD30” are marked as being affordable at 0-30 percent AMI. Unlike with rental units, for the home ownership units found in tables 17A, 18A, and 18B, CHAS does not differentiate between VHUD0 to VHUD30 units and VHUD 30 to VHUD50 units. It instead combines them all into a “Value less than or equal to VHUD50” category. Since affordability is measured at 0-30 percent AMI and 30-50 percent AMI separately in Table H-3, assume that all units in the “Value less than or equal to VHUD50” are actually only affordable at 30-50 percent AMI, and are included in that column. Thus, all 0-30 percent AMI units in Table H-3 are rental units. This assumption is made because of the distribution of home prices in King County, where almost no homes are affordable to households making 0-30 percent AMI.
5. Once each of Tables 17A, 17B, 18A, 18B, and 18C have been totaled to get the number of units available at each AMI band, and the home ownership units in the “Value less than or equal to VHUD50” category have been recoded to be equal to 30-50 percent AMI, combine the totals of each table to get countywide totals. RHUD and VHUD

categories should now line up for all categories up to 80 percent AMI and can thus be combined and re-labeled with the AMI categories seen in Table H-3. While categories above 80 percent don't align between renter and ownership tables, they can all be combined into one over 80 percent AMI category.

6. Then take the sum of each AMI band to get the value in the "All Incomes" column. These values may differ slightly from the total units calculated using the CHAS "Total" columns, as individual "Subtotal" columns round units in the "Subtotal" columns (see [here for more information](#) on CHAS's rounding methodology). This has only a minimal impact on overall totals. Then, calculate what percentage of each jurisdiction's housing supply is in each AMI band by dividing the number of units in each AMI band by the total number of units. Note that the totals included in the "% of Total HU" columns in table H-3 are rounded. The actual, unrounded percentages are used in the following steps. To calculate the unrounded percentages, in the "Housing Units (HU) 2017" section of the table divide the "# of HU" column amounts by the "Total HU" column amount for each jurisdiction.
7. To find the "All Housing" units data in the "2019 HU" column refer to the King County rows in the "2019 Postcensal Estimate of Total Housing Units" column in the Washington State Office of Financial Management's (OFM) April 1 postcensal estimates of housing: 1980, 1990-present. Sum these values to get the total estimated housing units for 2019 countywide.
8. To break out OFM's reported total countywide housing unit number, apply the percent share of housing units by AMI found in the "% of Total HU" columns to the total housing units reported by OFM for each jurisdiction in the "Total HU" column in the "HU 2019" section of the table for each jurisdiction and each AMI band. Then sum all jurisdictions totals together for each AMI band, then round the total to the nearest thousandth. This will give you the total units reported in "Countywide Total HU, 2019" row.
9. Add the current "Countywide Total HU, 2019" totals by AMI with the "Total Additional Affordable Housing Units Needed" (2019-2044) by AMI reported in Table H-1 to determine the Total Affordable Housing Units Needed by 2044 in Table H-1, which includes current housing units.

**Table H-3: Housing Affordability for King County Jurisdictions by Regional Geographies**

| Regional Geography and Jurisdiction          | Housing Units (HU) 2017 <sup>4</sup> |               |                |               |                |               |                |               | HU 2019 <sup>5</sup> |                |
|--|--------------------------------------|---------------|----------------|---------------|----------------|---------------|----------------|---------------|----------------------|----------------|
|  | 0-30% AMI                            |               | 31-50% AMI     |               | 51-80% AMI     |               | Over 80% AMI   |               | 0-30% AMI            | 31-50% AMI     |
|  | # of HU                              | % of Total HU | # of HU        | % of Total HU | # of HU        | % of Total HU | # of HU        | % of Total HU | Total HU             | Total HU       |
| <b>Metropolitan Cities</b>                   |                                      |               |                |               |                |               |                |               |                      |                |
| Bellevue                                     | 1,750                                | 3%            | 2,814          | 5%            | 6,363          | 11%           | 46,400         | 81%           | 57,327               | 62,372         |
| Seattle                                      | 19,330                               | 6%            | 32,655         | 10%           | 55,910         | 17%           | 212,875        | 66%           | 320,770              | 367,806        |
| <b>Core Cities</b>                           |                                      |               |                |               |                |               |                |               |                      |                |
| Auburn                                       | 1,335                                | 5%            | 9,400          | 38%           | 6,590          | 26%           | 7,660          | 31%           | 24,985               | 27,391         |
| Bothell                                      | 390                                  | 4%            | 1,200          | 11%           | 2,075          | 19%           | 7,215          | 66%           | 10,880               | 12,208         |
| Burien                                       | 985                                  | 5%            | 4,879          | 26%           | 5,155          | 27%           | 8,003          | 42%           | 19,022               | 20,793         |
| Federal Way                                  | 1,430                                | 4%            | 9,170          | 26%           | 12,450         | 35%           | 12,695         | 36%           | 35,745               | 37,257         |
| Issaquah                                     | 715                                  | 5%            | 845            | 6%            | 1,770          | 12%           | 11,750         | 78%           | 15,080               | 16,801         |
| Kent   | 1,970                                | 4%            | 11,195         | 25%           | 14,769         | 33%           | 16,720         | 37%           | 44,654               | 48,228         |
| Kirkland                                     | 1,125                                | 3%            | 2,325          | 6%            | 4,775          | 13%           | 28,405         | 78%           | 36,630               | 39,312         |
| Redmond                                      | 640                                  | 3%            | 1,325          | 5%            | 2,705          | 11%           | 20,365         | 81%           | 25,035               | 28,619         |
| Renton                                       | 1,720                                | 4%            | 7,285          | 19%           | 10,160         | 26%           | 20,133         | 51%           | 39,298               | 42,855         |
| SeaTac                                       | 350                                  | 3%            | 3,400          | 34%           | 3,460          | 35%           | 2,799          | 28%           | 10,009               | 10,855         |
| Tukwila                                      | 385                                  | 5%            | 2,150          | 30%           | 2,680          | 38%           | 1,909          | 27%           | 7,124                | 8,445          |
| <b>High Capacity Transit Communities</b>     |                                      |               |                |               |                |               |                |               |                      |                |
| Des Moines                                   | 585                                  | 5%            | 3,015          | 25%           | 2,999          | 25%           | 5,244          | 44%           | 11,843               | 12,898         |
| Kenmore                                      | 255                                  | 3%            | 1,070          | 12%           | 1,190          | 14%           | 6,135          | 71%           | 8,650                | 9,485          |
| Lake Forest Park                             | 105                                  | 2%            | 344            | 7%            | 419            | 8%            | 4,325          | 83%           | 5,193                | 5,494          |
| Mercer Island                                | 270                                  | 3%            | 380            | 4%            | 400            | 4%            | 9,015          | 90%           | 10,065               | 10,506         |
| Newcastle                                    | 60                                   | 1%            | 115            | 3%            | 480            | 11%           | 3,699          | 85%           | 4,354                | 5,214          |
| Shoreline                                    | 1,180                                | 5%            | 2,090          | 9%            | 4,440          | 20%           | 14,425         | 65%           | 22,135               | 24,127         |
| Woodinville                                  | 150                                  | 3%            | 280            | 6%            | 495            | 10%           | 3,825          | 81%           | 4,750                | 5,450          |
| <b>Cities &amp; Towns</b>                    |                                      |               |                |               |                |               |                |               |                      |                |
| Algona                                       | 8                                    | 1%            | 404            | 43%           | 350            | 38%           | 169            | 18%           | 931                  | 1,053          |
| Beaux Arts                                   | -                                    | 0%            | 8              | 6%            | 4              | 3%            | 114            | 90%           | 126                  | 119            |
| Black Diamond                                | 40                                   | 2%            | 350            | 21%           | 230            | 14%           | 1,070          | 63%           | 1,690                | 1,808          |
| Carnation                                    | 34                                   | 5%            | 119            | 19%           | 134            | 21%           | 354            | 55%           | 641                  | 817            |
| Clyde Hill                                   | 10                                   | 1%            | 39             | 3%            | 15             | 1%            | 1,055          | 94%           | 1,119                | 1,100          |
| Covington                                    | 160                                  | 2%            | 790            | 11%           | 2,280          | 33%           | 3,770          | 54%           | 7,000                | 7,102          |
| Duvall                                       | 50                                   | 2%            | 200            | 8%            | 250            | 10%           | 2,085          | 81%           | 2,585                | 2,684          |
| Enumclaw                                     | 265                                  | 6%            | 1,469          | 31%           | 1,495          | 32%           | 1,515          | 32%           | 4,744                | 5,228          |
| Hunts Point                                  | 4                                    | 3%            | 12             | 8%            | 4              | 3%            | 139            | 87%           | 159                  | 186            |
| Maple Valley                                 | 220                                  | 2%            | 530            | 6%            | 1,450          | 16%           | 6,650          | 75%           | 8,850                | 9,280          |
| Medina                                       | 15                                   | 1%            | 19             | 2%            | 10             | 1%            | 1,125          | 96%           | 1,169                | 1,233          |
| Milton                                       | 20                                   | 6%            | 99             | 28%           | 59             | 17%           | 175            | 50%           | 353                  | 608            |
| Normandy Park                                | 150                                  | 5%            | 235            | 8%            | 220            | 8%            | 2,200          | 78%           | 2,805                | 2,876          |
| North Bend                                   | 95                                   | 4%            | 340            | 14%           | 390            | 16%           | 1,565          | 65%           | 2,390                | 2,783          |
| Pacific                                      | 40                                   | 2%            | 934            | 39%           | 840            | 35%           | 600            | 25%           | 2,414                | 2,460          |
| Sammamish                                    | 180                                  | 1%            | 365            | 2%            | 853            | 4%            | 19,615         | 93%           | 21,013               | 22,159         |
| Skykomish                                    | 4                                    | 6%            | 23             | 34%           | 8              | 12%           | 33             | 49%           | 68                   | 173            |
| Snoqualmie                                   | 45                                   | 1%            | 169            | 4%            | 293            | 7%            | 3,664          | 88%           | 4,171                | 4,748          |
| Yarrow Point                                 | 4                                    | 1%            | 4              | 1%            | 8              | 2%            | 419            | 96%           | 435                  | 416            |
| <b>Urban Unincorporated &amp; Rural</b>      |                                      |               |                |               |                |               |                |               |                      |                |
| Unincorporated King County                   | 2,465                                | 3%            | 7,287          | 10%           | 12,223         | 17%           | 48,920         | 69%           | 70,895               | 93,179         |
| <b>Countywide Total HU, 2017<sup>5</sup></b> | <b>38,539</b>                        | <b>5%</b>     | <b>109,333</b> | <b>13%</b>    | <b>160,401</b> | <b>19%</b>    | <b>538,834</b> | <b>64%</b>    | <b>847,107</b>       | <b>956,128</b> |
| <b>Countywide Total HU, 2019<sup>6</sup></b> | <b>44,000</b>                        | <b>5%</b>     | <b>122,000</b> | <b>13%</b>    | <b>180,000</b> | <b>19%</b>    | <b>610,000</b> | <b>64%</b>    | <b>956,000</b>       |                |
| <b>Countywide Total HU Needed by 2044</b>    | <b>188,000</b>                       | <b>15%</b>    | <b>185,000</b> | <b>15%</b>    | <b>236,000</b> | <b>19%</b>    | <b>644,000</b> | <b>51%</b>    | <b>1,253,000</b>     |                |

<sup>4</sup> Source: CHAS 2013-2017 (released August 25, 2020)

<sup>5</sup> Source: 2019 data from Office of Financial Management’s April 1 postcensal estimates of housing: 1980, 1990-present. Percentages are rounded.

<sup>6</sup> Extrapolated using the percent share of total housing units from CHAS 2013-2017 and 2019 total housing unit data from Washington State Office of Financial Management’s April 1 postcensal estimates of housing: 1980, 1990-present. Figures are rounded, see methodology above for how to recreate unrounded totals.

### *Housing Needs*

The housing needs part of the housing analysis should include demographic data related to existing population, household and community trends that could impact future housing demand (e.g. aging of population). This data will be derived from a mixture of jurisdictional records, county datasets, state datasets, and federal datasets. The identified need for future housing should be consistent with the jurisdiction's population growth and housing targets. Combined with the results of the needs analysis, these data can provide direction on appropriate goals and policies for both the housing and land use elements of a jurisdiction's comprehensive plan.

The following guidance is offered to ensure the housing inventory and analysis data is consistently utilized and reported by all jurisdictions in King County:

- *Affordability gap* means the comparison of a jurisdiction's housing supply as compared to the countywide need percentages expressed in policy H-1. 2013-2017 housing supply is included in table H-3 in this appendix. The County will update this table annually and make it available online.
- *Age* means built in 2014 or later, built 2010 to 2013, built 2000 to 2009, built 1990-1999, built 1980 to 1989, built 1970 to 1979, built 1960 to 1969, built 1950 to 1959, built 1940 to 1949, built 1939 or earlier.
- *Number of bedrooms* means no bedroom, 1 bedroom, 2 or 3 bedrooms, and 4 or more bedrooms.
- *Condition* means lacking complete plumbing facilities, lacking complete kitchen facilities, and/or no telephone service available.
- *Tenure* means renter-occupied and owner-occupied.
- *Income-restricted units* should be reported by AMI limit (i.e.  $\leq 30$  percent AMI,  $\leq 50$  percent AMI, and  $\leq 80$  percent AMI).
- *Moderate-density housing* means the following housing types: 1-unit attached; 2 units; 3 or 4 units; 5 to 9 units; 10 to 19 units. High-density housing means the following housing types: 20 or more units.
- *Household income by AMI* means equal to or less than 30 percent AMI, above 30 percent to 50 percent AMI; above 50 percent to 80 percent AMI, above 80 percent to 100 percent AMI, above 100 percent to 120 percent AMI, and above 120 percent AMI.
- *Housing cost burden* means a household spends more than 30 percent of its household income on housing costs.
- *Severe housing cost burden* means a household spends more than 50 percent of its household income on housing costs.

- *Displacement risk* means where residents and businesses are at greater risk of displacement based on PSRC’s index or equivalent composite set of risk indicators such as: socio-demographics, transportation qualities, neighborhood characteristics, housing, and civic engagement.

#### **Policy H-5: Evaluate Effectiveness**

Prior to updating their comprehensive plan, a jurisdiction must evaluate the effectiveness of existing housing policies and strategies to meet a significant share of countywide need. This will help a jurisdiction identify the need to adjust current policies and strategies or implement new ones. Where possible, jurisdictions are encouraged to identify actual housing units created, by affordability level, since their last comprehensive plan update.

This evaluation must also identify gaps in existing partnerships, policies, and dedicated resources for meeting the countywide need and eliminating racial and other disparities in access to housing and neighborhoods of choice. This exercise helps a jurisdiction understand what other strategies it should pursue beyond updating the comprehensive plan to meet the goals of this chapter. Some strategies, like inclusionary housing or new dedicated resources, will be easier to evaluate a quantitative impact and for others, it may be more qualitative. Jurisdictions without the ability to identify the impact of each policy may wish to describe the policies and programs that contributed to creating or preserving a given number of income-restricted units, special needs housing units, etc.

#### **Policy H-6: Racial Exclusion and Discrimination**

To inform a comprehensive plan strategy, a jurisdiction must also document the local history of racially exclusive and discriminatory land use and housing practices, consistent with local and regional fair housing reports and other resources.

A jurisdiction must also explain the extent to which that history is still reflected in current development patterns, housing conditions, tenure, and access to opportunity. Examples of suitable data include, but are not limited to:

- homeownership rates by race/ethnicity and age;
- concentration or dispersion of affordable housing or housing choice voucher usage within the jurisdiction;
- affordability of housing in the jurisdiction to the median income household of different races and ethnicities;
- racial demographics by neighborhood, e.g. degrees of integration and segregation;

- access to areas of opportunity by race and ethnicity;
- demographics of residents in areas of high displacement risk; and
- results of fair housing testing performed or fair housing complaint data within a jurisdiction.

Jurisdictions must also identify local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including but not limited to:

- zoning that may have a discriminatory effect;
- disinvestment; and
- infrastructure availability.

Racially restrictive housing covenants, unrecognized treaties with tribes, current exclusionary zoning, and lack of investment in affordable housing are examples of discriminatory practices or policies a jurisdiction could include in an assessment. Jurisdictions should not limit their review to local policies and regulations. The region should share resources and work together to develop a shared understanding of how racist or discriminatory housing practices and disparities were perpetuated by all levels of government as well as the private sector. While each jurisdiction’s assessment will be unique, King County jurisdictions are encouraged to identify federal, state, and regional practices as well as local.

Finally, a jurisdiction must demonstrate how current strategies are addressing impacts of those racially exclusive and discriminatory policies and practices. Using this information jurisdictions should identify and implement policies and regulations to address and begin to undo racially disparate impacts, displacement, and exclusion in housing caused by local policies, plans, and actions consistent with the policies in the “Implement Policies and Strategies to Equitably Meet Housing Needs” section.

Jurisdictions are encouraged to refer to the 2019 King County Analysis of Impediments to Fair Housing Choice (Analysis of Impediments) to understand current barriers to fair housing choice. In addition to the guidance offered in this technical appendix, the County will support jurisdictions in identifying and compiling resources, such as University of Washington reports and databases, to support this analysis.

### **Policy H-7: Collaborate Regionally**

The lack of homes affordable to low-income households is a regional problem that requires regional solutions. Jurisdictional collaboration with diverse partners is key to an effective regional response. Jurisdictions in their collaboration are encouraged to:

- address the countywide housing need;
- engage and collaborate with other entities in efforts to fund, site, and build affordable housing;
- join resources;
- raise public and private resources together to provide the additional subsidies required to develop housing at deeper levels of affordability;
- support affordable housing development or preservation in each other’s jurisdictions; and
- take other collaborative action to address the countywide housing need.

Partners collaborating with jurisdictions are encouraged to support the following needs:

- technical assistance;
- organizational capacity building;
- land donations;
- financial contributions for operating and capital needs to support affordable housing development, maintenance and operations needs;
- funding for other needs such as data and monitoring infrastructure; and
- advocate for efforts to fund, site, and build affordable housing.

### **Policies H-9 through H-24: Implement Policies and Strategies to Meet Housing Needs Equitably**

Jurisdictions need to employ a range of policies, incentives, strategies, actions, and regulations tailored to equitably meet their housing need. The Puget Sound Regional Council’s Housing Innovations Program<sup>7</sup> presents a range of strategies. The strategies can be filtered by objective, project type, and affordability level. Strategies marked with an asterisk include more detail and are proven to be particularly effective at meeting regional housing goals. The Municipal Research and Services Center (MSRC) and Washington State Department of Commerce also offers affordable housing-related resources on their websites, including information about techniques and incentives for encouraging and planning for housing affordability.

Local jurisdictions may also refer to this table for suitable strategies, largely derived from recommendations from the December 2018 Regional Affordable Housing Task Force Final Report and Recommendations. King County’s Department of Community and Human Services

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<sup>7</sup> PSRC Housing Innovations Program <https://www.psrc.org/hip>

will work to periodically update these suggestions on the King County website if new strategies and best practices emerge.

| <b>Table H-4 Suggested Strategies for Achieving Policy Goals</b>  |   |
|---|---|
| <b>Policy</b>   | <b>Suggested Strategies</b>   |
| <p><b>H-9</b> Collaborate with populations most disproportionately impacted by housing cost burden in developing, implementing and monitoring strategies that achieve the goals of this chapter. Prioritize the needs and solutions articulated by these disproportionately impacted populations.</p>   | <p>Suggested strategies to ensure the process to plan for meeting countywide housing need is equitable include:</p> <ul style="list-style-type: none"> <li>• Providing capacity grants to organizations representing target communities to support engagement</li> <li>• Providing other support to ensure those most disproportionately impacted have equitable access to participate in planning discussions (e.g. evening meetings, translation services, food, and childcare or travel stipends)</li> <li>• Establishing clear decision-making structures that ensures disproportionately impacted populations’ needs and solutions are prioritized and community members and leaders, organizations, and institutions share power, voice, and resources</li> </ul> |
| <p><b>H-10</b> Adopt intentional, targeted actions that repair harms to Black, Indigenous, and People of Color (BIPOC) households from past and current racially exclusive and discriminatory land use and housing practices (generally identified through Policy H-6). Promote equitable outcomes in partnership with communities most impacted.</p> | <p>A suggested approach to identifying reparative strategies includes:</p> <ul style="list-style-type: none"> <li>• Looking at how current policies are working to undo past racially exclusive and discriminatory land use and housing practices or where they might be perpetuating that history</li> <li>• When current policies are perpetuating the harm, implementing equitable countermeasures to remove those policies and their impacts and mitigate disparate impacts on housing choice, access, and affordability</li> <li>• Using PSRC’s Regional Equity Strategy and associated tools and resources to center equity in comprehensive planning processes and intended outcomes</li> </ul> <p>Specific policies and strategies include:</p>                 |



| <b>Table H-4 Suggested Strategies for Achieving Policy Goals</b>  |  |
|---|--|
| <b>Policy</b>   | <b>Suggested Strategies</b>  |
|   | <ul style="list-style-type: none"> <li>• Reduce or eliminate exclusionary zoning</li> <li>• Implement anti-displacement strategies, which include addressing housing stability for low-income renters and owners as well as preserving cultural diversity of the community</li> <li>• Implement policies that increase affordable homeownership opportunities for Black, Indigenous, and People of Color communities</li> <li>• Distribute affordable housing throughout a jurisdiction, with a focus on areas of opportunity</li> <li>• Consider environmental health of neighborhoods where affordable housing exists or is planned and plan for environmentally healthy neighborhoods</li> <li>• Support and prioritize projects that promote access to opportunity, anti-displacement, and wealth-building opportunities for Black, Indigenous, and People of Color communities</li> </ul> <p>Strategies for promoting equitable outcomes in partnership with communities most impacted include:</p> <ul style="list-style-type: none"> <li>• Utilize an equity impact review tool when developing or implementing policies or strategies</li> <li>• Create and utilize a community engagement toolkit</li> <li>• Intentionally include and solicit engagement from members of communities of color or low-income households in policy decision-making and committees</li> </ul> |
| <p><b>H-11</b> Adopt policies, incentives, strategies, actions, and regulations that increase the supply of long-term income-restricted housing for extremely low-, very low-, and low-income households and households with special needs.</p> | <p>Suggested strategies to help meet the need at these affordability levels include:</p> <ul style="list-style-type: none"> <li>• Increase financial contributions to build, preserve, and operate long-term income-restricted housing</li> </ul>  |

| <b>Table H-4 Suggested Strategies for Achieving Policy Goals</b>  |  |
|---|--|
| <b>Policy</b>   | <b>Suggested Strategies</b>  |
|   | <ul style="list-style-type: none"> <li>• Increase the overall supply and diversity of housing throughout a jurisdiction, including both rental and ownership</li> <li>• Provide housing suitable for a range of household types and sizes, including housing suitable and affordable for households with special needs, low-, very low-, and extremely low-incomes<br/>Implement policies that incentivize the creation of affordable units, such as Multifamily Tax Exemption, inclusionary zoning, and incentive zoning, and density bonus</li> <li>• Coordinate with local housing authorities to use project-based rental subsidies with incentive/ inclusionary housing units to achieve deeper affordability</li> <li>• Implement policies that reduce the cost to develop affordable housing</li> <li>• Implement universal design principles to ensure that buildings and public spaces are accessible to people with or without disabilities</li> <li>• Support sustainable housing development</li> <li>• Promote units that accommodate large households and/or multiple bedrooms</li> <li>• Prioritize strategies for implementation that will result in the highest impact towards addressing the affordable housing gap at the lowest income levels</li> </ul> |
| <p><b>H-12</b> Identify sufficient capacity of land for housing including, but not limited to: income-restricted housing; housing for moderate-, low-, very low-, and extremely low-income households; manufactured housing; multifamily housing; group homes; foster care facilities; emergency housing; emergency shelters; permanent supportive housing; and within an urban growth area boundary, duplexes, triplexes, and townhomes.</p> | <p>An approach to identifying sufficient capacity for housing types is:</p> <ul style="list-style-type: none"> <li>• Consider the local and regional housing needs and available land capacity identified in H-4. For example, a jurisdiction that doesn't have any unhoused people may still need to provide sufficient capacity for this population if unmet need exists within the county or subregion</li> </ul>   |

| <b>Table H-4 Suggested Strategies for Achieving Policy Goals</b>   |  |
|--|--|
| <b>Policy</b>  | <b>Suggested Strategies</b>  |
|  | <ul style="list-style-type: none"> <li>• Determine if current capacity is sufficient to meet future needs. For example, most permanent supportive housing will require multifamily zoning</li> <li>Collaborate with other jurisdictions to identify the subregional or countywide capacity needed for these housing types if current need within a jurisdiction is substantially less than the countywide need for that housing type</li> </ul>  |
| <p><b>H-13</b> Implement strategies to overcome cost barriers to housing affordability. Strategies to do this vary but can include updating development standards and regulations, shortening permit timelines, implementing online permitting, optimizing residential densities, reducing parking requirements, and developing programs, policies, partnerships, and incentives to decrease costs to build and preserve affordable housing.</p> | <p>Suggested strategies to overcome cost barriers to housing affordability to consider addressing include:</p> <ul style="list-style-type: none"> <li>• Reduce vehicular parking requirements</li> <li>• Reduce permitting timelines</li> <li>• Increase the predictability of the permitting process</li> <li>• Reduce sewer fees for affordable housing</li> <li>• Reduce utility, impact and other fees for affordable housing and Accessory Dwelling Units (ADUs)</li> <li>• Streamline permitting process for affordable housing development and ADUs</li> <li>• Update building codes to promote more housing growth and innovative, low-cost development</li> <li>• Explore incentives similar to the Multifamily Tax Exemption for the development of ADUs for low-income households</li> <li>• Maximize and expand use of the Multifamily Tax Exemption</li> <li>• Offer suitable public land at reduced or no cost for affordable housing development</li> <li>• Before implementing a policy, consider how it will impact the cost to build affordable homes</li> </ul> |
| <p><b>H-14</b> Prioritize the use of local and/ regional resources (e.g. funding, surplus property) for income-restricted housing, particularly for</p>  | <p>Suggested strategies to effectively prioritize the use of resources include:</p>  |

**Table H-4 Suggested Strategies for Achieving Policy Goals**

| Policy   | Suggested Strategies   |
|--|--|
| <p>extremely low-income households, populations with special needs, and others with disproportionately greater housing needs. Consider projects that promote access to opportunity, anti-displacement, and wealth-building for Black, Indigenous, and People of Color communities to support implementation of policy H-10.</p>  | <ul style="list-style-type: none"> <li>• Partner with communities most disproportionately impacted by the housing crisis, including extremely low-income households and Black, Indigenous, and People of Color (BIPOC) communities to inform resource design and allocation decisions. These decisions should prioritize strategies that reduce and undo disproportionate harm to these communities consistent, recognizing that specific needs of these communities may vary based on location</li> <li>• Identify and prioritize underutilized publicly owned land and nonprofit/ faith communities for the creation of income-restricted housing, both rental and homeownership</li> <li>• Prioritize sites near transit, quality schools, parks and other neighborhood amenities</li> <li>• Fund acquisition and development of prioritized sites</li> <li>• Prioritize public funding resources in a manner consistent with policy H-9</li> <li>• Consider the countywide median income levels of BIPOC households when designing affordable homeownership programs and set the affordability levels such that they are accessible to the median BIPOC households considered</li> </ul> |
| <p><b>H-15</b> Increase housing choices for everyone—particularly those earning lower wages—that is co-located with, accessible to, or within a reasonable commute to major employment centers and affordable to all income levels. Ensure there are zoning ordinances and building policies in place that allow and encourage housing production at levels that improve jobs-</p> | <p>Strategies to increase housing choice near employment and affordable to all include but are not limited to<sup>8</sup>:</p> <ul style="list-style-type: none"> <li>• Update zoning and land use regulations (including in single-family low-rise zones) to increase density and diversify housing choices, including but not limited to:</li> </ul>   |

<sup>8</sup> PSRC’s Housing Innovations Program (HIP) website provides a searchable database of dozens of suggested strategies. Please refer to their database for a more comprehensive list of strategies.

| <b>Table H-4 Suggested Strategies for Achieving Policy Goals</b>  |  |
|---|--|
| <b>Policy</b>   | <b>Suggested Strategies</b>  |
| <p>housing balance throughout the county across all income levels.</p>  | <ul style="list-style-type: none"> <li>○ Accessory Dwelling Units (ADU) and Detached Accessory Dwelling Units (DADUs)</li> <li>○ Duplex, Triplex, Four-plex</li> <li>○ Zero lot line townhomes, row houses, and stacked flats</li> <li>○ Micro/efficiency units</li> <li>○ Manufactured housing preservation</li> <li>○ Group homes</li> <li>○ Foster care facilities</li> <li>○ Emergency housing</li> <li>○ Emergency shelters</li> <li>○ Permanent supportive housing</li> <li>○ Low-rise and high-density multifamily development</li> <li>○ Housing development that accommodates large households and/or multiple bedrooms</li> <li>● Implement strategies that provide for affordable housing near employment centers, such as:                             <ul style="list-style-type: none"> <li>○ Project-level tools like affordability covenants when funding income-restricted units or development agreements</li> <li>○ Incentives such as density bonuses, incentive zoning, or Multifamily Tax Exemption</li> <li>○ Other regulatory tools such as commercial linkage fees, inclusionary zoning, or TOD overlays</li> <li>○ Other financial tools such as public land for affordable housing</li> </ul> </li> </ul> |
| <p><b>H-16</b> Expand the supply and range of housing types—including affordable units—at densities sufficient to maximize the benefits of transit investments throughout the county.</p> | <p>Suggested zoning, regulation, and incentive strategies to be applied near transit station areas and transit corridors served by high-capacity or frequent transit include:</p> <ul style="list-style-type: none"> <li>● Requiring minimum densities in these areas</li> <li>● Providing enough multifamily zoning to accommodate a significant amount of</li> </ul>   |

| <b>Table H-4 Suggested Strategies for Achieving Policy Goals</b>   |   |
|--|---|
| <b>Policy</b>  | <b>Suggested Strategies</b>   |
|  | <p>the jurisdictional share of affordable housing in these areas</p> <ul style="list-style-type: none"> <li>• Implementing comprehensive inclusionary/ incentive housing policies in existing and planned frequent transit service areas to achieve the deepest affordability possible through land use incentives, which may include increased density; reduced parking requirements, reduced permit fees, exempted impact fees, Multifamily Tax Exemption, and programmatic Environmental Impact Statements</li> <li>• Evaluate and update zoning in transit areas in advance of transit infrastructure investments</li> <li>• Evaluate the impact of development fee reductions in transit areas and implement reductions if positive impact</li> <li>• Implement comprehensive inclusionary/incentive housing policies in all existing and planned frequent transit service to achieve the deepest affordability possible through land use incentives</li> <li>• Coordinate with local housing authorities to use project-based rental subsidies with incentive/ inclusionary housing units to achieve deeper affordability near transit</li> </ul> |
| <p><b>H-17</b> Support the development and preservation of income-restricted affordable housing that is within walking distance to planned or existing high-capacity and frequent transit.</p> | <p>Preservation strategies to consider include:</p> <ul style="list-style-type: none"> <li>• Identify areas that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and public capital investments and establish anti-displacement policies, with consideration given to the preservation of historical and cultural communities as well as:                             <ul style="list-style-type: none"> <li>○ investments in low-, very low-, and extremely low-income housing equitable development initiatives</li> </ul> </li> </ul>   |

**Table H-4 Suggested Strategies for Achieving Policy Goals**

| Policy | Suggested Strategies  |
|--------|---|
|        | <ul style="list-style-type: none"> <li>○ inclusionary zoning</li> <li>○ community planning requirements; tenant protections</li> <li>○ public land disposition policies</li> <li>○ consideration of land that may be used for affordable housing</li> <li>● Collect data to better understand the impacts of growth, and the risks of residential, economic, and cultural displacement. Verify this data with residents at the greatest risk of displacement, particularly those most disproportionately impacted by housing cost burden and neighborhood-based small business owners. Supplement this information with regional data about displacement risk and ongoing displacement trends that can inform and drive policy and programs.</li> <li>● Prioritize affordable housing investments, incentives, and preservation tools in areas where increases in development capacity and new public capital investments are anticipated to allow current low-income residents to stay</li> <li>● Support the acquisition, rehabilitation, and preservation of income-restricted and naturally occurring affordable housing in areas with a high displacement risk, for long-term affordability serving households at or below 80 percent AMI</li> <li>● Leverage new development to fund affordable housing in the same geography using zoning tools such as incentive/ inclusionary zoning</li> <li>● Implement anti-displacement policies (e.g. community preference, tenant opportunity to purchase, no net loss of affordable units, right-to-return, community benefits agreements)</li> </ul> |

| <b>Table H-4 Suggested Strategies for Achieving Policy Goals</b>   |  |
|--|--|
| <b>Policy</b>  | <b>Suggested Strategies</b>  |
|  | <ul style="list-style-type: none"> <li>• Prioritize publicly owned land for affordable housing in areas at high risk of displacement</li> <li>• Support community land trust and other permanent affordability models</li> <li>• Identify, preserve, and improve cultural assets</li> <li>• Increase education to maximize use of property tax relief programs to help sustain homeownership for low-income individuals</li> <li>• Expand targeted foreclosure prevention</li> <li>• Preserve manufactured housing communities and improve the quality of the housing and associated infrastructure to improve housing stability and health for the residents while also expanding housing choices affordable to these residents, including opportunities to cooperatively own their communities</li> <li>• Encourage programs to help homeowners access support needed to participate in and benefit from infill development</li> </ul> |
| <p><b>H-18</b> Adopt inclusive planning tools and policies whose purpose is to increase the ability of all residents in jurisdictions throughout the county to live in the neighborhood of their choice, reduce disparities in access to opportunity areas, and meet the needs of the region’s current and future residents by:</p> <ol style="list-style-type: none"> <li>a. providing access to affordable housing to rent and own throughout the jurisdiction, with a focus on areas of high opportunity;</li> <li>b. expanding capacity for moderate-density housing throughout the jurisdiction, especially in areas currently zoned for lower density single-family detached housing in the Urban Growth Area, and capacity for high-density housing, where</li> </ol> | <p>Other inclusive planning tools and policies that increase neighborhood choice include:</p> <ul style="list-style-type: none"> <li>• Plan for moderate or high-density housing and complete neighborhoods within a half-mile walkshed of high-capacity or frequent transit service in areas already zoned for residential housing and where exposure to air pollution and particulate matter is low to moderate.</li> <li>• Plan for complete neighborhoods around existing and planned essential services throughout a jurisdiction</li> <li>• Establish a designation that allows more housing types within single-family zoned areas near parks, schools, and other services</li> </ul>   |



**Table H-4 Suggested Strategies for Achieving Policy Goals**

| Policy   | Suggested Strategies   |
|--|--|
| <p>appropriate, consistent with the Regional Growth Strategy;</p> <p>c. evaluating the feasibility of, and implementing, where appropriate, inclusionary and incentive zoning to provide affordable housing; and</p> <p>d. providing access to housing types that serve a range of household sizes, types, and incomes, including 2+ bedroom homes for families with children and/or adult roommates and accessory dwelling units, efficiency studios, and/or congregate residences for single adults.</p> | <ul style="list-style-type: none"> <li>• Housing types to allow development that is compatible in scale with existing housing</li> <li>• Revise parking regulations to prioritize housing and public space for people over space to park cars</li> <li>• Allow the conversion of existing houses into multiple units</li> <li>• Allow additional units on corner lots, lots along alleys and arterials, and lots on zone edges</li> <li>• Incentivize the retention of existing houses by making development standards more flexible when additional units are added</li> <li>• Provide technical and design resources for landowners and communities to redevelop and maintain ownership.</li> <li>• Reduce or remove minimum lot size requirements</li> <li>• Create incentives for building more than one unit on larger than average lots</li> <li>• Limit the size of new single-unit structures, especially on larger than average lots</li> <li>• Retain and increase family-sized and family-friendly housing</li> <li>• Remove the occupancy limit for unrelated persons in single-family zones, if applicable</li> </ul> |
| <p><b>H-19</b> Lower barriers to and promote access to affordable homeownership for extremely low-, very low-, and low--income, households. Emphasize:</p> <p>a. supporting long-term affordable homeownership opportunities for households at or below 80 percent AMI (which may require up-front initial public subsidy and policies that support diverse housing types); and</p> <p>b. remedying historical inequities in and expanding access to homeownership</p>                                     | <p>Suggested strategies to increase access to affordable homeownership for lower-income households include:</p> <ul style="list-style-type: none"> <li>• Support alternative homeownership models that lower barriers to ownership and provide long-term affordability, such as community land trusts, and limited or shared equity co-ops</li> <li>• Encourage programs to help homeowners, particularly low-income homeowners, access financing, technical support or other tools needed to</li> </ul>   |

| <b>Table H-4 Suggested Strategies for Achieving Policy Goals</b>   |  |
|--|--|
| <b>Policy</b>  | <b>Suggested Strategies</b>  |
| opportunities for Black, Indigenous and People of Color communities.   | <p>participate in and benefit from infill development opportunities</p> <ul style="list-style-type: none"> <li>• Increase educational efforts to ensure maximum use of property tax relief programs to help sustain homeownership for low-income individuals</li> <li>• Expand targeted foreclosure prevention</li> <li>• Preserve existing manufactured housing communities through use-specific zoning or transfer of development rights</li> </ul>  |
| <p><b>H-20</b> Adopt policies and strategies that promote equitable development and mitigate displacement, with consideration given to the preservation of historical and cultural communities as well as investments in low-, very low-, extremely low-, and moderate-income housing production and preservation; dedicated funds for land acquisition; manufactured housing community preservation, inclusionary zoning; community planning requirements; tenant protections; public land disposition policies; and land that may be used for affordable housing. Mitigate displacement that may result from planning efforts, large-scale private investments, and market pressure. Implement anti-displacement measures prior to or concurrent with development capacity increases and public capital investments.</p> | <p>Suggested equitable development and anti-displacement strategies include:</p> <ul style="list-style-type: none"> <li>• Consider and plan for socioeconomic diversity and cultural stability</li> <li>• Encourage homeownership opportunities for low-income households</li> <li>• Acquire and preserve manufactured housing communities to prevent displacement</li> <li>• Acquire land for affordable housing ahead of planned infrastructure investments or other investments that may increase land and housing costs</li> <li>• Implement a community preference policy that allows housing developments to prioritize certain applicants when leasing or selling units in communities at high risk of displacement.</li> <li>• Implement tenant protections that increase stability such as: <ul style="list-style-type: none"> <li>○ Notice of rent increase</li> <li>○ Right to live with family</li> <li>○ Just cause eviction for tenants on termed leases</li> <li>○ Tenant relocation assistance</li> </ul> </li> <li>• Establish programs to invest in underrepresented communities to promote community-driven development and/ or prevent displacement</li> </ul> |
| <p><b>H-21</b> Implement, promote and enforce fair housing policies and practices so that every person in the county has equitable access and</p>  | <p>Suggested fair housing policies and practices include:</p>  |

| <b>Table H-4 Suggested Strategies for Achieving Policy Goals</b>   |  |
|--|--|
| <b>Policy</b>  | <b>Suggested Strategies</b>  |
| <p>opportunity to thrive in their communities of choice, regardless of their race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other relevant category of protected people.</p> | <ul style="list-style-type: none"> <li>• Invest in programs that provide fair housing education for both renters and landlords, enforcement, and testing</li> <li>• Engage underrepresented communities on an ongoing basis to better understand Remove barriers to housing and increase access to opportunity</li> <li>• Provide more housing for vulnerable populations</li> <li>• Provide more housing choices for people with large families</li> <li>• Support efforts to increase housing stability.</li> <li>• Preserve and increase affordable housing in communities at high risk of displacement</li> <li>• Review and update zoning to increase housing options and supply in urban areas</li> <li>• Work with communities to guide investments in historically underserved communities.</li> <li>• Report annually on fair housing goals and progress</li> </ul> |
| <p><b>H-22</b> Adopt and implement policies that protect housing stability for renter households; expand protections and supports for low-income renters and renters with disabilities.</p>  | <p>Tenant protection policies to consider include:</p> <ul style="list-style-type: none"> <li>• Just cause eviction for tenants with termed leases</li> <li>• Increase time periods for notice of rent increases</li> <li>• Prohibit discrimination in housing against tenants and potential tenants with arrest records, conviction records, and criminal history</li> <li>• Tenant relocation assistance</li> <li>• Increase access to legal services</li> <li>• Rental inspection programs</li> </ul> <p>Supports for landlords that promote tenant stability include:</p>  |

| <b>Table H-4 Suggested Strategies for Achieving Policy Goals</b>                          |   |
|---|---|
| <b>Policy</b>   | <b>Suggested Strategies</b>   |
|   | <ul style="list-style-type: none"> <li>• Establish a fund that landlords can access to make repairs so costs are not passed on to low-income renters</li> <li>• Increase education for tenants and property owners regarding their respective rights and responsibilities</li> </ul> <p>Supports for low-income renters and people with disabilities to consider include:</p> <ul style="list-style-type: none"> <li>• Shallow and deep rent subsidies</li> <li>• Emergency rental assistance</li> <li>• Services to address barriers to housing, including tenant screening reports and civic legal aid</li> <li>• Increased funding for services that help people with disabilities stay in their homes and/or age in place</li> </ul>                  |
| <b>H-23</b> Adopt and implement programs and policies that ensure healthy and safe homes. | <p>Strategies to improve the quality and safety of housing include:</p> <ul style="list-style-type: none"> <li>• Establish and promote healthy housing standards</li> <li>• Provide home repair assistance for households earning at or below 80 percent AMI</li> <li>• Implement proactive rental inspection programs</li> <li>• Implement just cause eviction to protect tenants from landlords retaliating if they request basic maintenance and repairs to maintain a healthy and safe living environment</li> <li>• Partner with Aging &amp; Disability organizations to integrate accessibility services</li> </ul> <p>See the King County Board of Health Guideline and Recommendation on Healthy Housing for additional guidance.<sup>9</sup></p> |

<sup>9</sup> See link: <https://kingcounty.gov/depts/health/board-of-health/~media/depts/health/board-of-health/documents/guidelines/guideline-recommendation-18-01-attachment-A.ashx>

| Table H-4 Suggested Strategies for Achieving Policy Goals   |  |
|---|--|
| Policy  | Suggested Strategies   |
| <p><b>H-24</b> Plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting equitable access to parks and open space, safe pedestrian and bicycle routes, clean air, soil and water, fresh and healthy foods, high-quality education from early learning through K-12, affordable and high-quality transit options and living wage jobs and by avoiding or mitigating exposure to environmental hazards and pollutants.</p> | <p>When planning for residential neighborhoods that protect and promote health and well-being of residents, suggested strategies include:</p> <ul style="list-style-type: none"> <li>• Plan for housing in conjunction with other infrastructure investments to support equitable access to opportunity for households with a range of incomes and ensure the siting of homes is not in close to environmental hazards and pollutants</li> <li>• Analyze disparities in access to amenities and invest in affordable housing in areas with high access to these amenities while providing services and investment in areas where low-income people live</li> </ul> |

**Policies H-25 and H-26: Measure Results and Provide Accountability**

Success at meeting a community’s need for housing can only be determined by measuring results and evaluating changes to housing supply and need. Cities and the County will collaborate to monitor basic information annually, as they may already do for permits and development activity. Annual tracking of information such as new policies, new units, and zoning changes will make periodic assessments easier and more efficient. A limited amount of annual monitoring will also aid in providing timely information to decision makers

The purpose of “measuring results and providing accountability” is to motivate and enhance learning, collaboration, and progress. While some CPPs clearly lend themselves to quantitative measures and straightforward evaluation, some do not. This is often true when factors like the result of engagement with disproportionately impacted community members significantly shape implementation or where quantitative data is lacking. In these cases, jurisdictions have the liberty to make any reasonable interpretation of the policy and report as completely and honestly as possible how well the policy has been met.

Policy H-25 requires cities and the County to collaborate in this monitoring to ensure continual review of the effectiveness of local strategies at meeting the countywide need. The information will be collected by King County and reported annually in a public-facing, interactive regional affordable housing dashboard.

**Policy H-27: Adjust Strategies to Meet Housing Needs**

The data collected annually provides an opportunity for cities and the County to adapt to changing conditions and new information when monitoring finds that the adopted strategies

are insufficient for meeting the countywide need or result in the perpetuation of the inequitable distribution of affordable housing. Adaptation strategies can occur before the next comprehensive planning cycle during annual comprehensive plan updates, updates to the land use map, and/or a jurisdiction's urban growth strategy (buildable lands) reporting process. The King County Affordable Housing Committee can serve as a venue for discussing regional progress and challenges jurisdictions face. The results of these conversations and recommended actions to meet countywide need more effectively can be shared with the Growth Management Planning Council.

## **Appendix 5: King County School Siting Task Force Report**

On March 31, 2012 the School Siting Task Force issued the following report and recommendations related to 18 undeveloped school sites in King County, and future school siting. Countywide Planning Policies DP-52, PF-13, PF-19, and PF-21 contain references to this report, and in particular the Site Specific Solutions table found on pages 15-19 of the School Siting Task Force Report.

The complete report and associated documents can be found on the Countywide Planning Policies website at:

- <https://www.kingcounty.gov/depts/executive/performance-strategy-budget/regional-planning/CPPs.aspx>

## Appendix 6: King County Centers Designation Framework

|   | Metro Growth Centers  | Urban Growth Centers  | Countywide Growth Centers  | Industrial Employment Centers  | Industrial Growth Centers  | Countywide Industrial Centers  |
|---|---|---|--|--|--|--|
| 1. Purpose of Center  | Regional Metro Growth Centers have a primary regional role. They have dense existing jobs and housing, high-quality transit service, and are planning for significant, equitable growth and opportunity. They serve as major transit hubs for the region and provide regional services and serve as major civic and cultural centers. | Regional Urban Growth Centers play an important regional role, with dense existing jobs and housing, high-quality transit service, and planning for significant, equitable growth and opportunity. These centers may represent areas where major investments – such as high-capacity transit –offer new opportunities for growth. | Countywide growth centers <sup>12</sup> serve important roles as places for equitably concentrating jobs, housing, shopping, and recreational opportunities. These are often smaller downtowns, high-capacity transit station areas, or neighborhood centers that are linked by transit, provide a mix of housing and services, and serve as focal points for local and county investment. | Regional Industrial Employment Centers are highly active industrial areas with significant existing jobs, core industrial activity, evidence of long-term demand, and regional role. They have a legacy of industrial employment and represent important long-term industrial areas, such as deep-water ports and major manufacturing and can be accessed by transit. Designation is to, at a minimum, preserve existing industrial jobs and land use and to continue to equitably grow industrial employment and opportunity in these centers where possible. | Regional Industrial Growth Centers are clusters of industrial lands that have significant value to the region and potential for future equitable job growth. These large areas of industrial land serve the region with international employers, industrial infrastructure, concentrations of industrial jobs, evidence of long-term potential, and can be accessed by transit. Designation will continue growth of industrial employment and preserve the region’s industrial land base for long-term growth and retention. | Countywide industrial centers serve as important local industrial areas. These areas support equitable access to living wage jobs and serve a key role in the county’s manufacturing/industrial economy. |
| 2. Distribution of Centers  | Centers are designated to achieve the countywide land use vision and are based on meeting the expectations of the framework. No arbitrary limit on the number of centers will be established.   | Same  | Same   | Same   | Same   | Same   |
| <b>PART 1. DESIGNATION PROCESS AND SCHEDULE</b>                                       |   |   |  |  |  |  |
| <b>A. Designation Process</b>   |   |   |  |  |  |  |
| 1. jurisdiction ordinance, motion, or resolution authorizing submittal of application | Yes   | Yes   | Yes  | Yes  | Yes  | Yes  |
| 2. Fill out Form  | Yes   | Yes   | KC to have an application form and process.  | Yes  | Yes  | KC to have an application form and process.  |
| 3. Submit for eligibility review. Staff review and report                             | Yes   | Yes   | IJT staff to review and present to GMPC.   | Yes  | Yes  | IJT staff to review and present to GMPC.   |

<sup>12</sup> King County does not yet have designated countywide centers, although many jurisdictions have local centers that may be equivalent. Local centers are eligible for regional and countywide funding, and this funding is distributed based on criteria and formula.



|   | Metro Growth Centers | Urban Growth Centers | Countywide Growth Centers   | Industrial Employment Centers | Industrial Growth Centers  | Countywide Industrial Centers   |
|---|----------------------|----------------------|---|-------------------------------|--|---|
| 4. GMPC recommendation to PSRC  | Yes                  | Yes                  | KC to have an application form and process.                                   | Yes                           | Yes  | KC to have an application form and process.   |
| <b>B. Schedule</b>  |                      |                      |   |                               |  |   |
| 1. Applications limited to major updates. Call for new application approx. every 5 years.             | Yes                  | Yes                  | Yes. KC to have a 5-year cycle or consider following PSRC major plan updates. | Yes                           | Yes  | Yes. KC to have a 5 year cycle or consider following PSRC major plan updates.   |
| <b>C. Redesignation</b>   |                      |                      |   |                               |  |   |
| 1. Follows PSRC re-designation process  | Yes                  | Yes                  | Yes   | Yes                           | Yes  | Yes   |
| <b>PART 2: CENTER ELIGIBILITY</b>   |                      |                      |   |                               |  |   |
| <b>A. Local and Countywide Commitment</b>   |                      |                      |   |                               |  |   |
| 1. center identified in Comprehensive Plan  | Yes                  | Yes                  | Yes   | Yes                           | Yes  | Yes   |
| 2. demonstrate center is local priority for growth and investments                                    | Yes                  | Yes                  | Yes   | Yes                           | Yes. And, commitment to protecting and preserving industrial uses, strategies, and incentives to encourage industrial uses in the center, and established partnerships with relevant parties to ensure success of manufacturing/industrial center. | Yes. And area has important county role and concentration of industrial land or jobs with evidence of long-term demand. |
| <b>B. Planning</b>  |                      |                      |   |                               |  |   |
| 1. completed center plan meeting Plan Review Manual specifications <sup>13</sup>                      | Yes                  | Yes                  | Yes <sup>14</sup>   | Yes                           | Yes. And, in consultation with public ports and other affected government entities.  | Yes <sup>10</sup>   |
| 2. environmental review shows area appropriate for density  | Yes                  | Yes                  | Yes   | Yes                           | Yes  | Yes   |
| 3. assessment of housing need and cultural assets, including displacement of residents and businesses | Yes                  | Yes                  | Yes, as part of subarea plan or in dedicated Comprehensive Plan chapter       | Not applicable                | Not applicable   | Not applicable  |

<sup>13</sup> The PSRC *Center Plan Checklist* defines key concepts and provisions jurisdictions should use in planning for the designated centers. This includes the following: establishing a vision, considering natural and built environment topics, establishing geographic boundaries and growth targets, planning for a mix of land uses, addressing design standards, planning for a variety of housing types including affordable housing in growth centers, addressing economic development, and providing for public services and facilities, including multimodal transportation, all as appropriate and tailored to the center type and function.

<sup>14</sup> For Countywide Centers the topics in the *Center Plan Checklist* should be addressed, except that growth targets are not required, and they can be met through inclusion of a dedicated chapter in the Comprehensive Plan that specifies how each required topic is addressed for each countywide center, rather than in stand-alone subarea plans.

|   | Metro Growth Centers  | Urban Growth Centers  | Countywide Growth Centers   | Industrial Employment Centers  | Industrial Growth Centers  | Countywide Industrial Centers                                |
|---|---|---|---|--|--|--|
| 4. documentation of tools to provide range of affordable and fair housing                   | Yes   | Yes   | Yes, as part of subarea plan or in dedicated Comprehensive Plan chapter   | Not applicable   | Not applicable   | Not applicable   |
| 5. documentation of community engagement, including with priority populations <sup>15</sup> | Yes   | Yes   | Yes, as part of subarea plan or in dedicated Comprehensive Plan chapter   | Yes  | Yes  | Yes  |
| <b>C. Jurisdiction and Location</b>   |   |   |   |  |  |  |
| 1. new Centers should be in cities  | Yes   | Yes   | Cities or Unincorporated Urban <sup>16</sup>  | Yes  | Yes  | Cities or Unincorporated Urban <sup>12</sup>                 |
| 2. if unincorporated area:<br>a. it has link light rail and is affiliated for annexation    | Not allowed in unincorporated urban area                            | Not allowed in unincorporated urban area                            | Encouraged  | Not allowed in unincorporated urban area   | Not allowed in unincorporated urban area                                 | Encouraged   |
| b. joint planning is occurring  | Not allowed in unincorporated urban area                            | Not allowed in unincorporated urban area                            | Encouraged  | Not allowed in unincorporated urban area   | Not allowed in unincorporated urban area                                 | Encouraged   |
| c. plans for annexation or incorporation are required                                       | Not applicable (center type does not exist in unincorporated area). | Not applicable (center type does not exist in unincorporated area). | Encouraged  | Not allowed in unincorporated urban area   | Not allowed in unincorporated urban area                                 | Encouraged   |
| <b>D. Existing Conditions</b>   |   |   |   |  |  |  |
| 1. infrastructure and utilities can support growth  | Yes   | Yes   | Yes   | Yes. Must include presence of irreplaceable industrial infrastructure such as working maritime port facilities, air and rail freight facilities. | Yes. Access to relevant transportation infrastructure including freight. | Yes  |
| 2. center has mix of housing and employment   | Yes   | Yes   | Yes   | Not applicable   | The center has an economic impact.                                       | Not applicable.  |
| <b>E. Boundaries</b>  |   |   |   |  |  |  |
| 1. justification for center boundaries  | Yes   | Yes   | Yes   | Yes  | Yes  | Yes  |
| 2. boundary generally round or square   | Yes   | Yes   | Compact, walkable size  | Not applicable   | Not applicable   | Not applicable   |
| <b>F. Transportation</b>  |   |   |   |  |  |  |
| 1. center has bicycle and pedestrian infrastructure and amenities                           | Yes   | Yes   | Yes. Supports multimodal transportation, including pedestrian infrastructure and amenities, and bicycle infrastructure and amenities. | Defined transportation demand management strategies in place.  | Defined transportation demand management strategies in place.            | Defined transportation demand management strategies in place |

<sup>15</sup> King County's "Fair and Just" Ordinance 16948, as amended, identifies four demographic groups, including: low-income, limited English proficiency, people of color, and immigrant populations.

<sup>16</sup> For multi-jurisdiction centers, please describe the manner and structure (e.g. interlocal agreement, memorandum of understanding) with which the jurisdictions will plan together over the long-term.

|  | Metro Growth Centers   | Urban Growth Centers   | Countywide Growth Centers   | Industrial Employment Centers  | Industrial Growth Centers  | Countywide Industrial Centers  |
|--|--|--|---|--|--|--|
| 2. center has street pattern supporting walkability  | Yes  | Yes  | Yes. Supports multimodal transportation, including street pattern that supports walkability.  | Not applicable   | Not applicable   | Not applicable   |
| 3. freight access  | Yes  | To be addressed in subarea plan                                      | To be addressed in subarea plan   | Access to relevant transportation infrastructure including freight.  | Same   | To be addressed in subarea plan  |
| <b>PART 3: CENTER CRITERIA</b>   |  |  |   |  |  |  |
| <b>A. Purpose</b>  |  |  |   |  |  |  |
| 1. Compatibility with VISION centers concept, Regional Growth Strategy and Multicounty Planning Policies | Yes  | Yes  | Yes   | Yes  | Yes  | Yes  |
| <b>B. Activity level/Zoning <sup>17</sup></b>  |  |  |   |  |  |  |
| 1. existing activity <sup>18</sup>   | 60 activity unit density   | 30 activity unit density (AUs refer to combined jobs and population) | 18 activity unit density  | 10,000 jobs  | 4,000 jobs   | 1,000 existing jobs and/or 500 acres of industrial land  |
| 2. planned activity  | Above 120 activity unit density  | 60 activity unit density   | 30 activity unit density  | 20,000 jobs  | 10,000 jobs  | 4,000 jobs   |
| 3. sufficient zoned capacity   | Yes. Should be higher than target and supports a compact, complete, and mature urban form. | Yes. Should be higher than target.                                   | Should have capacity and be planning for additional growth  | Yes. Should be higher than target.   | Yes. Should be higher than target.   | Should have capacity and be planning for additional growth.  |
| 4. planning mix of housing types and employment types  | Planning for at least 15% residential and 15% employment activity                          | Planning for at least 15% residential and 15% employment activity    | Planning for at least 20% residential and 20% employment, unless unique circumstances make these percentages not possible to achieve. | At least 50% of the employment must be industrial employment. Strategies to retain industrial uses are in place. | At least 50% of the employment must be industrial employment. Strategies to retain industrial uses are in place. | At least 50% of the employment must be industrial employment. Strategies to retain industrial uses are in place. |
| <b>C. Geographic Size</b>  |  |  |   |  |  |  |
| 1. minimum size  | 320 acres  | 200 acres  | 160   | No set threshold; size based on justification for the boundary.  | 2000 acres   | 1,000 existing jobs and/or 500 acres of industrial land  |
| 2. maximum size  | 640 acres (larger if internal HCT)   | 640 acres (larger if internal HCT)                                   | 500 acres   | No set threshold; size based on justification for the boundary.  | No set threshold; size based on justification for the boundary.  | No set threshold; size based on justification for the boundary.  |
| <b>D. Transit</b>  |  |  |   |  |  |  |

<sup>17</sup> PSRC's 2015 guidance on *Transit Supportive Densities and Land Uses* cites an optimal level of 56-116 activity units per acre to support light rail, dependent on transit costs per mile. The guidance indicates an optimal threshold of at least 17 activity units per acre to support bus rapid transit. Note: the existing threshold in the CPPs is roughly equivalent to 85 AUs existing activity for King County Urban Centers.

<sup>18</sup> For existing centers, not meeting existing activity unit thresholds is not grounds for de-designation or re-designation by the Growth Management Planning Council.

|  | Metro Growth Centers  | Urban Growth Centers  | Countywide Growth Centers   | Industrial Employment Centers   | Industrial Growth Centers   | Countywide Industrial Centers   |
|--|---|---|---|---|---|---|
| 1. existing or planned transit service levels  | Major transit hub, has high quality/high-capacity existing or planned service including existing or planned light rail, commuter rail, ferry, or other high-capacity transit with similar frequent service as light rail. (18 hours, 15-minute headways)  | Fixed route bus, regional bus, Bus Rapid Transit or frequent all-day bus service (16 hours, 15 minute headways). High-capacity transit may substitute for fixed-route bus.  | Yes, has frequent, all-day, fixed-route bus service (16 hours, 15-minute headways).   | Must have existing or planned frequent, local, express, or flexible transit service.<br><br>Should have documented strategies to reduce commute impacts through transportation demand management that are consistent with the Regional TDM Action Plan.   | Same.   | Should have local fixed-route or flexible transit service.  |
| 2. transit-supportive infrastructure   | Provides transit priority (bus lanes, queue jumps, signal priority, etc.) within the right-of-way to maintain speed and reliability of transit service. Provides infrastructure (i.e. pedestrian and bicycle) that improves rider access to transit service and increases amenities to make transit an inviting option. | Provides transit priority (bus lanes, queue jumps, signal priority, etc.) within the right-of-way to maintain speed and reliability of transit service. Provides infrastructure (i.e. pedestrian and bicycle) that improves rider access to transit service and increases amenities to make transit an inviting option. | Supports connection/transfers between routes and other modes. Provides infrastructure (i.e. pedestrian and bicycle) that improves rider access to transit service and increases amenities to make transit an inviting option. | Provides transit priority (bus lanes, queue jumps, signal priority, etc.) within the right-of-way to maintain speed and reliability of transit service. Provides infrastructure (i.e. pedestrian and bicycle) that improves rider access to transit service and increases amenities to make transit an inviting option. | Supports connection/transfers between routes and other modes, and increases amenities to make transit an inviting option. | Supports connection/transfers between routes and other modes, and increases amenities to make transit an inviting option. |
| <b>E. Market Potential</b>   |   |   |   |   |   |   |
| 1. Evidence of future market potential to support target and planned densities   | Yes, with Market Study required   | Yes, with Market Study required   | Market Study encouraged   | Yes, with Market Study required   | Yes, with Market Study required   | Market Study encouraged   |
| 2. Market data will inform adoption of land use, housing, economic development, and investment strategies, including equitable development strategies. <sup>19</sup> | Required within Market Study  | Required within Market Study  | Encouraged within Market Study  | Required within Market Study, tailored for industrial employment.   | Required within Market Study, tailored for industrial employment.   | Encouraged within Market Study, tailored for industrial employment.   |
| <b>F. Role</b>   |   |   |   |   |   |   |
| 1. Evidence of regional or countywide role by serving as important destination   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   |
| 2. Planning for long-term, significant, and equitable growth   | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   |
| <b>G. Zoning</b>   |   |   |   |   |   |   |

<sup>19</sup> For residential development, strategies and tools could include mandatory inclusionary housing, multifamily tax exemption, or others. For commercial and industrial development, strategies and tools could include priority hire policies, incentives for affordable commercial space, or others.

|                              | Metro Growth Centers | Urban Growth Centers | Countywide Growth Centers | Industrial Employment Centers  | Industrial Growth Centers | Countywide Industrial Centers                             |
|------------------------------|----------------------|----------------------|---------------------------|--|---------------------------|---|
| 1. specific zones required   | No                   | No                   | No                        | At least 75% land area zoned for core industrial uses. This includes manufacturing, transportation, warehousing and freight terminals. | Same                      | At least 75% of land area zoned for core industrial uses. |
| 2. specific zones prohibited | No                   | No                   | No                        | Commercial uses within core industrial zones shall be strictly limited.  | Same                      | Same  |

## GLOSSARY

**Affordable Housing:** Housing that is affordable at 30 percent or less of a household’s monthly income. This is a general term that may include housing affordable to a wide range of income levels and includes income-restricted and non-income units.

**Affordable Housing Committee:** A committee of the King County Growth Management Planning Council chartered to recommend actions and assess regional progress to advance affordable housing solutions and function as a point of coordination and accountability for affordable housing efforts across King County.

**Agricultural Production District:** A requirement of the Growth Management Act for cities and counties to designate, where appropriate, agricultural lands that are not characterized by urban growth, have soils suitable for agriculture, and that have long-term significance for commercial farming. The King County Comprehensive Plan designates Agricultural Production Districts where the principal land use should be agriculture.

**Area Median Income:** The annual household income for the U.S. Department of Housing and Urban Development calculates median income for each metropolitan region. These are used to determine income limits for government affordable housing programs.

**Buildable Lands Program:** A requirement of the Growth Management Act for certain counties in western Washington to report on a regular basis the amount of residential and commercial development that has occurred, the densities of that development, and an estimate of each jurisdiction’s ability to accommodate its growth target based on the amount of development that existing zoning would allow.

**Clean Renewable Energy:** Includes the production of electricity from wind, solar and geothermal and does not include production of energy created by combustion of fuel that causes greenhouse gas emissions or produces hazardous waste.

**Climate Change:** The variation in the earth’s global climate over time. It describes changes in the variability or average state of the atmosphere. Climate change may result from natural factors or processes (such as change in ocean circulation) or from human activities that change the atmosphere’s composition (such as burning fossil fuels or deforestation.)

Climate Change Adaptation refers to actions taken to adapt to unavoidable impacts as a result of climate change. Climate Change Mitigation refers to actions taken to reduce the future effects of climate change.

**Comprehensive Plan:** A plan prepared by a local government following the requirements of the Washington Growth Management Act, containing policies to guide local actions regarding land use, transportation, housing, utilities, capital facilities, and economic development in ways that will accommodate at least the adopted 20-year targets for housing and employment growth.

**Cost Burden:** When a household spends more than 30 percent of their gross monthly income on housing costs.

**Countywide Need:** Also called the countywide affordable housing need, this is the number of additional, affordable homes needed in King County by 2044 so that no household earning at or below 80 percent of area median income is housing cost burdened. The countywide need for housing is estimated at 263,000 affordable homes affordable at or below 80 percent area median income built or preserved by 2044 as shown in Table H-1.

**Displacement:** The involuntary relocation of current residents or businesses from their current residence. This is a different phenomenon than when property owners voluntarily sell their interests to capture an increase in value. Physical displacement is the result of eviction, acquisition, rehabilitation, or demolition of property, or the expiration of covenants on rent- or income-restricted housing. Economic displacement occurs when residents and businesses can no longer afford escalating housing costs. Cultural displacement occurs when people choose to move because their neighbors and culturally related businesses have left the area.

**Environmental Justice:** The fair distribution of costs and benefits, based on a consideration for social equity. Environmental justice is concerned with the right of all people to enjoy a safe, clean, and healthy environment, and with fairness across racial, social, and economic groups in the siting and operation of infrastructure, facilities, or other large land uses.

**Equitable Development:** Public and private investments, programs, and policies in neighborhoods, characterized by high levels of chronic and recent displacement; a history of racially driven disinvestment; and significant populations of marginalized communities. This work is conducted in partnership with community stakeholders to meet the needs of marginalized people and reduce disparities, taking into account history and current conditions, so that quality of life outcomes such as access to quality education, living wage employment, healthy environment, affordable housing, and transportation, are equitably distributed for the people currently living and working there, as well as for new people moving in.

**Extremely Low-Income Households:** Households earning 30 percent of the area median income or less for their household size.

**Fossil Fuels:** Petroleum and petroleum products, coal, and natural gas such as methane, propane, and butane, derived from prehistoric organic matter and used to generate energy.

Fossil fuels do not include:

- a) Petrochemicals that are used primarily for non-fuel products, such as asphalt, plastics, lubricants, fertilizer, roofing, and paints;
- b) Fuel additives, such as denatured ethanol and similar fuel additives, or renewable fuels, such as biodiesel or renewable diesel with less than five percent fossil fuel content; or
- c) Methane generated from the waste management process, such as wastewater treatment, anaerobic digesters, landfill waste management, livestock manure and composting processes.

**Fossil Fuel Facility:** A commercial facility used primarily to receive, store, refine, process, transfer, wholesale trade or transport fossil fuels, such as, but not limited to, bulk terminals, bulk storage facilities, bulk refining and bulk handling facilities. Fossil fuel facilities do not include individual storage facilities of up to thirty thousand gallons and total cumulative facilities per site of sixty thousand gallons for the purposes of retail or direct-to-consumer sales, facilities or activities for local consumption; noncommercial facilities, such as storage for educational, scientific or governmental use; or uses preempted by federal rule or law.

**Forest Production District:** A requirement of the Growth Management Act for cities and counties to designate, where appropriate, forest lands that are not characterized by urban growth and that have long-term significance for the commercial production of timber. The King County Comprehensive Plan designates Forest Production Districts where the primary use should be commercial forestry.

**Frequent Transit:** Transit service that is “show-up and go,” that comes frequently enough that passengers do not require a schedule.

**Frontline Communities:** Those communities that are disproportionately impacted by climate change due to existing and historical racial, social, environmental, and economic inequities, and who have limited resources and/or capacity to adapt. These populations often experience the earliest and most acute impacts of climate change, but whose experiences afford unique strengths and insights into climate resilience strategies and practices. Frontline communities include Black, Indigenous, and People of Color (BIPOC) communities, immigrants and refugees, people living with low incomes, communities experiencing disproportionate pollution exposure, women and gender non-conforming people, LGBTQIA+ (lesbian, gay, bisexual, transgender, queer, intersex, asexual, + other) people, people who live and/or work outside, those with existing health issues, people with limited English skills, and other climate-vulnerable groups.



**Growth Management Act:** State law (RCW 36.70A) that requires local governments to prepare comprehensive plans (including land use, transportation, housing, capital facilities and utilities) to accommodate 20 years of expected growth. Other provisions of the Growth Management Act require developing and adopting countywide planning policies to guide local comprehensive planning in a coordinated and consistent manner.

**Growth Targets:** The number of residents, housing, or jobs that a jurisdiction is expected to use as the land use assumption in its comprehensive plan. Growth targets are set by countywide planning groups for counties and cities to meet the Growth Management Act requirement to allocate urban growth that is projected for the succeeding twenty-year period (RCW 36.70A.110). Countywide growth targets are articulated in the Development Patterns chapter.

**Greenhouse Gas:** Components of the atmosphere that contribute to global warming, including carbon dioxide, methane, nitrous oxide, and fluorinated gases. Human activities have added to the levels of most of these naturally occurring gases.

**Health Disparity:** A gap or difference in health status between different groups of people, including race, income, education, and geographic location. This health difference is closely linked with social, economic, and/or environmental disadvantage.

**Healthy Housing:** Housing that protects all residents from exposure to harmful substances and environments, reduces the risk of injury, provides opportunities for safe and convenient daily physical activity, and assures access to healthy food and social connectivity.

**High-Capacity Transit:** Transit modes that operate principally on exclusive rights-of-way which provides a substantially higher level of passenger capacity, speed, and service frequency than traditional public transportation systems operating principally in general purpose roadways, including light rail, streetcar, commuter rail, ferry terminals, and bus rapid transit stations.

**High-Density Housing:** Multifamily housing of a certain density that is considered to be more intensive than moderate-density housing. This designation includes housing types of 20 or more units.

**Historically Underserved Communities:** Groups of people living in places that have experienced a long-term pattern of lacking investment in public services and amenities relative to neighboring communities or an expected standard.

**Housing Affordability:** Refers to the balance (or imbalance) between incomes and housing costs within a community or region. A common measurement compares the number of households in certain income categories to the number of units in the market that are affordable at 30 percent of gross income.

**Industry Clusters:** Specific economic segments and industry clusters that are the focus of the Puget Sound Regional Council's Regional Economic Strategy.

**Incentive Zoning:** Incentive zoning is a broad regulatory framework for encouraging and stimulating development that provides a desired public benefit as established in adopted planning goals. An incentive zoning system is implemented on top of an existing base of development regulations and works by offering developers regulatory allowances in exchange for public benefits.

**Income-Restricted Affordable Housing Units:** Housing units that provide lower-income people with an affordable place to live. To be eligible to live in one of these units, a prospective tenant's gross monthly income must be below a certain income threshold. The unit is also limited in price so as to be affordable to households at certain income levels.

**Inclusionary Zoning:** Inclusionary zoning stipulates that new residential development in certain zones includes some proportion or number of affordable housing units or meets some type of alternative compliance. Inclusionary zoning taps into economic gains from rising real estate values to create affordable housing for lower-income households. This mandatory approach can create more affordable housing in neighborhoods with access to transportation and quality jobs.

**Jobs-Housing Balance:** A planning concept which advocates that housing and employment be located closer together, with an emphasis on matching housing options with nearby jobs, so workers have shorter commutes or can eliminate vehicle trips. Improving balance means adding more housing to job-rich areas and more jobs to housing-rich areas. It also means ensuring a variety of housing choices available to a people earning variety of incomes in proximity to job centers to provide opportunities for residents to live close to where they work regardless of their income.

**King County Open Space System:** A regional system of *county-owned* parks, trails, natural areas, working agricultural and forest resource lands, and flood hazard management lands.

**Low-Income Households:** Households earning between 51 percent and 80 percent of the Area Median Income for their household size.

**Manufacturing/Industrial Centers:** Designated locations within King County cities meeting criteria detailed in the King County Centers Designation Framework.

**Mixed-Use Development:** A building or buildings constructed as a single project which contains more than one use, typically including housing plus retail and/or office uses.

**Moderate-Density Housing:** Housing of a certain density that bridges a gap between single-family housing and more intense multifamily and commercial areas and provides opportunities for housing types that are inclusive to people of different ages, life stages, and incomes. Moderate-density housing includes but is not limited to duplexes, townhomes, and low-rise apartments and range in unit count from 1-unit attached up to 19 units.

**Moderate-Income Households:** Households earning between 81 percent and 120 percent of the Area Median Income for their household size.

**Monitoring:** An organized process for gathering and assessing information related to achieving established goals and policies. The process uses performance indicators to show progress toward, movement away from, or static state in policy implementation or policy achievement. Implementation monitoring tracks whether agreed-upon actions are taking place. Performance monitoring assesses whether desired results are achieved.

**Natural Resource Lands:** Designated areas within King County that have long-term significance for agricultural, forestry, or mining. See Appendix 1: Generalized Land Use Categories Map.

**Open Space:** A range of green places, including natural and resource areas (such as forests), recreational areas (such as parks and trails), and other areas set aside from development (such as plazas).

**Opportunity Areas:** Areas with high quality schools, jobs, transit; access to parks, open space, and clean air, water, and soil; and other key determinants of social, economic, and physical well-being.

**Populations Disproportionately Impacted by Housing Cost Burden:** When a household spends more than 30 percent of their income on their housing, they are considered cost burdened. Black, Indigenous, and Latinx households, as well as many immigrant and refugee households, are disproportionately represented both among households earning less than 80 percent of AMI as well as among cost burdened households, in part due to the legacy of structural racism and discrimination in housing and land use policies and practices. Households earning at or below 30 percent are also more disproportionately impacted by housing cost burden than higher income households.

**Potential Annexation Area:** A portion of the urban unincorporated area in King County that a city has identified it will annex at some future date. See Appendix 2: Potential Annexation Areas Map.

**Purchase of Development Rights:** Programs that buy and then extinguish development rights on a property to restrict development and limit uses exclusively for open space or resource-based activities such as farming and forestry. Covenants run with the land in perpetuity so that the property is protected from development regardless of ownership.

**Regional Growth Strategy:** The strategy defined in VISION 2050 that was developed by the Puget Sound Regional Council to help guide growth in the four-county region that includes King, Kitsap, Pierce, and Snohomish counties. VISION 2050 directs most of the region’s forecasted growth into designated Urban Areas, and concentrates growth within those areas in designated centers planned for a mix of uses and connection by high-capacity transit

**Regional Transportation Plan:** A 30-year action plan, adopted by the Puget Sound Regional Council, for transportation investments in the central Puget Sound region intended to support implementation of VISION 2050.

**Renewable Energy:** Energy created from sources that can be replenished in a short period of time. The five renewable sources used most often are biomass (such as wood and biogas), the movement of water, geothermal (heat from within the earth), wind, and solar.

**Rural Area:** Designated area outside the Urban Growth Area that is characterized by small-scale farming and forestry and low-density residential development. See Appendix 1: Generalized Land Use Categories Map.

**Cities in the Rural Area:** Cities that are surrounded by Rural Area or Natural Resource Lands. Cities in the Rural Area are part of the Urban Growth Area.

**Special Needs Housing:** Housing arrangements for populations with special physical or other needs. These populations include the elderly, disabled persons, people with medical conditions, homeless individuals and families, and displaced people.

**Stormwater Management:** An infrastructure system that collects runoff from storms and redirects it from streets and other surfaces into facilities that store and release it – usually back into natural waterways.

**Sustainable Development:** Methods of accommodating new population and employment that protect the natural environment while preserving the ability to accommodate future generations.

**Tenure:** The legal status by which people have the right to occupy their accommodation. Common housing tenure are renting (which includes public and private rented housing) and homeownership (which includes owned outright and mortgaged).

**Transfer of Development Rights:** Ability to transfer allowable density, in the form of permitted building lots or structures, from one property (the “sending site”) to another (the “receiving site”) in conjunction with conservation of all or part of the sending site as open space or working farm or forest.

**Transportation Demand Management:** Various strategies and policies (e.g., incentives, regulations) designed to reduce or redistribute travel by single occupancy vehicles in order to make more efficient use of existing facility capacity.

**Transportation System:** A comprehensive, integrated network of travel modes (e.g., airplanes, automobiles, bicycles, buses, feet, ferries, freighters, trains, trucks) and infrastructure (e.g., sidewalks, trails, streets, arterials, highways, waterways, railways, airports) for the movement of people and goods on a local, regional, national and global scale.

**Universal Design:** A system of design that helps ensure that buildings and public spaces are accessible to people with or without disabilities.

**Urban Growth Area:** The designated portion of King County that encompasses all cities as well as other urban land where the large majority of the county’s future residential and employment growth is intended to occur. See Appendix 1: Generalized Land Use Categories Map.

**Very Low-Income Households:** Households earning between 30 to 50 percent of the Area Median Income for their household size.

**VISION 2050:** The integrated, long-range vision for managing growth and maintaining a healthy region—including the counties of King, Kitsap, Pierce, and Snohomish. It contains an environmental framework a numeric Regional Growth Strategy, the Multicounty Policies, and implementation actions and measures to monitor progress.

**Walkshed:** The area around a transit center typically measured as one half-mile radius used to measure the area in which walking or biking can serve as viable way to access a transit facility.

**Water Resource Inventory Area:** Major watershed basins in Washington identified for water-related planning purposes.

**Workforce Housing:** Housing that is affordable to households with one or more workers. Creating workforce housing in a jurisdiction implies consideration of the wide range of income levels that characterize working households, from one person working at minimum wage to two or more workers earning the average county wage or above. There is a particular need for

workforce housing that is reasonably close to regional and sub-regional job centers and/or easily accessible by public transportation.

# Appendix D: Public Participation Plan



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# City of Shoreline

## 2024 Comprehensive Plan Periodic Update

### Public Participation Plan

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**Picture it. Plan it. Build it.**

Prepared by  
Stepherson & Associates Communications  
February 2023  
Adopted by Resolution No. 506



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## Project Overview

The City of Shoreline is updating its citywide Comprehensive Plan. The new 20-year plan will articulate the community's vision for future growth and development and reflect community values. The goals and policies included in this plan will provide a basis for the City's regulations and guide future decision-making. It will also address anticipated population and employment growth and how facilities and services will be maintained or improved to accommodate expected growth.

In November 2022, the Shoreline City Council adopted Resolution No. 502, which established the scope and key themes framing the goals and policies throughout all elements of the plan. The key themes for the update include:

- Climate
- Equity and social justice
- Housing

The City adopted its first Comprehensive Plan in 1998 in response to the requirements of the state Growth Management Act (GMA) (RCW 36.70A). The plan was updated in 2005 and 2012. The GMA requires periodic review and update. The plan will also comply with regional and county-wide planning policies.

The Shoreline City Council must take legislative action on the Comprehensive Plan Update, and the plan must undergo a State Environmental Policy Act (SEPA) review. The final draft plan is anticipated to be completed and ready for City Council consideration in fall 2024, with updates and opportunities for input along the way.

Public participation is a crucial element in the development of the Comprehensive Plan to ensure Shoreline remains a welcoming place for all where people can live, work, and enjoy diverse activities and amenities. This Public Participation Plan (PPP) provides a strategic framework and schedule guiding how members of the Shoreline community can be involved at different points and in different ways in the development of the Comprehensive Plan. The PPP is intended to provide the framework and establish the desired goals and outcomes of public participation. Specific methods and tactics used to implement the PPP are to be adaptable in order to build on lessons learned from each stage of public participation throughout 2023-24.

## Middle Housing Initiative

The City's Housing Action Plan (HAP) was adopted in May 2021 and identifies several strategies to support the City's housing needs. Allowing middle housing choices (e.g., duplexes, triplexes, fourplexes, etc.) in low-density residential areas was identified as a strategy in the HAP and will be studied as part of the update to the Comprehensive Plan.

Concurrent with the City's 2024 Comprehensive Plan Periodic Update, Shoreline will carry out a focused effort exploring potential code and policy changes related to middle housing. By increasing the types of housing that can be built in Shoreline, the City can take steps to address the current and projected housing shortage.

The Middle Housing Initiative engagement efforts will be detailed in a separate public participation plan.

## Comprehensive Plan Timeline

Below is a draft timeline and is subject to change. Public participation will happen primarily in three rounds; the fourth phase is the opportunity to comment on the final plan when under consideration by City Council. Key touchpoints are during the visioning process, during the study of the topic-specific elements, and to comment on the overall draft plan. Reporting back to the community and sharing how public participation is shaping the direction of the Comprehensive Plan will take place throughout the project.

| Timing                    | Item   |
|---------------------------|--|
| Autumn 2022 – Winter 2023 | Prepare Public Participation Plan  |
| Winter – Spring 2023      | Public participation kick-off and visioning  |
| Summer – Winter 2023      | Study Issues, Revise Elements (Group 1)  |
| Fall 2023 – Winter 2024   | Study Issues, Revise Elements (Group 2)  |
| Summer 2024               | Complete Draft Plan: Provide review and report out to community                                |
| Summer 2024               | Complete SEPA Review   |
| Fall 2024                 | Public Hearings<br>Final Planning Commission and City Council Reviews<br>City Council Adoption |

### Planning Commission and City Council

Regular ongoing study sessions will occur with the Planning Commission to review and study issues and develop new and revised goals and policies. The project team will provide regular briefings to the City Council at major milestones to update Council on progress and receive feedback on key issues.

### Coordination with Other Plans

The project team will endeavor to coordinate with other existing City efforts wherever possible to avoid duplicative public participation and fatigue from the community and stakeholders. Existing City projects to coordinate with include, but are not limited to:

- Transportation Master Plan update
- Surface Water Master Plan
- Parks, Recreation, Open Space, and Arts Plan Update
- Human Services Strategic Plan

## Community Landscape

### Community characteristics

Note: The City of Shoreline will hire a technical consultant to provide more in-depth data and analysis for the Comprehensive Plan, including updated population, demographic, and economic development statistics and growth projections. The information below is a summary of community characteristics largely drawn from the 2021 American Community Survey (2021 ACS).

The Comprehensive Plan will serve a diverse population of residents, business owners, people who work in Shoreline, students, and families, among others. Shoreline is bordered by the cities of Lake Forest Park, Mountlake Terrace, Seattle, and Edmonds. Decisions the City makes, to a certain degree, also effect populations in these adjacent cities.

The City of Bothell and King County are used for comparisons in the demographics below. Bothell was selected for comparison since it is located nearby and shares many of the same characteristics as Shoreline.

**Population:** Shoreline's total population is 58,608, based on the 2020 census. Shoreline has experienced steady population growth in the twenty-five years since its incorporation. It is the tenth most populous city in King County, behind Seattle, Bellevue, Renton, and Redmond, among others.

**Income and education:** According to the 2021 ACS, the citywide median household income is \$95,000. About a quarter of households report an income of \$49,999 or less while nearly half report an income of \$100,000 or more. About half of residents hold a bachelor's or graduate degree.

**Race, ethnicity, and languages:** According to the 2021 ACS, Shoreline residents are predominantly White/Caucasian (66%). 16 percent of residents identify as Asian, 6 percent are African American or Black, and less than 1 percent identify as Native American or Pacific Islander. 8 percent identify as multi-racial, while 10 percent identify as Hispanic or Latino.

Approximately one in five Shoreline residents is foreign born. One in four speaks a language other than English in the home. Other than English, the most common languages are Chinese, Spanish, and Vietnamese. The City of Shoreline has provided language translation for Spanish, Amharic, Tigrinya, Vietnamese, Tagalog, Korean, Chinese – Traditional, Chinese – Simplified, Russian, Japanese, and Khmer. Shoreline School District reports 71 different languages spoken by its families.

**Age:** The median age of a Shoreline resident is 42 years old, with 56 percent of the population between the ages of 18 and 65 years old. Some 20 percent of the population is 65 or older, while 25 percent are 18 years old or younger.

**Other characteristics:** Thirteen percent of city residents report having a disability, which is higher than the King County average and that of nearby city, Bothell. In Shoreline, 67 percent of residents own their homes, which is higher than the King County average and similar to Bothell. Households in Shoreline average three people per household and more than half include a married couple.

Shoreline has a population density of 5,155 people per square mile. Approximately 79 percent of the city is zoned for single family housing, while 16 percent is zoned for multi-family, and 7 percent is zoned for commercial uses.

## Comparative Data from 2021 ACS

|                              |  | Shoreline | Bothell   | King County |
|------------------------------|--|-----------|-----------|-------------|
| <b>2020 Population</b>       |  | 58,608    | 48,161    | 2,269,675   |
| <b>Age</b>                   | Mean Age                                   | 41.7      | 41.5      | 37.4        |
|                              | 17 or younger                              | 24.5%     | 23.8%     | 19.8%       |
|                              | 18 - 65                                    | 56.4%     | 61.1%     | 57.4%       |
|                              | 66 or older                                | 19.1%     | 13.3%     | 13.8%       |
| <b>Income</b>                | Median Household Income                    | \$95,623  | \$116,578 | \$106,326   |
|                              | \$49,999 or less                           | 26.0%     | 17.2%     | 25.6%       |
|                              | \$50,000 - \$74,999                        | 13.6%     | 13.0%     | 14.5%       |
|                              | \$75,000 - 99,999                          | 12.1%     | 13.1%     | 14.3%       |
|                              | \$100,000 or more                          | 48.2%     | 65.6%     | 43.9%       |
| <b>Race</b>                  | Asian                                      | 15.7%     | 18.4%     | 20.9%       |
|                              | Black or African American                  | 6.4%      | 1%        | 7.2%        |
|                              | Multi-Racial                               | 8.0%      | 7.5%      | 5.6%        |
|                              | Native American/Pacific Islander           | 0.5%      | 0.1%      | 0.8%        |
|                              | White Alone                                | 66.3%     | 68.7%     | 64.4%       |
| <b>Cultural</b>              | Hispanic or Latine                         | 7.2%      | 10.4%     | 10.3%       |
|                              | Foreign-Born                               | 22.9%     | 21.4%     | 24.2%       |
|                              | Language other than English spoken at home | 27.1%     | 27.2%     | 28.9%       |
| <b>Other Characteristics</b> | Disability                                 | 13.3%     | 8.9%      | 9.6%        |
|                              | Homeowner                                  | 67.1%     | 64.8%     | 56.6%       |
|                              | Bachelor's or graduate degree              | 51.6%     | 55.4%     | 55.2%       |

## Key Audiences

The Comprehensive Plan will affect current and future Shoreline residents and property owners, community-based organizations, businesses and institutions, and other stakeholders. Historically in Shoreline, decisions related to urban planning, zoning, housing, and other policies have had a disproportionately negative impact on communities of color, Native and Indigenous peoples, people in low-income households, people who speak a language other than English in the home, people with disabilities, and those not well-represented at legislative and governing levels. Shoreline continues to experience growth and change in its population demographics and community characteristics, which underscores the importance of a Comprehensive Plan that meaningfully represents the interests and priorities of the aforementioned populations and addresses policy decisions most likely to displace, negatively impact, or disenfranchise them.

Audiences, tools, and tactics employed in the past must be adapted to address historical disparities, current conditions, and future projections. While public participation strategies will encourage all to participate, the project team will intentionally focus on elevating the voices of Shoreline residents and stakeholders who are from the aforementioned populations and who historically have not played a role in City decision-making processes.

## Working with Community

The City of Shoreline will maintain a detailed list of community organizations, businesses, and advocacy groups that may have an interest in the Comprehensive Plan update. The project team recognizes that these communities may have multiple interests and intersect in many ways, including on specific City functional plans on topics like climate action, transportation, parks, and human services. The City and project team will collaborate with existing outreach programs to maximize relationships and support additional work with community-based organizations (CBO). Further details will be reflected in the specific engagement activity planning documents.

## Public Participation Strategy

The Growth Management Act<sup>1</sup> requires jurisdictions to develop procedures for early and continuous public participation in the development and amendment of comprehensive plans. The procedures shall provide for broad dissemination of proposals and alternatives, opportunity for written comments, public meetings after effective notice, provision for open discussion, communication programs, information services, and consideration of and response to public comments. This Public Participation Plan serves as Shoreline's procedures to satisfy the public participation expectations of the Growth Management Act.

Through measures, such as Resolution No. 401, which declared Shoreline to be an inviting, equitable, and safe community for all, and Resolution No. 467, which declared the City's commitment to building an anti-racist community, Shoreline has stated that it seeks to actively "...undo all the ways racism is maintained in individual, institutional, and structural levels by changing policies, behaviors, and beliefs."

The development of the Comprehensive Plan offers an excellent opportunity to operationalize these commitments through a participation strategy that **informs, involves, and empowers** Shoreline residents, community-based organizations, businesses and institutions, and other stakeholders. Ultimately, this work will position the City of Shoreline to implement policies that are more equitable and will result in a future city where people of all ages, cultures, and economic backgrounds love to live, work, play and call home.

## Public Participation Principles

These principles ground the public participation strategy in equitable and inclusive values and serve as a commitment from the project team about how they pledge to approach all aspects of public participation during the development of the Comprehensive Plan.

1. **Public input matters and public input is a priority.** Public input and involvement improve decision-making and creates a project that reflects the needs of the community.
2. **Outreach and engagement need to occur early and regularly** throughout the project, along with a commitment to provide accurate and timely information and to listen and respond to community feedback. Communicating early and regularly limits surprises and helps manage participant expectations.
3. **Outreach and engagement will be equitable, transparent, and inclusive.** Guided by the Shoreline City Council's anti-racism resolutions, the project team will use inclusive outreach and culturally appropriate engagement methods to reach a diverse community. Our efforts will aim to build welcoming spaces that foster productive dialogue. Through our communication and engagement, we will recognize past experiences of our communities and demonstrate a commitment to improving our processes and services for all.

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<sup>1</sup> RCW 36.70A.140

4. **Outreach should build partnerships and leverage existing relationships.** Where possible, we will work closely with and cultivate positive, long-term relationships with residents, community-based organizations, businesses and other institutions, and partner agencies.
5. **Outreach includes following up with the community.** The project team will ensure communications processes that create meaningful feedback loops, so participants know how their input informed decision-making processes, are aware of data and key community themes, and know what the next steps will be.

### Public Participation Goals and Outcomes

The following goals and outcomes frame the public participations strategy. Goals can be defined as the aspirations the project team seeks to achieve through the public participation effort, while outcomes can be defined as what will be different if the participation effort is successfully implemented.

|                |   |
|----------------|---|
| <b>Goal #1</b> | <p>Ensure members of the Shoreline community understand the purpose and importance of the Comprehensive Plan, as well as the project scope and schedule for the update.</p> <p><b>Outcomes</b></p> <ul style="list-style-type: none"> <li>➤ Community members understood the purpose of comprehensive planning, how City decisions are made, and scope and schedule of the comprehensive plan update project.</li> <li>➤ Community members understood the challenges the plan is addressing and consequences of not investing in planning strategies and outcomes.</li> </ul>   |
| <b>Goal #2</b> | <p>Ensure members of the Shoreline community have meaningful opportunities to participate in the development of the Comprehensive Plan and understand how their input will shape City decision-making.</p> <p><b>Outcomes</b></p> <ul style="list-style-type: none"> <li>➤ Community members participated in planning conversations through culturally relevant and convenient channels.</li> <li>➤ Community members influenced how the participation strategy was developed and implemented.</li> <li>➤ Community members understood where and how to provide meaningful input.</li> <li>➤ Community members can see how their input and participation shaped decisions and project outcomes.</li> <li>➤ Community members, particularly those that have been underrepresented or disenfranchised, were compensated for their community expertise and insight.</li> <li>➤ Community members, particularly those that have been underrepresented or disenfranchised, have a deeper sense of trust of and relationship with the City of Shoreline.</li> <li>➤ The City of Shoreline developed and commits to continued cultivation of relationships with people and organizations from historically underrepresented communities. The City gained experience employing tools and tactics and commits to continuing to learn new tools and tactics to reduce barriers to participation.</li> </ul> |
| <b>Goal #3</b> | <p>Ensure the City of Shoreline has the right information and context to inform Comprehensive Plan through an equity lens and advance the larger equity and social justice goals of the City.</p> <p><b>Outcomes</b></p>  |

|  |   |
|--|---|
|  | <ul style="list-style-type: none"><li>➤ Project team has documented input and reported regularly to confirm that the City understands cultural context of input, as well as community’s expectations of how input will be used in planning.</li><li>➤ City of Shoreline more thoroughly considered the equity and social justice implications of its decisions, policies, and outcomes resulting from the Comprehensive Plan.</li></ul> |
|--|---|



## Public Participation Roadmap | 2023-2024 Schedule Overview

| Phase           | Prep: Fall 2022-Winter 2023  | Phase 1: Winter - Spring 2023  | Phase 2: Summer 2023 – Winter 2024   | Phase 3: Spring 2024  | Phase 4: Fall 2024   |
|-----------------|--|--|--|---|--|
|                 | Project Planning   | Visioning  | Plan Elements & Concepts   | Draft Comp Plan   | Final Comp Plan Adoption   |
| Purpose         | <ul style="list-style-type: none"> <li>Establish engagement schedule, goals, key strategies, and tools</li> <li>Establish equity outcomes and community liaison approach</li> </ul>  | <ul style="list-style-type: none"> <li>Community visioning</li> <li>Establish plan need, benefits, process and how community is involved</li> <li>Gather baseline info on community priorities</li> </ul>  | <ul style="list-style-type: none"> <li>Introduce Comp Plan elements and updated vision</li> <li>Gather community input on concepts/elements</li> </ul>   | <ul style="list-style-type: none"> <li>Communicate draft comp plan</li> <li>Articulate next steps</li> </ul>  | <ul style="list-style-type: none"> <li>City Council approves final Comp Plan</li> </ul>  |
| Tools & Tactics | <ul style="list-style-type: none"> <li>Demographic analysis</li> <li>Project team coordination with city, planning commission and other key community touchpoints.</li> <li>Public participation plan</li> <li>Engagement activity plans</li> <li>Messaging, branding, and other communications materials</li> </ul> | <p>Engagement activities</p> <ul style="list-style-type: none"> <li>Online open house: visioning survey</li> <li>Interviews</li> <li>Workshops / focus groups (Middle Housing)</li> <li>Virtual public meeting (Middle housing)</li> <li>Tabling / office hours</li> <li>Presentations / road show</li> </ul> <p>Communications</p> <ul style="list-style-type: none"> <li>Project website update</li> <li>Informational materials</li> <li>Media strategy (social media, traditional)</li> <li>Promotional materials (for survey, engagement activities)</li> </ul> | <p>Engagement activities</p> <ul style="list-style-type: none"> <li>Online open house: concept survey</li> <li>Interviews</li> <li>Topic-specific workshops</li> <li>Community-led engagement events</li> <li>Virtual public meeting</li> <li>Tabling / office hours</li> <li>Presentations / road show</li> </ul> <p>Communications</p> <ul style="list-style-type: none"> <li>Project website update</li> <li>Topic-specific informational materials</li> <li>Media strategy (social media, traditional)</li> <li>Promotional materials (for survey, engagement activities)</li> </ul> | <p>Engagement activities</p> <ul style="list-style-type: none"> <li>Online open house update (formal comment)</li> <li>Public meetings (formal comment)</li> <li>Tabling / office hours</li> <li>Presentations / road show</li> </ul> <p>Communications</p> <ul style="list-style-type: none"> <li>Project website update</li> <li>Draft comp plan informational materials</li> <li>Media strategy (social media, traditional)</li> </ul> | <p>Engagement activities</p> <ul style="list-style-type: none"> <li>Public comment at City Council meeting(s)</li> </ul> <p>Communications</p> <ul style="list-style-type: none"> <li>Final plan communications materials.</li> <li>Project website update.</li> <li>Final plan informational materials</li> <li>Media strategy (social media, traditional)</li> </ul> |
| Results         | <ul style="list-style-type: none"> <li>Secure project and City leadership approval for engagement</li> </ul>   | <ul style="list-style-type: none"> <li>Community understanding of Comp Plan update project</li> <li>City understanding of a broad range of community priorities</li> </ul>   | <ul style="list-style-type: none"> <li>Community input that informs comp plan elements</li> <li>Community support building for draft plan</li> <li>City understanding of equity implications of proposed decisions</li> </ul>  | <ul style="list-style-type: none"> <li>Community support building for final plan and understanding of next steps</li> <li>Community understands how their input shaped the draft plan</li> </ul>  | <ul style="list-style-type: none"> <li>Planning Commission final recommendation.</li> <li>City council adoption of Final Plan.</li> </ul>  |

## Evaluation and Reporting

The public participation process will be iterative, and the project team will debrief and review the effectiveness of its tools and tactics on an ongoing basis. Examples of ways to evaluate the success of public participation include:

- Asking public meeting participants to take a brief survey at the end of the events to determine effectiveness of format, messaging, and venue.
- Asking online open house participants and other stakeholders who have provided contact info to complete a brief survey to determine effectiveness of format and messaging.
- Including demographic questions in online survey to determine how we reached participants, where they live in relation to the project, and whether participants reflect diverse demographics and stakeholder groups.
- Use Google Analytics for online open house to track sources of traffic to site, visitor retention, page views, and completion rates for the survey portion.

## Appendix A: Equity & Social Justice Guiding Framework

This section outlines the key tactics to ensure an inclusive, transparent, and accessible engagement effort to meet and hopefully exceed City of Shoreline equity and social justice goals.

The project team is committed to conducting an inclusive planning process. The project team will aim to break down barriers to involvement and hear from all members of the community, including longtime participants in transit and urban planning issues and new voices who represent the City of Shoreline's increasingly diverse communities. The project team will work with communities at each step of the process to make sure we are on the right track and ensure those most impacted by the project are able to voice their concerns.

### **Project Planning**

- Meet with prioritized community and stakeholder groups early to understand key concerns and community interests.
- Review project messages with stakeholders and adjust messaging for different audiences where needed.
- Determine best ways to reach communities and who should serve as intermediaries.

### **Project Materials**

- Use simple, easy-to-understand language when communicating project information. Materials may need to be tailored to different audiences. Use visuals and graphics where possible.
- Ensure printed materials are available at community centers, libraries, and other well-established community gathering places to maximize reach to those without online access.
- Translate informational materials into key languages and into other languages upon request. Offer interpretation at engagement events.
- Prospective languages include Chinese (Simplified), Spanish, Korean, Vietnamese, Tagalog, Amharic and Tigrinya.
- Ensure online materials are accessible by screen readers.

### **Project webpage and online open house**

- Use online, mobile-optimized open houses with built-in surveys to ensure convenient access.
- Post translated informational materials on project webpage.
- Translate promotional materials.
- Ensure webpage has responsive design and is viewable by those using phones, tablets, and screen-readers.
- Use alt text to describe or summarize visual elements.

### **Project-hosted virtual events**

- Translate promotional materials.
- Proactively provide interpreters and closed captioning at project-sponsored events.
- When possible, post event material in advance so attendees and interpreters have an opportunity to review materials.
- Ensure technological access to outreach materials.
- Record virtual public presentations and make available online.

## **In-person events**

- Follow federal and state guidance on COVID-19 protocols.
- Provide childcare at project-sponsored events, where possible.
- Make it clear that people of all abilities are welcome at each event.
- Host events at venues that are spacious and flexible in design (not just ADA compliant), welcoming, and near major transit routes.
- Create map of event space and layout in advance so attendees know what to expect and how to participate.
- Ensure materials, signage, and other event-related items are translated to increase participation and a sense of welcome.
- Ensure that engagement activities are conducted during different times of day to address variable work schedules and childcare needs.
- Attend existing events hosted by community members so they don't have to make a special trip to attend a city-sponsored event.

## Appendix B: Community Liaison Framework

Fundamental to carrying out an equitable engagement strategy that elevates the voices of people who have traditionally not engaged in citywide planning processes in the past, the project team will seek to establish community liaisons who can advise and co-create engagement opportunities.

Based upon the key audiences identified in the Public Participation Plan, the project team will coordinate with the City to determine a prioritized set of stakeholders to interview early in the planning process. Through these interviews, the project team will gauge interest from stakeholders (as individuals or community-based organizations) in serving in a more dedicated community liaison role. The project team will coordinate with existing City efforts, such as CityWise and Equity and Social Justice Community Consultants, to recruit and potentially organize engagement opportunities, as well.

For those stakeholders expressing an interest in participating as a community liaison, the project team will follow up after the interview with an invitation email with more information on the liaison role and details on compensation.

To move forward, the consultant and City staff will meet with them for a kick-off conversation to:

- Discuss opportunities to co-create informational materials and conduct outreach together.
- Discuss ways they recommend reaching their community/affiliation and ideas they'd like to pursue.
- Describe the project engagement schedule and at what points they/we will be engaging the community.
- Develop a memorandum of agreement (MOA) that outlines roles, expectations, and compensation process.

Building relationships with community liaisons and providing them with the knowledge and tools to conduct outreach takes time and trust. The project team recognizes that bringing a community organization into the formal partnership structure will be an iterative and on-going effort.

The project team is committed to flexibility and adaptability in engagement and aims to work with community liaisons to lead engagement and conversations, during the second phase of engagement (Plan Elements and Concepts). The project team will help community liaisons determine what tools, messaging, and resourcing works best. Some engagement ideas could include:

- Co-creating or repurposing City informational materials to better suit their community.
- On-the-ground conversations or outreach with their communities (e.g., visiting community members on site, meetings held in language).
- Sharing project information through their organization's communications channels.
- Hosting a focus group, small group conversation, or site visit.

### **Compensation**

The project team will manage all aspects of compensation and will work with the City and partner organizations to determine the right structure and schedule for compensation. CBO partner organizations will be compensated for their role in engagement activities, such as attending project-related orientation sessions or meetings convened by the City of Shoreline, organizing outreach efforts and engagement events, and documenting public participation activities.

# Appendix E: Public Engagement Summary



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# City of Shoreline 2044 Comprehensive Plan Update Full Engagement Summary Report

October 2024

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Updated: 10/15/2024

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# Executive Summary

The City of Shoreline is updating its city-wide Comprehensive Plan. The new 20-year plan articulates a community vision for future growth and development. The goals and policies included in the Comprehensive Plan reflect the community values we've heard throughout our engagement and provide the basis for City regulations that guide future decision-making. The Comprehensive Plan addresses anticipated population and employment growth as well as how facilities and services will be maintained or improved.

To address a regional housing shortage and the increasing costs of living, the City explored ways to increase its supply, variety, and affordability of housing options. As part of this initiative, the City of Shoreline studied how to change its policies and codes so that it can offer a range of housing options for all Shoreline residents in the future. This effort, known as the Middle Housing Initiative, was funded by a grant from the Washington State Department of Commerce and was incorporated into the City's broader 2024 Comprehensive Plan update.

## City-wide Engagement Effort Overview

The City engaged residents through various methods to inform community members about the 2044 update and collect input that would shape the draft plan. Shoreline City Council approved a Public Participation Plan outlining these methods.

The goal of this engagement effort was to raise awareness among Shoreline residents about the purpose, need, and value of the Comprehensive Plan. The City sought to ensure that community members had opportunities to provide feedback and communicate their priorities, preferences, and needs. Additionally, the City aimed to make the content easy to understand, engaging, and accessible for all audiences.



Overview of engagement activities

Community engagement began early in the comprehensive planning process, and spanned across two years with three distinct phases: visioning, focused engagement, and drafting the plan. Activities were structured to gather community member's general input on the values and perceptions of Shoreline, which the City used to develop its long-term vision.

The City made an active effort to engage with all Shoreline residents. Additionally, there was an intentional focus on engaging with and elevating the voices of residents who have been historically excluded in planning efforts, such as people of color, Native and Indigenous peoples, people in low-income households, and people who speak a language other than English at home. These groups have been disproportionately, and negatively impacted by decisions related to urban planning, zoning, housing, and other key policy areas, so these groups were identified as primary audiences.

## Key themes across all phases of engagement

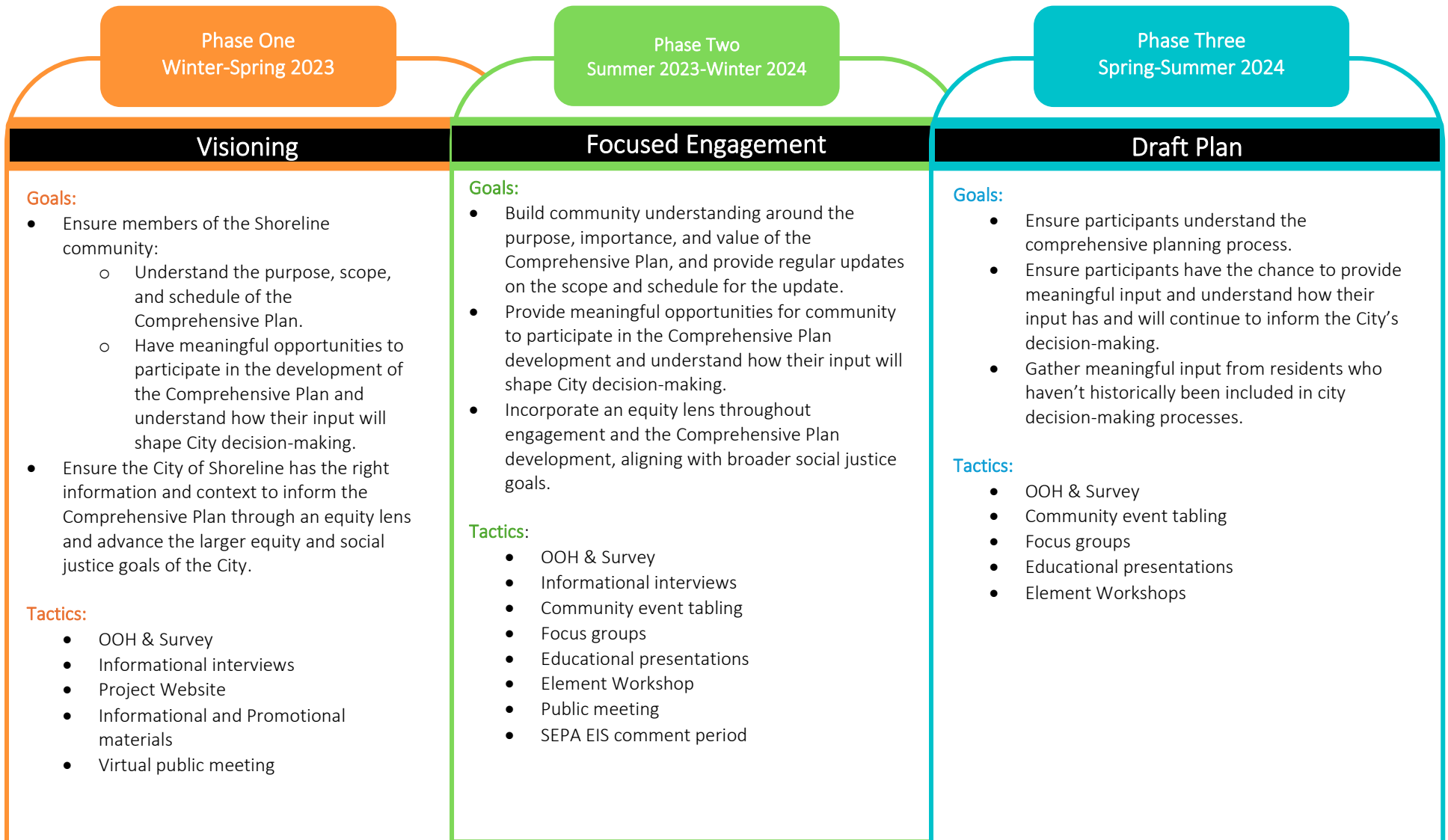
The City of Shoreline identified several recurring themes across feedback shared by Shoreline community members. The most prevalent themes included:

- **Safety:** Many Shoreline residents have concerns related to safety. Shoreline community members would specifically like the City to prioritize improving upon residential and personal safety, as well as vehicle and pedestrian safety.
- **Nature and the environment:** There is shared sentiment throughout Shoreline that the City's natural habitats, wildlife, and trees should be preserved, and that green spaces should be more prevalent.
- **Housing affordability and diversity:** Shoreline community members feel that there is currently a lack of housing options for diverse income levels. Residents feel that there are limited options for people with disabilities.
- **Employment Opportunities:** Shoreline residents would like to see an increase in job opportunities. The City also heard several residents advocate for greater prioritization of economic development in a more general sense.
- **Goods and services:** The City heard from many community members that they would like to see increased access to goods and services, ranging from retailers to medical providers.
- **Community programming:** Shoreline residents would appreciate access to more community events and recreational opportunities. There is a shared sentiment that these improvements would help foster an increased sense of community and connections throughout the city.

## Reflections and lessons learned for future engagement

This engagement effort provided valuable insights that will help inform the City's approach to community outreach in the future. City staff learned that community consultant collaboration, Community-Based Organization (CBO) partnerships, and working with community leaders are all important strategies for conducting effective and inclusive public engagement. Additionally, this engagement effort exemplified how critical it is to meet community members where they are to facilitate open conversations and demonstrate the City's commitment to understanding community-specific needs and priorities.

# Shoreline 2044 Community Engagement Overview



## Key Audiences

The City made an active effort to engage with all Shoreline residents. Additionally, there was an intentional focus on engaging with and elevating the voices of residents who have been historically excluded in planning. These groups have been disproportionately, and negatively impacted by decisions related to urban planning, zoning, housing, and other key policy areas, so these groups were identified as primary audiences.

Primary audiences include:

- People of color
- Native and Indigenous peoples
- People in low-income households
- People who speak a language other than English at home
- People with disabilities

Additional audiences include:

- Current and future Shoreline residents and property owners
- Current and future Shoreline business owners and employees
- Developers/real estate professionals
- Older adults
- People in essential worker-type professions
- Young adults
- Renters

## Language Access Approach

In alignment with the City's dedication to creating an inclusive community, engagement materials were made available in Amharic, English, Simplified Chinese, Spanish, and Tigrinya. In-language materials included the online open house, in-person engagement activity materials, informational flyers, digital promotions, and community surveys.

Furthermore, the City partnered with community consultants to jointly develop in-language engagement events and focused discussions. These tactics enabled the City to solicit input from groups that are frequently overlooked in English-centric outreach initiatives.

## Engagement Methods

### Online Engagement Hub & Survey (Phase One & Phase Two)

The City of Shoreline hosted two online open houses (OOH) over the course of this engagement initiative. To ensure language accessibility, all OOH materials were translated into the primary languages identified in the language accessibility section above - Amharic, English, Simplified Chinese, Spanish, and Tigrinya. Hard-copy versions of the survey were also made available in these languages. Additionally, visitors could use the Google Translate function to see the OOH information in languages beyond those used for this project.

Across project phases, accessibility testing was conducted to confirm the design and content were accessible to participants who have visual impairments and/or use assistive devices. Items reviewed included color reliance, pixelation, and contrast. Alt text and captions were used to describe the graphics and photos featured.

Each OOH featured interactive activities to gather input from people visiting the site. Together, these tools captured quantitative and qualitative information.

### Online Open House & Survey Web Activity Report

The following information presents a snapshot of visitation to the online open house (OOH). Looking at how people arrived at the OOH can shed light on how people learned about the OOH and the opportunity to share their input. When examining referring domains, the most common way people arrived at the site was through a direct link, for example, typing it in, doing a search in a browser, or scanning the QR code. Other ways people accessed the OOH included [www.shorelinewa.gov](http://www.shorelinewa.gov), Facebook, and several other domains with smaller visit counts, such as Twitter and Instagram.

| Statistic  | Phase 1  | Phase 2      |
|--|--|--------------|
| <b>Device Type:</b> The type of device an individual used to visit the OOH.  | <ul style="list-style-type: none"> <li>Desktop devices: 162 visits</li> <li>Mobile devices: 132 visits</li> <li>Tablets: 2 visits</li> </ul> |              |
| <b>Visitors:</b> Total number of individual IP addresses that visited the OOH at least once.   | 304  | 1281         |
| <b>Total Page views:</b> The total number of times all pages within the OOH were viewed, inclusive of the Amharic, English, Simplified Chinese, Spanish, and Tigrinya pages. | 3755   | 3892         |
| <b>Unique Pageviews:</b> This number aggregates multiple visits to a page within a single browsing session.*   | 1241   |              |
| <b>Session Duration:</b> The average time a user spent viewing the OOH during a session.   | 1:57 minutes   | 1:44 minutes |
| <b>Total Survey Responses:</b> Total number of individual respondents that completed at least some of the survey questions.  | 286  | 322          |
| <b>Total Interactive Activity Comments:</b> Total number of individual contributions to the interactive activity featured on the OOH.  | Ideas wall: 153  | Map: 263     |

\*Example: If a visitor viewed the OOH page five times within one browsing session, the total number of unique views of that page would be one. If a user viewed the OOH on a Thursday and then came back to view again on a Friday, those visits are counted as multiple browsing sessions.

## Promotions

The City used multiple methods to inform community members about the OOH and encourage them to participate in the survey and interactive activities, as outlined in the table below.

| Outreach method    | Promotion details  | Phase 1  | Phase 2   |
|--------------------|--|--|---|
| Flyers and posters | <p>Distributed printed flyers and posters throughout the community, including yard signs on main roads and intersections, flyers on bulletin boards at parks, local businesses, and community gathering places such as libraries, City Hall, and community center.</p> <p>Printed materials were also translated into Spanish, Chinese, Amharic, and Tigrinya.</p> | Yes  | Yes   |
| Project webpage    | Promoted OOH through the City of Shoreline’s website.  | Yes  | Yes   |
| Social media       | Promoted the OOH and survey through translated posts in Spanish, Chinese, Amharic, and Tigrinya.   | <p>Promoted OOH and survey on its social media platforms on March 31, April 14, April 18, and April 25, 2023.</p> <ul style="list-style-type: none"> <li>• Twitter posts received 1,628 impressions, and 58 engagements and 16 link clicks.</li> <li>• Facebook posts reached over 5,000 accounts and received more than 230 engagements.</li> </ul> | <p>Promoted OOH and survey on the City of Shoreline social media platforms including Facebook, Instagram and X (formerly Twitter.)</p> <ul style="list-style-type: none"> <li>• Twitter posts received 838 impressions, and 31 engagements and 21 link clicks.</li> <li>• Facebook/Instagram posts reached over 2,958 people</li> </ul> |

|   |  |   |  |
|---|--|---|--|
|   |  |   | and 125 engagements, and 63 link clicks.   |
| <i>Currents</i> article                   | Published an article in the citywide magazine, <i>Currents</i> , which was distributed to all households.  | Published OOH and survey promotion in April 2023  | Published OOH and survey promotion in November 2023.<br><br>Sent to 24,493 addresses   |
| Community Events                          | Attended community events to share information about the OOH and survey with community members in attendance.  | Attended the City’s Home Improvement Workshops and vendor fair on March 28 and April 25, 2023, and the community-sponsored Richmond Beach Strawberry Festival on May 6, 2023. | Hosted a table at a combination of city and non-city events to share comp plan information and encourage our key audiences to take the survey. These events took place on: <ul style="list-style-type: none"> <li>• July 19</li> <li>• August 18 &amp; 27</li> <li>• September 9</li> <li>• November 2 &amp; 30</li> </ul> |
| Shoreline School District Engagement      |  | Shoreline School District included information about the OOH and survey in their weekly update, which was sent to all families in the District.                               | Attended the School Board Meeting on October 24, 2023, and Shorewood High School Town Hall on November 15, 2023, to share comp plan information and encourage students and families to take the survey.  |
| City Council, Planning Commission members | Shared information about the OOH and survey with City Council and Planning Commission members during their public meetings. These meetings are aired on Channel 21 and can be streamed on demand.<br><br>This monthly series of hybrid meetings is open to everyone who lives and/or works | Presented on June 15, 2023.   | Presented on September 13, 2023.   |



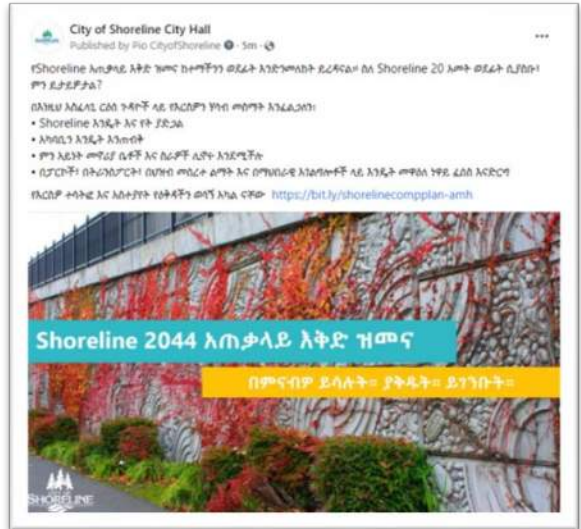
|  |  |  |  |
|--|--|--|--|
|  | in Shoreline. Links for the virtual presentation are available through the event listings on the City's online calendar. |  |  |
| News release                               | Promoted OOH and survey in a published a news release.   | Published on April 3, 2023.<br><br>It was picked up by the <i>Shoreline Area News</i> .<br><br><a href="https://www.shorelineareanews.com/2023/04/shoreline-updating-its-comp-plan.html">https://www.shorelineareanews.com/2023/04/shoreline-updating-its-comp-plan.html</a> | Published on December 1, 2023.   |
| Movie ad – Crest Theater                   |  | Coordinated with the Crest Movie Theater to have an OOH ad rotating on the screen before movie showings for one month in April 2023.   |  |
| Electronic notification                    | Promoted OOH and survey on the City of Shoreline electronic newsletter.  | Email notifications sent out to interested parties.  | Email notifications were sent to 2,446 addresses with an open rate of 47.42% (1,160 opens)   |
| Chamber of Commerce Workshop               |  |  | Attended a monthly luncheon on September 13 and conducted a workshop on November 16, 2023 to present Comprehensive Plan information and encourage people from local organizations and businesses to take the survey. |
| SEPA Scoping Public Meeting and Open House |  |  | A public meeting and open house were held during the SEPA scoping period in November 2023. Two presentations were arranged on November 15, 2023, at 6:30 p.m. and 7:30 p.m., allowing community                      |

|  |  |  |   |
|--|--|--|---|
|  |  |  | members to explore, understand the project, and provide feedback. |
|--|--|--|---|

Sample Promotion Graphics



Flyer promoting online survey.



Social media post for OOH in Amharic.



Shoreline Currents newsletter.



Shoreline Area News article.

## Survey Demographics Summary

Below is a summary of demographics data for respondents to the Phase One and Phase Two surveys. It should be noted that while the vast majority of respondents completed the demographics questions included in each survey, some respondents did not. To see a full breakdown of demographic questions, see [Appendix I](#).

| Demographic                                | Phase One  | Phase Two  |
|--|--|--|
| Connection to Shoreline                    | <ul style="list-style-type: none"> <li>96% of respondents live or have lived in Shoreline.</li> <li>95% of respondents currently live in Shoreline.</li> <li>28% of respondents work in Shoreline.</li> <li>39% of respondents or someone in their family goes to daycare, pre-school, primary or secondary school in Shoreline</li> </ul> | <ul style="list-style-type: none"> <li>95% of respondents live or have lived in Shoreline.</li> <li>86% of respondents currently live in Shoreline.</li> <li>25% of respondents work in Shoreline.</li> <li>17% of respondents go to school in Shoreline.</li> </ul> |
| Housing Situation<br>(top three responses) | <ul style="list-style-type: none"> <li>86% of respondents own their home in Shoreline.</li> <li>10% of respondents rent their home in Shoreline.</li> <li>4% of respondents are living with friends or family.</li> </ul>  | <ul style="list-style-type: none"> <li>76% of respondents own their home in Shoreline.</li> <li>16% of respondents are living with friends or family.</li> <li>8% of respondents rent their home in Shoreline.</li> </ul>  |
| Gender Identity<br>(top three responses)   | <ul style="list-style-type: none"> <li>69% of respondents identity as female.</li> <li>27% of respondents identity as male.</li> <li>3% of respondents identity as nonbinary.</li> </ul>   | <ul style="list-style-type: none"> <li>67% of respondents identity as female.</li> <li>30% of respondents identity as male.</li> <li>3% of respondents identity as nonbinary.</li> </ul>   |
| Race/Ethnicity<br>(top four responses)     | <ul style="list-style-type: none"> <li>81% of respondents identity as White or European.</li> <li>10% of respondents identify as Asian.</li> <li>8% of respondents identify as multiracial.</li> </ul>   | <ul style="list-style-type: none"> <li>80% of respondents identity as White or European.</li> <li>10% of respondents identify as Asian.</li> <li>7% of respondents identify as multiracial.</li> </ul>   |
| Age<br>(top three responses)               | <ul style="list-style-type: none"> <li>37% of respondents are 35-44 years old.</li> <li>20% of respondents are 45-54 years old.</li> </ul>   | <ul style="list-style-type: none"> <li>44% of respondents are 35-54 years old.</li> <li>29% of respondents are 55-74 years old.</li> </ul>   |

| Demographic   | Phase One  | Phase Two  |
|---|--|--|
|   | <ul style="list-style-type: none"> <li>▪ 18% of respondents are 65-74 years old.</li> </ul>  | <ul style="list-style-type: none"> <li>▪ 12% of respondents are younger than 18 years old.</li> </ul>  |
| Primary language spoken at home (top three responses) | <ul style="list-style-type: none"> <li>▪ 97% of respondents speak English at home.</li> <li>▪ 1% of respondents speak Spanish at home.</li> </ul>  | <ul style="list-style-type: none"> <li>▪ 95% of respondents speak English at home.</li> <li>▪ 3% of respondents speak a language not listed in the survey at home.</li> <li>▪ 1% of respondents speak Mandarin at home.</li> </ul> |
| Respondent Location*                                  | <ul style="list-style-type: none"> <li>▪ 38% of respondents live East of Interstate 5.</li> <li>▪ 33% of respondents live West of Aurora N.</li> <li>▪ 29% of respondents live between Interstate 5 and Aurora N.</li> </ul>   |  |
| Time in Shoreline* (top three responses)              | <ul style="list-style-type: none"> <li>▪ 30% of respondents have lived in Shoreline for 21 years or more.</li> <li>▪ 30% of respondents have lived in Shoreline for 10 to 20 years.</li> <li>▪ 19% of respondents have lived in Shoreline for 5 to 9 years.</li> </ul> |  |

\* Please note that City staff did omit these demographics questions in the Phase 2 survey to encourage more participation by shortening the demographics section

## Phase One: Key Themes & Takeaways

The Phase One OOH and Survey were tailored to the Visioning phase of the Comprehensive Plan update. This site presented the three lenses through which the City views the Comprehensive Plan update: housing, climate, as well as equity and social justice.

While engaging through these platforms, community members were encouraged to reflect on the City's vision outlined in the previous Comprehensive Plan, communicate their high-level priorities moving forward, and provide feedback on the state of housing in Shoreline.

Several themes reflecting respondents' values, priorities, and concerns consistently appeared in the survey questions, write-in responses, and idea wall submissions. The recurring themes generally fall in the categories of housing, safety, nature, and the structure or feel of the community.

- **Vision:** When asked about the vision established as part of the last Comprehensive Plan, 85% agreed or somewhat agreed that the vision is still relevant (38% agreed and 47% somewhat agreed), though there was a slight majority (56%) of respondents who felt that more needed to be added to the vision. Some recurring themes about what should be added to the vision of Shoreline in the future included:
  - Nature, green space, and recreation opportunities for all ages
  - Schools, community programs, and cultural activities
  - Neighborhood-scale feel and walkability
- **Housing:** Although a number of respondents indicated that they did not have any challenges with housing, the cost of housing and affordability were clearly primary concerns. This came across in multiple questions and respondents talked about it in terms of the ability to purchase or rent, especially for those with middle or lower incomes, as well as to the financial capacity to remain in home ownership. Respondents expressed concern about the ability to age in place and the risk of displacement if they can't remain in their current homes. Some other recurring themes about housing included:
  - Housing diversity and availability of more lower-scale housing options, though the majority of respondents expressed a preference for living in a house.
  - Proximity to amenities and services, including housing located near parks, transit, and shopping/dining areas, and safe and walkable access.
- **Safety:** Mentions of safety appeared across multiple questions. The term was used to characterize personal safety and community safety. Respondents emphasized the importance of an individual's sense of safety as it relates to perceptions of crime in the city, as well as safety as it relates to mobility and accessibility for people walking or bicycling throughout the city.
- **Nature and the environment:** Respondents indicated that they place a high value on green space, nature, tree canopy, and sustainability. This came across as a concern for maintaining and protecting the city's existing green spaces and tree canopy, valuing and being able to access or live near parks and natural areas, and supporting the development of housing with sustainable features and renewable utilities.

## Phase Two: Key themes and takeaways

The Phase Two OOH and Survey were tailored to the Focused Engagement phase of the Comprehensive Plan engagement effort. Through this engagement touchpoint, the City aimed to continue to raise

awareness about the Comprehensive Plan, articulate what the City heard during the Phase One engagement period and other supporting outreach efforts, convey how that feedback has informed the concepts introduced in Phase Two, and gather input about said concepts and proposed content.

In previous surveys, community members expressed a strong desire for more services and amenities in Shoreline. Respondents also highlighted the need for easier navigation within the city. This feedback aligns with the concept of a "complete community" in city planning, where residents can conveniently access essential services within 20 minutes of their homes. Considering this input, the City encouraged participants in the Phase Two OOH and Survey to provide additional feedback. This was used to gauge and better understand community support for implementing the complete communities model in Shoreline.

Concurrent with the other outreach efforts and reporting, common themes emerged in the survey results. To see a full question-by-question breakdown of results see [Appendix I](#).

Overall, people’s highest priorities were:

- Close access to nature, parks, and open space (95% said it was important or very important to them)
- Close access to healthy food options (94% important or very important)
- Close access to business, retail, and shopping (89% important or very important)
- Close access to community services (88% important or very important)

The top three reasons participants have to leave Shoreline include:

- Businesses, retail, shopping, convenience stores, and services
- Healthcare facilities
- Job opportunities and/or access to transit to take you to your job

Survey results found that respondents placed a high priority on proximity to nature, parks and open space, healthy food options, business, retail, and community services. The majority of land in Shoreline is zoned low-density residential which permits nature, parks and open space, but none of the other amenities survey respondents indicated were important for them to live near. Survey respondents place a high priority on these amenities and emphasized updating land use regulations to permit grocery, dining, retail and business and community services within residential zones.

When asked which topics people would like to further engage with in 2024, survey respondents prioritize nature (176 responses), public safety (142 responses), and housing (88 responses).

| Category                          | Total |
|-----------------------------------|-------|
| Nature and the environment        | 176   |
| Public safety                     | 142   |
| Housing                           | 88    |
| Job opportunities and the economy | 70    |
| Other Answers                     | 34    |

## Informational Interviews with Community Leaders (Phase Two)

As a part of the City’s effort to intentionally reach its priority audiences, the engagement team conducted interviews with community leaders during phase two of this effort to learn about the best ways to reach these groups.

These one-on-one interviews were conducted virtually and typically lasted 30-60 minutes. Interviewers were equipped with a script and general talking points about the Comprehensive Plan's purpose, need, and project schedule. This included a core set of questions for all interviews, with secondary questions tailored to each interviewee depending on their affiliated organization or community.

The goals of these interview discussions were:

- Gather feedback on community priorities, preferences, and needs
- Raise awareness and understanding around the purpose, need, and value of the Comprehensive Plan
- Seek referrals and explore possibilities for future collaboration

The engagement team facilitated these conversations in a free-flowing way, allowing for a dynamic and responsive exchange of ideas that fit the flow of each interview. The City worked with interviewees to accommodate interpretation or alternative format needs. Interviewees and partnering CBOs were compensated for their time and thoughtful insights.

### Overview of Interviews

| Interview Date                           | Community Organization       | Community Served  |
|--|------------------------------|---|
| <b>Middle Housing</b>                    |                              |   |
| April 10, 2023                           | Lake City Partners           | <ul style="list-style-type: none"> <li>• People in low-income households</li> <li>• People facing housing insecurity</li> </ul> |
| April 12, 2023                           | Banchemo Disability Partners | <ul style="list-style-type: none"> <li>• People with disabilities</li> </ul>  |
| April 12, 2023                           | Center for Human Services    | <ul style="list-style-type: none"> <li>• Spanish-speaking</li> </ul>  |
| April 13, 2023                           | Black Coffee NW/Grounded     | <ul style="list-style-type: none"> <li>• Young adults</li> <li>• People of color</li> </ul>                                     |
| <b>Overall Comprehensive Plan Update</b> |                              |   |
| September 20, 2023                       | Center for Human Services    | <ul style="list-style-type: none"> <li>• Spanish-speaking</li> </ul>  |



|                    |   |  |
|--------------------|---|--|
| September 20, 2023 | Islamic Community of Bosniaks (ICBW)      | <ul style="list-style-type: none"> <li>• People of color</li> </ul>          |
| October 23, 2023   | Shoreline Parks and Recreation Commission | <ul style="list-style-type: none"> <li>• Young adults</li> </ul>             |
| October 24, 2023   | Banchero Disability Partners              | <ul style="list-style-type: none"> <li>• People with disabilities</li> </ul> |

**Key themes and learnings**

Overall, the sentiment around Shoreline was mixed. Many voiced that it was an okay place to live but said there were improvements to be made. Seattle’s Green Lake neighborhood and Lake Forest Park were mentioned as references for what interviewees would like Shoreline to look like in the future.

Some key recommendations heard in these interviews include:

- **Increase safety measures and infrastructure:** Participants attributed the general unrest in society to making it hard for families to find a strong sense of security. To increase safety, increasing snow and ice removal on trails and roads, investing in walkability and bicycle infrastructure, and adding additional streetlights and cameras were recommended.
- **Invest in parks, open spaces, and natural environments:** Many Shoreline residents expressed a desire to have greater access to nature, parks, and open spaces. People voiced the need for better maintenance of existing spaces and the establishment of new ones. The walkway on N 200th Street was specifically highlighted as having “amazing potential to become an improved-upon walkthrough with benches and lights.”
- **Expand community services and recreational opportunities:** Residents and stakeholders shared that a lack of activities and programs across age groups as well as limited access to essential services is what drives people to look outside of Shoreline. From mental health support to after school activities, investments are needed in this area to help support an improved quality of life.
- **Prioritize and invest in affordable housing and local employment opportunities:** Participants stressed that having local, Shoreline-based employment and housing opportunities that are accessible and affordable would provide a more supportive structure in the community, which could help residents be more independent without having to leave Shoreline.
- **Invest in accessibility and inclusive design:** Ensure that housing structures are ADA-compliant, incorporating features such as elevators and horizontal living to meet the needs of individuals with disabilities. Encourage the development of smaller housing complexes, like duplexes, to foster community integration for people from vulnerable populations.
- **Identify opportunities to provide more support for unsheltered residents:** Many community members voiced concerns about seeing an increase in the unhoused community in Shoreline. This directly impacts many people's sense of safety as they noted negative interactions surrounding drug use, property destruction, gun violence, etc. Addressing mental health concerns in the community was mentioned as a way to help support this population. Additional resources surrounding mental health and trauma education would be beneficial to the residents – especially youth. Other supportive actions that were mentioned included comprehensive services for stable and sober housing, anti-racism education, and consideration of the unique needs of marginalized populations like the aging population and non-English speaking communities.

## Focus groups (Phase Two & Phase Three)

To allow for in-depth conversations with key audiences, the City hosted focus groups throughout Phase Two and Three of this engagement effort. The format of each focus group varied depending on the needs and preferences of each organization and the communities they served.

Many of the focus groups were organized in collaboration with CBOs and community consultants who had participated in the informational interviews discussed in the previous report section. These community leaders were also asked to make referrals to additional organizations that would potentially be interested in participating in a focus group.

The goals of the phase two focus groups were to:

- Shape future engagement strategies and activities for the Comprehensive Plan processes.
- Inform the Comprehensive Plan by identifying community needs, concerns, and priorities, to ultimately shape an updated Citywide vision.
- Surface equity issues that influence the prioritization of resources.

To continue these conversations and provide updates on how the feedback we heard was incorporated into the draft plan, organizations that participated in the Phase Two focus groups were invited to partner with the City to host follow-up discussions. These phase three follow-up discussions aimed to:

- Ensure participants understand the comprehensive planning process.
- Ensure participants have a chance to provide meaningful input and understand how their input has and will continue to inform the City's decision-making.
- Gather meaningful input from residents who haven't historically been included in city decision-making processes.

Partner organizations, City staff, and consultants conducting the focus groups were equipped with a script and general talking points about the purpose, need, and project schedule for the Comprehensive Plan. This included a core set of questions for all focus groups, with secondary questions tailored to each group depending on their affiliated organization or community.

The engagement team facilitated the focus group conversations in a free-flowing format, allowing for a dynamic and responsive exchange of ideas that were malleable to the flow of the group discussion and level of participant knowledge. The City worked with participants to accommodate interpretation and/or alternative format needs.

### Middle Housing Focus Groups

In addition to focus groups on the overall comprehensive plan, the City held four sessions specifically for input on the Middle Housing Initiative. The primary goals of these focus groups were to:

- Inform community members about the initiative, collect their feedback
- Ensure the City had the necessary information to approach the initiative through an equity lens
- Advance the City's overarching equity and social justice goals.

Findings from these focus groups also informed the broader Comprehensive Plan update and are included in the summary table and key themes of this report.

Focus group participants and partnering CBOs were compensated for their time and thoughtful insights. A summary table of focus group outreach is provided in the table below.

### Overview of Focus Groups

| Event Date         | Partner Organization           | Topic              | Format          | Participants | Key Audience   |
|--------------------|--------------------------------|--------------------|-----------------|--------------|--|
| <b>Phase Two</b>   |                                |                    |                 |              |  |
| May 3, 2023        | City-hosted event              | Middle Housing     | Virtual         | 7            | Developers/real estate professionals                   |
| May 4, 2023        | City-hosted event              | Middle Housing     | Virtual         | N/A          | Renters, young adults                                  |
| May 9, 2023        | Lake Forest Park Senior Center | Middle Housing     | In-person       | 10           | Older adults   |
| May 9, 2023        | City-hosted event              | Middle Housing     | Virtual         | 2            | People in essential worker-type professions            |
| November 8, 2023   | Center of Human Services       | Comprehensive Plan | In-person       | 15           | People who speak a language other than English at home |
| November 9, 2023   | The Blakely Apartments         | Comprehensive Plan | In-person       | 23           | People in low-income households                        |
| January 2, 2024    | Banchero Disability Partners   | Comprehensive Plan | In-person       | 7            | People with disabilities                               |
| <b>Phase Three</b> |                                |                    |                 |              |  |
| July 10, 2024      | Center of Human Services       | Comprehensive Plan | Written report* | N/A          | People who speak a language other than English at home |
| June 7, 2024       | Banchero Disability Partners   | Comprehensive Plan | In-person       | 5            | People with disabilities                               |

\*Due to scheduling conflicts, an in-person follow-up focus group was not possible. In place of hosting a discussion, the City provided the Center of Human Services with a written summary of how the feedback heard in the Phase Two session was incorporated into the draft plan.

## Key themes and learnings

### Phase Two

Overall, the sentiment surrounding Shoreline throughout the Phase Two focus groups was mixed. Residents who had lived in Shoreline for a significant period of their lives (i.e. 10-20 years) had experienced significant change since moving to the city. Some expressed concern over these changes, noting the city's growth as "excessive" or "too much," and attributing a decreased quality in life since their arrival in Shoreline. Many participants expressed feeling overwhelmed and distressed by so much construction throughout Shoreline but hoped the improvements and maintenance of buildings and infrastructure would mean that residents could preserve their current quality of life without having to leave where they live.

Key recommendations from participants included:

- **Increase safety measures and infrastructure:** Community members voiced several different types of safety concerns, both surrounding their residences as well as throughout the city of Shoreline. Pedestrian, vehicle, construction, and individual safety were all highlighted. An increase in the unsheltered community in Shoreline has contributed to a sense of fear as some have mentioned confrontational interactions.
  - Implementing neighborhood watch programs and enhancing building security were mentioned as ways to increase resident' personal safety. Increasing ADA accessibility both in housing and in construction areas was also described a needed improvement.
- **Invest in parks, open spaces and natural environments:** Community members agreed that natural habitats, wildlife, and trees should be preserved as Shoreline develops to accommodate its growing population.

Community members suggested increasing greenery by planting more trees, adding dog parks, creating community gardens, and incorporating nature into development wherever possible. Lastly, an increase in public education on how to take care of the environment, specifically recycling characterization and waste prevention was mentioned as a strategy to improve community maintenance of these spaces.

- **Expand community services and recreational opportunities:** Participants shared several recommendations for how the city can improve upon community services and recreational opportunities. These approaches included investing in schools and other programming for people of all ages and abilities, establishing more cultural spaces that families can enjoy, and increasing community amenities, such as parking, public bathrooms, restaurants, and convenience stores. Participants also suggested that the City create a space that symbolizes Shoreline, like a city center, to help create a sense of ownership and community.
- **Prioritize local employment opportunities and affordable, diverse housing options:** Many residents stated that the primary reason they leave the city is for employment opportunities. Job prospects in Shoreline are limited and often pay much less than in other nearby cities.

This issue is exacerbated by high rent and mortgage costs as well as an increase in taxes. People noted the housing costs in Shoreline are comparable to Seattle despite the limited access to services and recreation. Attendees emphasized the need for housing options for all income levels, including those below 30 % of the Area Median Income (AMI). Participants also stressed that high

housing costs, in combination with a lack of racial and ethnic diversity in the city, lead to housing displacement issues.

- **Middle Housing:** Several participants expressed support for increasing middle housing and voiced that diverse housing options would lead to a healthy city, promote wealth building, and foster a sense of belonging among residents. In a similar vein, there was shared concern regarding the significant area of Shoreline currently zoned for just single-family homes.

Residents also expressed concerns surrounding issues such as renters' rights, property management consistency, and the need for ADA accessibility in affordable housing. It was recommended that the City consider including renter's rights protections and rent control measures in the Comprehensive Plan update. Focus group participants encouraged collaboration between developers, landlords, owners, and renters in finding housing solutions that benefit everyone.

- **More equitable planning, funding, and engagement processes:** Several participants raised doubts as to whether the City was listening to all voices within the community when carrying out planning processes. Several residents gave examples of community engagement issues in the past, including a recent dispute in which the City wanted to remove a park to build what they felt was more unnecessary buildings. There were also doubts as to whether the City is exploring all funding opportunities to secure as much funding as possible.
  - Participants wanted to see more concerted efforts to center inclusive representation and transparency in decision-making processes, using the example of monitoring construction sites for sidewalk accessibility and stewarding responsive communication with impacted neighborhood residents. Participants also discussed the importance of securing funding from diverse sources, including the federal infrastructure bill.
- **Continue to invest in school districts, childcare services, and emergency services:** Participants who were current residents of Shoreline noted having moved to the area primarily for the quality of school districts and responsiveness of emergency services. Due to recent budget cuts at the Shoreline School District, participants expressed growing concern for and desire to see continued investment to maintain quality schools.
  - Participants highlighted the need for financial support from the City to enhance childcare programming and options, especially for families dependent on school-based childcare services. They noted that this support could reduce the need for families to seek assistance for other basic needs.
- **Clarify where residents can seek help with surface water issues:** When experiencing surface water issues such as flooding, residents and others did not know who to call for help depending on where they live in the City. For example, one resident mentioned that they live on the dividing line between Seattle and Shoreline, and often struggle to connect to the proper emergency services.

### Phase Three

While the City extended an invitation for a follow-up session to all CBOs that participated in the Phase 2 focus groups, scheduling, capacity, and other factors prevented some organizations from joining. For the Center of Human Services, the City provided a written report to keep participants informed. The City was able to meet with Banchemo clients to ask additional questions and engage in further discussion.

Key feedback and recommendations shared during the follow-up discussion with Banchemo clients and staff include:

- **Safety:** Participants raised concerns about safety, particularly regarding people jaywalking, as well as speeding and running red lights while driving. There was shared sentiment that while there is access to crosswalks in areas where they are needed, not all residents choose to use crosswalks out of efficiency. Participants also shared that they believe they would feel safer if the City would help people who are unhoused, especially those who are facing drug addiction or are aggressive in public spaces.
- **Public transportation:** Residents also spoke about public transportation options in the city and shared that they are not always welcoming spaces for people with disabilities. One participant shared an experience in which they asked another rider on a bus to give up their seat and were met with hostility. Banchemo staff shared they like to give their clients as much independence as possible, but they sometimes must drive clients if walking or taking transit are not viable, safe options.
- **Walkability and Connectivity:** Participants noted several areas in Shoreline where there are issues impacting walkability. For example, one participant noted that there are no streetlights at night and no crosswalks on 162nd Street, causing safety concerns. Another participant mentioned that the sidewalks are too narrow on 175th Street. One participant suggested that increasing crosswalk visibility would help them feel safer. There was also shared sentiment that there should be more transportation connections throughout Shoreline. Residents voiced that they would like to see more connections to, from, and between schools, and more bus routes to music and entertainment events.
- **Diversified options for goods and services:** Throughout this discussion, there was an interest in more economic development and access to a greater variety of retail shops and special events throughout Shoreline. While some participants can receive medical care in Shoreline, others shared that they need to travel to Seattle.
- **Employment opportunities:** There was shared concern related to employment opportunities for residents with disabilities. Several participants have lost their jobs because of their disabilities, prompting a call for employer education on how to best support employees with disabilities. Participants spoke about strained relationships at work and expressed that they have felt retaliated against or treated differently than fellow employees without disabilities. It was also noted that “invisible disabilities” seem to be perceived as less valid than visible disabilities. There was also a call for greater support for caregivers for individuals with disabilities. Participants also voiced a general need for increased job opportunities in Shoreline, and one participant noted that they commute to work in Edmonds. Residents also spoke about school transition programs and discussed how improvements and increased investment in these programs within the Shoreline School District would be appreciated.
- **Homeownership:** Participants voiced a need for community housing that caters to students with disabilities. There was particular interest in cottage housing, which consists of small houses on shared property, an option that balances privacy with closeness to neighbors and others for support. There was a shared sentiment that homeownership remains largely inaccessible to people with disabilities due to the level of support needed for home maintenance and social security income limitations. Participants also called for increased King County Housing Authority/Section 8 housing options. Additionally, participants mentioned that they would like housing options that accommodate varying noise sensitivity preferences.

- **Programs available to people with disabilities:** Participants voiced a need for more low-cost, low-barrier events, such as basketball games. Additionally, there was a call for a wider variety of opportunities to play sports and more specialized recreation for people with disabilities, such as Special Olympic sports teams. Participants voiced a desire to have more opportunities to play sports with people who do not have disabilities as well, to help build connections throughout the City.

## Community Event Tabling (Phase Two & Phase Three)

Planning department staff, consultants, and planning commissioners staffed sixteen different event tables throughout the engagement period to generate awareness about the comprehensive plan update and hear directly from the community about their thoughts on Shoreline’s future.

By attending community events rather than requiring residents to show up at special topic-specific meetings, the City was able to spread awareness of the Comprehensive Plan to a wider audience.



City staff engagement with a community member at Swingin’ Summer Eve

Community members who visited the table were briefed on the Comprehensive Plan process, updated on middle housing policies, provided with informational materials such as brochures, and given the opportunity to sign up for email updates.

When the online open house launched, tabling focused on directing people to the online open house and survey while also providing hard copy surveys for anybody who wanted to take the survey on the spot.

To attract attention and spark conversation, the tables had interactive questions, maps, or idea walls where people could provide their opinions on topics like:

- What would make Shoreline a better place to live?
- What is your favorite type of middle housing?
- What does YOUR Shoreline look like in 2044?



Idea wall at tabling event

- What would you like to see in Shoreline?

Tabling allowed City staff to directly engage with community members, which is an important first step to identifying further opportunities for more in-depth engagement. This was particularly successful at Shoreline Community College, where City staff were able to contact different student groups on campus for future engagement opportunities.

### Overview of Tabling Events

| Event Date        | Event Time        | Event Name                               | Event Location                | City Event | Audience   |
|-------------------|-------------------|--|-------------------------------|------------|--|
| <b>Phase Two</b>  |                   |  |                               |            |  |
| March 28, 2023    | 6:00pm – 8:00pm   | Home Improvement Workshop                | City Hall                     | Yes        | General  |
| April 25, 2023    | 6:00pm – 8:00pm   | Home Improvement Workshop                | City Hall                     | Yes        | General  |
| May 6, 2023       | Noon to 5:00pm    | Richmond Beach Strawberry Festival       | Richmond Beach Community Park | No         | General  |
| May 23, 2023      | 6:00pm – 8:00pm   | Home Improvement Workshop                | City Hall                     | Yes        | General  |
| May 24, 2023      | 6:30pm-8:00pm     | AANHPI Heritage Month Celebration at SCC | Shoreline Community College   | No         | Young Adults, People of Color                          |
| June 10, 2023     | 10:00am – 2:00pm  | Shoreline Farmer’s Market                | Shoreline Farmer’s Market     | No         | General  |
| June 19, 2023     | 4:00pm-8:00pm     | Juneteenth Celebration                   | City Hall                     | Yes        | People of Color  |
| July 19, 2023     | 5:30 to 8:30 p.m. | Swingin’ Summer Eve                      | Cromwell Park                 | Yes        | General  |
| August 19, 2023   | Noon to 9:00 p.m. | Celebrate Shoreline                      | Cromwell Park                 | Yes        | General  |
| August 27, 2023   | 3:00 to 6:00 p.m. | Briarcrest Neighborhood Picnic           | Hamlin Park                   | No         | General  |
| September 9, 2023 | Noon to 5:00 p.m. | Ballinger Friendship Festival            | Brugger’s Bog Park            | No         | General  |
| November 2, 2023  | 5:00 to 7:30 p.m. | Día de los Muertos Celebración           | Spartan Recreation Center     | Yes        | People who speak a language other than English at home |



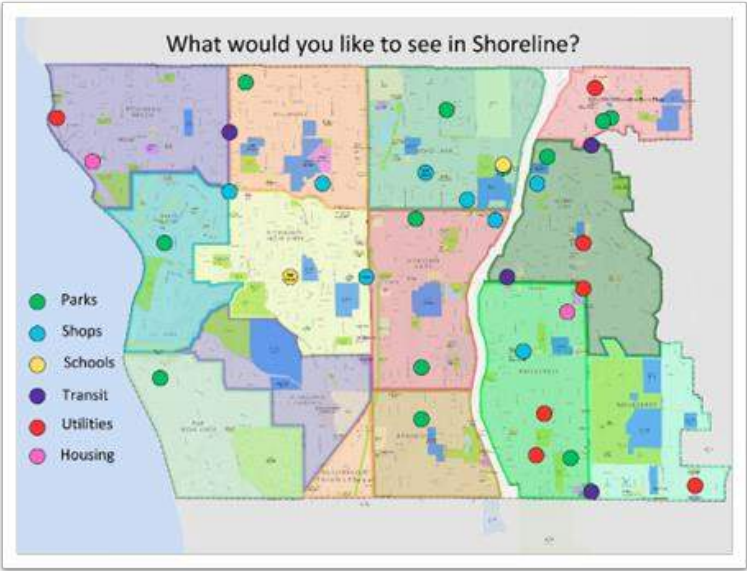
| Event Date         | Event Time              | Event Name                                | Event Location              | City Event | Audience     |
|--------------------|-------------------------|---|-----------------------------|------------|--------------|
| November 30, 2023  | 9:00 a.m. to 12:30 p.m. | Shoreline Community College (SCC) Tabling | Shoreline Community College | Yes        | Young adults |
| <b>Phase Three</b> |                         |   |                             |            |              |
| March 26, 2024     | 6:00pm – 8:00pm         | Home Improvement Workshop                 | City Hall                   | Yes        | General      |
| April 23, 2024     | 6:00pm – 8:00pm         | Home Improvement Workshop                 | City Hall                   | Yes        | General      |
| May 21, 2024       | 6:00pm – 8:00pm         | Home Improvement Workshop                 | City Hall                   | Yes        | General      |

**Poster Map Activity Overview**

Some in-person engagement events also featured a poster map of Shoreline that asked participants, “What would you like to see in Shoreline?” and visitors could place colored dot stickers on the map that corresponded to one of the six predetermined categories. This exercise aimed to indicate areas where community members would like to see improvements to the following categories:

- Parks (Green)
- Shops (Aqua Blue)
- Schools (Yellow)
- Transit (Purple)
- Utilities (Red)
- Housing (Pink)

Additional parks and shops were the most common requests collected through this activity.



Graphic replicating map activity results. For a closer look, see Appendix IV: Poster Map Results.

There were no limits on how many stickers an individual could place on the map. Participants did not need to sign in or identify themselves to engage. To see a full-sized version of this graphic, see [Appendix IV: Poster Map Results](#).

**Key Tabling Recommendations**

Comments generated from question boards, idea walls, and conversations with community members at community events were logged to help identify and document community priorities. To see a full list of comments collected, see [Appendix V: Open Comments from Events](#).

Key recommendations from open public comments related to comprehensive planning and the 2044 Shoreline Vision included the following:

- **Expand community spaces, events and programming:** Many respondents expressed enthusiastic support for an aquatic facility and comprehensive community center for people of all ages and abilities. In turn, more dedicated community spaces can offer more cultural programming like art events, holiday celebrations and opportunities to meet new people and families.
- **Invest in parks, open spaces and natural environments:** Green spaces are important to community members as is public access to the water and preservation of beaches, natural spaces, and watersheds. Many respondents emphasized the importance of mature trees and preserving the city’s tree canopy. Protecting natural resources, natural vegetation, climate-friendly greenery, beaches, and access to Puget Sound also arose as priorities.
- **Prioritize vibrant, connected neighborhoods:** Respondents expressed strong support for better neighborhood connections, walkability, and economic vibrancy. This included improving the walkability and non-vehicular travel options across the city, creating more neighborhood hubs with local dining and retail, and creating the sort of destinations where diverse people and families can meet.

Recommendations included:

- Improve streets, sidewalks and pedestrian travel, non-motorized travel.
- Create more neighborhood hubs and centers.
- Support more local retail destinations, restaurants, and place for people to meet.
- Strengthen diversity of community members and ensure welcoming environments across neighborhoods.
- **Diversify housing options and increase affordable housing:** Affordable housing in Shoreline was heavily emphasized by many respondents. This included housing for young families and professionals, as well as investment in transitional housing programs to help end homelessness. Respondents expressed support for both higher-density housing strategies as well as support for small-scale housing and more traditional structures.
- **Improve public services:** Respondents emphasized the importance of a clean, safe city. Several people mentioned concern about the frequency and volume of litter and illegal dumping. Others advocated for greater focus on policing and reducing illegal activities in major travel corridors like Aurora Avenue N/Highway 99.

Other public service priorities mentioned included access to medical care and hospital, social services and more investment in Shoreline’s public-school programs. Streamlining public services and processes like permitting and code compliance also arose in the responses.

## Reporting Methodology

The project team reviewed almost 600 open comments from community events and categorized them by general planning themes and then by recurring themes and priorities specific to improvement within Shoreline. Comments could be coded with multiple themes. The project team examined comments by the context of the question asked or activity prompt, whether it was a statement of what is working in Shoreline or a recommendation for improvement, to ensure the comment was categorized accurately. This analysis is considered qualitative and is not statistically significant.

### Educational presentations (Phase Two & III)

As a part of this engagement effort, City staff gave six educational presentations on the Comprehensive Plan, with some focusing on the City’s Middle Housing Initiative. These presentations aimed to build community understanding of the process, impacts, and opportunities for involvement in comprehensive planning and middle housing code development. Ultimately, the goal of these presentations was to have community members feel informed and empowered to influence Shoreline’s future.

The City collaborated with community consultants to develop presentation materials and rework technical planning language to be accessible to a general audience. Community consultants are members of the Shoreline community who are compensated for their time and insights on City initiatives.

City staff hosted two meetings with these consultants to discuss draft materials and incorporated recommendations into the presentation.

These presentations were conducted in person, with hybrid options for the CityLearn and School Board events. The audience size varied from six to 40 people. After each presentation, City staff members were available to answer attendees’ questions. Audience members were encouraged to sign up for project updates and were provided either links to the online engagement hub or hard copies of the engagement hub survey.

### Overview of Presentations

| Event Date         | Event Time              | Event Name                      | Event Location                | City Event? | Desired Audience     |
|--------------------|-------------------------|---------------------------------|-------------------------------|-------------|----------------------|
| September 13, 2023 | 11:30 a.m. to 1:00 p.m. | Chamber of Commerce Luncheon    | Shoreline City Hall           | No          | Economic Development |
| September 13, 2023 | 7:00 p.m. to 8:30 p.m.  | City Learn                      | Shoreline City Hall           | Yes         | General              |
| October 24, 2023   | 6:00 p.m. to 8:00 p.m.  | Shoreline School Board Meeting  | Shoreline Center - Board Room | No          | Young adults         |
| November 15, 2023  | 1:10 p.m. to 2:30 p.m.  | Shorewood High School Town Hall | Shorewood High School         | No          | Young adults         |

|                |                         |   |                     |     |                      |
|----------------|-------------------------|---|---------------------|-----|----------------------|
| April 23, 2024 | 6:30 p.m. to 7:15 p.m.  | Middle Housing Educational Presentation | City Hall           | Yes | General              |
| July 10, 2024  | 11:30 a.m. to 1:00 p.m. | Chamber of Commerce Luncheon            | Shoreline City Hall | No  | Economic Development |

**Key themes and learnings**

Audience members were engaged and eager to learn about the City’s approach to planning for the future. Many attendees were not initially familiar with the concepts of a Comprehensive Plan or Middle Housing. These informative presentations effectively educated community members and partner organizations on the City’s long-term vision, thereby building familiarity and capacity to engage with the City on these topics moving forward.

The overall success of these presentations relied on attending existing community organization gatherings to meet the community where they are. Many attendees expressed gratitude that the presentation “came to them” and could fit into existing meeting agendas and curriculum. Through these personalized presentations, staff were able to identify and cultivate further engagement opportunities and relationships with community members. This helped build momentum around the topic of planning for Shoreline’s future.

This engagement strategy also allowed the City to effectively connect with youth and young adults in Shoreline, critical groups of the City’s community that had not been successfully reached in prior Comprehensive Plan outreach efforts. In collaboration with the City of Shoreline School Board, City staff connected with Shorewood civics classes to be a part of their civic action bingo, a regularly occurring curriculum at the high school. Additionally, at the Chamber of Commerce luncheon, City staff were able to connect with Shoreline Community College and continue to cultivate a relationship with the school.

## Element Workshops (Phase Two & Phase Three)

The City hosted and facilitated a series of workshops on three key topics relevant to the Comprehensive Plan update, which include:

- Economic Development
- Natural Environment
- Housing

### Economic Development Workshop

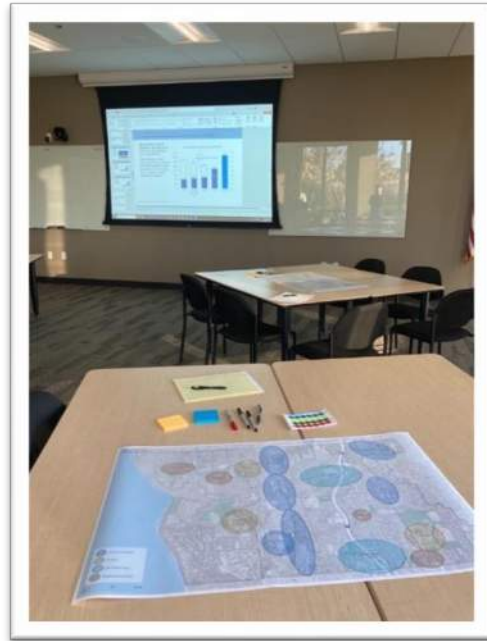
The primary purpose of this workshop was to create an open forum for engaging with local business leaders and providing an opportunity to comment on policy recommendations related to the city's future economic development.

The workshop was conducted at Shoreline City Hall and was attended by approximately 15-20 members of the local Chamber of Commerce. City staff began the event by introducing the purpose of the Comprehensive Plan update, reviewing existing economic development goals and policies, and reflecting on what they had learned from previous engagement efforts.

The engagement team then gave a brief presentation on market research findings related to regional and local job growth trends, recent commercial development in Shoreline, and results of a preliminary land capacity analysis that showed the city has sufficient land capacity under its current zoning to accommodate the allocated job growth of 10,000 new jobs by 2044.

Throughout the presentation, workshop participants were asked to respond to live polling questions through the Mentimeter platform, with light discussion about their responses afterwards. Polling results are available in [Appendix V](#).

For the last hour of the workshop, participants were split into breakout groups and were presented with a map of Shoreline that identified the existing commercial nodes in the city. During this mapping exercise, participants were asked to identify distinct economic opportunities and characteristics within commercial



Shoreline Chamber of Commerce workshop set-up.



Comprehensive Plan presentation at Chamber workshop.

nodes, specific business opportunities within the city, and whether any regulatory changes, tools, incentives, or other actions could be taken by the City to focus on specific areas of Shoreline. Following the activity, each breakout group selected an individual to share with all attendees.

After the workshop concluded, City staff and consultants remained for follow-up discussion and to answer any questions.

### Key themes and learnings

- **Invest in opportunities for “Third Places”:** Shoreline has 14 neighborhoods, each with its own character. The smaller neighborhood commercial nodes such as Richmond Beach, Richmond Highlands, and Ridgecrest are important for those living nearby. Participants shared that the City should invest in these nodes to support further business growth and neighborhood identity.
- **Strengthen connections between Station Areas and other commercial nodes:** Attendees noted that the connection between Sound Transit Link Light Rail and existing commercial areas will be crucial to their mutual success, helping to ensure those living in large apartment blocks have access to services and amenities, while local businesses benefit from the new residential growth. Further development of the Interurban trail, and Woonerf-style walking streets, were proposed as possible strategies.
- **Mixed vision for the Future of Aurora Avenue N and the Town Center:** Many participants expressed that the City has spent enough time and resources on the development of Aurora Avenue N and the adjacent Town Center, and that it was time the City focus future investment in neighborhood commercial areas. Some individuals viewed Aurora as “unattractive” and not capable of attracting the type of activity one would see in a town center. Others saw opportunities to develop even more intensive high-rise development in the Town Center, potentially by creating a tall monument or beacon in the center of the city and the potential to beautify Aurora’s strip malls similar to those near Mukilteo.
- **Leverage neighborhood commercial opportunities:** Attendees suggested that the City leverage existing neighborhood business areas seen as “low-hanging fruit.” They also proposed that City investment and support of improved sidewalks, lighting, public art, etc. can encourage further private investment. By creating “cool” spots, Shoreline can build a reputation that attracts people and businesses.
- **Capitalize on Shoreline’s natural assets:** There was shared sentiment that the City has not done a good job of capitalizing on Shoreline’s greatest natural asset, the Puget Sound shoreline and the recreation opportunities it presents. Participants suggest developing water-based tourism (boat rentals, pleasure pier, marina, etc.) and connecting them to bike and walking trails as a potential draw for commercial activity.
- **Enhance tourism and recreation:** Attendees believed there is an opportunity in the region to develop a multi-use sport and recreational center that serves as a destination for swimming, hockey, and other sporting events.
- **Opportunities for Fircrest property:** The Fircrest campus was identified as a potential long-term opportunity for a major employment center, given its prime location and relatively underutilized land.
- **Reinvest in North City and Ballinger:** North City is seen to have major potential, with opportunity to grow and connect to Ridgecrest. Its previous subarea plan is nearly 20-years old and participants believed is in need of an update. Attendees noted that Ballinger may be the only opportunity for light industrial or design/build types of business.

## Natural Environment Workshop

The City hosted and facilitated a 90-minute workshop on the natural environment with community members in May 2024. Community members were invited based on their previous participation or interest in City planning efforts such as the Climate Action Plan or other environmental advocacy work.

The workshop's purpose was to engage with Shoreline residents on the natural environment element of the Comprehensive Plan. Staff wanted to learn if there were any gaps in city policies or implementation efforts that should be incorporated into the Comprehensive Plan update.

The workshop was held at City Hall and lasted 90 minutes. City staff began the event by introducing the purpose of the Comprehensive Plan update, reviewing existing natural environment goals, and sharing what they had learned from previous engagement efforts. Staff provided an overview of existing natural environment conditions, including tree canopy, heat islands, and critical areas. Staff also communicated about Shoreline's ongoing work to protect the natural environment through the efforts of the Climate Action Plan as well as existing federal, state, county, and city programs focused on environmental conservation and enhancement. The fourteen participants were split into small groups to brainstorm actions the City can take to protect the natural environment, become more resilient to climate change, reduce vehicle miles traveled, and expand the tree canopy.

### Key themes and learnings

- **Intentional selection of projects & coordination:** Participants encouraged the City to focus restoration projects and capital projects on areas in which the City owns land or has more control, such as city parks, open spaces, and street trees. Community members also asked whether there is an opportunity to coordinate planning efforts with other jurisdictions to integrate strategies on transportation infrastructure and green spaces.
- **Climate resiliency:** When asked how the City can improve upon climate resiliency, reduce the heat island effect, and expand the City's tree canopy, participants shared a range of suggestions. Key recommendations included prioritizing tree and vegetation preservation, increasing permeable pavement, installing solar arrays, and investing in educational efforts.
- **Increasing connectivity:** There was shared sentiment that investing in non-motorized transportation is important. Participants specifically noted that there is a lack of bicycle connectivity. When asked how the City can reduce barriers to non-car transportation, participants suggested installing more bike lanes, having more goods and services near homes, improving east/west connections throughout the city, and investing in transit reliability.

## Housing Workshop

The City hosted and facilitated a 90-minute workshop on housing with community members in May 2024. Community members were invited based on their previous participation or interest in city housing efforts, including affordable housing and middle housing.

The workshop's purpose was to engage with Shoreline residents on the housing element of the Comprehensive Plan. City staff wanted to learn what types of housing Shoreline residents would like to see throughout the city.

The workshop was held at City Hall and lasted 90 minutes. City staff begin the event with an overview of the comprehensive plan, and then shared the city’s growth targets, a summary of new housing legislation and a snapshot of Shoreline’s current housing landscape. The eight participants then split into small groups with maps of the city to annotate where they thought additional housing in the city should go and collectively respond to discussion questions.

### Key themes and learnings

- **Affordable housing:** When asked about where affordable housing in Shoreline should be located, participants voiced that it should be located everywhere, but particularly near transit lines, educational institutions, and community services like libraires. Attendees specifically noted a lack of affordable housing on the west side of the city. Additionally, community members feel as though it is hard to find affordable housing that also has parking available, which is important to those who drive as a part of their jobs. Notably, attendees feel as though the City should collaborate with community organizations when constructing and operating permanent supportive housing, and potentially have a fund to support the development of supportive housing or services.
- **Middle housing needs and incentives:** Participants believe that middle housing options are needed everywhere and ultimately benefit families with children, people aging in place, young professionals, and property owners. When asked how the City can incentivize the construction of affordable middle housing, attendees suggested that the City could make it easier for homeowners to convert their existing homes into duplexes, multiplexes, or other middle housing options. Participants wondered if there is a program like MFTE for middle housing or incentives for property owners to accept Section 8 vouchers.
- **Promoting affordable housing and home ownership:** When asked how the City can promote affordable housing and home ownership, participants voiced that the City should encourage developers to build mixed-income units and create opportunities for a mix of renters and homeowners within the same development. Attendees also suggested that disability organizations purchase units so adults with disabilities are guaranteed accessible housing. Additionally, community members voiced that down payments and housing costs in general are too high. Streamlining the permit process for affordable housing projects was also suggested to avoid delays and additional costs. Lastly, participants suggested that the City support financial planning workshops and informational sessions targeting different audiences, such as seniors or renters.

### Public meeting (Phase Two)

#### Middle Housing Public Meeting - Virtual

Held on Wednesday, May 24, 2023, from 5:30 – 7 p.m., the project team facilitated a virtual public meeting to:

- Inform community members about middle housing and how it relates to the Comprehensive Plan.



- Vet data about racially disparate impacts, displacement, and exclusion in housing with people’s lived experiences
- Listen to concerns, priorities, and needs of community members about housing in Shoreline.
- Answer questions about housing from community members.
- Encourage feedback and collaboration for the duration of the project.

The virtual public meeting was held using Zoom, and meeting attendees were able to mute/unmute themselves and could opt to have their videos on or off. To encourage interaction and discussion, the facilitator asked participants to use the raise hand feature and/or unmute themselves to speak, urged participants to keep their cameras on if possible, and encouraged the use of the chat to make written comments.



Sample promotional graphic for virtual public meeting

The meeting included an educational presentation on housing and middle housing, multiple opportunities for attendees to ask questions and provide input through the interactive online tool Mentimeter and facilitated question-and-answer segments.

The event was promoted to a broad audience, focusing on people who live, work, or have other connections to the Shoreline community.

Meeting attendees were asked to register through Eventbrite to receive instructions on how to join the meeting, and the City posted the Zoom link on its webpage. Thirty-seven people registered through Eventbrite, and 28 attended the virtual meeting.

### Promotions

| Action         | Results  |
|----------------|--|
| Social Media   | City platforms (Facebook, Twitter). One tweet received 145 impressions and one retweet.                            |
| Direct contact | The project team sent direct emails to interested parties, CBO contacts, and focus group registrants/participants. |

### Key themes and learnings

- **Displacement and exclusion:** The discussion touched on different types of displacement and exclusion. The importance of addressing racial disparities, creating inclusive spaces, and preserving cultural institutions was emphasized. Meeting attendees recognized the need for

equity-focused analyses and provided input on the preliminary racial equity analysis and displacement risk analysis findings presented by the project team. On the topic of cultural displacement several participants noted Shoreline lacks strong cultural institutions. One attendee theorized that when households are at risk of displacement, they are less likely to invest time and effort into the community.

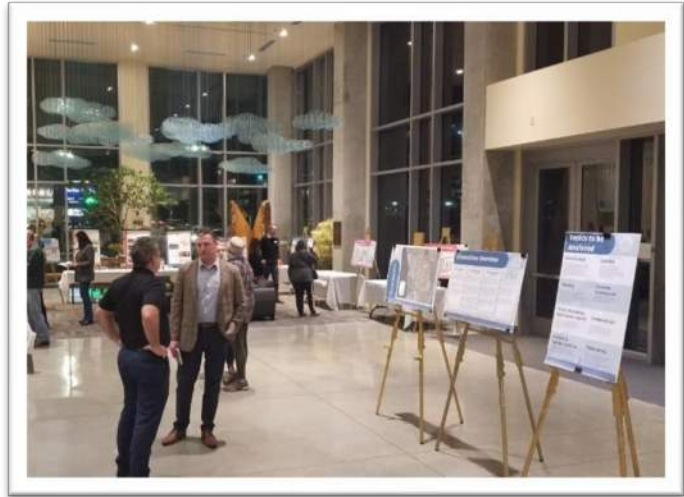
- **Housing for all income levels:** Meeting attendees emphasized the need for housing options for all income levels, including those below 30 % of the Area Median Income (AMI), and urged Shoreline to create housing opportunities that cater to a wide range of incomes.
- **Outreach and communication:** Meeting attendees emphasized the importance of promoting and communicating about these meetings to various community organizations, such as PTAs, to allow for broader participation and input from Shoreline residents in these important decisions.
- **Middle housing design:** Meeting attendees expressed a preference for duplexes and townhouses among the different forms of middle housing discussed. They agreed that allowing all forms of middle housing should be considered, as the City is required to allow at least six of the nine forms. Several participants noted Shoreline needs more housing options, not fewer.
- **Neighborhood design and alternatives:** Meeting attendees expressed appreciation for the integrity and unique character of Shoreline’s neighborhoods, while also exploring alternatives to the traditional monoculture of the single-family home lot structure through courtyards, apartments, and cottages. They highlighted the potential of underutilized lots, especially those located near transit, as opportunities for creative housing solutions.
- **Housing policy ideas:** Meeting attendees suggested several housing policy ideas to reduce displacement risk, including encouraging a wider variety of housing options, maintaining the scale of buildings in residential neighborhoods, helping established homeowners modify their properties to allow additional units through remodels or additions, improving regulations and programs for housing stability, supporting down payment assistance and tenant education programs, and exploring property tax deferment options.
- **Parking and policy considerations:** The role of parking in middle housing policy was discussed, with mention of state requirements and the City’s need to seek clarifications to ensure compliance.

### Comprehensive Plan Public Meeting – In-person

The City of Shoreline hosted a public meeting that had two goals: to inform the community of City projects and to host a State Environmental Policy Act (SEPA) scoping meeting for the Comprehensive Plan update. This meeting also promoted the online open house and survey.

The public meeting was hosted on November 15, 2023 from 6:00 pm to 8:00 pm. Approximately 10-15 community members were in attendance. Three people who did not attend the general open house, shared their comments on SEPA scoping via email.

The purpose of SEPA is to help guide state and local agencies in identifying environmental impacts that are to likely result from projects and decisions. The purpose of a SEPA scoping meeting is to ensure that the public is included in the decision-making process and to be able to comment on alternatives, impacted areas, and other goals or concerns that they may have. The issues shared can then be narrowed to those that are significant to the community of Shoreline.



Community members engaging with City staff to discuss the Comprehensive Plan.

The comments received during the scoping meeting will also inform the Comprehensive Plan on various topics, including the following: Economic Development, Environment, Housing, Land Use, Public Safety, Transportation, Utilities, Capital Facilities, and Parks, Recreation, Open Space, & Art.

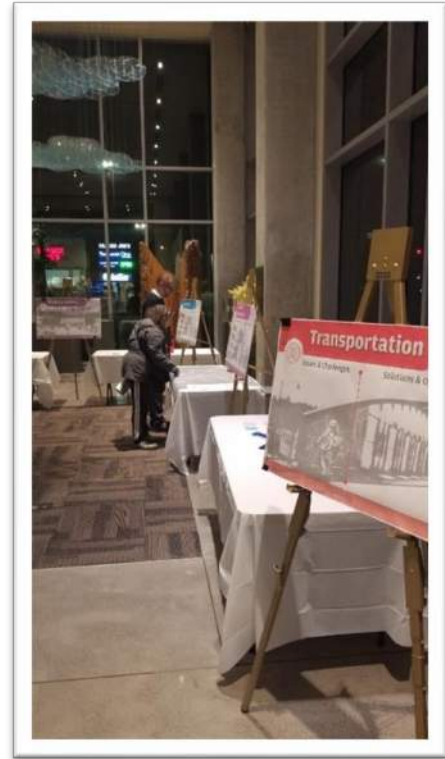
The presentation at this Open House event introduced the idea of a comprehensive plan to the attendees, walked them through the planning process and timeline, the City's SEPA scoping alternatives, and finally reviewed the scoping topics.

Open House attendees were asked to provide their commentary on scoping boards that were displayed throughout the facility. The scoping board topics were as follows:

- Environment
- Land Use
- Housing
- Economic Development
- Transportation
- Parks, Recreation, Open Space, and Art
- Utilities & Capital Facilities
- Public Safety

In addition to the boards for commentary, the event also had the following:

- Welcome board, which outlined the purpose of SEPA scoping and the Comprehensive Plan project timeline
- Alternatives Overview board which outlined the three alternatives for SEPA
- Board with a citywide map with growth areas displayed
- Topics to be Analyzed board which briefly explained the elements that the Environmental Impact Statement could consider
- Online Open House board that prompted attendees to take the complete communities survey through a QR code
- Tables which had City staff present to discuss and answer questions for the following topics:
  - Surface Water and Stormwater
  - Transportation
  - Climate Action Plan
  - Parks, Recreation, Open Space, and Art
  - Middle Housing



Community members at topic-specific information tables.

## Promotions

The public meeting was promoted through several avenues to alert the public and other agencies about the event. The methods can be found in the table on the following table.

| Promotion method              | Details  |
|-------------------------------|--|
| Email Updates                 | Email a list of interested parties who signed up for periodic updates about the comprehensive plan project to let them know about the upcoming in person and online open house                               |
| Fliers                        | Post fliers at city hall, libraries, Spartan Recreation Center, Shoreline Senior Center and Shoreline Community College  |
| Community-Based Organizations | Email community-based organizations who have previously engaged on the topic of the comprehensive plan to inform them of the upcoming in person and online open house and request they inform their network. |
| Project Webpage               | Update project webpage with invitation to in-person and online open house.   |
| Social Media                  | Promote both the in person and online open house through a series of social media posts on city accounts.  |
| News Release                  | Send out an electronic news release about the in person and online open house  |
| Currents Article              | Mailed to all Shoreline households advertising the in person as well as online open house  |

|                       |   |
|-----------------------|---|
| City Manager's Update | Announcement at City Council meeting advertising the in person and online open house.   |
| SEPA Notice           | A SEPA notice was sent out to agencies and Tribes, city website, Seattle Times and the interested parties who had signed up for email updates |

## Key themes and learnings

The following are SEPA scoping themes and takeaways from the comments at the public meeting event and emailed responses:

- **Economic Development:** A comment that was presented by a member of the public was the need for the City to reassess the pursuit of large developments as the realities of post-pandemic work environments are changing the use and/or need for large office spaces. Another comment was the lack of walkable areas.

A few solutions and opportunities were shared for economic development, those are as follows:

- Work on the recruitment of businesses and diversification of businesses in Shoreline.
  - Create Mixed-Use nodes that have ground-floor commercial retail space.
  - The implementation of neighborhood commercial, mixed-use nodes will hopefully help create a stronger sense of place. In strengthening the sense of place and enhancing the commercial nodes, the public has shared that they would like to see better pedestrian access for these spaces.
- **Environment:** A comment from an attendee was the desire for the Comprehensive Plan's Natural Environmental element to address the effects of climate change, for example the urban heat island effects as the tree canopy shrinks due to continued development. The loss of Shoreline's tree canopies was a reoccurring theme. The City was asked to consider creating a balance between increasing the tree canopies and preserving the view corridors on the City's west and east slopes. The community requested to preserve the six acres of mature trees at the Fircrest site, prioritize planting low growing, native plants to both protect the views from public parks and help keep spaces green.

There was a request to expand stewardship programs for parks, including requesting community input and hosting work parties to engage locals.

- **Housing:** While there was not an overarching theme, there was one comment shared by a resident. The individual requested that the City prohibit 2-story accessory dwelling unit developments as they feel that there will be a breach in their privacy.

Multiple people expressed the desire to pursue increased housing density to reducing housing costs. It was suggested that housing densification may look like the development of taller buildings, 10+ stories, near and next to public transit, such as the highway and Light Rail.

- **Land Use:** Multiple community members expressed that they felt the City is getting too crowded, and consequently, there is too much traffic, especially along Aurora Avenue. As shared in the Environment section above, community members would like to see that the park in Town Center is kept rather than replaced by a building. Other comments addressed the preservation of green

space, mitigation of traffic, crowd control, and a reduction of parking restrictions within 1,000 feet of the Light Rail and Park & Ride garages.

- **Parks, Recreation, Open Space, and Art:** A comment that a few attendees shared was that of park safety, especially during nighttime hours. Attendees offered a solution of establishing park hours and ensuring the enforcement of the park hours. Another theme was the request for bike and pedestrian paths across the City that are separate from the main roads. Community members noted that there is an opportunity to expand bike and pedestrian pathways, develop a trail system that creates more access to public transit, and diversify the types of recreation that the park system can offer. Specifically, community members mentioned more engaging play areas, pump tracks/bike recreation, walking trails, and sports areas, such as basketball courts. Members of the community would also like to see the City expand stewardship programs for the parks, pay park stewards, or hire enough staff to ensure the proper maintenance of the parks.
- **Public Safety:** For public safety, the community shared that they would like the City to ensure that the public safety oversight is properly scaled according to the increase in population. A solution provided by a community member was to hire more police. An opportunity shared by the public was to hire and train emergency and first responders such as police officers, fire, and EMT, with a focus on diversity and equity training. Another opportunity was for the City to consider a bike locker program. Through this program, community members would feel more confident in riding their bike to places that they can safely store their bicycle in while they shop, eat, etc.
- **Transportation:** The main comments addressing transportation related to increased traffic along Aurora Avenue and there not being enough diverse modes of accessing the Light Rail. Community members shared that the City has an opportunity to build a network of interconnected, safe, and direct bike and pedestrian routes throughout the City as well as diversifying the modes of transit across the City. Specific suggestions included protected bike lanes, gondolas, pedestrian paths, and traffic control.

## Conclusion – Reflections and Lessons Learned

Through community consultant collaboration, partnerships with community-based organizations, interviews with local leaders, and a dedicated emphasis on reaching historically underrepresented communities, the City took a multifaceted approach to gathering feedback for the Comprehensive Plan update.

This engagement provided valuable insights for future outreach, including:

- **Community consultant collaboration:** Working with community consultants proved to be an effective method of improving the accessibility of materials. By leveraging the expertise and insights of these consultants, the City not only gained a deeper understanding of Shoreline’s needs but also fostered a more inclusive dialogue.
- **CBO partnerships:** Partnering with community-based organizations significantly enriched outreach strategies. Co-created events allowed the City to engage in meaningful, long-format conversations with tailored audiences. This approach helped the City build stronger relationships in the community.

- **Working with community leaders:** By engaging local community figures, the City gathered firsthand perspectives that enabled tailored outreach tactics to align with community preferences, thereby enhancing the effectiveness of engagement efforts.
- **Meeting community where they are:** Recognizing the importance of meeting the community where they are proved instrumental in building connections. Tabling and presenting at existing community gatherings integrated the project into the fabric of community life. This grassroots approach not only facilitated open conversations but also demonstrated the City's commitment to understanding and addressing community-specific concerns.
- **Importance of follow-up:** Several community groups requested staff return to provide updates and share the work done so they could see how their comments were integrated into city work. The City made every effort to reengage with several community-based organizations and community consultants but due to scheduling conflicts the follow up approach had to be reimagined. Some CBOs could meet in person and provide additional feedback to staff while others were unable to meet, in which case staff provided written updates.
- **Tailoring engagement opportunities:** By tailoring engagement tactics, centering language accessibility, and strategically positioning outreach efforts within existing community gatherings, this engagement was able to create a meaningful conversation and gather direct input from the community to inform the 2044 Comprehensive Plan update.

This engagement effort provided valuable insights that will help inform the City's approach to community outreach in the future. City staff learned that community consultant collaboration, CBO partnerships, and working with community leaders are all important strategies for conducting effective and inclusive public engagement. Additionally, this engagement effort exemplified how critical it is to meet community members where they are to facilitate open conversations and demonstrate the City's commitment to understanding community-specific needs and priorities.

# Appendices

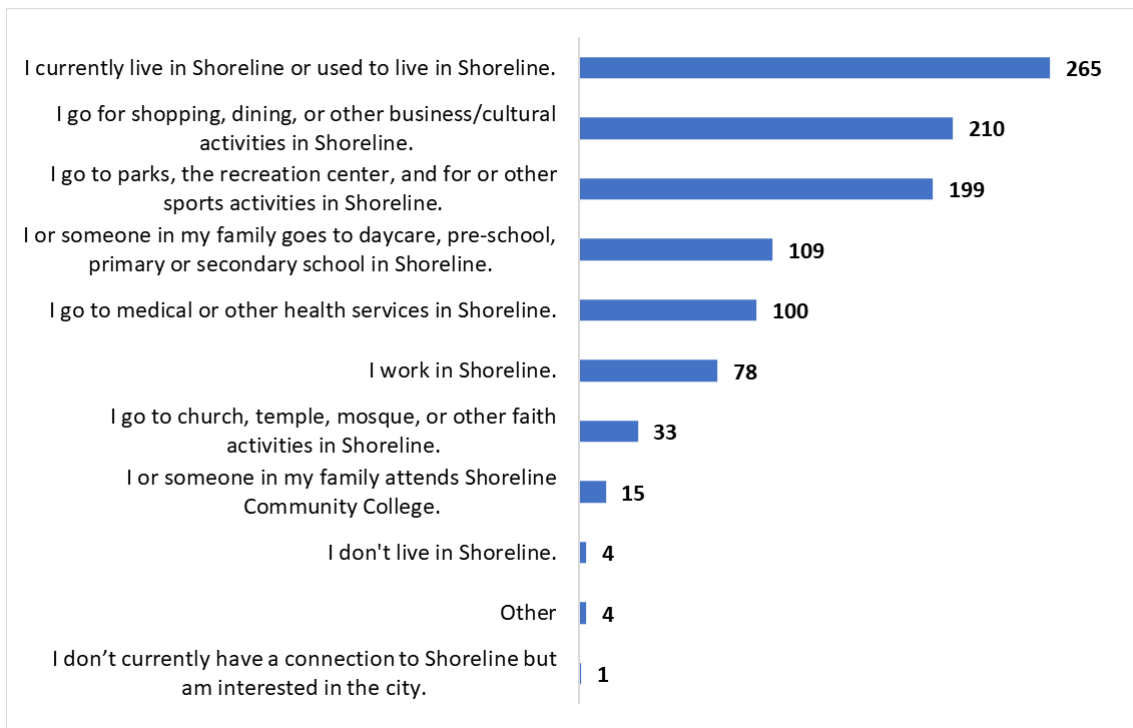
## Appendix I: Survey results breakdown by question

### Phase One

Note that in the reporting, questions with where respondents could select more than one answer do not use percentages to calculate any total values or representations.

#### Q1. What is your connection to Shoreline? *(select all that apply)*

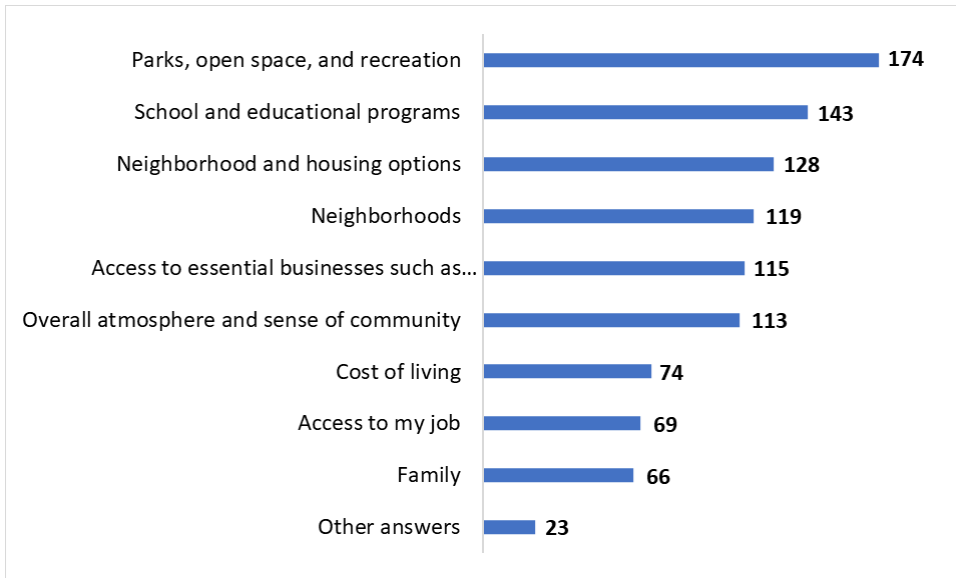
**Total Respondents: 276**



| Answer   | Tally |
|--|-------|
| I currently live in Shoreline or used to live in Shoreline.                                      | 265   |
| I go for shopping, dining, or other business/cultural activities in Shoreline.                   | 210   |
| I go to parks, the recreation center, and for or other sports activities in Shoreline.           | 199   |
| I or someone in my family goes to daycare, pre-school, primary or secondary school in Shoreline. | 109   |
| I go to medical or other health services in Shoreline.   | 100   |
| I work in Shoreline.   | 78    |
| I go to church, temple, mosque, or other faith activities in Shoreline.                          | 33    |
| I or someone in my family attends Shoreline Community College.                                   | 15    |
| I don't live in Shoreline.   | 4     |
| Other  | 4     |
| I don't currently have a connection to Shoreline but am interested in the city.                  | 1     |



**Q2. If you do have a connection to Shoreline? What brings you to the City? (select all that apply)**  
**Respondents: 259**



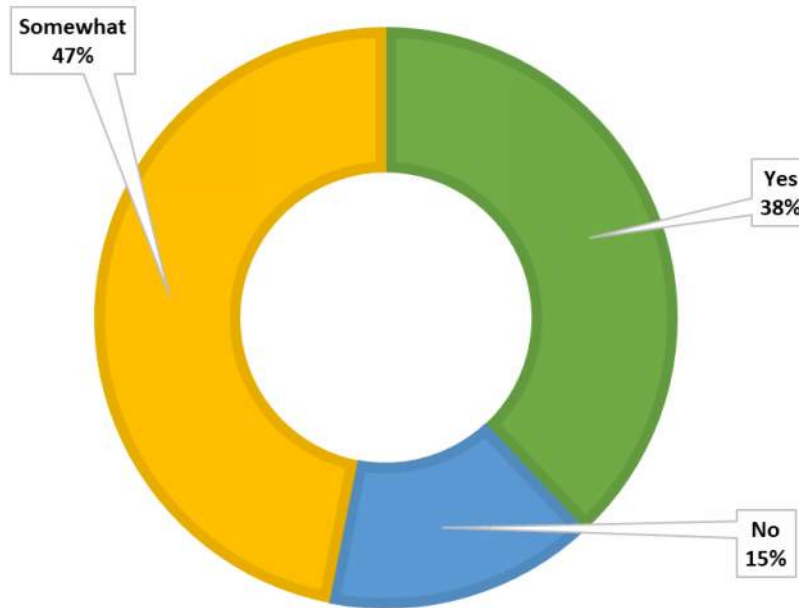
| Answer   | Tally |
|--|-------|
| Parks, open space, and recreation  | 174   |
| School and educational programs  | 143   |
| Neighborhood and housing options   | 128   |
| Neighborhoods  | 119   |
| Access to essential businesses such as groceries, pharmacy, and home goods | 115   |
| Overall atmosphere and sense of community                                  | 113   |
| Cost of living   | 74    |
| Access to my job   | 69    |
| Family   | 66    |
| Other answers  | 23    |

**Q3: With the input from the community, the last comprehensive plan update developed a vision that pictured our community in 2029:**

- Shoreline is home to diverse people, culture, and income-levels.
- Residents and neighbors are connected and involved in the community.
- Residents have many options for housing in the city.
- Residents have easy and safe access to everything they need whether they are traveling by foot, transit, bicycle, or car.
- Shoreline has a vibrant “town center” along Aurora Avenue.

- Shoreline is protecting the natural environment and creating opportunities for sustainable living.
- Shoreline is meeting the needs of residents through its social services and other programs.
- Shoreline is transparent and inclusive in decision-making.

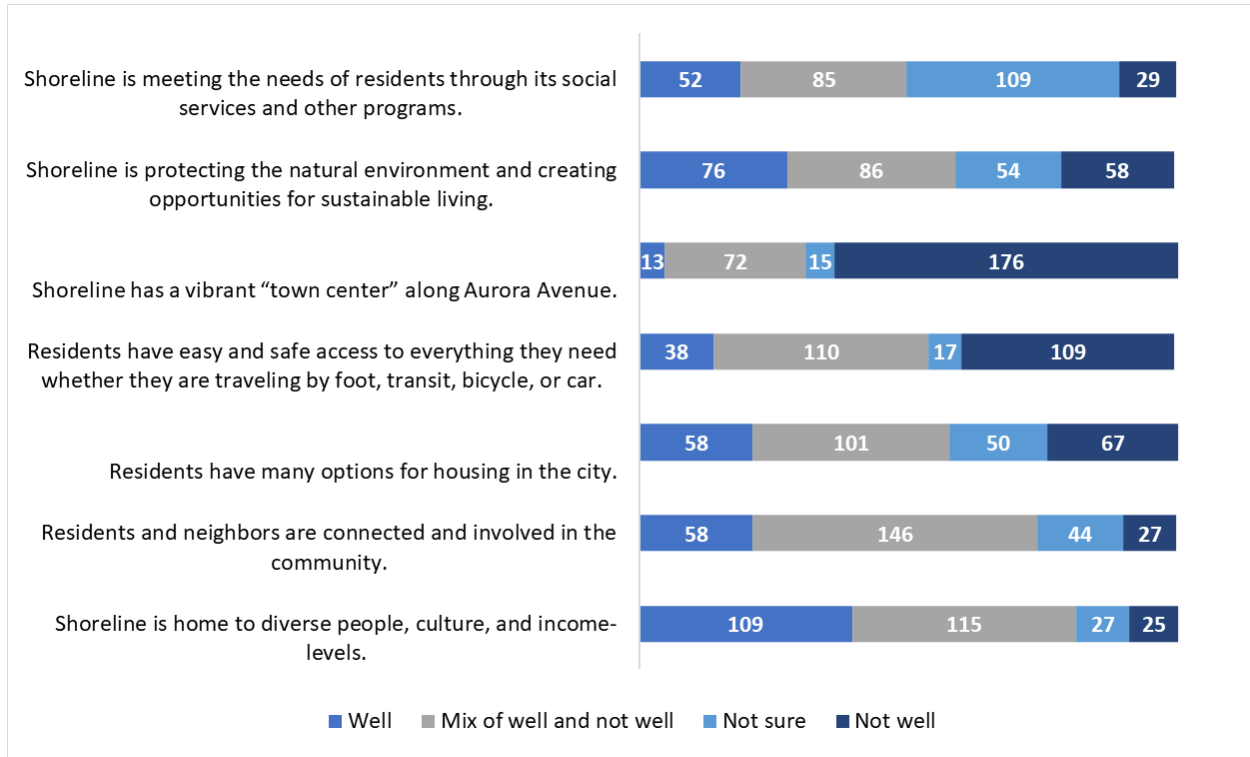
Overall does this current vision still apply to Shoreline today, and to 2044? (select one)  
 Respondents: 271



| Answer   | Tally | %   |
|----------|-------|-----|
| Somewhat | 127   | 47% |
| Yes      | 103   | 38% |
| No       | 41    | 15% |

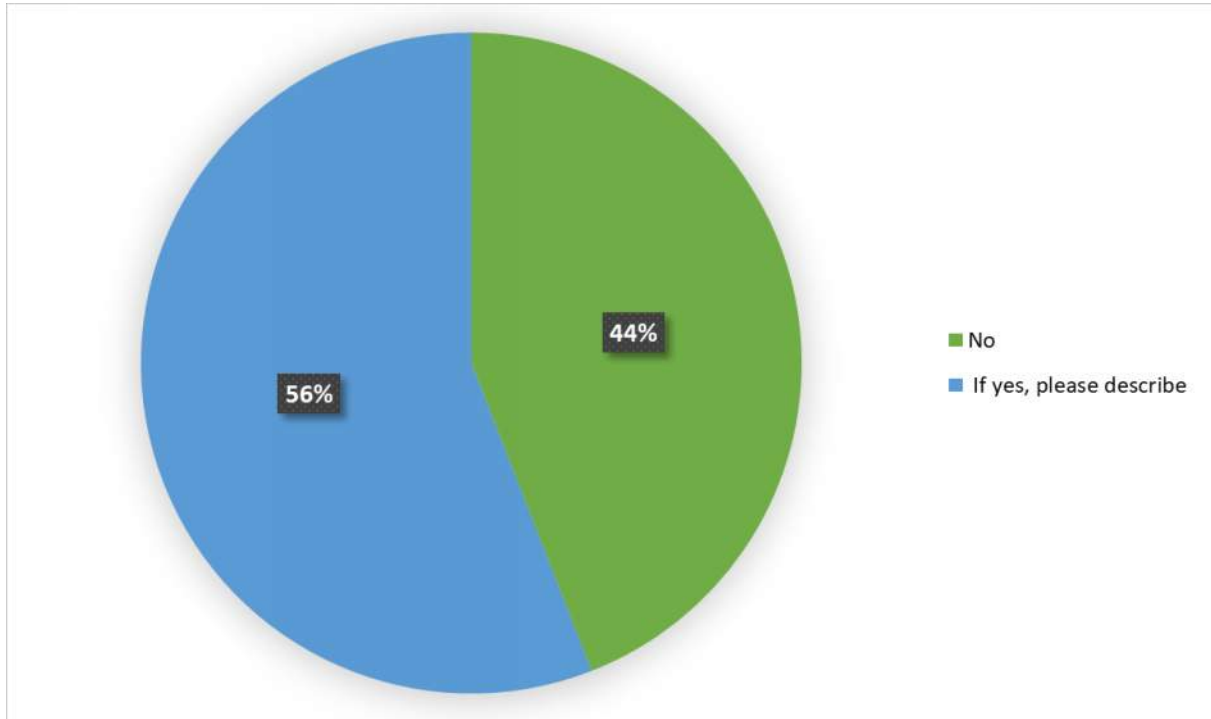
Q4. Please rate how well we have achieved each part of the vision so far.

Respondents: 277



| Answer  | Well | Mix of well and not well | Not sure | Not well |
|---|------|--------------------------|----------|----------|
| Shoreline is home to diverse people, culture, and income-levels.  | 109  | 115                      | 27       | 25       |
| Shoreline is protecting the natural environment and creating opportunities for sustainable living.                        | 76   | 86                       | 54       | 58       |
| Residents and neighbors are connected and involved in the community.  | 58   | 146                      | 44       | 27       |
| Residents have many options for housing in the city.  | 58   | 101                      | 50       | 67       |
| Shoreline is meeting the needs of residents through its social services and other programs.                               | 52   | 85                       | 109      | 29       |
| Residents have easy and safe access to everything they need whether they are traveling by foot, transit, bicycle, or car. | 38   | 110                      | 17       | 109      |
| Shoreline has a vibrant “town center” along Aurora Avenue.  | 13   | 72                       | 15       | 176      |

Q5. Is there anything that needed to be added to the vision? (select one)  
 Respondents: 236



| Answer | Tally | %   |
|--------|-------|-----|
| Yes    | 132   | 56% |
| No     | 104   | 44% |

Most respondents who provided write-in responses emphasized elements that are captured in the concepts above or closely related topically. Specific recurring themes included:

- **Better defined town center away from Aurora:** Many respondents shared that they do not feel Aurora Avenue is a safe environment or suitable for a “town center”. Respondents wish to see emphasis on lower-speed neighborhoods with smaller storefronts and spaces for patio restaurants and other pedestrian amenities.
- **Improved public safety:** Many respondents expressed concern about current rates of crimes, recurring shoplifting, personal safety, and illegal encampments within the city.
- **Maintain neighborhood feel:** Many respondents emphasized a desire for neighborhood environments, with lower-scale housing, common green spaces and walkability.
- **Maintain tree canopy:** An overwhelming number of respondents emphasized mature tree canopies within the city and desire additional protections and policies to ensure mature growth and expansion of canopies.

- **More recreational amenities and programming for all ages:** Respondents emphasized the desire for more recreational and cultural programming for families and seniors. Respondents particularly emphasized the need for a community pool and other aquatic facilities.

**Sample comments on the vision and missing elements:**

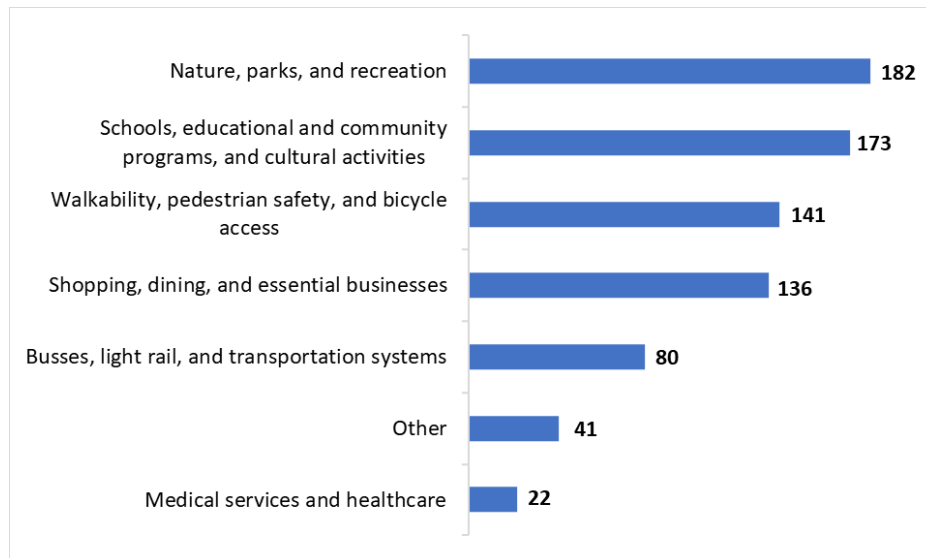
*“Shoreline should not focus solely on Aurora for vibrant centers of community. We are losing neighborhood connections in North City, Ridgecrest, and Richmond Beach to apartment development with no concurrent business development. Current development policies are creating neighborhoods with sidewalks, but nothing for residents to walk to.”*

*“Shoreline makes an effort to preserve its tree canopy so all who live there can benefit from the trees’ ability to offset carbon and provide shade.”*

*“The Shoreline community no longer has a pool. What a tremendous loss this is. Pools build community. They keep kids safe. And if done right, they can be an ENORMOUS profit-generator for our local restaurants, stores, and hotels.”*

**Q6. What are the most important characteristics for Shoreline in the future? (select your top three)**

**Respondents: 276**



| Answer   | Tally |
|--|-------|
| Nature, parks, and recreation  | 182   |
| Schools, educational and community programs, and cultural activities | 173   |
| Walkability, pedestrian safety, and bicycle access                   | 141   |
| Shopping, dining, and essential businesses                           | 136   |
| Busses, light rail, and transportation systems                       | 80    |
| Other  | 41    |
| Medical services and healthcare                                      | 22    |

Most respondents who provided “other” responses emphasized elements that are captured in the concepts above or closely related topically. Specific recurring themes included:

- **Affordability:** Many respondents commented about “affordability”, using that term to refer to a range of issues, such as ability to purchase or rent a home, the financial capacity to remain in home ownership, and more generally, the cost of living.
- **Personal and community safety:** Respondents emphasized “safety” as a very important characteristic inclusive of personal sense of safety, perception of crime and safety in the city, as well as walkability and ease of travel for non-motorized travelers.

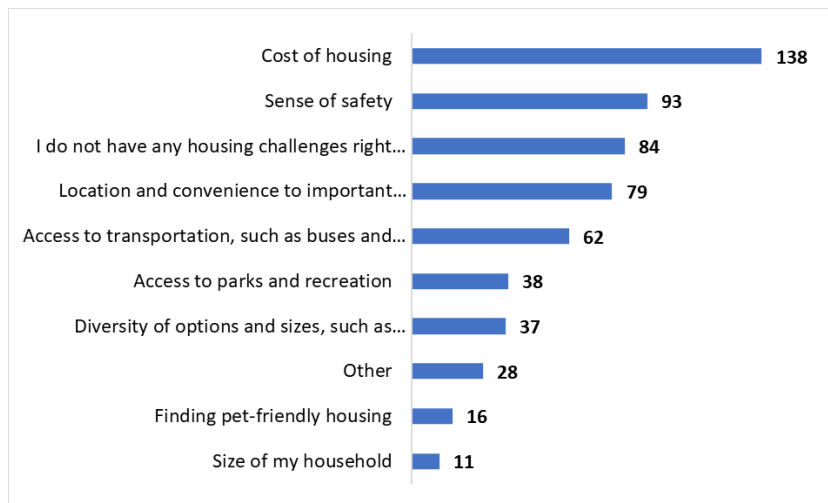
**Sample comments about characteristics and what’s missing:**

*“Affordable housing that isn’t specifically labeled as “ low income” housing or requires specific low income program approval to live there.”*

*“Walkability meaning can access businesses of all sorts on foot and not have to drive; better parking for all the new high density housing, and always quality schools, educational & community programs, and cultural activities.”*

**Q7: What are the biggest housing challenges for you in Shoreline? (select all that apply)**

Respondents: 275



| What are the biggest housing challenges for you in Shoreline                 | Tally |
|--|-------|
| Cost of housing  | 138   |
| Sense of safety  | 93    |
| I do not have any housing challenges right now                               | 84    |
| Location and convenience to important things like schools, work or groceries | 79    |
| Access to transportation, such as buses and light rail                       | 62    |
| Access to parks and recreation   | 38    |
| Diversity of options and sizes, such as apartments, townhomes, and houses    | 37    |
| Other  | 28    |
| Finding pet-friendly housing   | 16    |
| Size of my household   | 11    |

Similar to previous questions, most respondents who provided “other” responses emphasized elements that are captured in the concepts above or closely related topically. Specific recurring themes included:

- **Affordable housing and housing options for aging:** Discussions about the need for affordable homes suitable for aging populations, concerns about stairs in townhouses and small condos, and the desire for whole floor or corner units for privacy.
- **Neighborhood development and density:** Concerns about excessive apartment development, the loss of green space and single-family home access, and the impact of density on the neighborhood's character.
- **Property taxes and financial concerns:** Concern about rising property taxes, challenges in paying taxes on a fixed income, and concerns about the financial burden of possible tax increases.
- **Infrastructure and walkability:** Comments about the need for sidewalks, bike and pedestrian facilities, and improved walkability to schools, parks, and businesses.

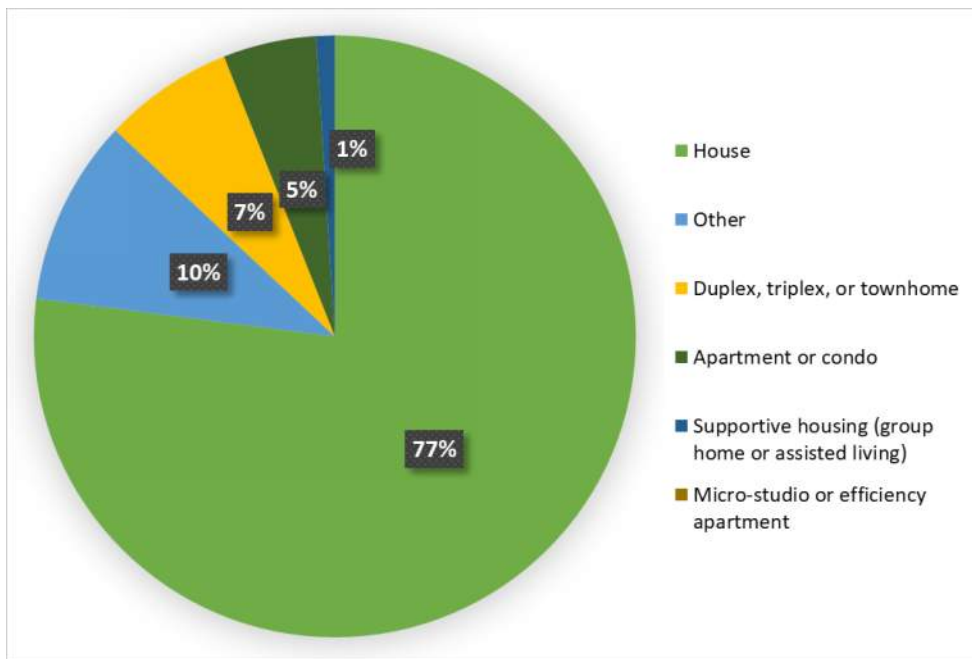
**Sample comments regarding housing challenges:**

*“Walkability around my neighborhood, to school, to parks, and to businesses. There are almost no sidewalks to any of these places in Richmond Beach, so I fear for my children’s safety.”*

*“Tax increase due to rezoning. Restrictions to make improvements to current home due to rezoning. My family has been advised not to replace/repair anything non-essential because it is throwing money away on a lost cause.”*

**Q8. What type of housing would work best for you in the next five years or so? (select one)**

Respondents: 276



| Answer   | Tally | %   |
|--|-------|-----|
| House  | 206   | 77% |
| Other  | 15    | 10% |
| Duplex, triplex, or townhome                       | 26    | 7%  |
| Apartment or condo                                 | 18    | 5%  |
| Supportive housing (group home or assisted living) | 2     | 1%  |
| Micro-studio or efficiency apartment               | 0     | --  |

A summary of comments from respondents who provided “Other” comments includes:

- **Housing preferences and options:** Desires for apartments or condos with green spaces, including trees and areas for vegetable gardens. Interest in duplexes, triplexes, townhomes, and cottage homes.
- **Multifamily or multi-generational housing:** Consideration of multi-home compounds for extended family living on one parcel.
- **Current home ownership:** Statements expressing ownership of existing homes and desire to remain in them.
- **Future housing needs and considerations:** Recognition of the importance of providing diverse housing options for future residents and concerns about the potential strain on schools due to rapid apartment complex expansion.

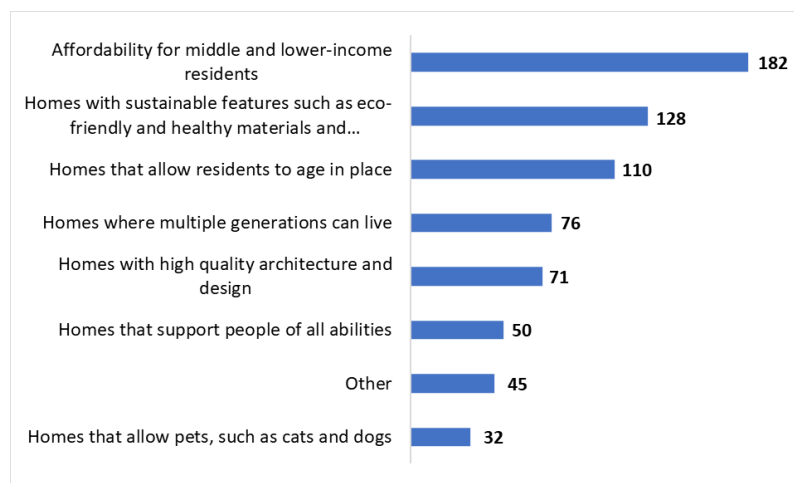
**Sample comments regarding types of housing and suitability:**

*“Housing complex where my grown kids or parents can live near or with us in a multi home compound. As housing gets too expensive for my kids to have their own house, I am beginning to think of options where they could have a house on my property.”*

*“It's not just about me, it's about anyone who may even consider Shoreline who is not even taking this survey. You need all the housing options available because we don't know the needs of the future residents who aren't even here yet.”*

**Q9. What are the most important characteristics for future housing in Shoreline? (select your top three)**

Respondents: 276





| Answer   | Tally |
|--|-------|
| Affordability for middle and lower-income residents  | 182   |
| Homes with sustainable features such as eco-friendly and healthy materials and renewable utilities | 128   |
| Homes that allow residents to age in place   | 110   |
| Homes where multiple generations can live  | 76    |
| Homes with high quality architecture and design  | 71    |
| Homes that support people of all abilities   | 50    |
| Other  | 45    |
| Homes that allow pets, such as cats and dogs   | 32    |

Similar to other questions, most respondents who provided “other” responses emphasized elements that are captured in the concepts above or closely related topically. Specific recurring themes included:

- **Access to nature and green spaces:** Desire for apartments or homes with green spaces, trees, yards, and areas for gardening. Preservation of existing trees and incorporation of nature in housing design.
- **Housing diversity and density:** Interest in a range of housing types, including single-family homes, apartments, condos, duplexes, triplexes, and townhomes. Many people expressed concerns about overcrowding and the impact of increased density on neighborhoods.
- **Proximity to amenities and services:** Preference for housing located near parks, dining options, shopping areas, public transportation, and community facilities. Emphasis on walkability, bike-friendly infrastructure, and access to essential needs.
- **Affordability and property taxes:** Requests for lower property taxes, rent control, affordability for middle and lower-income residents, and consideration for residents on fixed incomes.

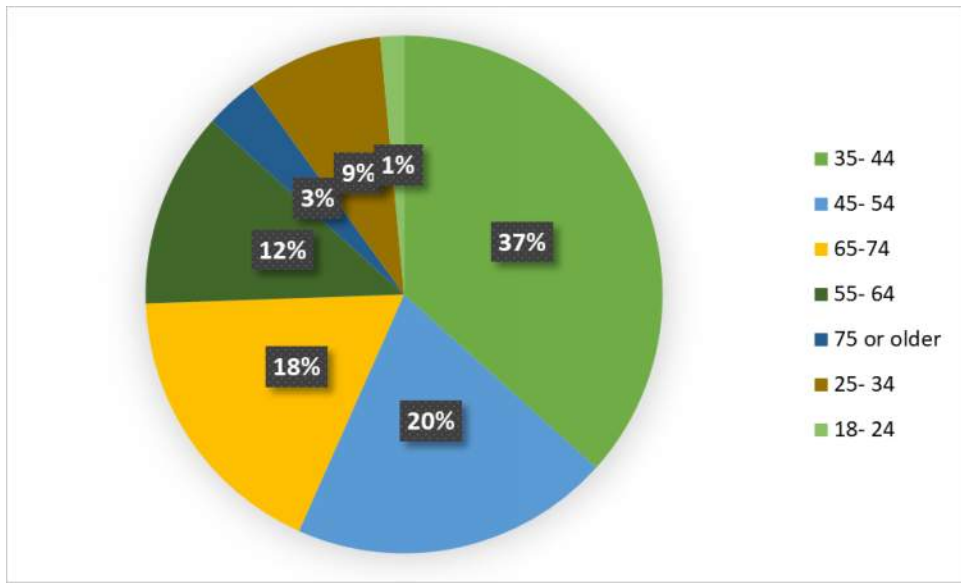
**Sample comments regarding characteristics of housing:**

*“I’m surprised there aren’t any options about the LOCATION of housing in Shoreline. Such as proximity to convenient/frequent public transportation, safe bicycle infrastructure, and walkable neighborhoods that provide small business opportunities. Also, ideally INCREASED distance from dangerous/polluted/noisy state highways (99, 145th) and I-5. This would be a priority for my family over subjective aesthetics and “healthy materials”.*

*“Housing designed and constructed to maintain the natural environment including significant existing trees. Choose to build 3-4 units per lot not 5-6.”*

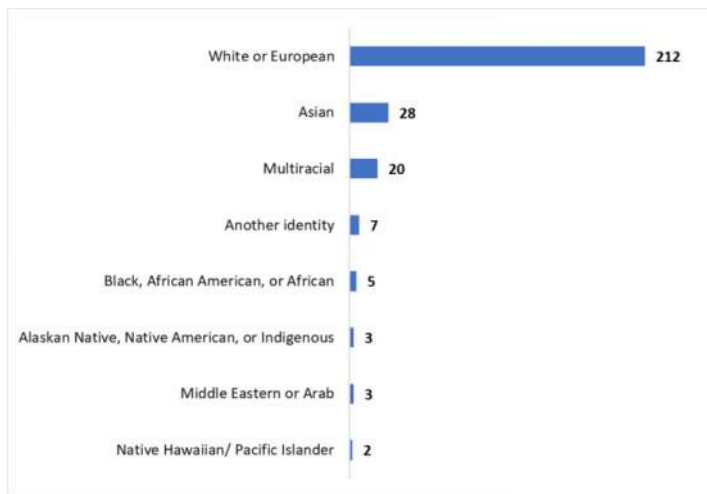
*“Property tax reduction and tax credit for home offices which is the greenest commute possible.”*

Q10. What is your age? (select one)  
 Respondents: 270



| What is your age? | Tally | %   |
|-------------------|-------|-----|
| 35- 44            | 99    | 37% |
| 45- 54            | 54    | 20% |
| 65-74             | 48    | 18% |
| 55- 64            | 33    | 12% |
| 75 or older       | 9     | 3%  |
| 25- 34            | 23    | 9%  |
| 18- 24            | 4     | 1%  |

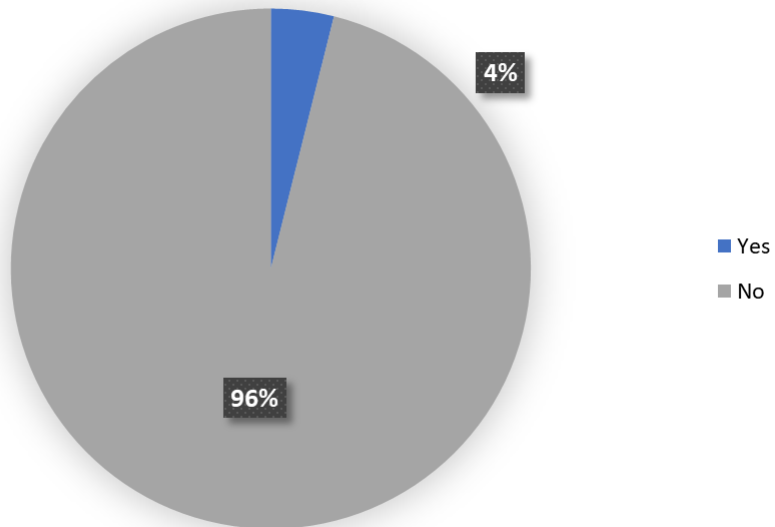
Q11. How do you identify? (select all that apply)  
 Respondents: 261



| How do you identify                            | Tally |
|--|-------|
| White or European                              | 212   |
| Asian  | 28    |
| Multiracial                                    | 20    |
| Another identity                               | 7     |
| Black, African American, or African            | 5     |
| Alaskan Native, Native American, or Indigenous | 3     |
| Middle Eastern or Arab                         | 3     |
| Native Hawaiian/ Pacific Islander              | 2     |

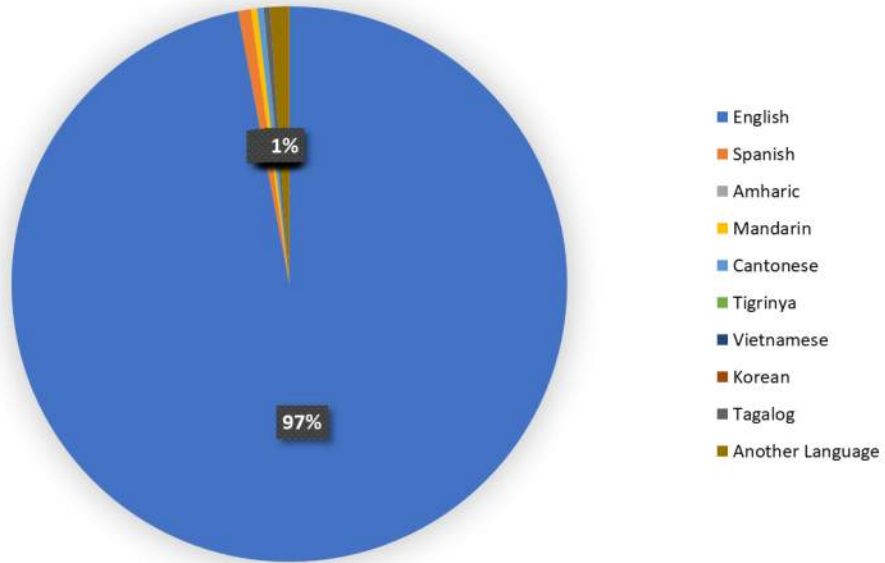
Q12. Do you identify as Hispanic or Latino/a/e/x? (select one)

Respondents: 256



| Answer | Tally | %   |
|--------|-------|-----|
| No     | 246   | 96% |
| Yes    | 10    | 4%  |

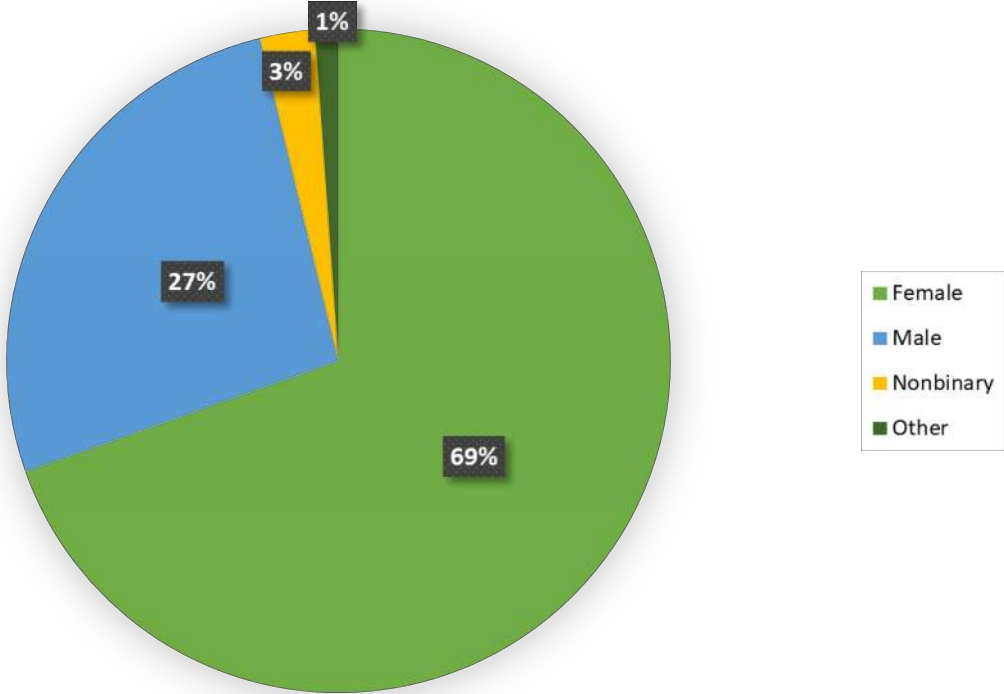
Q13. What is the primary language you speak at home? *(select one)*  
 Respondents: 269



| Answer           | Tally | %            |
|------------------|-------|--------------|
| English          | 262   | 97%          |
| Spanish          | 2     | 1%           |
| Another language | 3     | 1%           |
| Cantonese        | 1     | Less than 1% |
| Mandarin         | 1     | Less than 1% |
| Tagalog          | 1     | Less than 1% |
| Tigrinya         | 0     | --           |
| Vietnamese       | 0     | --           |
| Korean           | 0     | --           |
| Amharic          | 0     | --           |

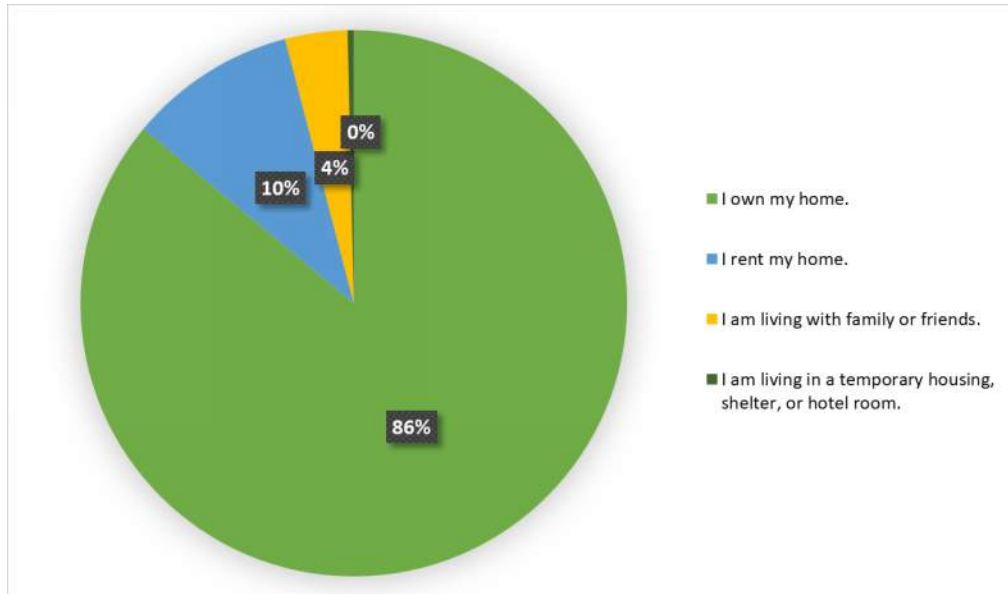
Other languages identified included Arabic and German.

Q14. What is your gender identity? (select one)  
Respondents: 263



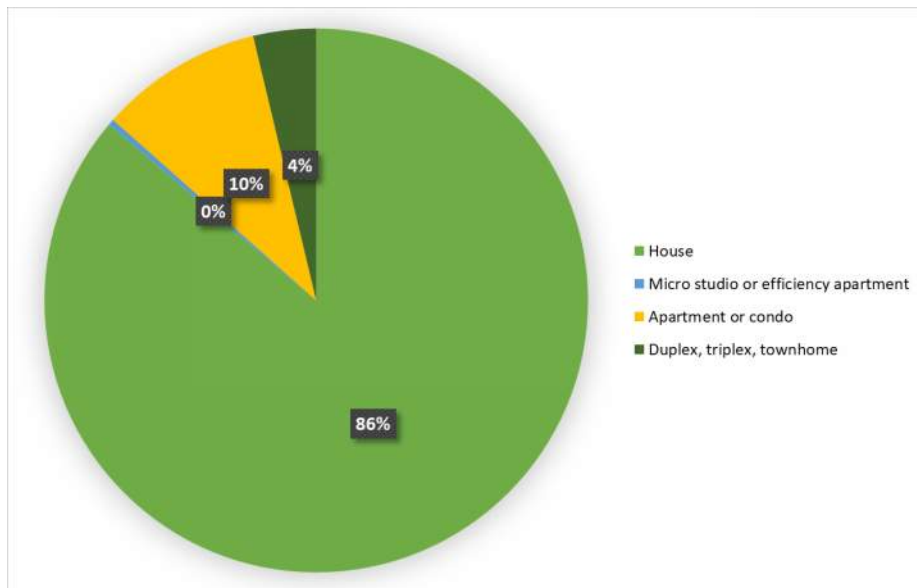
| Answer    | Tally | %   |
|-----------|-------|-----|
| Female    | 183   | 69% |
| Male      | 70    | 27% |
| Nonbinary | 7     | 3%  |
| Other     | 3     | 1%  |

Q15. What is your current housing situation? (select one)  
 Respondents: 273



| Answer  | Tally | %            |
|---|-------|--------------|
| I own my home.  | 234   | 86%          |
| I rent my home.   | 27    | 10%          |
| I am living with family or friends.                         | 10    | 4%           |
| I am living in a temporary housing, shelter, or hotel room. | 1     | Less than 1% |

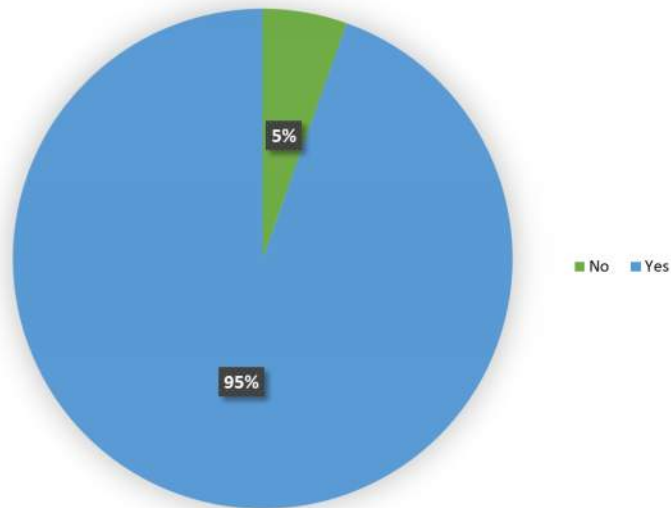
Q16. What type of housing do you live in? (select one)  
 Respondents: 273



| Answer                               | Tally | %            |
|--------------------------------------|-------|--------------|
| House                                | 231   | 86%          |
| Apartment or condo                   | 26    | 10%          |
| Duplex, triplex, townhome            | 10    | 4%           |
| Micro studio or efficiency apartment | 1     | Less than 1% |

Q17. Do you currently live in Shoreline? (select one)

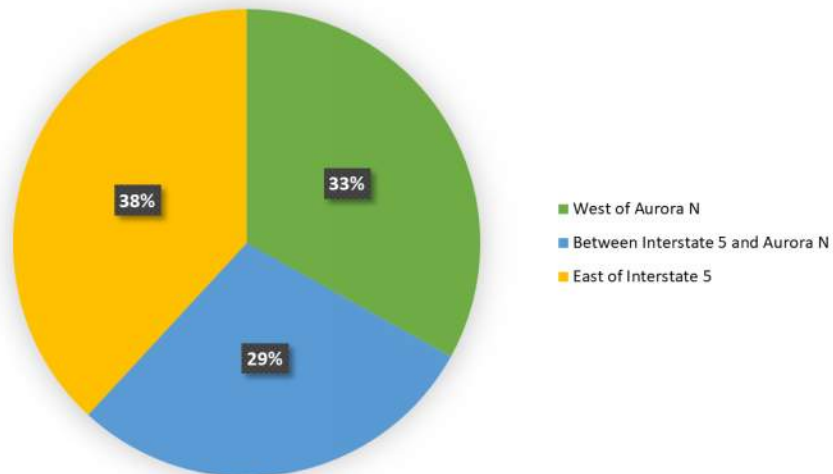
Respondents: 275



| Answer | Tally | %   |
|--------|-------|-----|
| Yes    | 260   | 95% |
| No     | 15    | 5%  |

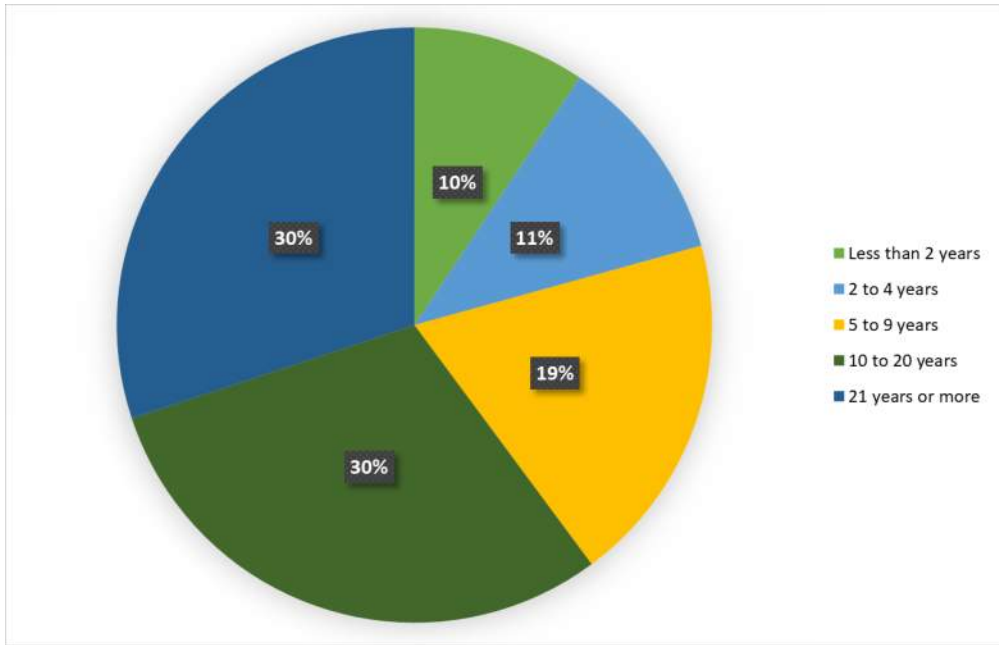
Q18. [If you do live in Shoreline] Where do you live in Shoreline? (select one)

Respondents: 257



| Answer                            | Tally | %   |
|-----------------------------------|-------|-----|
| East of Interstate 5              | 98    | 38% |
| West of Aurora N                  | 85    | 33% |
| Between Interstate 5 and Aurora N | 74    | 29% |

Q19. How long have you lived in Shoreline? *(select one)*  
 Respondents: 256

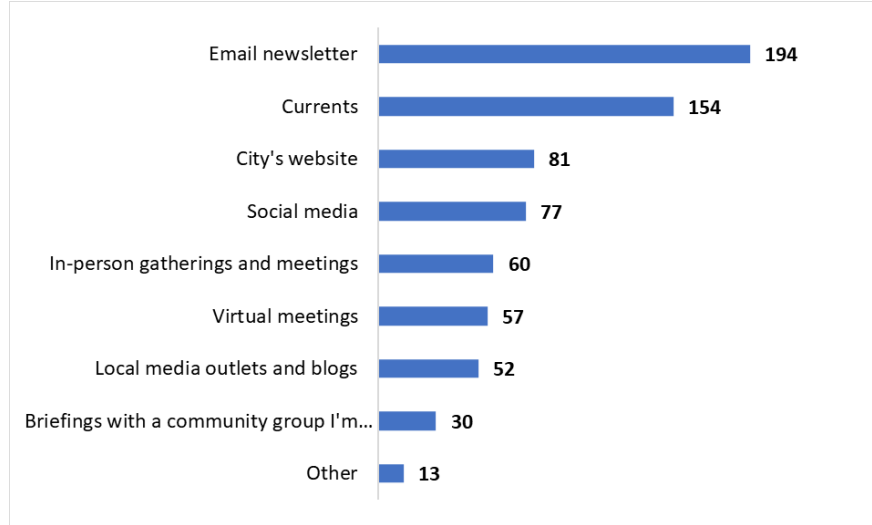


| Answer            | Tally | %   |
|-------------------|-------|-----|
| 21 years or more  | 77    | 30% |
| 10 to 20 years    | 77    | 30% |
| 5 to 9 years      | 49    | 19% |
| 2 to 4 years      | 29    | 11% |
| Less than 2 years | 24    | 10% |



Q20. What is the best way for you to stay connected and learn more about the Comprehensive Plan Effort? (select all that apply)

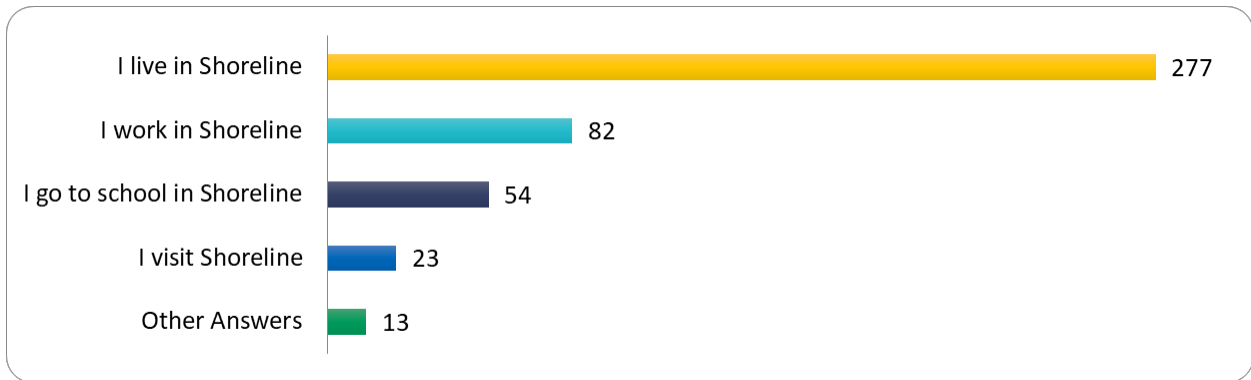
Respondents: 274



| Answer   | Tally |
|--|-------|
| Email newsletter                                   | 194   |
| Currents   | 154   |
| Social media                                       | 77    |
| City's website                                     | 81    |
| In-person gatherings and meetings                  | 60    |
| Virtual meetings                                   | 57    |
| Local media outlets and blogs                      | 52    |
| Briefings with a community group I'm involved with | 30    |
| Other  | 13    |

Phase Two

Q1) What is your connection to Shoreline?

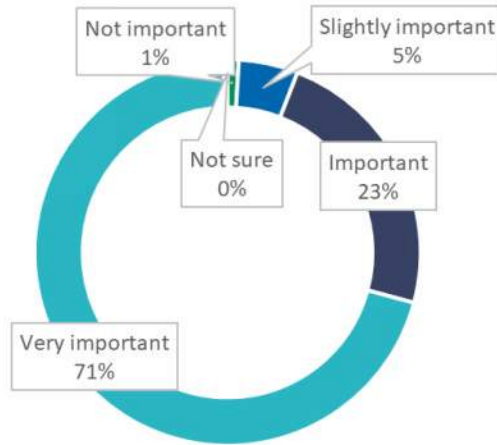


| Answer                      | Tally |
|-----------------------------|-------|
| I live in Shoreline         | 277   |
| I work in Shoreline         | 82    |
| I go to school in Shoreline | 54    |
| I visit Shoreline           | 23    |
| Other Answers               | 13    |

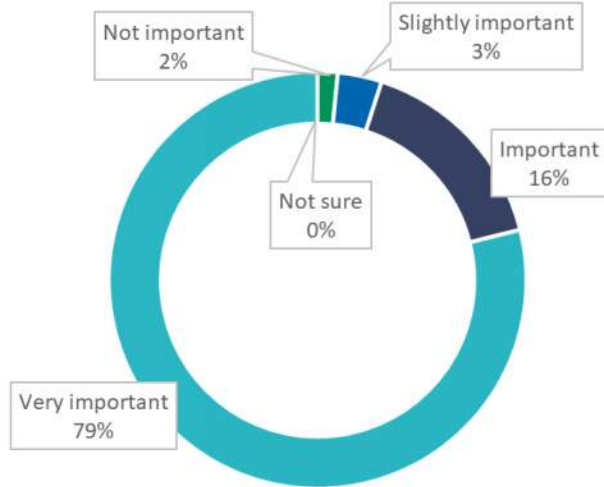
| Write-in Answers   |
|--|
| I've seen Shoreline grow for the 62 years I have lived here. I care about it's future and the well-being of all its residents.   |
| I am a 1/3 owner of property in Shoreline that has been in the family since 1913 when my grandmother bought it. My sister lives in the house and I visit her often. I may one day live there part-time and am therefore very interested in keeping the park system strong and the environment protected. |
| Children attend school in Shoreline  |
| Own two rental homes in Shoreline  |
| I own a house /live on Shoreline/Lake Forest Park border. Kids in Shoreline Public Schools and related activities.   |
| I have lived in Shoreline since I was 4 yrs old. Now 74. Retired Shoreline School District employee.   |
| CECO Program   |
| Lake Forest Park resident  |
| My children go to school in Shoreline  |
| I used to live in Shoreline as well. Now live just across 205th in Edmonds.  |
| Attend Church in Shoreline   |
| Church, Private School   |
| Children attend school in Shoreline  |

Q2) How important is it for you to have the following within 20 minutes of your home?

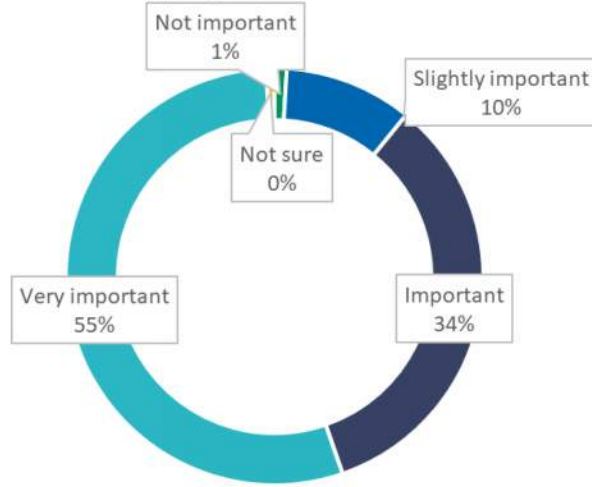
### Healthy Food Options



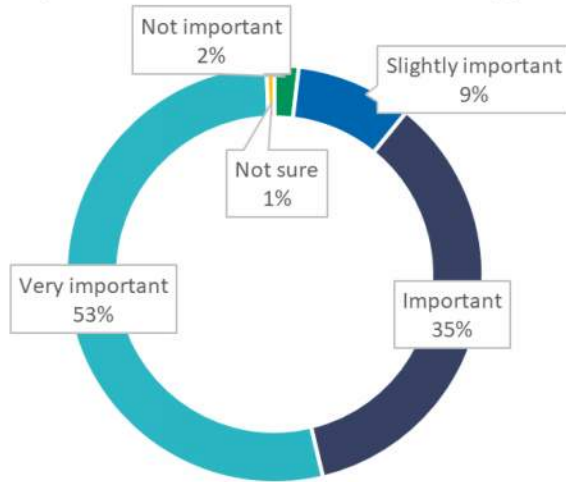
### Nature, Parks, And Open Space



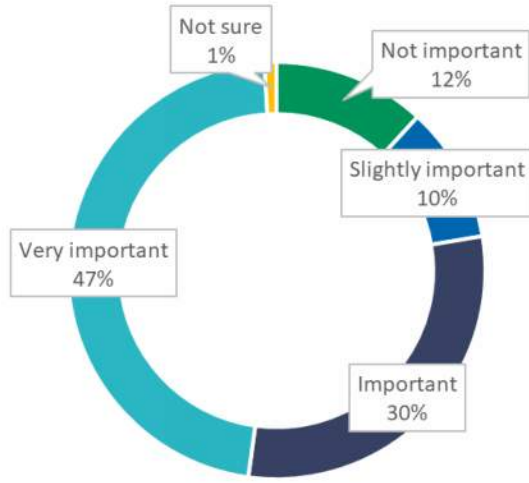
### Businesses, Retail, Shopping, Convenience Stores, and Services



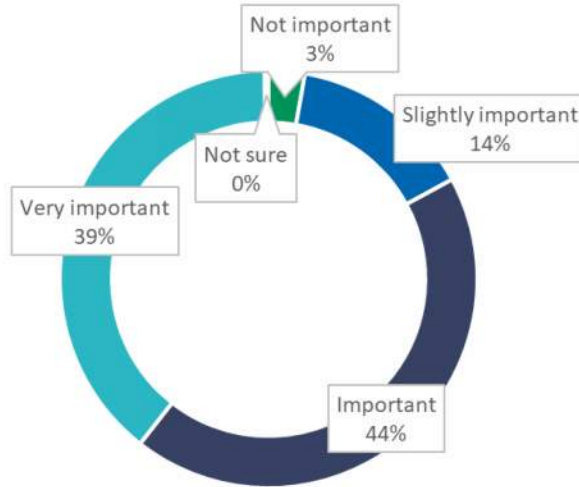
### Community Services And Recreational Opportunities



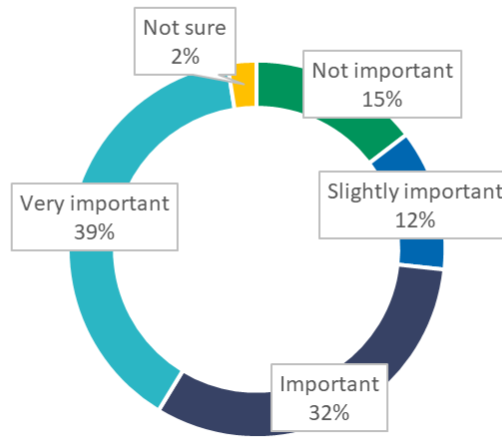
### Educational And Childcare Facilities



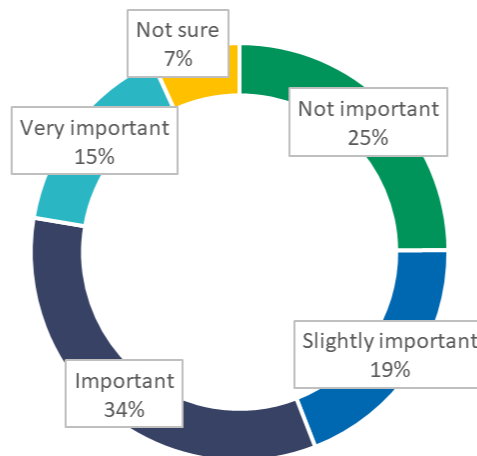
### Healthcare Facilities



### Job Opportunities And/Or Access To Transit To Take You To Your Job



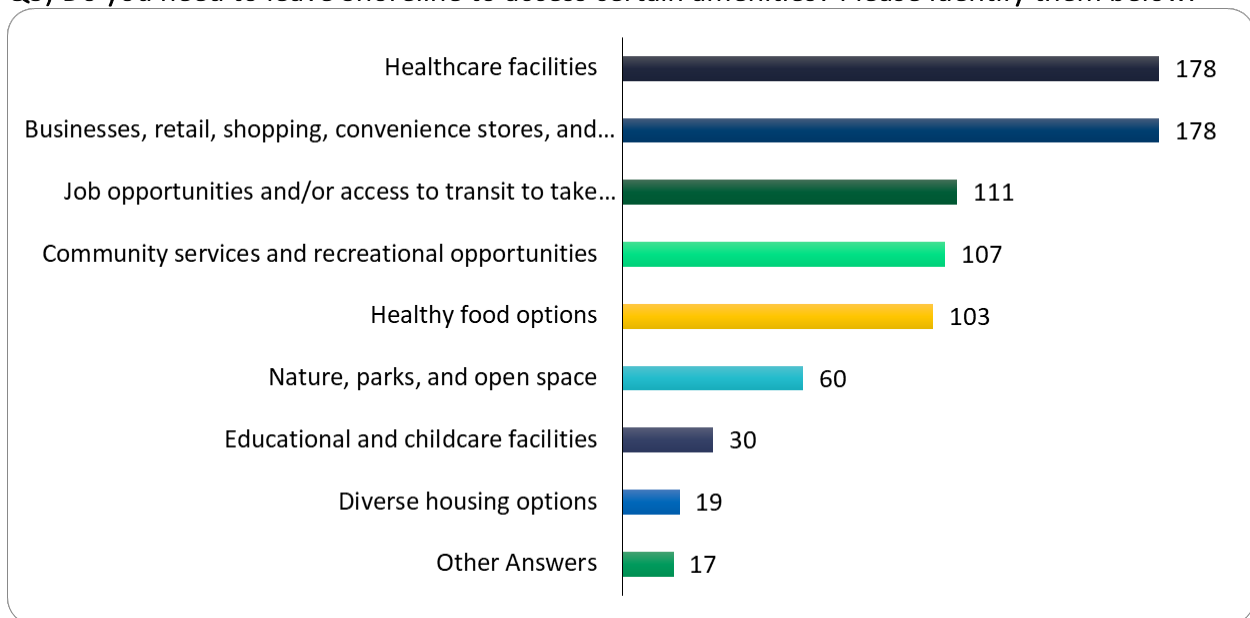
### Diverse Housing Options



| Answer   | Not important |      | Slightly important |      | Important |       | Very important |       | Not sure |      |
|--|---------------|------|--------------------|------|-----------|-------|----------------|-------|----------|------|
|  | Tally         | %    | Tally              | %    | Tally     | %     | Tally          | %     | Tally    | %    |
| Nature, parks, and open space                                  | 5             | 1.6% | 11                 | 3.4% | 52        | 16.2% | 254            | 78.9% | 0        | 0%   |
| Healthy food options   | 3             | 0.9% | 16                 | 5%   | 75        | 23.3% | 227            | 70.5% | 1        | 0.3% |
| Businesses, retail, shopping, convenience stores, and services | 3             | 0.9% | 32                 | 9.9% | 109       | 33.9% | 176            | 54.7% | 2        | 0.6% |

|  |    |       |    |       |     |       |     |       |    |      |
|--|----|-------|----|-------|-----|-------|-----|-------|----|------|
| Community services and recreational opportunities                  | 6  | 1.9%  | 29 | 9.0%  | 114 | 35.4% | 171 | 53.1% | 2  | 0.6% |
| Educational and childcare facilities                               | 38 | 11.8% | 34 | 10.6% | 96  | 29.8% | 151 | 46.9% | 3  | 0.9% |
| Healthcare facilities  | 9  | 2.8%  | 46 | 14.3% | 140 | 43.5% | 126 | 39.1% | 1  | 0.3% |
| Job opportunities and/or access to transit to take you to your job | 47 | 14.6% | 39 | 12.1% | 103 | 32%   | 125 | 38.8% | 8  | 2.4% |
| Diverse housing options  | 80 | 24.8% | 62 | 19.3% | 108 | 33.5% | 50  | 15.5% | 22 | 6.8% |

Q3) Do you need to leave Shoreline to access certain amenities? Please identify them below.



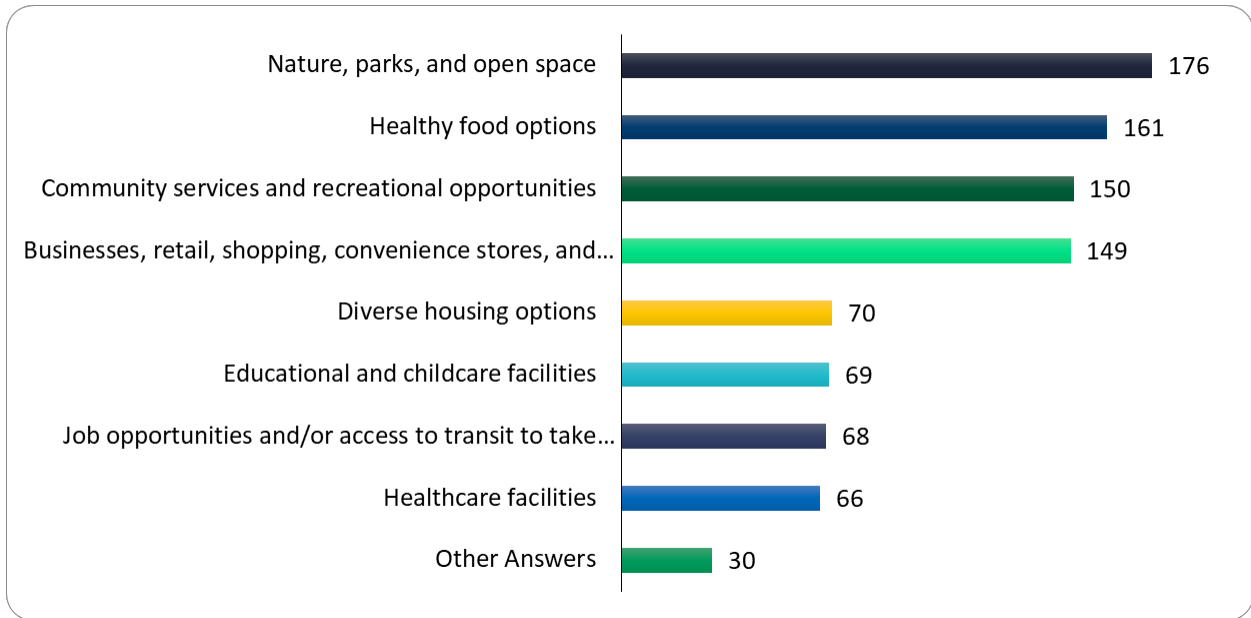
| Answer   | Tally |
|--|-------|
| Businesses, retail, shopping, convenience stores, and services     | 178   |
| Healthcare facilities  | 178   |
| Job opportunities and/or access to transit to take you to your job | 111   |
| Community services and recreational opportunities                  | 107   |
| Healthy food options   | 103   |
| Nature, parks, and open space                                      | 60    |
| Educational and childcare facilities                               | 30    |
| Diverse housing options  | 19    |
| Other Answers  | 17    |

| Write-in Answers   |
|--|
| Swimming pools   |
| Also, unclear what "within 20 minutes" means - 20 min walking? Biking? Bus? Driving? |

|   |
|---|
| Co-Housing Options<br>REAL Healthy Organic Fair Trade, non-corporate grocery ingredients. (Encourage PCC Community Market to open here.)  |
| Restaurants!  |
| Good restaurants, not pubs or pizza places or chains.   |
| A more urban commercial core or "place" is missing. Amenities are dispersed in a suburban model. I must travel out of Shoreline to find "place" experiences. For example, Edmonds.  |
| Most large retail purchases requiring a Mall or Target, or entertainment outside of the bowling alley (i.e. Pump It Up, Flying Squirrel, Dave and Busters, Family fun Center, swimming pool require me to leave Shoreline and head to Lynnwood.   |
| Theater, sporting events  |
| Restaurants   |
| Easy Access to Seattle and then surrounding cities to the north make it easy to go outside of Shoreline for better options often  |
| Restaurants   |
| My gosh, you allowed for so many apartment buildings in shoreline but there is absolutely nothing to do for these people, go all of us. I can't event find words to express the frustration. This so badly planned? Have any of you ever travelled to Europe? There is so much for people to do and here is boring and primitive. Wake up - go travel the to more civilized places to see how things are done for goodness sake. What do you want ? You want people to sit home drink and watch tv because there is absolutely nothing to do, nowhere to go? How primitive! You drive down Aurora and it is depressing! So many homeless creepy people on drugs . Sad ! |
| Entertainment   |
| Restaurants now that Shoreline feels it is better to have all the apartments and didn't consider the extra traffic. We are not NY! SO disappointed in Shoreline. What is going on, is not for the better. Screw you people at Shoreline who thinks their crap don't stink.  |
| When school to go to the doctors  |
| Drugs, crime violence, homeless rates etc.  |
| public swimming pool  |
| More Dining options   |



**Q4) What are the top THREE priorities the City should work on to improve your neighborhood in the future?**



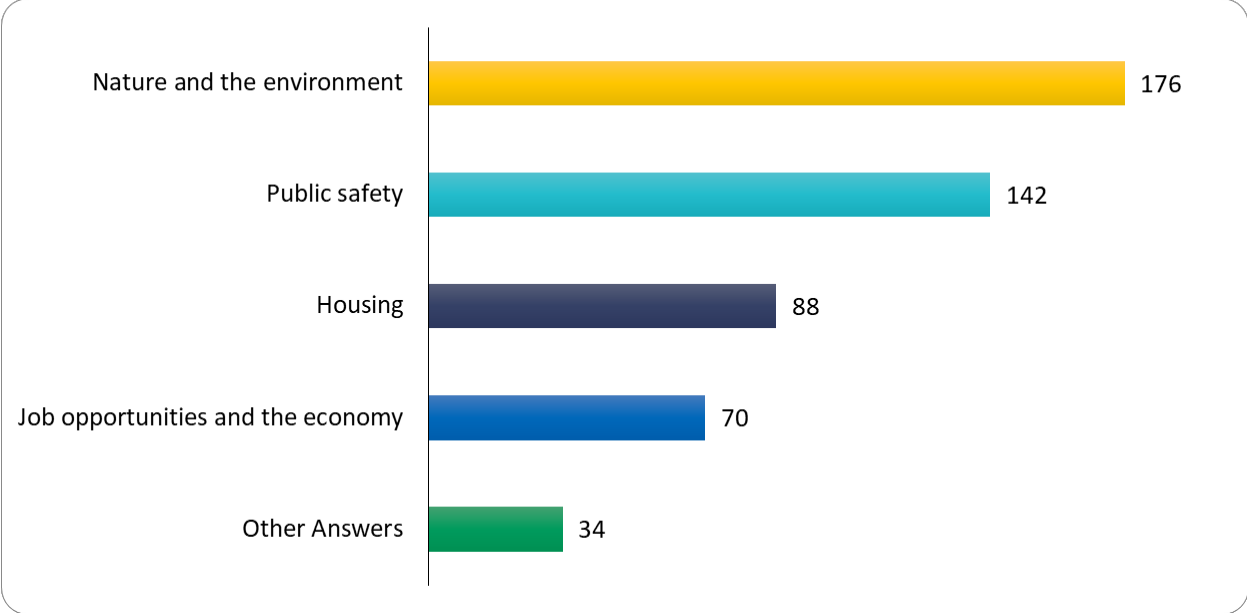
| Answer   | Tally |
|--|-------|
| Nature, parks, and open space                                      | 176   |
| Healthy food options   | 161   |
| Community services and recreational opportunities                  | 150   |
| Businesses, retail, shopping, convenience stores, and services     | 149   |
| Diverse housing options  | 70    |
| Educational and childcare facilities                               | 69    |
| Job opportunities and/or access to transit to take you to your job | 68    |
| Healthcare facilities  | 66    |
| Other Answers  | 30    |

| Write-in Answers   |
|--|
| toxic free landscaping pesticide free and the removal of all synthetic turf materials that will lead to heat islands and toxic runoff and requires much more water for maintenance.              |
| Retaining all significant and exceptional trees in the city. Find other ways to make the roundabouts and sidewalks.  |
| Restaurants  |
| nature/parks but also protect our large tree canopy. It seems wherever we go you are chopping down public trees in favor of hardscape. One can fry an egg in summer on the Aurora walking trail. |
| Public restrooms to encourage people to be outside and ride transit. There exists a culture in Shoreline that denies the need of publicly accessible toilets.                                    |
| Preserving the existing neighborhoods and old growth trees. STOP with all the destruction and rebuilds. It's disgusting.   |
| Proximity to a more urban core or "place".   |

|   |
|---|
| Safety  |
| Crime   |
| Shoplifting   |
| Sidewalks on 20th NW! Focus on wishes of LONG TIME Shoreline residents who pay most of the property taxes in the community!   |
| Sidewalks and street light fixtures! Street racing!   |
| more off-leash dog parks  |
| RESTAURANTS   |
| Retention of mature, native trees. Not only is this important for wildlife and climate change, but also for mental health. To be able to look out at greenery from your home (either an apartment, townhouse, or single-family home) helps cope with stress. It also helps children engage with nature...critically important.  |
| Restaurants   |
| Restaurants and amenities like coffee shops, pubs, small business shopping, etc.  |
| Combining access to transit and access to employment in a single selection is a disservice to this survey and prevents the discussion of this important distinction. These goals should be addressed and support with totality separate prioritization and policy.  |
| Go back to single family lots and traditional housing. Let development happen elsewhere if needed. Your blindness, lack of focus, greed and corruption has destroyed nature and quality of life. Why listen to developers? I am all for a total moratorium on high density life. It is not sustainable. If you build anything, someone will see opportunity to grow. Growth is not a goal, jobs is not a goal, they are not an endgame. Sustainability, health and quality of life is a goal. You are planning on concrete and asphalt, roofs, pollution, congestion, noise, crime, dependence, high taxes, utility costs and infrastructure. My opinion is let it happen elsewhere. That is what is important to us. As if you needed to be told. I'm sure you don't even live here. Why do you care to ask all of these questions about me? Analyzing or targeting demographics have nothing to do with livability, freedom or peace of mind. The desire for health, space, peace, freedom and home is universal. If you cared about these things, Shoreline would be encouraging single family home solar systems, gardens, green house upgrades and the like. Instead local govt decided to wipe out much of nature and turn it into a developers paradise. |
| Decent grocery stores. Less apts less traffic   |
| Safety—as an older woman, I want to walk my dog at sunset confident I won't encounter someone who wants to harm me or rob me. I am very satisfied with my neighborhood regarding the categories listed here.  |
| 1. Plan Future Development Incentives to bring in a higher number of very wealthy future citizens. Encourage the remodeling of existing houses or replacing current mid-century homes with more upscale homes.  |
| 2. Don't allow any more "stubby" buildings with zero yards and space for the residents. The developments along Aurora, north of 185th will be a terrible place to be a child ! How were these buildings ever allowed to be built ! This is planning at its worst IMO.   |
| 3. Keep the zoning west of 8th Avenue NW the same as in the current plan. Provide tax incentives to keep Sky Nursery there. I don't want to see it become a big housing project.  |
| 4. Require future housing projects to have large amounts of gardens and play areas for kids.  |
| safety, homelessness, mental health, substance abuse.   |
| Better transit access (combined with job opportunities above), but wanted to stress the importance.   |

Family friendly restaurants.  
 No more food trucks or starbucks wanted.  
 We do not need any more nail or tattoo shops.  
 No more pot shops!  
 drug problems  
 Sidewalks, updated/improved traffic signals. Schools are prioritized, but please also look at bus stops on side roads - many of them (eg: along W 200th St) have a narrow standing area right in front of a drainage ditch.  
 Public swimming pool  
 Shoreline needs a city pool. We need to teach our children to swim and live safely near water. We should have a place for our high school swim programs to swim. We should strive to be a gathering place where we host large regional swim meets and bring in tremendous revenue for our city. We are missing out on a huge opportunity that would benefit so many.  
 Supporting existing businesses  
 Keeping Shoreline safe especially along Aurora.  
 Separate jobs from transit. Seem you want to tie sound transit to business growth And Public safety and law enforcement creates an environment were all of the above proposer

Q5) We will continue to engage community members in 2024. Which topics would you like to provide more feedback on?



| Answer                            | Tally |
|-----------------------------------|-------|
| Nature and the environment        | 176   |
| Public safety                     | 142   |
| Housing                           | 88    |
| Job opportunities and the economy | 70    |
| Other Answers                     | 34    |

## Write-in Answers

Acquisition of land for more open space to protect the environment and provide low development such as walking trails.

Please do not create concrete jungles in the name of housing. There are many ways to preserve trees in varied housing and sidewalk projects, but it seems that Shoreline's default solution is chop them down, and at most replace with a twig.

Bringing restaurants and more retail to Shoreline.

public toilets

Destruction of existing neighborhoods! Stop trying to price/tax senior homeowners out of their homes!!!

What you are doing to protect tree canopy. "Existing codes" are not cutting it.

Place making beyond parks and libraries.

Educational and childcare facilities (daycares, youth centers, etc.), Recreation facilities

Future sidewalk plans.

Homelessness

There is too much low-end retail and service near me, including convenience stores, pot shops, liquor stores, gambling, gas stations, and fast food. There are very few business nearby that I want to patronize. I would like to know more about how Shoreline is going to promote better shopping, restaurants, and outdoor recreation closer to the Aurora corridor.

Equity, access to human services, diversity

If there will be an increase in public spaces as more people come to live in Shoreline.

To truly make Shoreline more walkable you must consider the trees--plant, water & maintain street trees. Absolutely, new sidewalks but consider minimum width to save the most trees. Also, most will continue to drive (or rely on home delivery) so you must consider who is left out in the heat--our most vulnerable. You talk about the N 145th st. transportation project & envision a mass of pedestrians walking to Aurora & 145th? Granted, there is a pharmacy, restaurants, a tire shop, etc but it's also high crime & prostitution. Just a simple Amazon drop-off can be a risky endeavor. I think the new apt. dwellers near the Light Rail will drive when they can & if no car, will continue to support online delivery in a very big way

I want to talk more about Healthy Food Options and the Businesses.

Public health and freedom of choice. No mandates. The government doesn't know what is best for everyone and mandates are extremely harmful to the individual. No mandates.

Safe bike trails/dedicated bike routes across Shoreline and connecting to major regional bike trails

More restaurants

Please read above. You need to provide people with some options for things to do: restaurants, cafes, shopping. Movie theaters. Theaters, clubs. Rec centers ... something to do!!

I would like to see the City of Shoreline developing a plan to support before and after care for the Shoreline School district students. The schools are a separate budget, but before and after care are not. The school budgets struggle because they are dependent on enrollment, their focus should be on education, and our city can support that by making sure our citizens have access to safe, convenient and affordable before and after care at our schools. Remove this burden from the school budgets but do not remove the services from our schools.

Less apartments and traffic. Less being NY

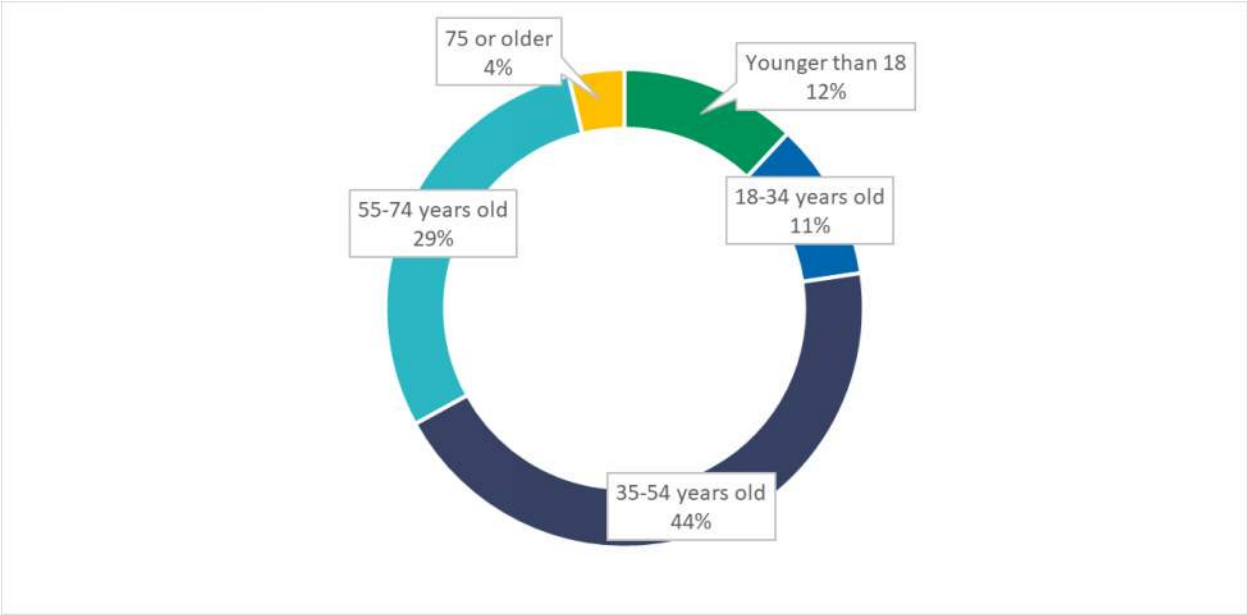
Future planning and development.

Neighborhood hubs instead of one large "city center"

|  |
|--|
| Accessible services/accommodations for disabled  |
| Community services & recreational opportunities  |
| public swimming pool   |
| Community center along Aurora that caters to all ages, and includes a swimming pool. Too much focus on housing and apartment complexes right now, with no apparent eye towards healthy and safe community space to gather, as well as retail stores and restaurants to serve the people moving into the hundreds of units being built. |
| Quality and quantity of retail, restaurants, engaging shops. Also, positive pedestrian experiences like good architecture, selection of retail, good sidewalks and infrastructure.   |
| Walkability and affordability in our city. How do we attract more small business and affordable housing for families in our area.  |
| Would like to see you drop the equity crap and stop dividing people by race!   |
| A public Shoreline swimming pool   |
| Healthcare   |
| How do we keep the problems of Seattle from infecting Shoreline  |
| transportation   |

Demographic questions

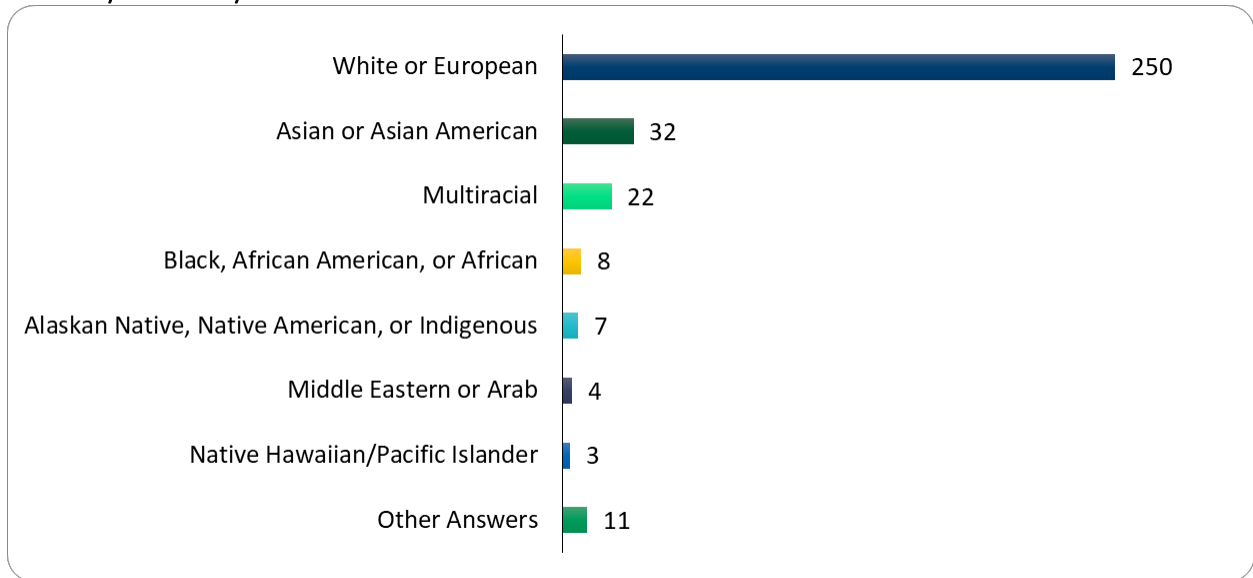
What is your age?



| Age             | Responses |         |
|-----------------|-----------|---------|
|                 | Tally     | Percent |
| Younger than 18 | 38        | 11.95%  |
| 18-34 years old | 34        | 10.69%  |
| 35-54 years old | 141       | 44.34%  |

|                 |    |        |
|-----------------|----|--------|
| 55-74 years old | 93 | 29.25% |
| 75 or older     | 12 | 3.77%  |

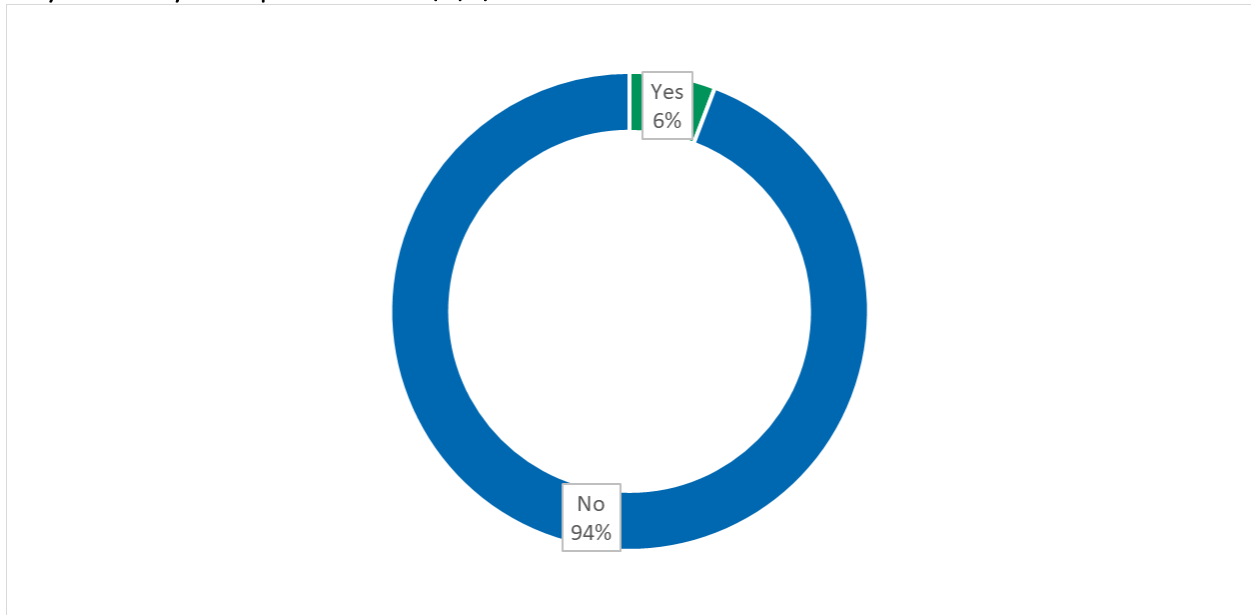
How do you identify?



| Answer   | Tally |
|--|-------|
| White or European                              | 250   |
| Asian or Asian American                        | 32    |
| Multiracial                                    | 22    |
| Black, African American, or African            | 8     |
| Alaskan Native, Native American, or Indigenous | 7     |
| Middle Eastern or Arab                         | 4     |
| Native Hawaiian/Pacific Islander               | 3     |
| Other Answers                                  | 11    |

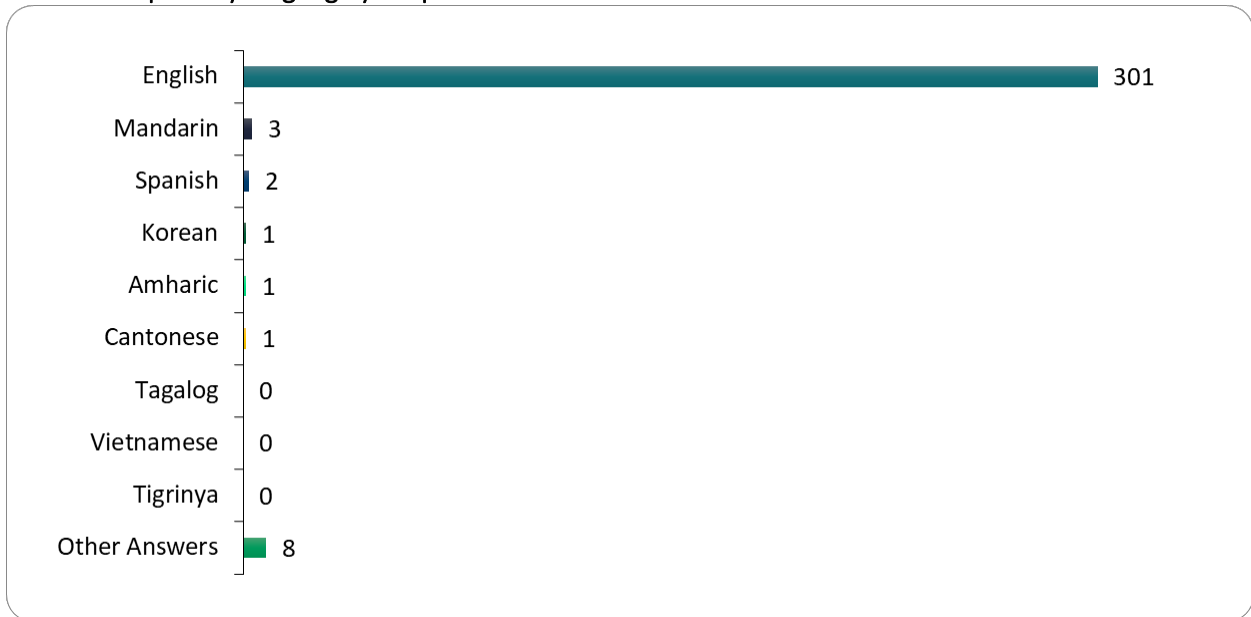
| Other Answers                      |
|------------------------------------|
| Decline to answer                  |
| Latino lives in this house as well |
| Peruvian                           |
| Jewish                             |

Do you identify as Hispanic or Latino/a/e/x?



| Answer | Responses |         |
|--------|-----------|---------|
|        | Tally     | Percent |
| Yes    | 18        | 5.81%   |
| No     | 292       | 94.19%  |

What is the primary language you speak at home?

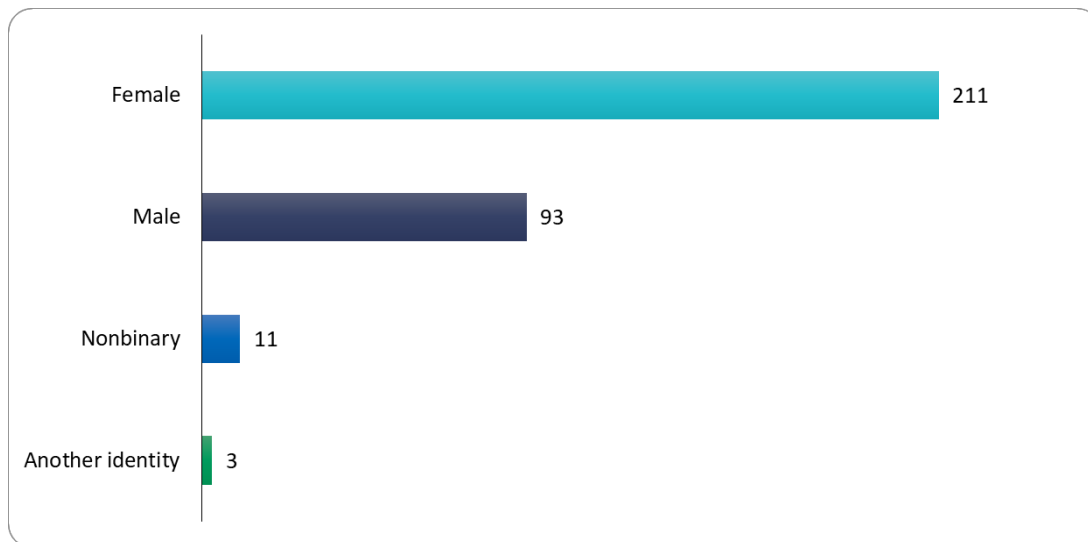


| Language | Tally |
|----------|-------|
|----------|-------|

|               |     |
|---------------|-----|
| English       | 301 |
| Mandarin      | 3   |
| Spanish       | 2   |
| Cantonese     | 1   |
| Amharic       | 1   |
| Korean        | 1   |
| Tigrinya      | 0   |
| Vietnamese    | 0   |
| Tagalog       | 0   |
| Other Answers | 8   |

| Other Answers     |  |
|-------------------|--|
| Thai              |  |
| Decline to answer |  |
| No response       |  |
| Marathi           |  |

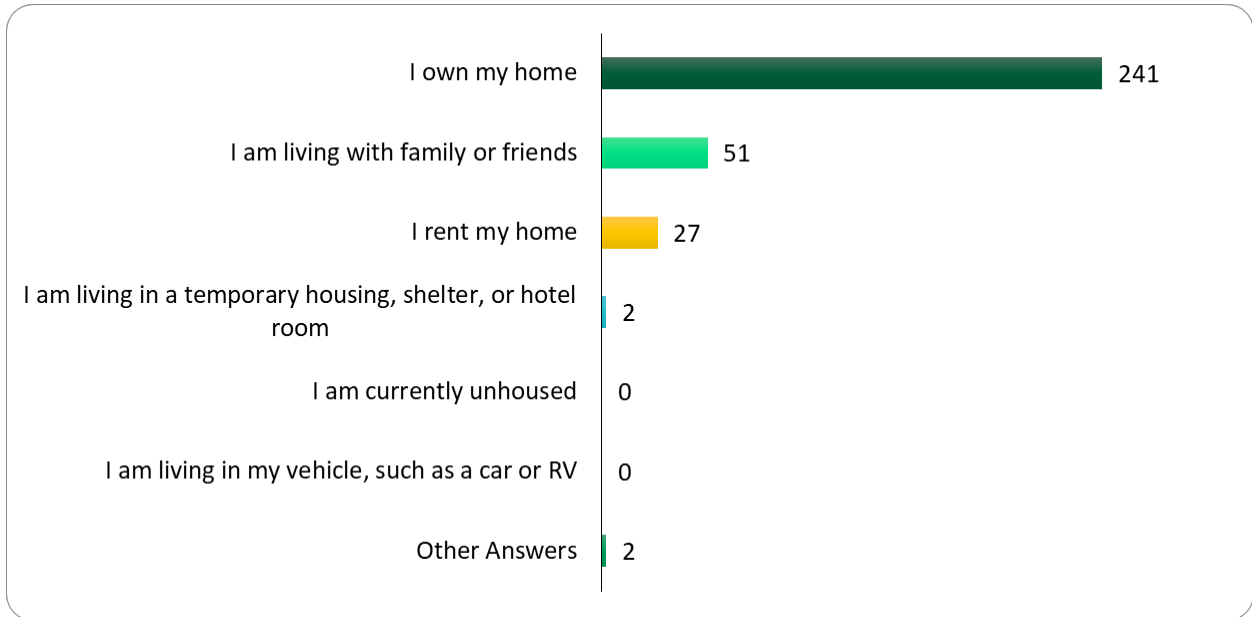
What is your gender identity?



| Gender           | Tally |
|------------------|-------|
| Female           | 211   |
| Male             | 93    |
| Nonbinary        | 11    |
| Another identity | 3     |



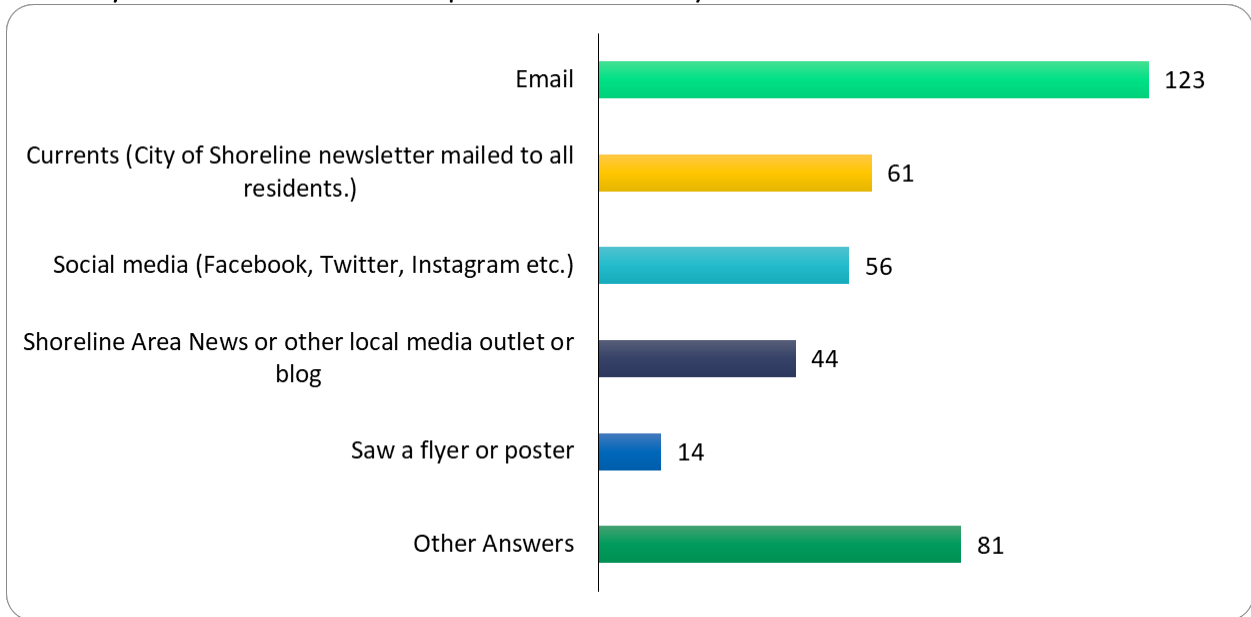
What is your current housing situation?



| Answer   | Tally |
|--|-------|
| I own my home  | 241   |
| I am living with family or friends                         | 51    |
| I rent my home   | 27    |
| I am living in a temporary housing, shelter, or hotel room | 2     |
| Other Answers  | 2     |
| I am living in my vehicle, such as a car or RV             | 0     |
| I am currently unhoused                                    | 0     |

| Write-in Answers      |
|-----------------------|
| Almost on the streets |
| N/A                   |

How did you learn about this online open house and survey?



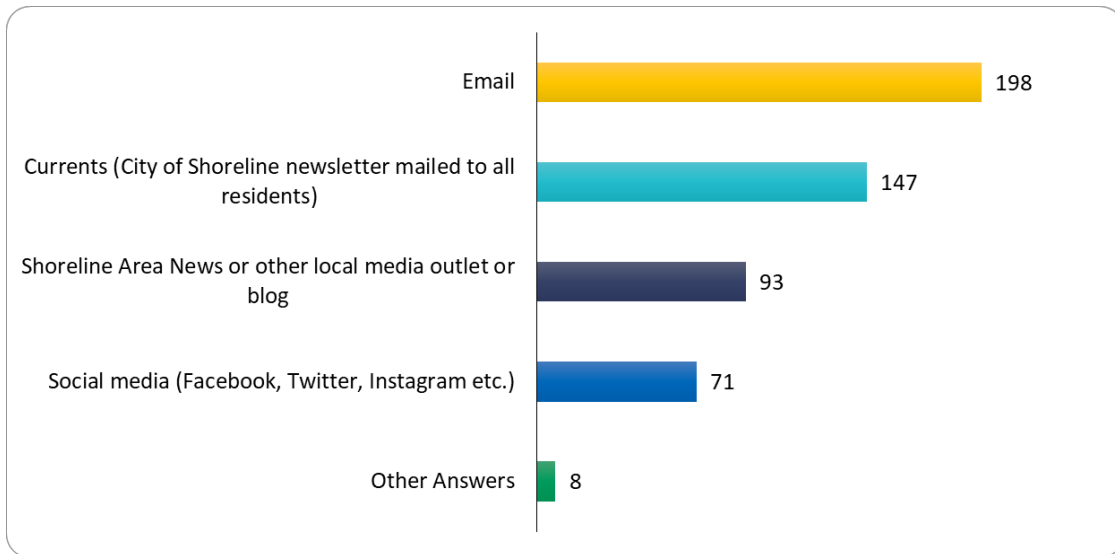
| Answer   | Tally |
|--|-------|
| Email  | 123   |
| Social media (Facebook, Twitter, Instagram etc.)                 | 56    |
| Currents (City of Shoreline newsletter mailed to all residents.) | 61    |
| Saw a flyer or poster  | 14    |
| Shoreline Area News or other local media outlet or blog          | 44    |
| Other Answers  | 81    |

| Write-in Answers                                  |
|---|
| Word of mouth. Save Shoreline Trees.              |
| Neighbor let me know about the survey             |
| Family member                                     |
| friends   |
| Next Door   |
| Other   |
| Shoreline public schools parentsquare             |
| Facebook: Ridgecrest Neighborhood Association     |
| My neighbor passed along the link.                |
| Daughter  |
| Wife  |
| Friend who has lived in Shoreline longer than me. |
| Save trees shoreline or save shoreline trees      |
| text msg from Council person                      |
| Council meetings                                  |
| City's News for Neighborhoods email               |

|   |
|---|
| My teacher  |
| Teacher at shoreline  |
| health teacher  |
| School  |
| School  |
| my health teacher @ shorewood   |
| school  |
| A teacher.  |
| My school actively encouraged students to check it out.   |
| LFP Elementary News bulletin  |
| Shorewood High School - Library presentation  |
| I check the city website regularly  |
| family  |
| School  |
| school  |
| Someone from the city came to our high-school library and my health teacher found out and we are taking this survey in class. |
| Neighbor  |
| Work email  |
| Link provided in Shorewood High School newsletter to parents  |
| School district email   |
| Conversations   |
| Searching for news on shoreline developments  |
| School newsletter   |
| Shoreline SD  |
| Shoreline School District newsletter  |
| Shoreline School District public information update   |
| School district email   |
| A teacher told me about it  |
| A city of shoreline presentation at school  |
| Friend  |
| Shoreline Schools blast   |
| Shorewood high School email   |
| Visit to school   |
| Shorewood high school meeting   |
| Meeting   |
| Comprehensive plan meeting @ shorewood high school  |
| Civics class  |
| Meeting at school for Civic class   |
| Friend told me  |
| school  |
| Shoreline city information meeting at shorewood high school library   |
| Syre news letter  |
| School district communication   |

|  |
|--|
| Shorecrest email. Or District.           |
| Outreach events, Shorewood High School   |
| Visit to my school                       |
| Meeting with planners                    |
| At presentation                          |
| Presentation                             |
| Posted on school's online message board. |
| Community meetings                       |
| Parentsquare                             |
| Einstein letter from principal           |
| Civics Assignment at School              |
| School meeting for civics                |
| Presentation                             |
| School                                   |
| Saw it on the City of Shoreline website  |
| City fair                                |
| Shoreline school district                |
| School district email link               |
| Staff                                    |
| Shoreline School District                |
| Shoreline SD email through ParentSquare  |

What is the best way for you to stay connected and learn more about the Comprehensive Plan?



| Answer  | Tally |
|---|-------|
| Email   | 198   |
| Currents (City of Shoreline newsletter mailed to all residents) | 147   |
| Shoreline Area News or other local media outlet or blog         | 93    |

| Answer   | Tally |
|--|-------|
| Social media (Facebook, Twitter, Instagram etc.) | 71    |
| Other Answers                                    | 8     |

| Write-in Answers   |
|--|
| Local radio stations (KEXP, KBCS); Billboards in Shoreline |
| Richmond Beach Community Newspaper- RBCA                   |
| Local news   |
| Flyer or poster  |
| teacher  |
| friends family   |
| No thanks  |
| Shoreline SD email through ParentSquare                    |

Appendix: II: Phase One Ideas Wall comments

| Idea Type | Idea   | Up Votes | Down Votes | Sentiment |
|-----------|--|----------|------------|-----------|
| Housing   | Encourage ADU to keep original houses in tact. Raise the income requirements for seniors to get a break on property taxes so we are not forced to sell   | 16       | 3          | NEUTRAL   |
| Housing   | We need zoning changes that allow for more "flats"-- single story apartments that are more accessible to seniors and people with mobility challenges. The 3 story townhouses that are popular to build right now are great for increasing the density of housing, but are only appropriate for young people without disabilities. Particularly are lightrail and the transit hubs, having more accessible housing options will be a huge boon to aging in place. | 12       | 1          | NEUTRAL   |
| Education | Fund the schools. We need to ensure the schools have funding to attract and retain the best educators. The children of Shoreline in 20 years deserve the very best school district possible.   | 15       | 0          | NEUTRAL   |
| Housing   | Affordable housing. We are in the middle of a housing crisis. Washington state needs 2 million new homes in the next 20 years, most of those low-income and most in King county. We need beautiful, affordable homes near transit, retail and parks.   | 13       | 0          | NEUTRAL   |
| Education | I wonder if the new property tax increase with no cap or expiration that recently passed could fund our schools?   | 0        | 1          | NEUTRAL   |
| Housing   | Incentives or subsidies for ADU would be helpful for homeowners. New property tax increases that don't have a cap OR expiration are going to make what used to be an affordable place to live a lot more expensive for homeowners!   | 0        | 1          | NEUTRAL   |

|           |   |   |   |          |
|-----------|---|---|---|----------|
| Housing   | Allowing ADU makes sense to increase density. Our housing crisis is not caused by property taxes. Capping property taxes is just another kind of government hand out. With all do respect, I don't believe we need more even more subsidies for older, privileged home owners. We need subsidies for poor people and for the younger generations.   | 0 | 0 | NEGATIVE |
| Education | Moved to Shoreline for the schools. I want my kids to be challenged and get a high quality education which is in line with today's technology.  | 3 | 0 | POSITIVE |
| Education | I have heard many times that Shoreline has good schools. I have 2 in SSD (elementary). It's great, but I don't understand why the City's website lists or talks about our great schools - b/c as far as I can tell, the School District and City are two different entities and their budgets have nothing to do w/ each other. Schools are in major hurt right now, but City can't do anything about that. So don't ask us in this platform, since you can't do anything about that? | 1 | 0 | MIXED    |
| Education | Here's what I do not understand... why does this City website ask for ideas about Shoreline Schools when the School District and City are different? Different budgets. I don't understand how the city helps influence this, unless it's by having housing that young families w/ young kids can afford a home in Shoreline.   | 3 | 0 | NEGATIVE |
| Housing   | good point - yes we need to make sure there are accessible and affordable units in the new apartments going in in all areas of town   | 0 | 0 | POSITIVE |
| Education | We need to invest in our schools right now. What is happening now is absolutely not the way we should be running our schools. Families live here because of the great reputation of our teachers, but if we cannot fund them properly, we are shooting ourselves in the foot.   | 9 | 0 | NEUTRAL  |

|           |   |    |   |          |
|-----------|---|----|---|----------|
| Education | How education is funded is a problem.<br><br>For a city to attract families, the education system must be functioning well. Right now it isn't. It should be possible in some way to fix this funding problem. Even if it is a quick temporary fix. I'd rather have high quality education than fancy, illogical bridges over crosswalks. | 0  | 0 | NEGATIVE |
| Housing   | There needs to be small businesses and grocery store near all of these new apartment buildings.   | 2  | 0 | NEUTRAL  |
| Education | Stop giving developers 12 years free property tax when our schools are in a budget crisis.  | 12 | 1 | NEGATIVE |
| Housing   | There is no reason that all of Meridian from 185th to 205th shouldn't be zoned for the town houses. It's close to the light rail, and the transit center.   | 6  | 1 | NEGATIVE |
| Housing   | Make it easier to rezone individual lots.   | 6  | 7 | POSITIVE |
| Housing   | Couldn't agree more the lack of townhomes, duplexes, triplexes makes no sense given the housing and affordable housing shortage.  | 0  | 0 | NEGATIVE |
| Education | Absolutely, they do not deserve a subsidy from other property owners when they don't bring anything special to the table.   | 0  | 0 | NEGATIVE |
| Housing   | Allow more housing types and density throughout the city. Especially higher density mixed-use around public investments like parks, business districts, schools, public transportation, etc. Lets make the most of these assets.  | 10 | 6 | NEUTRAL  |
| Housing   | The existing light rail subareas shouldn't have phased in upzoning that starts in the 2030s. The light rail is an expensive public investment with stations opening in 2024...why restrict part of the walkshed to single family houses for the next decade?  | 4  | 4 | NEGATIVE |



|         |  |    |   |          |
|---------|--|----|---|----------|
| Housing | Remove parking minimums...at least around high frequency public transit. Parking minimums make housing/construction more expensive, encourages car dependence, and takes up a lot of space (that could be used for more housing)   | 7  | 6 | NEUTRAL  |
| Housing | I'm generally supportive of the idea, but it needs to be done carefully to avoid conflict such as parked cars crowding nearby streets or people parking on sidewalks/bike lanes. I think it's reasonable to maintain parking minimums in areas without convenient walking access to basic needs. For example, there are currently no grocery stores within a 15 minute walk of 1st Ave NE between 145th and 155th (across from the future light rail station). | 2  | 0 | MIXED    |
| Housing | Help seniors stay in our homes. It feels like you just want us to pay for everything and don't care what happens to us. Increase the income requirements for seniors to be exempt from property tax increases.   | 10 | 1 | NEUTRAL  |
| Housing | Create some kind of penalty for the owners of the largest cars too.  | 1  | 0 | MIXED    |
| Housing | The wealthy developers need to start paying their fair share instead of getting sweetheart deals from the city.  | 4  | 0 | NEUTRAL  |
| Housing | I respectfully disagree. We don't need more government subsidies to senior home owners to encourage single family homes. Our city needs to focus on helping younger generations and lower income people get housing. That means more density.  | 0  | 3 | MIXED    |
| Housing | This is not just a Shoreline problem. Property taxes are out of control thanks to the city ( and its inhabitants who like all tax increases on property owners), the state and the county. We need an income tax in this state to create fair taxation.  | 0  | 0 | NEGATIVE |

|         |   |   |   |          |
|---------|---|---|---|----------|
| Housing | Based on the growth projections for shoreline to have 32,000 more residents by 2044, those residents will be placed in the 22% of land that is not capped at 4-6 homes per acre. It doesn't seem right that 78% of the developable land in Shoreline (14,437 / 17,500 pieces of land) is reserved by law, to only be allowed to build single family homes. This will eventually lead to overcrowding, traffic congestion, and overconcentration of people.  | 3 | 3 | NEUTRAL  |
| Housing | Encouraging ADUs does not help people obtain home ownership or have opportunities to build wealth. ADUs on single-family home lots just line the pockets of existing home owners while making it harder to build real density that will help supply the demand.   | 0 | 0 | NEGATIVE |
| Housing | I realize the city is growing and that there are options for multiplexes. I would like to endorse the one with porches. If encouraging connection is part of the City plan, then having a porch helps people connect. The other two options don't offer this.   | 4 | 0 | MIXED    |
| Housing | more one level smaller homes for people who want to downsize, but not townhouses that tend to be multi-storied.   | 3 | 1 | NEUTRAL  |
| Housing | Shoreline should enable as many residents as possible to be able to safely and happily complete most of their daily trips/errands within a 15 minute walk or 5 minute bicycle ride.<br><br>That would help residents feel happier, be healthier, and help the city meet climate goals. This vision would drive many needed improvements, including: zoning allowing many more pockets of retail, restaurants, & services; zoning allowing more density; pedestrian-focused streets w/ more sidewalks and bike lanes; etc. | 6 | 1 | NEUTRAL  |
| Housing | Instead of parking minimums, perhaps a prohibition or at least a limit on parking for internal combustion vehicles? i.e., limit the number of new parking spots that do not include chargers for electric vehicles...   | 0 | 0 | NEUTRAL  |

|           |  |    |   |         |
|-----------|--|----|---|---------|
| Education | Explore family-size unit incentives to attract more families with school-age children to the City to address the School District's financial difficulties as a result of decreased enrollment. Currently the City MFTE program limits rent to affordability levels of 70% Area Median Income (AMI) for studios and one-bedrooms, and 80% AMI for 2 bedrooms or larger. Study adding specifications for larger units, for example 3 bedroom units between 90% and 105% AMI and 4 bedroom units between 100% and 115%  | 0  | 0 | NEUTRAL |
| Education | Address School District declining enrollment by incentivizing amenities that attract families such as daycare businesses, playground equipment on-site or in nearby public parks, or other family-oriented improvements investments. Consider implementing as an alternative to mandatory inclusive affordability in the light rail station areas, or similar to the Deep Green Affordability Program, offering a different way to access the same benefits of that program by developing family-friendly buildings. | 5  | 0 | NEUTRAL |
| Education | Link College to Shoreline Place with a reimagined 160th Street as a creative innovation campus parkway with land on both sides zoned for a mix of lofts, flats, storefronts, office, life-science labs, clean tech, boutique industrial, light manufacturing, artists lofts, recording studios, galleries, live music venues, maker spaces, and other uses that leverage commercial/transportation infrastructure at key intersection of 160th and Aurora and the higher ed./workforce less than 1 mi. to the east.  | 4  | 0 | NEUTRAL |
| Housing   | Please keep North City as an urban village! We need to make sure DESIRABLE retail and commercial, such as restaurants and breweries are within walking distance in this neighborhood! We are on the verge of turning Shoreline into simply a place to live in and work in Seattle. We need to keep desirable destination areas.  | 11 | 0 | NEUTRAL |

|           |  |   |   |         |
|-----------|--|---|---|---------|
| Housing   | Really? I live north of N 145th in Highland Terrace. In one day I might go to Shoreline's Spartan Center for a class; Safeway; the Seattle Library (Broadview Branch); and, over to visit friends in Richmond Beach. Not a 15 minute walk or 5 minute bicycle ride.  | 0 | 0 | NEUTRAL |
| Housing   | As voted on by the WA state 2023 legislature, the state now decides what building types can be permitted on residential zones which includes approximately 80% of land in Shoreline. It will take awhile for the state to provide models, but watch for more ADUs, duplexes, 2-3-4-5-6 multi-plexes, townhouses, cottage houses, courtyard apartments, and stacked flats to be built in all of Shoreline's neighborhoods. Cities have to select 6 of 9 building types, in addition to single family houses.  | 0 | 0 | NEUTRAL |
| Housing   | Lots of housing options have been approved by the WA state 2023 legislature, HB 1110 Middle Housing. Watch for duplexes, 3-4-5-6-plexes, townhouses, cottage housing, courtyard apartments, stacked flats coming to a neighborhood near you. The state now mandates that cities choose 6 of 9 building types, in addition to single family housing and ADUs. Lots of options. A minimum of 75% of the trees can be cleared from residential zones. Onsite parking is limited so more parking on streets.   | 0 | 0 | NEUTRAL |
| Education | I think the Multifamily Property Tax Exemption is 12 years or 20 years (for 99 year program), <a href="https://www.shorelinewa.gov/business/property-tax-exemption-pte-program">https://www.shorelinewa.gov/business/property-tax-exemption-pte-program</a> . This is so the multi-family apartment complexes will offer 20% of their housing inventory as affordable housing. These properties are paying one-time impact fees to parks and transportation (?). Worth checking out for more information. I think I pay a sum to the schools as part of my property tax? | 0 | 0 | NEUTRAL |
| Housing   | Check out the King County senior discount program on property tax.   | 0 | 0 | NEUTRAL |

|           |  |   |   |          |
|-----------|--|---|---|----------|
| Education | The Multifamily Property Tax Exemption program has 12 and 20 year components. Developers of these multi-family apartment complexes must allow 20% of their housing inventory to be "affordable" - is it affordable? \$1600 for a studio? Developers do pay one-time impact fees to parks and transportation (?) - maybe worth looking into. Hopefully the City of Shoreline will also come up with an affordable housing program that is truly affordable. I think part of my property tax payments go to schools? | 2 | 0 | NEUTRAL  |
| Housing   | WA state 2023 legislature passed HB 1110 middle housing bill that requires cities to choose 6 of 9 housing types on residential zones (80% of land in Shoreline): duplexes, 3-4-5-6-plexes, townhouses, stacked flats, cottage housing, courtyard apartments will be coming to a neighborhood near you, in addition to ADUs. Limited parking onsite though and more trees will be cut down (minimum of 75% of trees can be removed).   | 0 | 0 | NEUTRAL  |
| Housing   | Look at the King County senior property tax program. Seems reasonable break on property tax for seniors.   | 0 | 0 | NEUTRAL  |
| Education | Why are the schools not funded?  | 0 | 0 | NEGATIVE |
| Housing   | I agree about the developers getting sweetheart deals, and everyone else paying through the teeth. I could not believe how much our property taxes went up this year (I'm a senior). And yet the developers (who don't care AT ALL about our city) have to pay almost nothing. It's TERRIBLE.  | 1 | 0 | NEGATIVE |
| Education | Totally agree. It's sinful that the City Council has allowed this subsidy.   | 0 | 0 | MIXED    |

|         |  |   |   |          |
|---------|--|---|---|----------|
| Housing | There is way too much new construction of large apartment/condo complexes happening too fast. Such a large increase in density greatly harms the quality of neighborhoods, and it is awful to see so many irreplaceable mature trees being cut down by developers (trying to claim that they can "offset" the destruction of 50+ year old trees that by planting saplings is nonsense).  | 7 | 3 | NEGATIVE |
| Housing | Concerned with high rise apts going up. They take away the open space , Too high not attractive colors On Aurora Avenue. Also too Close to the street. Evaluate type of Businesses. Discourage drug vaper shops Amount of Bars, Could use more restaurants north of 160th. Family oriented.Maybe a Penney's . Up here. I don't think wheelchair people should cross the street alone.When there is a Windy night Shoreline needs to keep the streets clear of trees and Branches limbs . On Innis Arden Dr. back S | 1 | 2 | NEGATIVE |
| Housing | Of the three options for middle-housing, I would like to advocate for the one with the front porch. In Shoreline's city statement there is wording around connection. Neighbors are more likely to connect when they have porches, versus the high deck looking down on people in one of the options.<br><br>Porches encourage conversation as people walk their dogs or out for a stroll. When we see familiar faces we are more likely to say hello and perhaps get to know our neighbors.                       | 1 | 0 | NEUTRAL  |
| Housing | I completely agree! It breaks my heart to see big trees coming down, and I thought Shoreline was a city that protected its trees. I wish the developers had to work around the big trees. One thing I love about our house is my garden and having a private backyard. With so much development nature gets destroyed. People seem to forget that nature is vital to mental health.  | 0 | 0 | POSITIVE |

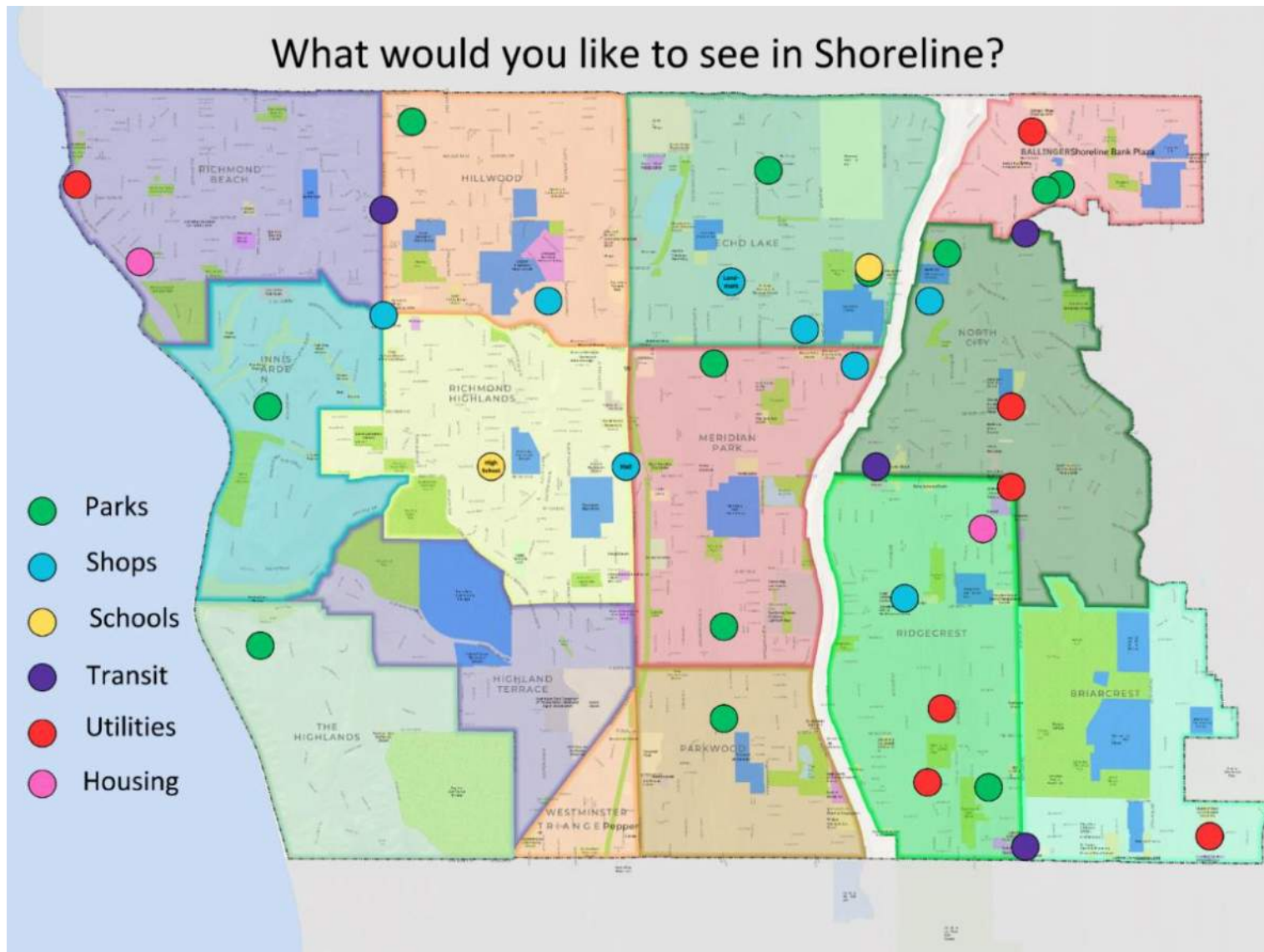
|         |  |   |   |          |
|---------|--|---|---|----------|
| Housing | Yes, I just left a message saying the same thing. People from the south know how important porches are for building community. The last thing I want to see across the street from my house is some "modern" sterile building with no character and no porches.  | 0 | 0 | NEGATIVE |
| Housing | The issue with many of the new large developments in Shoreline is the scale of the building and how it interfaces with the street. Look at the 'Current' at Westminster/155th and Aurora. The entire facade of the building facing Aurora and the Interurban Trail is a blank concrete wall and/or garage parking behind metal grating. Walkers, runner and bicyclists are bounded by this as they travel an entire city block. If this meets current development code, something needs to change. | 3 | 0 | NEGATIVE |
| Housing | I agree that more of the trees should be preserved, but the attitude of "a large increase in density greatly harms the quality of neighborhoods" is why we have a housing crisis in the area.  | 0 | 0 | MIXED    |
| Housing | Please consider allowing unit lot subdivision of accessory dwelling units.   | 0 | 0 | NEUTRAL  |
| Housing | Please roll back or consider modifying the townhome design guidelines passed a few years ago. Since they were passed very few townhomes (affordable to entry level buyers) have been built.  | 0 | 0 | NEUTRAL  |
| Housing | Extend the row homes up Meridian to 195th on the west side. There is no reason that Meridian shouldn't be more utilized with all the mass transit around it.   | 3 | 0 | NEGATIVE |
| Housing | With all of these apartments going up in the North City Business district where are the kids going to go to school? Where will they park? How will this affect traffic for the businesses? Where will people eat? Where will people shop? There is absolutely no amenities to live here in North City. Also we have way too many apartments in this area as it is, are they even full? I am sure these have been thought through, however I cant find the answers...or are there any answers?      | 3 | 0 | NEGATIVE |

|           |  |   |   |          |
|-----------|--|---|---|----------|
| Education | With our schools already at capacity, where do you plan on all of these kids from these apartments going to school? I work at Frank Lumber in Shoreline, and live in Shoreline, part of the draw here was how great the schools are. With all of these huge apartments getting tax breaks how are you going to support our school district and keep Shoreline school district one of the best in the state?  | 2 | 0 | NEUTRAL  |
| Education | School enrollment is in decline, which is the cause of the fiscal crisis faced by school districts across the state, including Shoreline. Most school districts are considering closing and consolidating schools to reduce overhead, unfortunately. Most new residents moving into Shoreline have been singles or couples with no kids. Most new apartments are studio and one bedroom units, but larger units could be incentivized to attract more families as has been discussed in other comments here. | 0 | 0 | NEGATIVE |
| Housing   | Especially in areas close to already upzoned areas like the light rail and transit.  | 0 | 0 | NEUTRAL  |
| Education | yes! Stop giving developers tax break at the expense of our schools and kids.  | 0 | 0 | NEGATIVE |
| Housing   | There needs to be a way to rezone single lots close to transit and light rail.   | 0 | 1 | NEGATIVE |
| Education | Bring college courses and opportunities into the living hubs in the community.   | 0 | 0 | NEUTRAL  |



|         |   |   |   |          |
|---------|---|---|---|----------|
| Housing | I agree with strong need for amenities near the high density areas. More neighborhood cafes, ice cream spot, bars, pizza places, small local grocery shops/markets that have some really good foods to buy... fresh produce, cheeses, fresh breads, craft beers, wine selection, maybe some deli meats, pastas, pints of ice cream, some ingredients so you can shop local and WALK to it. Whether it's in the bottom of the new apartment buildings, or older structures that need the correct zoning. | 0 | 0 | POSITIVE |
| Housing | North City has so much potential! And Ridgecrest. Both area have some great cafes, bars, restaurants. It'd be cool if there was grant funding or something to get more murals, flower planters or nice landscaping in North City to entice walkers or patrons. Often the parking lot is weird and barren, run down., or has industrial remnants. A Sip&Ship store would be cool — where you can get coffee, buy a nice sentiment card, mail off packages.   | 0 | 0 | POSITIVE |
| Housing | There are some cool activities spaced far apart from each other and will be driven to. AND we can also have little neighborhood locations of cafe; a bakery; ice cream shop, restaurant, brewery; a little market that offers good cheeses, breads, fresh produce, wines, beers, sparkling waters; a "Sip&Ship" type store where you can mail packages/get coffee or tea/buy a card or neat little gifts. I would love this near me!  | 0 | 0 | POSITIVE |

Appendix III: Poster map results (Phase Two)



## Appendix IV: Summary notes from focus groups

### Phase Two

#### Center for Human Services (CHS)

Date: November 8, 2023 | 5:30 – 7:30 p.m. | CHS (17018 15th Ave NE, Shoreline, WA 98155)

Staff: Daizsa Faust (S&A – set-up/take-down), Susanna Williams (S&A – set-up/take-down), Elise Keim (CoS – City Representative)

Participants: Spanish-speaking Shoreline community members

#### 1. What is your connection with Shoreline and what do you like the most about?

##### *Comments:*

- Response from a resident of 17 years: Things and the town have changed a lot, and they liked the security they had in the past. There is a lot to improve.
- Response from a resident of 5 years: What they like most about the city is the school district for its academic level, although security could be better.
- Response from a resident of 8 years: They like the school district, and the city offers many support programs for families. Also, the police are punctual.
- Response from a resident of 19 years: They have lived happily here; the school district has been beneficial for their children who grew up in this city, the quality of the other residents, neighbors, the parks, and the vegetation.
- A 25-year-old resident shares the same opinion as the previous resident; they have not felt racism and likes the parks a lot.
- A relatively new Shoreline resident says they have friendly neighbors, and they integrate people into institutions like the church.
- Another Shoreline resident stated that they like that there are homes available but there is also insecurity and street problems.

#### 2. If you close your eyes and think about what the city of Shoreline would be like in 20 years, how do you imagine it?

##### *Comments:*

- The majority agreed that nature should be preserved even though the urban part is growing. They would like more education to take care of the environment and for there not to be so much garbage in the streets. More recycle teaching, to have more platforms, and to improve the existing ones.
- If the city expands and grows, let it not lose the green areas; let there be spaces for pedestrians. Residents want green areas to be maintained and there to be more parks so they can breathe cleaner air. Several residents said there was a dispute recently because the city wanted to remove a park to build more unnecessary buildings.

- Many feel overwhelmed and distressed by so much construction. They think that, hopefully, the city maintains its architecture, that the quality of life is maintained, and that the residents can work right here without having to leave where they live to look for employment opportunities. They often leave the city because there are few job offers, or if there are, they pay much less than in other cities.
- The city's growth has been excessive, but growth is needed in education, security, and public transportation.
- They would like to see more roads (lanes) and platforms built. Likewise, if the city is growing, it should not be at the level of residential buildings but also at the level of others that generate sources of employment; That is, there must be a balance between one and the other.
- Others say that the city is growing too much but that the family is shrinking because there are fewer children in the city than before, partly because new families no longer want to extend them to new generations.
- They would like the government to support the city in some way so that families have more help with childcare so that mothers or fathers could go out to work; for example, a family that can have the service childcare has more opportunity to work and would need to ask for as much help to cover other basic needs.
- An important point that stood out was that the residents raised their voices to express that there should be a city plan to safeguard the lives of the animals that are within the city. As for the nature part, if the city removes the trees, they should replace them with others, or plant new ones. One resident pointed out that trees are cut down to avoid accidents.

**3. If you live in Shoreline or would consider living in Shoreline: when you think about your neighborhood, what would be easier for you to have in the city to meet your other basic needs?**

*Comments:*

- Something significant to highlight is security. They have noticed a high growth in people living in the streets, and many residents believe the government should create more spaces and sources of employment to reduce the high percentage of these people. They understand they should be helped, but not giving them so much to them that it harms the residents and makes them feel unsafe. Most people living on the streets have the money to buy drugs and marijuana, but they live begging to eat, and refuse to receive help or rehabilitation. Some residents even indicated that the increase in homelessness is a consequence of the legalization of marijuana, and this has increased because they say that the government gives them many rights and enables them. Shoreline residents feel afraid to even go out to their doors, since these people are aggressive.
- Residents insist that more sources of employment must be generated because many people have to look for better salaries in other cities. Before, this was compensated because housing was more affordable and accessible. Not anymore. Lately, rents and mortgages cost the same as in Seattle.
- The increase in taxes has also generated a lot of burden on the cost of living.
- Everyone agrees that they should increase public lighting, have more accessible healthcare services, and, above all, security since they feel this is one of the most critical factors lost in Shoreline.
- The residents responded they need more recreational parks. They complained that there was a community pool, but they closed it. The only one available is the one at YMCA, but it would

not be enough to supply the entire city. They wished there was a place that symbolizes the city, that when people talk about that place, everyone knows where it is because it is something that belongs to them.

#### 4. Other challenges the city is facing:

*Comments:*

- It would be security as the main issue.
- Finding housing with affordable prices and more spaces or roads not only for the public but also private transportation. However, many don't agree. There are too many lanes for your vehicles to travel.

#### 5. What influenced the decision to move for the people who have moved in the last five years?

*Comments:*

- It has been the school district and how the city looked before with more family atmosphere and fewer homeless people. Although, they assure that for a young family that wants to establish here with their family, it would not be very rent accessible. Some residents prefer to go to other places since they assure that the home has exceeded its economic limits.

#### 6. Floodings:

*Comments:*

- Some say that some sectors of the city suffer from flooding, and they do not know who to call for help.

#### 7. What are your ideas to make Shoreline a cozier, safer, and more inclusive place to live, work, and play?

*Comments:*

- Residents believe there should be more cultural places where families can go out to enjoy and not have to go to other cities to look for this entertainment so that it once again has more of a family atmosphere, like more family-friendly restaurants and more parks where you can find activities for all family members.

#### 8. Message to Shoreline leaders:

*Comments:*

- They appreciate the leaders for considering the voice of Spanish speakers and their needs, and the agreed message is their concern for safety, high housing prices, disproportionate building construction, and the increase in the homeless population. Also, the need for more connections for public service

### **Renters**

Date: November 9, 2023 | 4-5:30 p.m. | The Blakely Apartments (1140 N 192<sup>nd</sup> St. Shoreline, WA 98133)  
Staff: Frana Milan (S&A – facilitator), Haley Schulberg (S&A – note-taker), Elise Keim (CoS – presenter, SME)

Participants: Renters in Shoreline

*Elise presented an overview of the City of Shoreline’s 2044 Comprehensive Plan. Notes of the comments and questions from attendees following the presentation are detailed here:*

- One attendee was a part of a community group when he was a homeowner. There was already funding in place to fund different initiatives like murals etc. in which the group was involved.
  - How is the City going to pay for the Comp Plan? Is Shoreline tapping into the infrastructure bill? Is the City pressuring the state to pressure the federal government to give money?
  - Shoreline lost the opportunity for a new Ice-Skating Rink because of the hockey team
  - How can the City tap into funding? There is so much funding
  - He wants the City to be able to tell community members how they’re applying for funding
- Silent investors are coming in and funding things. The voices of the people aren’t being heard.
- How does the City Council make sure they’re hearing from all the different parts of the City?
  - Elise: We’re trying to target key demographics. We host events like this and then report to the City Council.
- Most people here are concerned about rent increases and rent caps. What is this all concerning?
  - Frana: It covers all of that - the comprehensive plan is an umbrella over the direction of decisions. It can set the stage for things to happen or not. Housing included.
- Would rent control be included? – Elise to look into this

**Question #1: If you live in Shoreline or would consider living in Shoreline: when you think about your neighborhood, what would make it easier for you to get the services and amenities you need and want?**

*Comments:*

- Parking – if building amenities please build parking and stop pretending people who rent don’t drive cars
- No new six plus story buildings other than limiting to Aurora corridor
- More public bathrooms and garbage containers especially at transit center
- More dog parks
- More restaurants – mid-level, not fast food
- Save trees
- More garbage containers along street
- Increase support services for elderly, especially those living alone
- Snow removal on interurban trail

- Mother nature is the best artist out there – incorporate nature into development wherever it is happening – at roundabouts, sidewalks etc.
- Transportation – would like a both a hub where you can get anything you want: rideshare, taxi, bus etc. and a residential shuttle service. There is a desire for more frequent or reliable shuttles for people who need shuttles
- More walkable business areas with individual coffee shops etc. that are more attractive, where you want to go to walk and shop etc.
- Wifi – is this available to public?
- Green space
- Who is responsible for pedestrian safety during construction? There are so many barriers and hazards for people with disabilities. Who is monitoring these developers to ensure residents are safe?
- Increase police surveillance. Drag racers come through every night - where is police surveying?
- It is scary to walk down 99 at night because there are no police
- Lack of convenience for residents. Would like easy access to convenience stores or community areas like cafes or restaurants that are walking distance
- Sociability of neighborhoods w/ flexible zoning – i.e. cafes, meeting places
- More building security, neighborhood watch/support
- Increased walkability
- Rent control
- Proper knowledge on what is actually being built here
- How we're going to protect citizens when crime occurs in the area
- Safer intersections
- Diversity

**Question #2: Aside from the cost of housing, what are other housing challenges you are facing in Shoreline?**

*Comments:*

General note: Everyone agrees housing costs is a huge concern.

- Pet friendly and nearby access to dog parks
- More rideshare options and local bus service to get in between amenities
- More parks and Community center in neighborhoods
- Safety of all different kinds. Driving, walking, being in the park, being in crosswalks, lack of ADA accessibility for housing, being safe in own home. People can't walk on sidewalks when construction. Cars are getting broken into.
- Transportation issues – both lack of parking for people who drive and needing more public transportation
- Loss of greenspace. People need to be able to look out a window and see a tree.
- Maintaining greenspace when living in urban space
- Housing, other than cost
- Parking/transportation
- Does the City monitor people doing construction? There has been a construction site where both sidewalks were blocked. Residents were told to walk in the streets. – Elise to talk with public works about this

- Who is protecting renter rights? As renters, the state has no laws regarding rent control or percentages that can be charged each year. In NY, you are only allowed to raise 3% etc. For people 55 + or on limited incomes, where do they go live when rent continues to increase?
- Security within buildings – The Blakely has a drive through security at nighttime and a person who walks around. Driving around is one thing, but security/patrol is not a consistent thing. What can we do to make it safer?
- Consistency of management. Blakely has had 4+ managers in last 2-3 years. That's a lot of change. Would be preferable to have local ownership instead of from other countries
- Need for minimum of 1-year lease
- Lack of parking
- Size of apartments, decreasing
- ADA Unit counts need to increase for affordable housing
- Education on technology needs to fit with the times
- Protection from scams at the doors, direct mailers, things like that needs to stop being targeted towards 55+ communities. It's detrimental to income, they can't survive

**Question #3: What is your one top idea to make shoreline a more welcoming safe and inclusive place to live work and play?**

*Comments:*

- Community gardens
  - Clean green spaces
  - Need to be accessible
- BlackBerry bushes at lake cleared out
- More security patrols, particularly on foot
- Affordability (housing)
- Tree replacement 1:1 (native trees)
- Increase public transportation
- More dog parks in walking distance
- More accessible services close by
- Safety
  - Personal and property
  - On the trail
- More small gathering spaces +1 +1
  - Green, pedestrian friendly, safe
- Construction safety and communication with neighbors
  - Accessibility during construction + safety
- Truthful and fair administration of policies by the city
- More street lights.
  - Consider REM sleep of birds – use yellow or purple lights
- Community connections
  - Events throughout year for all ages



- Sidewalks and trails clear of snow/ice
- Litter pickup
  - Streets and in front of buildings

## Banchero

Date: January 2, 2024. | The Ramsey Apartments

Staff: Facilitated by Banchero staff

Participants: Banchero clients

### Overview

On Tuesday, January 2, 2024, seven (7) Banchero clients and staff discussed the Shoreline Comprehensive Plan as part of the agenda of a regularly held Client Advisory Council meeting. The event was held in person in Room 103 at The Ramsey Apartments, a 20-unit apartment building that provides housing for Banchero clients and other low-income tenants. The room was accessible to individuals who use wheelchairs or other mobility devices. Banchero staff facilitated the discussion and took notes of the community input that was shared.

*Note: When summarizing the conversation, themes and questions were identified and reflected below to protect participant anonymity.*

### Key Themes

- When asked what they enjoy about living in Shoreline, participants said the city council, the parks, and Special Olympics events.
- Home ownership was attributed as being too difficult for people with disabilities, due to the homeowner having to do their own maintenance on the property.
- Participants noted feeling a lack of physical safety, particularly when crossing busy roads. One participant shared that the entrance to their neighborhood, Autumn Ridge Apartments, needs to have a crosswalk because there is a steep hill and it's dangerous for people to cross the street in that area.
- Participants noted feeling a lack of personal safety in the community due to the unpredictability of unhoused people.

### Key Recommendations

- More sidewalks and better-quality roads
- Better streetlights and crosswalks to alert drivers when pedestrians are using the crosswalk
- More wheelchair access in public spaces
- More parks and nature
- More healthcare/more hospitals
- More mental health/counselling services
- More community events, like block parties and a community center to play board games at
- More programs for people with disabilities

- Improved education for children with disabilities, and improved higher education options for children with disabilities so that they can be better off in the community and workforce
- More homeownership options for people with disabilities

## Phase Three

### Banchero

Date: June 7, 2024. | 5:00 – 6:00 p.m. | The Ramsey Apartments

Staff: Daizsa Faust (S&A), Susanna Williams (S&A), Elise Keim (City of Shoreline), Hannah Allwood (Banchero)

Participants: Banchero clients

*Daizsa presented an overview of the City of Shoreline’s 2044 Comprehensive Plan and what work has happened since the City last spoke with the group in January. Some attendees were present at the last meeting, and for others, this was their first meeting to talk about the Comprehensive Plan Update.*

*Notes of the questions and key themes identified across responses are detailed here:*

**Question #1: Considering the actions the City is taking to help residents feel safer, do you feel like the insights you shared during our last discussion are being reflected in these draft safety goals and policies?**

**Question #2: Are there any other insights related to this topic that you’d like the City to consider?**

*Comments:*

- **Unsafe Drivers:** Multiple participants noted that many people are speeding and running red lights, especially around the transition between Seattle and Shoreline, which is near the Banchero location.
- **Crosswalks:** People walking around and not understanding the traffic patterns is making participants feel unsafe as it leads to pedestrians jaywalking in the middle of traffic. A participant mentioned that they heard the state legislator was going to make jaywalking illegal.
  - Participants did state that they thought they had access to crosswalks in areas that they need them, so they think people just don't want to use the crosswalks because it's faster.
  - People cross the crosswalks when the sign is red.
- **Unhoused residents:** Participants would feel safer if the City could help people who are unhoused, especially people who are facing drug addiction or otherwise aggressive in public spaces.
- **Public transport:** Most people walk or take public transportation. However, these are not always welcoming spaces for residents with disabilities. One participant mentioned that he would sometimes get on the bus and ask another rider to give up their seat in the section reserved for people with disabilities, and the rider would be hostile towards the participant.
  - Banchero staff tries to give their clients as much independence as possible, but sometimes they are driven somewhere by staff if they cannot walk or take transit.

**Question #3: Are there any other insights related to this topic that you'd like the City to consider?**

*Comments:*

- **152nd Street:** It was noted that there are no streetlights at night and no crosswalks to get from one side of the street to the other. It is unsafe because there is a hill where cars cannot see people crossing the street if they're coming up the hill.
- **175<sup>th</sup> Street:** Sidewalks are too narrow.
- **145th Street:** People are speeding and taking tight turns around corners.
- **Crosswalk visibility:** A participant mentioned that adding high visibility flags or vests for people to use at crosswalks would help them feel safer.
- **More connectivity:**
  - Hope Link and KC Access Yard need to be improved
  - Adding more connections to, from, and between schools (ex. Shoreline CC to UW)
  - Incorporating more bus routes to music & entertainment events: concert venues, festival grounds, etc.

**Question #4: Considering the actions the City is taking to help offer more diverse retail options in Shoreline, do you feel like the insights you shared during our last discussion are being reflected in these draft goals and policies? Are there any other insights related to this topic that you'd like the City to consider?**

*Comments:*

- **More retail diversity:** There was an interest in more economic development and access to a wider variety of shops.
- **Special events:** A participant noted the desire to have more event spaces in Shoreline to go to fancy events, get dressed up, and enjoy.
- **Medical care:** Some participants receive it in Shoreline and Edmonds, and others need to go to Seattle.

**Question #5: Considering this, are there any additional insights you'd like to share about the types of resources, programs, or training you'd like the City to consider to help support residents with disabilities who are looking for work? Are there any other insights related to this topic that you'd like the City to consider?**

*Comments:*

- **Employer disability education:** Participants have been losing their jobs because of limitations caused by their disabilities. Multiple participants voiced the need for some type of education or training for employers on supporting employees with disabilities.
  - A lot of Banchemo's clients have job coaches, but it's not enough.

- One participant wanted to work at AMC Theater, but the manager didn't even give them a chance to apply due to his disability.
- Participants expressed strained relationships at work for people with disabilities; they feel like they are retaliated against or coworkers and managers are more frustrated with them than other employees without disabilities.
- "Invisible disabilities" are seen as less valid and people with those disabilities are made to feel like they are choosing to make things harder.
- **Access to more jobs:** More jobs in Shoreline; one participant works in Edmonds but lives in Shoreline
- **Transition programs:** Some schools in the Shoreline School District have a program for people with disabilities, but not all. Improvements and more investment in this area would be appreciated.
- **Creating more support for caregivers:** A participant mentioned that oftentimes, local businesses will not allow caregivers to attend to their clients in spaces like movie theaters and gyms without forcing them to pay an admission fee as well. This makes it challenging for people with disabilities and their caregivers to blend in with the rest of the community, which is hard for many of them.

**Question #6: The last time we met, we heard that homeownership is difficult for people with disabilities because the homeowner has to do their own maintenance on the property. Are there any specific types of programs you'd like the City to consider? Are there any other insights related to this topic that you'd like the City to consider?**

*Comments:*

- **Housing for students with disabilities:** Local universities and colleges should have student housing options where students with disabilities can live in community with each other.
- **Cottage housing:** There was interest in this type of housing, which consists of small houses on a shared piece of property to balance privacy and closeness with neighbors. This could be particularly helpful for people with disabilities who want independence but also need people by their side to support them.
- **Not accessible for people with disabilities:** Homeownership is not even seen as an option for people with disabilities because of the level of support needed. Many clients only have social security income and that limits how much they can have in the bank at any given point. We try to set up trusts but not everyone has programs like Banchemo to support them.
- **Bigger spaces:** It would be nice to have housing options with more space available.
- **Housing services:** More King County Housing Authority/Section 8 Housing. Some private housing options won't even let a person with a disability look at a place, and it feels very disrespectful.
- **Noise sensitivities:** Places where noise preferences will be respected. Some wanted a place where they could play instruments and not get complained about, while others wanted a place where noise complaints would be responded to and quiet hours respected.

Question #7: Considering the actions the City is taking, are there any specific programs you folks would be interested in seeing? *Are there any other insights related to this topic that you'd like the City to consider?*

*Comments:*

- **Affordability:** Increase the number of low-cost / low-barrier events (ex. basketball game)
- **Recreational Activities:** More specialized recreation for people with disabilities (ex. Special Olympics sports: track & field, basketball, t-ball, etc.)
- Wider variety of sports (ex. ultimate frisbee, etc.)
- **Extending recreation across different groups in the community:** We heard the desire to have more opportunities to play sports with people who do NOT have disabilities to help build connections in the Shoreline community as a whole.

## Appendix V: Summary notes from informational interviews

### Phase Two

#### Center for Human Services

**Date:** September 20, 2023 | 1 – 1:45 p.m. PST | Virtual on Zoom

**Staff:** Frana Milan (S&A - facilitator), Daizsa Faust (S&A – tech support & notetaker)

**Participants:** Center for Human Services employee – interviewee

#### About the Center for Human Services

- Center for Human Services (CHS) is a not-for-profit social services agency that has served the community since 1970. CHS origins came from the founding of Creative Life Foundation in 1970 and Shoreline Youth Services in 1972. The organization’s work counseling families and promoting drug and alcohol prevention began there, but, originally, it only served residents from the City of Shoreline. The two organizations merged in 1982 and the name “Center for Human Services” was taken.

#### What’s going well

- The interviewee is a Shoreline resident and loves the city.
- They like the references to anti-racism, equity, and affordable/diverse housing options within the vision statement options. They also appreciate the mention of resiliency but would like it to be more specific about the type of resiliency.
  - Hopes it includes having a trauma-informed community.
  - It is important for the city to be resilient from a trauma standpoint, not just from an environmental standpoint.
- The interviewee was not bothered by any aspect of both vision statement options; what was omitted caught her eye. From their perspective, the human services and community health (physical and mental) components are missing from the vision statement options.

#### Areas for Improvement

- **Safety and impacts on mental health:** Behavioral health needs have skyrocketed since COVID. (Rates of violence, abuse, gang activity etc. have all increased)
  - The general unrest of society is making it hard for families to find safety.
    - It is hard to imagine your child walking down the street because of youth suicide, bullying, drive-by shootings, etc.
- **Mental health resources:** Shoreline residents can’t find mental health providers with appointment openings. This is especially true if a person needs specialty care, or is looking for care for a child, etc. This comes down to a workforce shortage.
- **Affordability and living wages:** 90% of CHS staff don’t live in Shoreline because they can’t afford it.
  - This issue comes down to two factors, low wages and limited affordable housing options.
    - Human Services isn’t receiving the funding it requires to pay staff livable wages.

- Most people don't realize the significant secondary trauma human services workers take on by working so closely with victims of trauma. Staff can only do this for so long before burning out.
- More investment is needed to support this important work.

### What are top suggestions/recommendations for the City of Shoreline?

- **Vision statement:** The comprehensive plan seems to be missing a component of human services.
  - It doesn't give much attention to community needs as far as behavioral health, houselessness, mental health services, and other issues related to public sector human services.
  - *We should talk about the health of the community, not just what will be built in the community.*
- **Emotional health resources:** The City should be looking at the emotional health as well as physical health of citizens if they're thinking about the future of the community. People generally don't go deeper and talk about these behavioral health issues, but they're really at the foundation of everything else.
  - *"Sidewalks aren't any good if it's not safe to walk down the street."*
- **Equity and access to services:** This is top of mind for CHS staff. Everything from transit to financial support, there aren't many services available in the Shoreline area.
- **Increase trauma education:** If the City wants communities in Shoreline to be as trauma free and welcoming as possible, people need to be trauma informed and know how to work with people who have experienced trauma.
- **Addressing issues that effect low-income families:** If the City is serious about affordable housing (that includes low-income housing) and wants low-income families to stay and succeed in the city, it needs to address issues that are affecting low-income people.
  - That means addressing community mental health concerns (depression, addiction, etc.) and addressing these issues at a younger age.
  - The City needs to address these issues if it wants people to be able to walk down the street and feel safe while using public transport.

### Any referrals or suggestions for future engagement

- CHS would be happy to partner with us to brainstorm some ideas to reach the audiences we are targeting.
  - It depends on who we're trying to reach, but CHS does work with large BIPOC, LatinX, and immigrant populations, as well as people dealing with addiction, foster & judicial systems.
- The City needs to involve the voices of frontline workers.
  - CHS has about 160 staff. It would be hard to have a meeting with everyone, but a way to reach staff would be to email out surveys.
    - This survey could be human services focused.
- CHS is happy to host a focus group with Spanish speakers that they work with.
  - There are many CHS staff who speak Spanish and could facilitate those discussions.
  - S&A would be looking to have this focus group session in October, with ideally 8-12 participants per group.

- The City will likely be able to have incentives for focus group participants (potentially transit passes, refreshments, and financial payouts).
- CHS would be able to provide childcare through their early learning staff (they've done that before for the City) but is wondering if the City could cover the cost.

### Islamic Community of Bosniaks in Washington (ICBW)

**Date:** September 20, 2023 | 4 – 4:45 p.m. PST

**Staff:** Daizsa Faust (S&A - facilitator), Haley Schulberg (S&A - notetaker), Elise Keim (City of Shoreline – observer)

**Participants:** ICBW Member – interviewee

#### Islamic Community of Bosniaks in Washington's History in Shoreline

- Many Bosnians immigrated to Shoreline because of the Bosnian War. The last portion of immigration resulting from the war took place in 2001.
- Bosnian immigrants purchased land in Shoreline and founded Islamic Community of Bosniaks in Washington (ICBW) in 2003/2004 to create a sense of community while maintaining tradition and culture.
- ICBW elects a new board every four years. They have a new board this year that wants to engage with the City, get ideas on the table, and see if they have value and can get implemented.

#### What's going well

- ICBW has had an amazing relationship with the City of Shoreline in the past, however in recent years there has been a bit of a disconnection and ICBW is interested in re-strengthening that relationship.
- A previous mayor of Shoreline went to multiple ICBW events and to their mosque. He also hosted a couple of events for them.
- The City has been open-minded and always shown open arms for the ICBW.
- The ICBW community never had many issues in Shoreline prior to a couple of months ago, in part because of the ICBW's relationship with the police force. The police would remove any threats.
- ICBW has been happy with what the City has done so far and knows they do more each year.

#### Area for Improvement

- **Safety:** In the last couple of months, there have been many incidents near the ICBW's Islamic Center of Bosniaks, which is located on N 200th Street in between 24th Ave NE and 25th Ave NE
  - Kids have destroyed their property. Through camera footage, they have seen teenagers carrying guns around the property.
  - People gather at a walkway near the Center, at times smoking and using drugs.
  - The fact that the street is completely dark at night is contributing to these problems.
  - During the day, people use this area to walk and run, but at night, people avoid it because it is dark and feels unsafe.
  - The ICBW's Imam recently moved out of his house in this area because he felt unsafe.
    - At one point, he wanted to terminate his contract and move back to Bosnia. If he were to move, this would be a major loss for the ICBW community, as the Imam is a key community figure who leads procedures at gatherings such as funerals and weddings.



- Parents no longer send their children to play on the ICBW's property, because they have heard about the Imam leaving his house and the general safety concern.
- A school up the hill wants the ICBW's center to be the community safe-space in the event of a school shooting or other emergency. The ICBW is willing to take on this role, but questions how kids will feel safe at the center if the ICBW members themselves don't feel safe.
- There is a general sense of fear in the community.

#### **What are top suggestions/recommendations for the City of Shoreline?**

- **Improved facilities:** The walkway on 200<sup>th</sup> Street is city property, as is a green area right next to the center's fence. It has amazing potential to become an improved-upon walkthrough with benches and lights.
- **More parks in North Shoreline:** The Northern part of Shoreline, near Mountlake Terrace, doesn't have as many parks as South Shoreline does.
  - Creating more parks and safer parks with more lights are two of the ICBW's greatest priorities. Parks attract families and kids and allow for spaces for the ICBW to gather.
    - The ICBW has over 360 families, and right now, Cromwell Park is the only park big enough for their community events.
- **Increased lighting for safety:** Other priorities of the ICBW include adding more lights and cameras in the community, as well as prioritizing bike and running lanes.
- **Vision statement:** Both drafted vision statement options look nice, and if some aspects of each option were combined, that would make for an even better option and address all aspects of normal life.
  - Both have similarities, in terms of their references to sustainability, affordable housing, parks, lighting, anti-racism, etc.
  - One recommendation would be to increase the focus on safety.

#### **Any referrals or suggestions for future engagement**

- At the end of this year, the ICBW is going to have a big conference for the community. If any of the city representatives want to speak with the community, this would be the perfect place to do it.
  - They can spare some time for the City to come and share ideas or ask for help.
  - 50-60 families should be there and can offer support for the project.
- There are many engineers in the ICBW community who can offer their ideas, proposals, and potential solutions either at the December conference or before then.
- The participant can speak with his board, share this project with them, and get their feedback to then share with us.
- There are other communities that the ICBW has collaborated with that would also want to be a part of this process.
  - There are many other churches, synagogues, and communities the ICBW is working closely with. They want to continue to involve themselves more with other communities, and work together to form ideas for how they can help one another.
  - The ICBW has hosted the Shoreline Police Department in the past and collaborated with them.

#### **Follow-up items (if needed)**

- The participant will let us know when an exact date is chosen for the December community conference.
- Elise will check in with the Public Works Department and see if there are any plans in the works for improving 200th Street.
- S&A will follow up via email about connecting with other communities that ICBW has partnered with.

## Youth

**Date:** October 23, 2023 | 6:30 – 7:30 p.m.

**Staff:** Frana Milan (S&A - facilitator)

**Participants:** Shoreline Parks and Recreation Commission youth member – interviewee

### About the Interviewee

The interviewee is a Shoreline high school student who serves as a youth representative of the City of Shoreline’s Parks and Recreation Commission.

### Overall Shoreline Sentiment

- When asked if the interviewee would consider living in Shoreline in the future, they said it was an okay place to live, but it didn’t feel like things were going as well as they used to be. They mentioned Seattle’s Green Lake area as an example of what they find a good place to live because there is so much to do, people are out and about, and the area feels lively.

### Areas for Improvement

**Better access to transit:** The addition of the new light rail station in Shoreline is eagerly awaited as it will help the mobility of young people who don’t have cars.

- **Safety:** The youth said that safety is an important issue from her perspective – making sure people feel safe wherever they are. They mentioned that having trash around or off-leash dogs in parks makes people feel unsafe.
- **More activities and programs for youth:** When discussing what people needed to leave Shoreline for, the interviewee shared that they thought the lack of activities and programs drove people to seek resources outside of the city. It was mentioned that schools cut programs due to budget problems, and the recreation center mainly has programming geared to younger kids. This means that young people have to find stuff to do outside of Shoreline if they don’t participate in organized sports.
- **Increase retail and service options:** It was suggested that shopping options could be expanded in Shoreline, as Lynnwood is the closest place to shop and hang out with friends. Better access to medical care, higher-paying jobs, and other services was also brought up as a part of this discussion
- **Improved maintenance of parks and public spaces:** The interviewee expressed concerns about maintenance at existing parks and public spaces. They specifically called out bathrooms, as they found that well-maintained bathrooms help encourage the use of parks and green spaces.

### Suggestions for top priorities

- **Walkability and bikeability:** It was stressed that walkability and bicycle- travel improvements would be a positive development, as this leads to a vibrant feeling in a neighborhood. It gives more of a sense of community, even if you do not stop and talk to people on the street, it just makes you feel more connected.

Protecting green spaces: They mentioned protecting green space as the city develops, so it does not become a concrete jungle.

Programs for youth: They also mentioned strengthening schools and other types of programming for young people, like community programs or cultural offerings.

Any referrals or other information about engagement

The interviewee offered several suggestions when thinking about engaging young people:

- If having a meeting, organize youth participants into small groups to talk amongst themselves vs. big group conversation, so kids can talk together and create something that shares their opinions as a group.
- Future promotion to youth:
  - via the homeroom slideshow (HiHo announcements) - could have a QR or url to promote surveys that kids can type into their chrome books and take on the spot.
    - The youth offered to connect us with the person at her school who makes homeroom slide deck
  - Via student and parent emails and e-newsletters
  - Poster at the school's college/career center
- Consider tabling at lunchtimes at school
- Social media sometimes works, but they didn't think trying to get young people to create content through their own accounts would be effective
- Work with the school to form an ad hoc committee to provide input and ideas – it'd take a couple of weeks to recruit a group, but this might be an effective way to hear directly from youth.
- They thought young people might attend a Zoom information/engagement session and suggested that it'd be best to take place at 7 p.m., once after-school activities have wrapped up. They didn't think the weekend would be an effective time for a youth event.

## Banchero

Date: October 24, 2023 | 2:30 – 3:30 p.m. | Virtual on Zoom

Staff: Frana Milan (S&A – facilitator)

Participants: Banchero Employee – interviewee

### About Banchero

Banchero Disability Partners is a non-profit organization that provides 24-hour support services and case management to 35 adults who have developmental disabilities. The organization's clients reside at The Ramsey and CP Nelson Apartments, the Loya house, and in rented homes in Shoreline, Washington.

### Areas for Improvement

- **Safety:** The interviewee mentioned that safety is a top concern. Some concerns included:

- There is a need for infrastructure to make Shoreline safer to bike and walk.
- There are more people living in encampments and engaging in behaviors that affect the safety of Banchemo's clients, who are people with developmental disabilities. An example of this is around 152nd St, where Banchemo provides supportive housing.
- Banchemo's mission is to support individuals becoming more independent, but they need to be surrounded by a safe community first and foremost.
- The interviewee mentioned that more social structure to support people who are unsheltered would be an improvement with downstream effects – when people are sheltered, safety is improved for everyone.
- The interviewee noted the value of having nature, parks, and recreational opportunities in Shoreline, but noted that safety concerns arise there too.
- **Increase programs available to youth and people with disabilities:** With respect to community programs and cultural offerings, the interviewee noted a lack of offerings for adults with disabilities and felt like most City programs for people with disabilities are geared toward youth. They thought Shoreline Community College had some but noted this is an area for improvement.
- **Walkability:** The interviewee specifically mentioned walkability issues near their facilities (152nd St and 145th/15th), where there are high volumes of vehicle traffic that cause safety issues for people walking.
- **Diversified retail options:** They also mentioned that businesses in that area could diversify so that it is not just bars (which might affect their clients who have a history of substance abuse).

#### What are the top suggestions/recommendations for the City of Shoreline?

- **Employment opportunities for people with disabilities:** The interviewee noted that having local, Shoreline-based employment opportunities for people with disabilities would be an important improvement, as that would provide a social structure right in the community, which could help Banchemo's clients be more independent without having to leave Shoreline.
- **Vision statement:** Thinking about the city-wide vision, the interviewee expressed a preference for option 2, though acknowledged it is too long. They mentioned that the opening sentence resonated with them.

The interviewee didn't feel like either statement acknowledged people living without shelter. They were not sure if that is supposed to be embedded in the statement on affordable/diverse housing.

They also pointed out that if all core topics were addressed, then that would be taking care of homelessness.

The interviewee noted that another aspect of the proposed vision statement was about employment in technology and innovation. They shared that there are many opportunities here where technology can help people with disabilities right in Shoreline.

When thinking about a city-wide vision, the interviewee shared that the most important considerations are:

- Making Shoreline welcoming and inclusive

- Affordable housing – especially for people with modest and low incomes (who often need to piece together funding sources just to cover “affordable” housing)
- Ensuring City decisions are inclusive of people with disabilities, including opportunities for them to be directly involved and advocate for themselves and their needs.

Any referrals or other information about future engagement

The interviewee had several suggestions for engagement efforts moving forward:

- Banchero is willing to share the survey with staff.
- If there are specific questions, the interviewee could present them to the client advisory council, which meets once per month. There are 8-10 clients, and they meet the first Friday of every month in the afternoon.
- Question: Would the city consider compensation like a \$10 Starbucks gift card for the members?
- The interviewee also suggested the city host a presentation to Shoreline Rotary
- The Rotary meets on the 1st and 3rd Wednesday of every month from 7:30 – 8:30 am. The meetings are hosted at SCC but in a hybrid format - virtual attendance is an option.
- Shoreline could have conversations and promote the survey there.

**Any follow-up items**

- S&A will share the survey and sample promotional text.
- S&A will follow up with a discussion guide and coordinate to get the gift cards to the interviewee.

## Appendix VI: Quotes Gathered from Community Members

### Informational Interview Comments

*"It's just hard to think about imagining your child walking down the street because of drive-by by shootings... The bullying that takes place in schools, the suicide stuff that's been going on in, particularly with youth. You know, it's just there's so much that needs to be considered when thinking about the future.... Sidewalks don't do any good if it's not safe to walk down the street."*

*"I know in the South area of Shoreline there are a lot more parks than up North to Mountain Terrace... we have, for example, 360 family members [in our organization]. Basically, it's one person per family, (so) we have to look for different solutions. The only park that we see fit is Cromwell Park.... Other than that, we always have to look for a solution outside of the Shoreline area..."*

*"I would say probably 90% of our staff do not live in Shoreline because they can't afford it. The causation of that is a number of factors, from how poorly people are paid in Human Services, public funding, and how much of an investment is. So, most don't live here. I do live in Shoreline, and I love Shoreline, but I think it's hard for most to be able to have livable wages and affordable housing."*

*"I've worked with a lot of homeless people in the past.... Where will they go to have a safe place to thrive to, you know, meet their social needs? Do we have the kind of social structure to be able to help them? Because if we get them off the street into homes then we don't have as many safety issues as we have right now."*

Community Event Comments

|   |         |                    |  |
|---|---------|--------------------|--|
| Place in Shoreline where people can rent hall space for not too much money  | Design  | Capital Facilities | Juneteenth   |
| More public restrooms   | Design  | Capital Facilities | Juneteenth   |
| Teen center for Shorecrest  | Design  | Capital Facilities | Juneteenth   |
| More art spaces <b>x2</b>   | General | Capital Facilities |  |
| More inspiration for youth careers  | General | Capital Facilities |  |
| Pool/Swimming Pool <b>x22</b>   | General | Capital Facilities |  |
| Shoreline post office in its own building   | General | Capital Facilities | Juneteenth   |
| Better Healthcare <b>x2</b>   | General | Capital Facilities | Juneteenth   |
| Animal Shelter  | General | Capital Facilities | Juneteenth   |
| Community Center/Recreation Center <b>x8</b>  | General | Capital Facilities | Juneteenth   |
| Standalone hygiene resources for the unhoused (showers/bathrooms/laundry)   | General | Capital Facilities | Juneteenth   |
| The street cleaning program could use some improvement. Streets are not swept frequently enough and there aren't "no parking" signs put out in advance of street cleaning days so cars can just be parked there blocking the street sweeper's efforts. Also, some streets need more frequent service than others, for example streets with a lot of trees with leaves/needles falling need more attention than streets that don't have so many trees. Treating all of the streets the same and sweeping them with the same frequency doesn't account for the different conditions of different streets. | General | Capital Facilities | Dia de los Muertos   |
| Funding to schools  | General | Capital Facilities | High school: what would make Shoreline a better place to live? |
| Great schools <b>x2</b>   | General | Capital Facilities | High School - Complete Communities - strengths? Going well?    |

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|---|----------------------------|--------------------|--|
| More entertainment and recreational places like go karts and type of things   | General                    | Capital Facilities | High School - Complete Communities - What are weaknesses/what to focus on to improve |
| We're knocking things down for apartments, the ice rink and baskin robbins. More Aurora safer. There's a lot of people on drugs hanging around. | General                    | Capital Facilities | High School - Complete Communities - What are weaknesses/what to focus on to improve |
| More Sidewalks  | Transportation             | Capital Facilities | Signup Survey Prompt: what would make Shoreline a better place to live?              |
| Connecting all parks with trails and sidewalks  | Trees Parks and Open Space | Capital Facilities | Signup Survey Prompt: what would make Shoreline a better place to live?              |
| Kids Museum <b>x1</b>   | Uses                       | Capital Facilities |  |
| More basketball and soccer fields/courts  | Uses                       | Capital Facilities | High school: what would make Shoreline a better place to live?                       |
| More walkability/ 90 + walk score <b>x6</b>   | Uses                       | Capital Facilities | High school: what would make Shoreline a better place to live?                       |
| More public sports courts (pickleball)  | Uses                       | Capital Facilities | High school: what would make Shoreline a better place to live?                       |



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| A ski mountain  | Uses    | Capital Facilities | High school: what would make Shoreline a better place to live? |
| Easy access to parks. Lots of libraries   | Uses    | Capital Facilities | High School - Complete Communities - strengths? Going well?    |
| Better design on sides of townhomes and apartment buildings <b>x2</b>                       | Design  | Community Design   |  |
| Ground level retail on all new housing developments - let's grow a strong shoreline economy | Design  | Community Design   |  |
| More small houses, less big houses  | Design  | Community Design   |  |
| City center/ downtown type area with shops <b>x11</b>                                       | Design  | Community Design   | Juneteenth   |
| Safer and cleaner Aurora  | Design  | Community Design   | Juneteenth   |
| No more ugly block apt buildings that are without trees                                     | Design  | Community Design   | Juneteenth   |
| Density   | Design  | Community Design   | Juneteenth   |
| Pedestrian friendly downtown hub  | Design  | Community Design   | Juneteenth   |
| Attract more young families so our schools can maintain census                              | General | Community Design   |  |
| More bars   | General | Community Design   |  |
| Chinese Bakery  | General | Community Design   |  |
| Coding Club   | General | Community Design   |  |

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| Easter Fair  | General | Community Design |  |
| Free school lunch and free ice cream   | General | Community Design |  |
| Grow in diversity and maintain a forward-thinking mentality in planning <b>x11</b> | General | Community Design |  |
| Help homeless <b>x2</b>  | General | Community Design |  |
| Help the community   | General | Community Design |  |
| Holiday Christmas market (European style)  | General | Community Design |  |
| Invest in the next generation  | General | Community Design |  |
| Let 6th graders play sports  | General | Community Design |  |
| Livable place where people will love to be   | General | Community Design |  |
| Love <b>x2</b>   | General | Community Design |  |
| More affordable  | General | Community Design |  |
| More Community Funds   | General | Community Design |  |
| More culture activities in school  | General | Community Design |  |
| More evolved/futuristic  | General | Community Design |  |
| More festivals (e.g. Pride Festival, music festival) <b>x4</b>                     | General | Community Design |  |
| Neighborhood Commercial Codes  | General | Community Design |  |

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| People being more open and friendly with each other <b>x2</b>                                      | General | Community Design |            |
| Public art murals  | General | Community Design |            |
| Safety   | General | Community Design |            |
| Safety for BIPOC, LGBTQ community <b>x4</b>  | General | Community Design |            |
| Scavenger hunt - learn neighbors <b>x2</b>   | General | Community Design |            |
| Streamline Permitting  | General | Community Design | Juneteenth |
| No school debt   | General | Community Design | Juneteenth |
| Equitable resource allocation  | General | Community Design | Juneteenth |
| More social services   | General | Community Design | Juneteenth |
| All school meals free  | General | Community Design | Juneteenth |
| Like bird houses for stray cats. There are a lot of stray cats in the area and it makes me so sad. | General | Community Design | Juneteenth |
| A great city   | General | Community Design | Juneteenth |
| Octavia Butler recognition   | General | Community Design | Juneteenth |
| Keep the arts in the school  | General | Community Design | Juneteenth |
| More events for people to come together to spread love, joy and kindness!                          | General | Community Design | Juneteenth |
| Unbreakable solidarity   | General | Community Design | Juneteenth |

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| mixed incomes  | General | Community Design | Juneteenth   |
| 2044 Shoreline is an urban oasis and paradise  | General | Community Design | Juneteenth   |
| decriminalize homelessness   | General | Community Design | Juneteenth   |
| More public art <b>x2</b>  | General | Community Design | Juneteenth   |
| Better government  | General | Community Design | Juneteenth   |
| A little more like me!   | General | Community Design | Juneteenth   |
| <p>Public Safety should be the Priority. Without the priority on safety all the issues of Seattle come to shoreline. Goal could be simply stated -Keep Seattle issues south of 145Th. The issues of Seattle should be obvious: crime, criminal homelessness (drugs use and sales, sex trafficking murder - like the Mercer on ramp camp and I- 90 camps with debris thrown on freeway ..... ) A lack of support and /or understanding for the work of building a society by our leaders and those that vote for these types of leaders. Seattle city Council openly supports crime and public hard drug use , the opposite of civilization.</p> <p>How are county funds in a sound transit train to connect downtown Seattle (with a 40% commercial vacancy rate) to new \$1,600.00. per month studio apartments sustainable. All along shoreline Aurora Ave, Business is torn down and apartments go up. What will be produced to support these on going costs?</p> | General | Community Design | Signup Survey<br>Prompt: what would make Shoreline a better place to live? |
| <p>Policy CD 19 about preserving views from public places of water or other unique landmarks as valuable civic assets. This is a critical asset to shoreline provided to the public by the previous generation from the first comprehensive plan and to be maintained for the next generation.</p> <p>People come from all over the state to see the views in shoreline.</p>   | General | Community Design |  |

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| After all we are the city of shoreline.<br>As a 34 year resident and in love with shoreline I appreciate the work done.  |         |                  |  |
| Make your cops do their actual jobs instead of whining about the job they signed up for.   | General | Community Design | Signup Survey<br>Prompt: what would make Shoreline a better place to live?                                       |
| It would be nice to know a bit more about City Council members. Who are the people making decisions and what are their priorities? How the city gets information out to the community could be better: maybe flyers, posters, emails etc. It would be nice to know what is going on and who the decision makers are. | General | Community Design | Dia de los Muertos   |
| Less construction, especially on 185th.  | General | Community Design | Signup Survey<br>Prompt: what would make Shoreline a better place to live?                                       |
| Tight-knit community, variety in housing choices   | General | Community Design | High School - Housing<br>- What are strength/s? Going well?  |
| They affect our ability to make and implement plans as they are factors we must consider in order to best help and represent Shoreline as a whole  | General | Community Design | High School - Natural Environment - How do the 3 key themes relate to the comp plan topic of natural environment |

|  |         |                  |   |
|--|---------|------------------|---|
| Can't do more harm than good. Prioritizing the areas that need more attention.   | General | Community Design | High School - Natural Environment - How do the 3 key themes relate to the comp plan topic of natural environment    |
| Fundamental to comprehensive plan topic  | General | Community Design | High School - Natural Environment - How do the 3 key themes relate to the comp plan topic of natural environment    |
| Beter public transportation. less hookers/human trafficking. Less drugs, homeless people without help                                    | General | Community Design | High School - Complete Communities - What are weaknesses/what to focus on to improve                                |
| Our school districts are poor. No easy access to boba. Public transit to Northgate buses. Buses are gross and overrun with drug addicts. | General | Community Design | High School - Complete Communities - What are weaknesses/what to focus on to improve                                |
| Balanced budget, redistribute spending, better representation of ALL demographics in Shoreline.  | General | Community Design | High School - Complete Communities - How do the 3 key themes relate to the comp plan topic of complete communities? |

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| More services for all types of families, more sidewalks so people can walk around their neighborhoods and be more physically active, interact with more people and also visit the YMCA, the library, the parks, the schools, local business (so the economy can grow too). Safety is another priority, especially for kids, Aurora Ave is becoming very unsafe and we are scared about having our kids exposed to needles or intoxicated people. The parks need to be updated, so festivals and other sports/recreational activities can be organized. Better access to the future light rail stations, so we can access by bus, bike, scooter from every neighborhood in Shoreline. | Transportation             | Community Design | Signup Survey<br>Prompt: what would make Shoreline a better place to live?          |
| Some of the trails while there are precarious/dangerous ex Shoreview and Boeing Creek. Light Pollution. Not a lot of walkable parks.   | Transportation             | Community Design | High School - Natural Environment - What are weaknesses/what to focus on to improve |
| Clean up litter along the roads and in the parks   | Trash/Solid Waste          | Community Design |   |
| Have better disposal enforcement   | Trash/Solid Waste          | Community Design |   |
| P-Patch Gardens  | Trees Parks and Open Space | Community Design |   |
| Youth sports teams   | Trees Parks and Open Space | Community Design |   |
| More public access to Lake Washington , swim/party community building - not just for LFP   | Trees Parks and Open Space | Community Design | Juneteenth  |
| Preserve and create more natural areas/parks, not just more and more apartment buildings.  | Trees Parks and Open Space | Community Design | Signup Survey<br>Prompt: what would make Shoreline a better place to live?          |
| Taking out the middle lane in order to plant. Lots of trash in parks and near all greenery   | Trees Parks and Open Space | Community Design | High School - Natural Environment - What are weaknesses/what                        |

|   |      |                  |                        |
|---|------|------------------|------------------------|
|   |      |                  | to focus on to improve |
| Bring back an ice cream/froyo shop <b>x8</b>                              | Uses | Community Design |                        |
| Coffee Shops <b>x2</b>  | Uses | Community Design |                        |
| Community boat house with rentals   | Uses | Community Design |                        |
| Dinosaur exhibit - but their real   | Uses | Community Design |                        |
| French Bakery   | Uses | Community Design |                        |
| More locally owned and affordable restaurants <b>x31</b>                  | Uses | Community Design |                        |
| Malls <b>x5</b>   | Uses | Community Design |                        |
| More mixed use spaces <b>x3</b>   | Uses | Community Design |                        |
| Tool Library - start a tool library - there is one in N Seattle <b>x2</b> | Uses | Community Design |                        |
| Clean street and more activities for teens                                | Uses | Community Design | Juneteenth             |



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| Plans for gathering spaces, for recreational areas incorporated into retail, business, and transit areas, shall include considerations for human-oriented scale, safety, comfort, and sensory appeal. 1) Walls, coverings, and walkways shall provide intimate spaces, greenery, protection from weather, and clean air and usable surfaces in human-scale enclosures within larger public areas. 2) Safety aspects shall address parking, clear signage, effective lighting, and traffic controls which manage the speed and noise of traffic in order to enhance the ease of access and support the use of public spaces. 3) Comfort is essential to make public spaces appealing. Structures that provide places to rest, places that are warm, shaded, well lit, and protected from weather extremes are aspects of comfort. Places that provide peace, quiet, greenery, and enclaves where people can be together are aspects of comfort. 4) Shoreline shall plan public spaces with sensory appeal which make it an inclusive and inviting city which invites multi-generational, multi-ethnic, multicultural, and mixed income residents to share the best assets a city has to offer in terms of public spaces, services, and amenities. | Uses | Community Design |  |
| Pop up entertainment in parking spaces like bocce ball; putt putt; music; public art, etc.   | Uses | Community Design | Signup Survey<br>Prompt: what would make Shoreline a better place to live? |
| Neighborhood Centers   | Uses | Community Design | Signup Survey<br>Prompt: what would make Shoreline a better place to live? |
| Sidewalks, more updated parks, more public daycares  | Uses | Community Design | Signup Survey<br>Prompt: what would make Shoreline a better place to live? |
| More community events <b>x2</b>  | Uses | Community Design | High school: what would make Shoreline a better place to live?             |

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| Not enough fun stuff (like ping pong and giant chess boards). Not enough sports courts like pickleball. Not any community spaces (like U Village of the Edmonds fountain) | Uses    | Community Design     | High School - Complete Communities - What are weaknesses/what to focus on to improve |
| cross coalition advocacy and movement building  | General | Community Design     | Juneteenth   |
| Diverse small shops   | Design  | Economic Development | Juneteenth   |
| Public social gathering areas - breweries, independent restaurants  | General | Economic Development | Juneteenth   |
| More businesses owned by BIPOC x4   | General | Economic Development | Juneteenth   |
| Socioeconomic equity  | General | Economic Development | Juneteenth   |
| A thrift store  | General | Economic Development | Juneteenth   |
| Elevate business  | General | Economic Development | Juneteenth   |
| More funding to arts and youth, focused programs  | General | Economic Development | Juneteenth   |
| Paying SSD employees more money   | General | Economic Development | Juneteenth   |
| Shoreline is the best-run city and great place to live. Please keep up your work de-institutionalizing racism and commitment to diversity, and magnify these things.      | General | Economic Development | Signup Survey Prompt: what would make Shoreline a better place to live?              |

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| <p>Shoreline seems to be creating more density but without the amenities. Major street Large apartment complexes that don't have ground level business space make Shoreline less walkable. Also, during the fall and winter the air quality severely declines due to so many homes burning wood. We need updated wood/pellet codes to keep our air clean and able to open windows without being choked out by smoke.</p>  | General | Economic Development | Signup Survey<br>Prompt: what would make Shoreline a better place to live? |
| <p>Less storage unit and Weed shops and more coffee/shops, consumer retail, bookstores and sidewalks to promote community building. It would be nice to have places to meet friends and family for conversations or experiences and to be able to walk a pet safely. You are adding housing but not building the infrastructure to support a quality of life that benefits renters and homeowners alike. You shouldn't have to travel to Kenmore, Woodinville, Bothell or Lynnwood to find places that provides basic comforts. As you add units make apartments mixed use properties. North City is a wasting away and could use a refresh. Shoreline reminds me a lot of Lake City Way, a community without a vision. There a days when I wish I would have purchased a home in a city with a vision for community building. Do better or stop adding units without a plan to support those who purchased homes and can't just up and move. We want to be here but it's challenging when what seems to be prioritized is Shoreline as a bedroom community.</p>  | General | Economic Development | Signup Survey<br>Prompt: what would make Shoreline a better place to live? |
| <p>Ground floor retail on ALL new apartment buildings. I have zero idea why this wasn't a requirement from the beginning. Shoreline has a few decent restaurants, but we don't have a dedicated 'downtown' like Bothell, Ballard, Edmonds, Ravenna, Kirkland . . . pretty much every other city or neighborhood. I feel like the perfect place would've been by City Hall, but none of the apartments there have ground floor retail (by Trader Joe's too) so that has been a huge missed opportunity.</p> <p>Ground floor retail on ALL new apartment buildings. I have zero idea why this wasn't a requirement from the beginning. Shoreline has a few decent restaurants, but we don't have a dedicated 'downtown' like Bothell, Ballard, Edmonds, Ravenna, Kirkland . . . pretty much every other city or neighborhood. I feel like the perfect place would've been by City Hall, but none of the apartments there have ground floor retail (by Trader Joe's too) so that has been a huge missed opportunity.</p> <p>I think something that would enhance that area greatly would also be a sound barrier wall lining 99 on the Interurban park/trail there in front of Bartell-City Hall. It would</p> | General | Economic Development | Signup Survey<br>Prompt: what would make Shoreline a better place to live? |

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| <p>make it feel like an actual park and people could safely take their kids there, and it would prevent more people from J-walking. Additionally, why weren't trees planted to line the road there like they were the rest of the way down 99? That strip of Aurora is one of the biggest eye-sores and it's so sad because it has the potential to be one of the prettiest parts!</p> <p>Also, I would love to see the city turn some side streets into one-way roads for cars on one side, and the other be a dedicated walking and biking path. If these paths led to major transportation and/or retail hubs, it would make it safer and much more likely that people would actually stop using their cars. As a mother, I will NEVER take my kids anywhere on the bike lanes that are on major roadways. I would love to see Shoreline lead the way in trying new ways to get people out of their cars and out enjoying nature more. Along that note, it would be awesome if the Interurban Trail were zoned for more development. There are strips of it (like by Trader Joes and down along to Westminster Triangle) that could be lined with cute little retail shops/coffee shops/restaurants/yoga studios that people might access by using the trail.</p> <p>Whew - that was a lot of specifics. In summary, smarter development that requires ground floor retail; stronger business incentives to attract businesses here; specific urban hubs (like North City, Richmond Beach, City Center, etc.) that are accessible to one another with large, safe paths (one-way road conversions) to encourage people (specifically families, but we won't do it if it isn't super safe) to get places on foot or by bike rather than car. The dream vision would be for everyone to have everything they need here, so we don't need to use our cars and so we are out in nature more, getting more exercise, and building a really strong sense of community.</p> |         |                      |   |
| <p>A lot of houses are within 20 minutes walking distance from grocery stores, pharmacies, doctors and schools, which is good.</p>  | General | Economic Development | High School - Complete Communities - strengths? Going well? |
| <p>Near to Aurora has lots of things and businesses. Small business support. Access to public transit.</p>  | General | Economic Development | High School - Complete Communities - strengths? Going well? |

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| "food is free" food pantry and Community gardens   | Uses | Economic Development |            |
| A gymnastics gym   | Uses | Economic Development |            |
| Amusement park/waterpark x2  | Uses | Economic Development |            |
| Arcade!  | Uses | Economic Development |            |
| Banks  | Uses | Economic Development |            |
| Movie theaters   | Uses | Economic Development |            |
| Sip and Ship   | Uses | Economic Development |            |
| More bakeries x2   | Uses | Economic Development |            |
| Commercial Incubator   | Uses | Economic Development | Juneteenth |
| Animal shelter/sanctuary (there's a lot of strays around here)   | Uses | Economic Development | Juneteenth |
| Ground floor commercial  | Uses | Economic Development | Juneteenth |
| allow more low-impact commercial uses in existing low/medium density residential zones.<br>allowing some existing single family homes to be easily/inexpensively converted into small grocery/convenience stores, coffee shops, etc. intended to serve nearby residents. Improving the walkability of the City in this way would help achieve multiple City goals: neighborhoods having easy access to such amenities would increase interest from prospective residents to live there, in turn incentivizing/enabling developers to build middle housing in more places; and residents with easy access to essentials in walking/biking distance would make fewer trips by car, reducing both demand for parking and the City's carbon emissions. | Uses | Economic Development | PC         |

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| More places for food trucks x2  | Uses | Economic Development | Signup Survey<br>Prompt: what would make Shoreline a better place to live? |
| More clothing, shoes, home decor etc.   | Uses | Economic Development | Signup Survey<br>Prompt: what would make Shoreline a better place to live? |
| The area, especially along 205th street & Ballinger Way could use some better stores and restaurants.   | Uses | Economic Development | Signup Survey<br>Prompt: what would make Shoreline a better place to live? |
| Shoreline would be a better place to live if we had interesting places to go to eat and gather here in our community. I don't feel as if the Shoreline City Council is doing much to attract locally-owned restaurants, coffee houses, cafes, like Molly Moons or Portage Bay Cafe, not MOD Pizza or Chipotle. I'm so disappointed about the businesses going in at Shoreline Place. I am now thinking that the one-in-a-generation chance for transforming that particular tract of land will turn out to be a giveaway to developers and a bland suburban strip mall as we continue down to Seattle or up to Edmonds to eat in a locally-owned restaurant. Also, Shoreline would be a better place to live if it were more pedestrian friendly. If sidewalks are too expensive, why not institute traffic-calming measures like bump-outs from curb (I don't think that's the correct term), medians, separate pathways safe from cars sharing the same road by inexpensive measures. | Uses | Economic Development | Signup Survey<br>Prompt: what would make Shoreline a better place to live? |
| More small businesses, they're often more fun than big ones   | Uses | Economic Development | High school: what would make Shoreline a better place to live?             |
| Plenty of stores and retail.  | Uses | Economic Development | High School - Complete Communities - strengths? Going well?                |

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| Change single family zoning to match Seattle   | Design  | Housing |  |
| Housing with big trees   | Design  | Housing |  |
| No homeless in Shoreline x2  | General | Housing |  |
| Get rid of all racism in deed/houses   | General | Housing | Juneteenth   |
| More events for people of color and housing for all  | General | Housing | Juneteenth   |
| erase redlining  | General | Housing | Juneteenth   |
| Low Density  | General | Housing | Signup Survey<br>Prompt: what would make Shoreline a better place to live? |
| Not so many huge apartment complexes, more and better sidewalks, clean up Aurora Ave. it looks dumpy around 160th.   | General | Housing | Signup Survey<br>Prompt: what would make Shoreline a better place to live? |
| Many options, quality homes, easy transit access, access to retail and business  | General | Housing | High School - Housing<br>- What are strength/s? Going well?                |
| Innis Arden houses are well kept   | General | Housing | High School - Housing<br>- What are strength/s? Going well?                |
| Over priced, many unclean areas with litter, lack of police presence in busy areas   | General | Housing | High School - Housing<br>- What are weaknesses/what to focus on to improve |
| Apartment complexes near Fred Meyer and the Richmond beach QFC seem like unsafe areas. More Accessible and quality restaurants near Richmond Beach (also cheap). | General | Housing | High School - Housing<br>- What are weaknesses/what to focus on to improve |

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| it is inequitable due to high prices and inaccessible areas on foot  | General | Housing | High School - Housing<br>- How do the 3 key themes relate to the comp plan topic of housing                         |
| Neighborhood resident demographic. Neighborhood resistant demographic. housing price, green space on housing land, tree/plant removal, access to public services | General | Housing | High School - Housing<br>- How do the 3 key themes relate to the comp plan topic of housing                         |
| Cleaner/safer than Seattle. Relatively condensed. Diversity? Small, most people live within a 20 minute walk to the city center or hub                           | General | Housing | High School - Complete Communities - strengths? Going well?   |
| Accessibility allows for greater equity. More desirable housing if close.  | General | Housing | High School - Complete Communities - How do the 3 key themes relate to the comp plan topic of complete communities? |
| <b>Affordable housing x26</b>  | Housing | Housing |   |
| <b>Community housing for unhoused folks x4</b>   | Housing | Housing |   |
| <b>Create low cost housing for 50 artists</b>  | Housing | Housing |   |
| <b>Homes for the homeless x3</b>   | Housing | Housing |   |
| <b>Housing density around transit and preserving trees everywhere else</b>   | Housing | Housing |   |
| <b>Diversity of housing options (apartments, multi-family, etc) x7</b>   | Housing | Housing |   |
| <b>Less homelessness/Housing for everyone x6</b>   | Housing | Housing |   |
| <b>Bigger shelters</b>   | Housing | Housing |   |
| <b>More houses x2</b>  | Housing | Housing |   |



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| Greenery  | Housing | Housing | Juneteenth   |
| Safe Housing  | Housing | Housing | Juneteenth   |
| 1 floor condos  | Housing | Housing | Juneteenth   |
| Affordable home ownership program - down payment assistance and BIPOC lending to increase ownership | Housing | Housing | Juneteenth   |
| More support, housing and funding for the lower and middle class and the youth                      | Housing | Housing | Juneteenth   |
| High housing zoning options   | Housing | Housing | Juneteenth   |
| All community are housed, fed and living sustainably  | Housing | Housing | Juneteenth   |
| Housing near transit and businesses <b>x3</b>   | Housing | Housing | Juneteenth   |
| Better public transit, and schools and churches.  | Housing | Housing | Signup Survey<br>Prompt: what would make Shoreline a better place to live? |
| Accessible outdoor space, keeping the open park settings we have and adding to them.                | Housing | Housing | Signup Survey<br>Prompt: what would make Shoreline a better place to live? |
| More diversity in house designs (it all looks like the same) <b>x3</b>                              | Housing | Housing | High school: what would make Shoreline a better place to live?             |
| Housing   | Housing | Housing | High school: what would make Shoreline a better place to live?             |
| More building materials, concrete, drywall  | Housing | Housing | High School - Housing<br>- What are strength/s? Going well?                |
| There are Houses  | Housing | Housing | High School - Housing<br>- What are strength/s? Going well?                |

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| Rapid expansion, quality housing, space efficient   | Housing | Housing | High School - Housing<br>- What are strength/s? Going well?                |
| Housing numbers are increasing. Housing is close to facilities.   | Housing | Housing | High School - Housing<br>- What are strength/s? Going well?                |
| Too many apartments with no stores under them. Too many huge apartment buildings in general and they are generally pretty expensive. Help the homeless please! Better homeless shelters | Housing | Housing | High School - Housing<br>- What are weaknesses/what to focus on to improve |
| Apartments on Aurora. Newer construction  | Housing | Housing | High School - Housing<br>- What are weaknesses/what to focus on to improve |
| Lots of homeless, too densely populated, expensive, cutting down trees for new housing, apartments tower over houses.   | Housing | Housing | High School - Housing<br>- What are weaknesses/what to focus on to improve |
| Too many restrictions on sizes of trees and things like that. Neighborhood communities are extremely expensive.   | Housing | Housing | High School - Housing<br>- What are weaknesses/what to focus on to improve |
| Poor quality housing, land for housing could be business  | Housing | Housing | High School - Housing<br>- What are weaknesses/what to focus on to improve |
| More quality housing (safe apartment complexes) for people of color   | Housing | Housing | High School - Housing<br>- How do the 3 key themes relate to the           |

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|  |                            |         | comp plan topic of housing   |
| More opportunities for low income people to get good housing   | Housing                    | Housing | High School - Housing - How do the 3 key themes relate to the comp plan topic of housing |
| Creating more diverse housing options and more affordable  | Housing                    | Housing | High School - Housing - How do the 3 key themes relate to the comp plan topic of housing |
| We were good but it's getting worse bc of the apartments, If you're going to make them - put shops under them. | Housing                    | Housing | High School - Complete Communities - strengths? Going well?                              |
| Replace micro apartments with trails   | Trees Parks and Open Space | Housing |  |
| More dense homes with businesses below and condos or townhomes above   | Uses                       | Housing |  |
| Realize that we don't need any more apartments   | Uses                       | Housing |  |

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| <p>I have read the vision statement options provided and found them difficult to read. I don't feel that a vision statement needs to discuss how the city achieved the vision, only what it envisioned to be. With that in mind I have attempted to merge the best from all and formatted much of it as a bulleted list which was advised by the Planning Commission. And which I feel makes it much more readable. Proposed Hybrid - In 2044, Shoreline is a safe, welcoming place. Citizens are actively engaged in shaping their city and the city government is known for its high priority of inclusive and transparent decision making. The city's ongoing commitment to both livability and sustainability is evidenced by:</p> <ul style="list-style-type: none"> <li>· Diverse, desirable, and affordable housing which is affordable and accommodating to young families and seniors from all cultures.</li> <li>· A healthy, energy saving, increasing canopy of mature trees.</li> <li>· Walkable/Accessible neighborhoods equitably with distributed parks and open spaces.</li> <li>· Multi-modal network of travel connections for pedestrians, cyclists, the bus and light-rail passengers.</li> <li>· Fact-based local news media.</li> <li>· Award winning schools.</li> <li>· Well used Public Libraries.</li> <li>· Vibrant commercial centers that support and generate family-wage jobs.</li> <li>· Highly regarded eateries.</li> <li>· Opportunities for cultural and artistic expression and enjoyment.</li> </ul> <p>The people of Shoreline are committed to making the city even better for the next generation as a model of a resilient, sustainable community in the face of climate change.</p> | General | Land Use |   |
| <p>The golf club is a waste of space and water</p>  | General | Land Use | High School - Natural Environment - What are weaknesses/what to focus on to improve |
| <p>More Pickleball<br/> More sidewalks and bike lanes<br/> More and better restaurants, boutiques, shops in the city center area<br/> Improved parks and green spaces<br/> Better use of school district land - particularly land that's not currently being used for schools. If the school district is concerned about space for more schools, some of the land could be repurposed (sold) to pay for more vertical (not one story) schools.</p>  | Uses    | Land Use | Signup Survey<br>Prompt: what would make Shoreline a better place to live?          |

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| More mulch and sandy loam in public greenery  | General                | Natural Environment | High school: what would make Shoreline a better place to live?                      |
| Healthy bee population  | General                | Natural Environment | High school: what would make Shoreline a better place to live?                      |
| Reduce light pollution  | General                | Natural Environment | High school: what would make Shoreline a better place to live?                      |
| Unclean, lots of litter, some (not legible) areas are not accessible by the public, too residential | General                | Natural Environment | High School - Natural Environment - What are weaknesses/what to focus on to improve |
| Need more native plant/animal species. LITTER.  | General                | Natural Environment | High School - Natural Environment - What are weaknesses/what to focus on to improve |
| Everyone will help in climate change  | General Sustainability | Natural Environment |   |
| Find scientists that will decrease extinction   | General Sustainability | Natural Environment |   |
| Harvest rainwater   | General Sustainability | Natural Environment |   |
| More nature/green space <b>x8</b>   | General Sustainability | Natural Environment |   |
| Protect west facing views of mountains and water  | General Sustainability | Natural Environment |   |
| Stop climate change <b>x2</b>   | General Sustainability | Natural Environment |   |

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| The views of mountains and water - KEEP - big asset to Shoreline   | General Sustainability | Natural Environment |  |
| Less Pollution <b>x3</b>   | General Sustainability | Natural Environment | Juneteenth   |
| Clean water  | General Sustainability | Natural Environment | Juneteenth   |
| <p>By making it a safe community for everyone. I think having greenspace (parks/playgrounds) is important as well as a significant amount of tree cover to help with the rising temperatures. I was pretty sad about the removal of the trees lining 155th by Twin Ponds. The tree cover helped with the heat as well as provided a beauty to the streets which is now lacking. Adding sidewalks would help improve walkability and safety for the residents as well as emphasizing decreasing crime rates. My house was broken into recently and so it feels like an unsafe neighborhood at the moment.</p> <p>Some edible plants in some parks would also be nice. For example, in Lynwood, there are some blueberry bushes planted by the tennis courts that the public has access to. That's pretty awesome. Finally, we need to continue to support our schools and children. The budget cuts to our schools was appalling this year, and I hope it can be mitigated for years to come.</p> | General Sustainability | Natural Environment | Signup Survey Prompt: what would make Shoreline a better place to live?  |
| Climate = good if more plants and marshes to help species and overall land health that were thrown out of natural habitats bec of rapid development in the Shoreline area  | General Sustainability | Natural Environment | High School - Natural Environment - How do the 3 key themes relate to the comp plan topic of natural environment |
| Less trash/littering <b>x8</b>   | Trash/Solid Waste      | Natural Environment |  |
| More trees / More policies to protect and maintain tree canopy <b>x32</b>  | Trash/Solid Waste      | Natural Environment | High School - Natural Environment - What are weaknesses/what   |

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|  |                            |                     | to focus on to improve  |
| More birds <b>x1</b>   | Trees Parks and Open Space | Natural Environment |   |
| More flowers <b>x2</b>   | Trees Parks and Open Space | Natural Environment |   |
| Fewer zoos   | Trees Parks and Open Space | Natural Environment |   |
| Native wild flowers in green spaces - envirolawn seed and pollinators <b>x3</b>  | Trees Parks and Open Space | Natural Environment |   |
| Nature care club! Plants, trees, clean up trash and classes of how to help a hurt animal   | Trees Parks and Open Space | Natural Environment |   |
| Ponds  | Trees Parks and Open Space | Natural Environment |   |
| Public waterfront areas  | Trees Parks and Open Space | Natural Environment |   |
| Harmony with nature  | Trees Parks and Open Space | Natural Environment | Juneteenth  |
| natural areas restored   | Trees Parks and Open Space | Natural Environment | Juneteenth  |
| A city-wide policy of protecting and conserving all trees in our urban canopy. As other cities do, put the burden on anyone wishing to cut down trees (including the city itself) to prove that removal is necessary. Shoreline must evaluate and add trees to its capital assets portfolio and then protect trees as it would any other valuable city asset. Shoreline must also increase its monitoring and nurturing of newly planted trees so that they survive. The city itself must comply with replacement policies, i.e. planting new trees to replace those removed, even as private entities are required to do. These policies would support the city's Climate Emergency Proclamation and Climate Action Plan. | Trees Parks and Open Space | Natural Environment | Signup Survey Prompt: what would make Shoreline a better place to live? |

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| Great access to richmond beach, lots of parks  | Trees Parks and Open Space | Natural Environment           | High School - Natural Environment - strengths? Going well?  |
| Mostly clean beaches   | Trees Parks and Open Space | Natural Environment           | High School - Natural Environment - strengths? Going well?  |
| We have a good amount of public parks. We have bees.   | Trees Parks and Open Space | Natural Environment           | High School - Natural Environment - strengths? Going well?  |
| Can walk to places, sometimes. The parks are good.   | General                    | Parks Recreation & Open Space | High School - Complete Communities - strengths? Going well? |
| The stadium/field lights at Shoreline Stadium are extremely bright and are on when no one is playing. It seems terribly wasteful of energy and also contributes to light pollution. The lights should be lower, dimmer or only turn on when the field is in use. | General Sustainability     | Parks Recreation & Open Space | Dia de los Muertos  |
| Areas for people to use as empty space   | Trees Parks and Open Space | Parks Recreation & Open Space |   |
| Arts and Parks <b>x2</b>   | Trees Parks and Open Space | Parks Recreation & Open Space |   |
| Basketball courts  | Trees Parks and Open Space | Parks Recreation & Open Space |   |
| Bocce Ball courts  | Trees Parks and Open Space | Parks Recreation & Open Space |   |
| Community gathering spaces <b>x3</b>   | Trees Parks and Open Space | Parks Recreation & Open Space |   |



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| Concerts in the park (e.g. Taylor Swift) <b>x3</b>          | Trees Parks and Open Space | Parks Recreation & Open Space |  |
| Dog parks   | Trees Parks and Open Space | Parks Recreation & Open Space |  |
| Fam friendly parks  | Trees Parks and Open Space | Parks Recreation & Open Space |  |
| Gardens   | Trees Parks and Open Space | Parks Recreation & Open Space |  |
| Great Parks   | Trees Parks and Open Space | Parks Recreation & Open Space |  |
| Invest in community parks and activities                    | Trees Parks and Open Space | Parks Recreation & Open Space |  |
| More cozy parks   | Trees Parks and Open Space | Parks Recreation & Open Space |  |
| More family activities                                      | Trees Parks and Open Space | Parks Recreation & Open Space |  |
| More Parks <b>x16</b>                                       | Trees Parks and Open Space | Parks Recreation & Open Space |  |
| Movies in the park  | Trees Parks and Open Space | Parks Recreation & Open Space |  |
| No open drug use in parks                                   | Trees Parks and Open Space | Parks Recreation & Open Space |  |
| Off leash dog park  | Trees Parks and Open Space | Parks Recreation & Open Space |  |
| Outdoor movie nights at RB Park or saltwater park <b>x3</b> | Trees Parks and Open Space | Parks Recreation & Open Space |  |
| Parks with big trees  | Trees Parks and Open Space | Parks Recreation & Open Space |  |
| Play areas/Playgrounds <b>x4</b>                            | Trees Parks and Open Space | Parks Recreation & Open Space |  |

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| Playgrounds for older kids (taller equipment, geared toward older ages)                      | Trees Parks and Open Space | Parks Recreation & Open Space |  |
| Push broom at tennis courts  | Trees Parks and Open Space | Parks Recreation & Open Space |  |
| Re-design library park   | Trees Parks and Open Space | Parks Recreation & Open Space |  |
| re-seed and start up irrigation at Richmond Beach Community Park                             | Trees Parks and Open Space | Parks Recreation & Open Space |  |
| Skate park in Shoreline <b>x4</b>  | Trees Parks and Open Space | Parks Recreation & Open Space |  |
| Soccer fields  | Trees Parks and Open Space | Parks Recreation & Open Space |  |
| Sunset park development  | Trees Parks and Open Space | Parks Recreation & Open Space |  |
| Trampoline park <b>x2</b>  | Trees Parks and Open Space | Parks Recreation & Open Space |  |
| Treehouse playgrounds  | Trees Parks and Open Space | Parks Recreation & Open Space |  |
| Water fountains  | Trees Parks and Open Space | Parks Recreation & Open Space |  |
| City doing its own park maintenance  | Trees Parks and Open Space | Parks Recreation & Open Space | Juneteenth   |
| More outdoor ping pong tables and giant chess board  | Trees Parks and Open Space | Parks Recreation & Open Space | High school: what would make Shoreline a better place to live? |
| Plants exist, mostly green. Good parks, roads have a lot of greenery in middle and sidewalks | Trees Parks and Open Space | Parks Recreation & Open Space | High School - Natural Environment - strengths? Going well?     |

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| Access to parks and beach well maintained.   | Trees Parks and Open Space | Parks Recreation & Open Space | High School - Natural Environment - strengths? Going well?   |
| Boeing creek and shoreview are great parks   | Trees Parks and Open Space | Parks Recreation & Open Space | High School - Natural Environment - strengths? Going well?   |
| Hillwood Park. Richmond Beach. Cromwell Park   | Trees Parks and Open Space | Parks Recreation & Open Space | High School - Natural Environment - strengths? Going well?   |
| More outdoor sports fields/activities. Aurora is pretty unimproved south of town and country (more trees). In favor of more housing, the lower income neighborhoods have begun to feel more crowded. | Trees Parks and Open Space | Parks Recreation & Open Space | High School - Natural Environment - What are weaknesses/what to focus on to improve                              |
| Quality of some parks  | Trees Parks and Open Space | Parks Recreation & Open Space | High School - Natural Environment - What are weaknesses/what to focus on to improve                              |
| More parks in less affluent communities would connect to equity and social justice   | Trees Parks and Open Space | Parks Recreation & Open Space | High School - Natural Environment - How do the 3 key themes relate to the comp plan topic of natural environment |
| More indoor play spaces for children   | Uses                       | Parks Recreation & Open Space | Signup Survey Prompt: what would make Shoreline a better place to live?  |

|  |                |                |   |
|--|----------------|----------------|---|
| <p>Continuous parking enforcement.<br/>         Apartment/condo buildings in the area and new construction that comes in need to provide parking for their residents.<br/>         Better sidewalks.<br/>         Regular Police patrol. The gas tank of our truck was punctured recently and cost us about \$1000 in repairs just because the idiots wanted to steal \$50 worth of gas.</p> | General        | Transportation | Signup Survey<br>Prompt: what would make Shoreline a better place to live?  |
| <p>Sidewalks and parking lots are not clean. Aurora bad, unsafe. The interurban trail (in front of deseret industries) has homeless people and is unpleasant to walk in</p>  | General        | Transportation | High School - Natural Environment - What are weaknesses/what to focus on to improve                                 |
| <p>Does not like walking Aurora</p>  | General        | Transportation | High School - Complete Communities - What are weaknesses/what to focus on to improve                                |
| <p>Neighborhoods by the Sound are almost purely residential. Quality of public transport.</p>  | General        | Transportation | High School - Complete Communities - What are weaknesses/what to focus on to improve                                |
| <p>Equal and easy access to everyone, efficient or green friendly methods of transport.<br/>         Small business stimulates local economy.</p>  | General        | Transportation | High School - Complete Communities - How do the 3 key themes relate to the comp plan topic of complete communities? |
| <p>Accessible transportation</p>   | Transportation | Transportation |   |

|   |                |                |            |
|---|----------------|----------------|------------|
| Better public transportation  | Transportation | Transportation |            |
| Better transport  | Transportation | Transportation |            |
| Bike trails <b>x3</b>   | Transportation | Transportation |            |
| Build sidewalks   | Transportation | Transportation |            |
| cross walk at 15th Ave NE and 195th!!! There is no way to safely cross    | Transportation | Transportation |            |
| Easier to bike  | Transportation | Transportation |            |
| Electric cars   | Transportation | Transportation |            |
| enforcing bike rules  | Transportation | Transportation |            |
| Flying cars and trains to go everywhere <b>x1</b>                         | Transportation | Transportation |            |
| Keep sidewalks clear and accessible                                       | Transportation | Transportation |            |
| Less car infrastructure, more walkable areas, public transport!           | Transportation | Transportation |            |
| Lots of parking for light rail  | Transportation | Transportation |            |
| more bike lanes <b>x3</b>   | Transportation | Transportation |            |
| More bus stops  | Transportation | Transportation |            |
| More light rails  | Transportation | Transportation |            |
| More parking  | Transportation | Transportation |            |
| Mountain bike trails <b>x1</b>  | Transportation | Transportation |            |
| need a crosswalk across 15th Ave NE and 195th NE                          | Transportation | Transportation |            |
| New sidewalks and curb cutouts at every corner, on all four corners       | Transportation | Transportation |            |
| No chip seal  | Transportation | Transportation |            |
| No more traffic   | Transportation | Transportation |            |
| No overnight parking around Richmond Highlands Park                       | Transportation | Transportation |            |
| Prioritize street/road maintenance <b>x1</b>                              | Transportation | Transportation |            |
| Safe sidewalks  | Transportation | Transportation |            |
| Self-driving cars   | Transportation | Transportation |            |
| Transportation options  | Transportation | Transportation |            |
| Walkable neighborhoods <b>x5</b>  | Transportation | Transportation |            |
| Protected bike lanes  | Transportation | Transportation | Juneteenth |
| Cheaper and more convenient public transit that incentivizes me to use it | Transportation | Transportation | Juneteenth |

|   |                |                |  |
|---|----------------|----------------|--|
| Bus from new train station to richmond beach - cant wait!   | Transportation | Transportation | Juneteenth   |
| Free parking at the train   | Transportation | Transportation | Juneteenth   |
| More bike lanes   | Transportation | Transportation | Juneteenth   |
| Safe Streets  | Transportation | Transportation | Juneteenth   |
| More accessibility - town homes, all housing  | Transportation | Transportation | Juneteenth   |
| Bike paths on the road down to richmond beach and up  | Transportation | Transportation | Juneteenth   |
| Walkable  | Transportation | Transportation | Juneteenth   |
| Walkable and disability friendly - better sidewalks, transit and crosswalks   | Transportation | Transportation | Juneteenth   |
| crosswalk lights at all pedestrian crosswalks that dont have them (basically between 8th Ave NW and 195th)  | Transportation | Transportation | Juneteenth   |
| Protected Bike Lanes  | Transportation | Transportation | Signup Survey<br>Prompt: what would make Shoreline a better place to live? |
| I want wider doorways with a push button at every Starbucks.  | Transportation | Transportation | Signup Survey<br>Prompt: what would make Shoreline a better place to live? |
| Better/more streetlights particularly in our wooded areas.<br>Available and affordable childcare. I would prefer to spend my money within Shoreline as well as have my children cared for closer to home.<br>Reliable before and after care for school age children to make it possible for working families to live here. We actually moved to Shoreline in large part due to the excellent reputation of Shoreline school district, but without child care available, we have considered if private schooling is necessary. | Transportation | Transportation | Signup Survey<br>Prompt: what would make Shoreline a better place to live? |
| Several intersections appear to just be on timers rather than have any vehicle sensors to indicate when a light should be changed. People are piled up at a red light waiting for the light to change and no one is coming through the green light. Shoreline should update intersection lights so there are vehicle sensors and not just timers.   | Transportation | Transportation | Dia de los Muertos   |

|   |                           |                |  |
|---|---------------------------|----------------|--|
| More sidewalks <b>x21</b>   | Transportation            | Transportation | Signup Survey<br>Prompt: what would make Shoreline a better place to live? |
| Safer and cleaner public transportation <b>x8</b>   | Transportation            | Transportation | High school: what would make Shoreline a better place to live?             |
| Bigger/wider sidewalks for wheelchairs <b>x2</b>  | Transportation            | Transportation | High school: what would make Shoreline a better place to live?             |
| Safer trails (higher quality)   | Transportation            | Transportation | High school: what would make Shoreline a better place to live?             |
| Buried cable/electric etc   | Design                    | Utilities      | Juneteenth   |
| I don't know if it is appropriate or not, but does the 20 Development Plan include attracting additional Internet/Telephone companies to our community? At present, Comcast/Xfinity has the monopoly and service is not up to par w/other agencies outside of Shoreline. Competition for clientele would be healthy and offer quality service. Just my thoughts. Thanks for all that you are doing to move us forward in the right direction. | General                   | Utilities      |  |
| Comcast is the only internet provider in town and they do not provide quality service to customers. Cities have franchises for these service providers. Shoreline should expand franchise agreements to other internet providers so Comcast doesn't have a monopoly.  | General                   | Utilities      | Dia de los Muertos   |
| Be carbon neutral   | General<br>Sustainability | Utilities      |  |
| Clean energy/no more fossil fuels <b>x3</b>   | General<br>Sustainability | Utilities      |  |
| electric car charging stations everywhere   | General<br>Sustainability | Utilities      |  |
| Affordable Solar Energy <b>x3</b>   | General<br>Sustainability | Utilities      |  |

|   |                            |                    |  |
|---|----------------------------|--------------------|--|
| City Service for plastic fil recycling - like Ridwell. Consumers can buy into at discounted price <b>x2</b> | Trash/Solid Waste          | Utilities          |  |
| Less Aurora   | General                    | Transportation     | High school: what would make Shoreline a better place to live? |
| The people in this community  | General                    | Community Design   | High school: what would make Shoreline a better place to live? |
| Make an indoors trampoline park and skate park  | Trees Parks and Open Space | Capital Facilities |  |



## Tally of Key Themes from Tabling Comments

| Category                                   | Key Themes  | Tally of Mentions |
|--|---|-------------------|
| Community Spaces, Events and Programming   | <ul style="list-style-type: none"> <li>Invest in community centers, recreational spaces, and aquatic facilities</li> </ul>          | 69                |
|  | <ul style="list-style-type: none"> <li>Create more cultural events and activities including arts and cultural festivals</li> </ul>  | 34                |
| Parks, Open Spaces and Natural Environment | <ul style="list-style-type: none"> <li>Invest in more open parks spaces that welcome different activities and families</li> </ul>   | 58                |
|  | <ul style="list-style-type: none"> <li>Protect tree canopy and natural vegetation and climate-friendly plantings</li> </ul>         | 58                |
|  | <ul style="list-style-type: none"> <li>Protect natural resources, beaches, and access to Puget Sound</li> </ul>                     | 42                |
| Connections, Neighborhoods and Travel      | <ul style="list-style-type: none"> <li>Improve streets, sidewalks and pedestrian travel, non-motorized travel</li> </ul>            | 99                |
|  | <ul style="list-style-type: none"> <li>Support more local retail destinations, restaurants, and place for people to meet</li> </ul> | 71                |
|  | <ul style="list-style-type: none"> <li>Strengthen diversity and welcoming environments across neighborhoods</li> </ul>              | 23                |
|  | <ul style="list-style-type: none"> <li>Create more neighborhood hubs and centers</li> </ul>   | 20                |
| Housing                                    | <ul style="list-style-type: none"> <li>Support diverse and affordable housing options</li> </ul>                                    | 64                |
|  | <ul style="list-style-type: none"> <li>Provide more density in housing development and neighborhood planning</li> </ul>             | 15                |
|  | <ul style="list-style-type: none"> <li>Prioritize smaller scale design for housing and developments</li> </ul>                      | 10                |
| Public Services                            | <ul style="list-style-type: none"> <li>Prioritize public safety, and clean environments</li> </ul>                                  | 32                |
|  | <ul style="list-style-type: none"> <li>Improve educational opportunities and services within city</li> </ul>                        | 13                |

|  |  |    |
|--|--|----|
|  | <ul style="list-style-type: none"><li>• Improve medical care access, social services, and support for low-income residents</li></ul> | 11 |
|  | <ul style="list-style-type: none"><li>• Streamline public services and processes like permitting and code compliance</li></ul>       | 7  |

## Appendix VII: Mentimeter Responses

Mentimeter

What is Shoreline's unique business identity?  
20 responses

government jobs  
immigrant business owners  
scattered education  
mur zoning  
cute historic  
stripmalls  
transitory off-the-map  
old fashioned  
aurora ave  
refuge  
affordable  
light rail  
underdog  
auto dealers  
sleepy box stores



1 7

Mentimeter

What sectors/industries do you see as growth opportunities for Shoreline?

|             |             |             |   |
|-------------|-------------|-------------|---|
| Multifamily | Restaurants | Restaurants | Healthcare  |
| Health care | Recreation  | Hospitality | More retail shops Support services for our aging population |

1 11

### What sectors/industries do you see as growth opportunities for Shoreline?

|  |                                 |                                      |              |
|--|---------------------------------|--------------------------------------|--------------|
| Third places, neighborhood oriented service/retail business. | Recreation & Tourism; education | Multi use recreation sports theaters | Third places |
| Apartments for commuters.                                    | Retirement Communities          | Retirement Communities               | Night Club   |



### What sectors/industries do you see as growth opportunities for Shoreline?

|   |  |                           |                            |
|---|--|---------------------------|----------------------------|
| Multiuse recreation, sports, and theaters | Things to do / activities for families | Lack of job opportunities | Lack of job opportunities. |
|---|--|---------------------------|----------------------------|



### What key challenges does Shoreline face in attracting new employment?

|                     |                                   |  |  |
|---------------------|-----------------------------------|--|--|
| AI                  | Cost of development               | Building restrictions for commercial development | Not enough businesses moving/growing here. |
| Sex trade on Aurora | No central locations to be "seen" | Under the radar                                  | Lack of industrial areas                   |



### What key challenges does Shoreline face in attracting new employment?

|                                     |  |  |                                  |
|-------------------------------------|--|--|----------------------------------|
| Advertising to new talent /industry | Lack of placemaking  | Lack of centralized marketing program for our town | Lack of job opportunities.       |
| Residents are resistant to change   | Training people to shop at home<br>No industrial zoning<br>Failure to create a town center | Many rental spaces; few for sale                   | Many rental spaces; few for sale |



### What can the City do to better support existing businesses in Shoreline?

|                 |  |             |                                       |
|-----------------|--|-------------|---------------------------------------|
| Placemaking     | Affordable housing                                     | Safety      | Well lit streets                      |
| Improve schools | Further commercial growth to create business retention | Walkability | Tax credits (increase local tax base) |



### What can the City do to better support existing businesses in Shoreline?

|   |  |                         |   |
|---|--|-------------------------|---|
| Clean up the business areas occupied by homeless population.  | Consider commercial nodes as community assets to manage and upgrade similar to parks (but hardscape) | Reliable transportation | Increase bipoc representation in city leadership  |
| Expedite permitting process Explain tax base; revenue sources | Expedite permitting process Explain tax base; revenue sources  | Expedite permitting     | Seek federal funding to improve visual/walkability of commercial districts to attract employers |



## What can the City do to better support existing businesses in Shoreline?

Diverse policeforce

Interconnect of shoreline  
to Seattle and academic  
institutions

Improve permitting

Create tax free  
development zones

Public art in business  
nodes



# Appendix F : 2024 Major Update Commerce Checklist



## Periodic Update Checklist for Fully-Planning Cities

**Overview:** This checklist is intended to help cities that are fully planning under the Growth Management Act (GMA) conduct the “periodic review and update” of **comprehensive plans** and **development regulations** required by RCW 36.70A.130 (4). This checklist identifies components of comprehensive plans and development regulations that may need updating to reflect the latest local conditions or to comply with GMA changes since the last periodic update cycle (2015-2018).

Statutory changes adopted since 2015 are emphasized in highlighted text to help identify new GMA requirements that may not have been addressed during the last update or through other amendments outside of the required periodic update process.

**What’s new:** For the 2024-2027 update cycle, Commerce has updated and streamlined periodic update resources including checklists, guidebooks and a [webpage](#) to serve you better. A checklist and guidebook for *partially-planning jurisdictions* will be available prior to their 2026-2027 updates. A separate checklist is available for counties.

2021-2022 Legislative Session:

[HB 12e20](#) substantially amends housing-related provisions of the GMA, [RCW 36.70A.070\(2\)](#) (codification pending). Please refer to the following Commerce housing webpages for further information about the new requirements: [Updating GMA Housing Elements](#) and [Planning for Housing](#).

[HB 1241](#) changes the periodic update cycle described in RCW 36.70A.130 (codification pending). Jurisdictions required to complete their update in 2024 now have until December 31, 2024 to finalize their review and submit to Commerce. Jurisdictions required to complete their updates in 2025-2027 are still required to submit prior to June 30<sup>th</sup> of their respective year. Additionally, jurisdictions that meet the new criteria will be required to submit an implementation progress report five years after the review and revision of their comprehensive plan.

[HB 1717](#) adds new requirements regarding tribal participation in planning efforts with local and regional jurisdictions (codification pending).

[SB 5593](#) adds new elements to RCW 36.70A.130(3) regarding changes to planning and/or modifying urban growth areas (codification pending).

[SB 5818](#) promotes housing construction in cities through amendments to and limiting appeals under the state environmental policy act (SEPA) and the GMA, amending RCW 36.70A.070(2).

Local governments should review local comprehensive plan policies, countywide planning policies and multicounty planning policies (where applicable) to be consistent with the new requirements.

[City of Shoreline](#)

City

[Steve Szafran, Senior Planner](#)

[206-801-2513; sszafran@shorelinewa.gov](#)

Staff contact, phone + email

# Checklist Instructions

With the most recent versions of your comprehensive plan and development regulations in hand, fill out each item in the checklist, answering the following questions:

**Is this item addressed in your current plan or development regulations?** If YES, fill in the form with citation(s) to where in the plan or regulation the item is addressed. Where possible, we recommend citing policy or goal numbers by element rather than page numbers, since these can change. If you have questions about the requirement, follow the hyperlinks to the relevant statutory provision or rules. If you still have questions, visit the Commerce [Periodic Update webpage](#) or contact the [Commerce planner assigned to your region](#).

**Is amendment needed to meet current statute?** Check YES to indicate a change to your plan will be needed. Check NO to indicate that the GMA requirement has already been met. Local updates may not be needed if the statute hasn't changed since your previous update, if your jurisdiction has kept current with required inventories, or if there haven't been many changes in local circumstances.

**Use the "Notes" column** to add additional information to note where your city may elect to work on or amend sections of your plan or development regulations, to call out sections that are not strictly required by the GMA, or to indicate if the item is not applicable to your jurisdiction.

**Submit your checklist!** This will be the first deliverable under your periodic update grant.

**PlanView system and instructions:** Completed checklists can be submitted through Commerce's PlanView portal. The PlanView system allows cities and counties to submit and track amendments to comprehensive plans or development regulations online, with or without a user account. You can also submit via email: [reviewteam@commerce.wa.gov](mailto:reviewteam@commerce.wa.gov) Fill out and attach a [cover sheet](#), a copy of your submittal and this checklist. *Please be advised that Commerce is no longer accepting paper submittals.*

For further information about the submittal process please visit Commerce's [Requirements and procedures for providing notice to the state](#) webpage.

## Need help?

Please visit Commerce's [periodic update webpage](#) for additional resources

or contact:

Suzanne Austin, AICP

Senior Planner

Growth Management Services

WA Department of Commerce

509.407.7955

[suzanne.austin@commerce.wa.gov](mailto:suzanne.austin@commerce.wa.gov)

# Checklist Navigation

(Ctrl + Click each element)

## Section I: Comprehensive Plan

LAND USE

HOUSING

CAPITAL FACILITIES

UTILITIES

TRANSPORTATION

SHORELINE

ESSENTIAL PUBLIC FACILITIES

TRIBAL PLANNING

ECONOMIC DEVELOPMENT

PARKS & RECREATION

OPTIONAL ELEMENTS

CONSISTENCY

PUBLIC PARTICIPATION

## Section II: Development Regulations

CRITICAL AREAS

ZONING CODE

SHORELINE MASTER PROGRAM

RESOURCE LANDS

ESSENTIAL PUBLIC FACILITIES

SUBDIVISION CODE

STORMWATER

IMPACT FEES

CONCURRENCY & TDM

TRIBAL PARTICIPATION

OPTIONAL REGULATIONS

PROJECT REVIEW PROCEDURES

PLAN & REGULATION AMENDMENTS

# Section I: Comprehensive Plan Elements

## Land Use Element

Consistent with countywide planning policies (CWPPs) and RCW 36.70A.070(1)

|  | In Current Plan?<br>Yes/No<br><br>If yes, cite section   | Changes needed to<br>meet current statute?<br><br>Yes/No | Notes   |
|--|--|--|---|
| <p>New 2021-2022 legislation <a href="#">ESSB 5593</a>: changes to <a href="#">RCW 36.70A.130</a> (codification pending) regarding UGA size, patterns of development, suitability and infrastructure.</p> <p>Coordinate these efforts with your county</p>   | <p>Yes, the Comprehensive Plan contains a reference to RCW36.70A in the Introduction section of the plan.</p>                      | No   | Shoreline is a fully planning city within the UGA.  |
| <p>a. The element integrates relevant county-wide planning policies into the local planning process, and ensures local goals and policies are consistent. For jurisdictions in the central Puget Sound region, the plan is consistent with applicable multicounty planning policies. <a href="#">RCW 36.70A.210</a> <a href="#">WAC 365-196-305</a></p> <p>Coordinate these efforts with your county</p> | Yes  | Yes  | 2024 Goals and Policies will be reviewed and updated to ensure consistency with KC Countywide Planning Policies, Vision 2050, and GMA Planning Goals. Special attention will need to be paid to Equity, Social Justice, climate, employment, and housing affordability. |
| <p>b. A future land use map showing city limits and UGA boundaries. <a href="#">RCW 36.70A.070(1)</a> and <a href="#">RCW 36.70A.110(6)</a> <a href="#">WAC 365-196-400(2)(d)</a>, <a href="#">WAC 365-196-405(2)(i)(ii)</a></p>   | Yes – Land Use Element, Figure LU-1  | No   | A Land Use Map showing the boundaries of Shoreline is included in the Plan. There are no UGA boundaries as there are no UGAs near the city.   |
| <p>c. Consideration of urban planning approaches that increase physical activity. RCW 36.70A.070(1) and WAC 365-196-405(2)(j).<br/>Additional resources: <a href="#">Transportation Efficient Communities</a>, <a href="#">The Washington State Plan for Healthy Communities</a>, <a href="#">Active Community Environment Toolkit</a></p>   | Yes – Goal LU II promotes walking, biking, and accessible recreation; Policies LU7, LU9, LU10, LU43, and LU45 promote walkability. | No   | A new PROSA Element and PROSA Plan will be updated by the end of 2023. The PROSA Element and PROSA Plan will respond to the needs of existing and future residents regarding present and future park needs of the residents of Shoreline.                               |
| <p>d. A consistent population projection throughout the plan which should be consistent with the county's</p>  | Yes – Land Use Supporting Analysis, page 86  | Yes. The growth targets assigned by King County will be  | The City has been assigned 13,330 dwelling units and 10,000 jobs in the latest KC Countywide Planning Policies. The city is using these assumptions in the 2024 planning update.  |

## Section I: Comprehensive Plan Elements

|  |  |   |   |
|--|--|---|---|
| <p>sub-county allocation of that forecast and housing needs. <a href="#">RCW 36.70A.115</a>, <a href="#">RCW 43.62.035</a> and WAC 365-196-405(f)</p>  |  | <p>noted in the 2024 update.</p>  |   |
|  | <p>In Current Plan?<br/>Yes/No<br/><br/>If yes, cite section</p>   | <p>Changes needed to meet current statute?<br/><br/>Yes/No</p>                                    | <p>Notes</p>  |
| <p>e. Estimates of population densities and building intensities based on future land uses and housing needs. RCW 36.70A.070(1), WAC 365-196-405(2)(i)</p> <ul style="list-style-type: none"> <li>For cities required to plan under the Buildable Lands Program, <a href="#">RCW 36.70A.215</a> amended in 2017, some jurisdictions may need to identify reasonable measures to reconcile inconsistencies. See <a href="#">Commerce’s Buildable Lands Program page</a>.</li> </ul> | <p>Yes – Density and capacity are discussed throughout the Land Use Supporting Analysis</p>                            | <p>Yes. The City completed the latest UGCS in 2021 and data will be used for the 2024 update.</p> | <p>Shoreline has the capacity to accommodate the growth in residential units, but goals and policies related to employment must be strengthened to meet employment targets.</p> |
| <p>f. Provisions for protection of the quality and quantity of groundwater used for public water supplies. RCW 36.70A.070(1); WAC 365-196-405(1)(c); <a href="#">WAC 365-196-485(1)(d)</a></p>   | <p>No</p>  | <p>No – Policies will be evaluated to see if updates are needed.</p>                              | <p>Shoreline is served by Seattle Public Utilities and North City Water District. Groundwater is not used for the public water supply.</p>                                      |
| <p>g. Identification of lands useful for public purposes such as utility corridors, transportation corridors, landfills, sewage treatment facilities, storm water management facilities, recreation, schools, and other public uses. <a href="#">RCW 36.70A.150</a> and <a href="#">WAC 365-196-340</a></p>  | <p>Yes – See Public Facility Designation in Figure LU-1, and Policy LU65: Essential Public Facilities Site Process</p> | <p>No</p>   |   |
| <p>h. Identification of open space corridors within and between urban growth areas, including lands useful for recreation, wildlife habitat, trails, and connection of critical areas. <a href="#">RCW 36.70A.160</a> and <a href="#">WAC 365-196-335</a></p>  | <p>Yes – See Public and Private Open Space designations in Figure LU-1, and Policies LU19,</p>                         | <p>Yes</p>  | <p>Shoreline does not identify open space corridors within the city but does map critical areas, critical area buffers, parks, and public and private open spaces.</p>          |

## Section I: Comprehensive Plan Elements

|  |                |  |  |
|--|----------------|--|--|
|  | LU20, and LU22 |  |  |
|--|----------------|--|--|

|   | In Current Plan?<br>Yes/No<br><br>If yes, cite section  | Changes needed to<br>meet current statute?<br><br>Yes/No   | Notes   |
|---|---|--|---|
| <p>i. If there is an airport within or adjacent to the city: policies, land use designations (and zoning) to discourage the siting of incompatible uses adjacent to general aviation airports.<br/><a href="#">RCW 36.70A.510</a>, <a href="#">RCW 36.70.547</a></p> <p>Note: The plan (and associated regulations) must be filed with the <a href="#">Aviation Division of WSDOT</a>.<br/><a href="#">WAC 365-196-455</a></p>  | No  | No   | There are no airports in the jurisdiction of Shoreline.   |
| <p>j. Where applicable, a review of drainage, flooding, and stormwater run-off in the area and nearby jurisdictions and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state.<br/>RCW 36.70A.070(1) and WAC 365-196-405(2)(e)</p> <p>Note: <a href="#">RCW 90.56.010(27)</a> defines waters of the state.</p> <p>Additional resources: <a href="#">Protect Puget Sound Watersheds</a>, <a href="#">Building Cities in the Rain</a>, <a href="#">Ecology Stormwater Manuals</a>, <a href="#">Puget Sound Partnership Action Agenda</a></p>   | Yes   | Yes – Data will be updated.  | The Surface Water Master Plan (SWMP) will be adopted in the Land Use element of the 2024 Comp Plan update. The city will be updating the SWMP in 2023-2024. Work from the SWMP will inform the Comprehensive Plan and incorporate new Goals and Policies. |
| <p>k. Policies to designate and protect critical areas including wetlands, fish and wildlife habitat protection areas, frequently flooded areas, critical aquifer recharge areas, and geologically hazardous areas. In developing these policies, the city must have included the best available science (BAS) to protect the functions and values of critical areas and give “special consideration” to conservation or protection measures necessary to preserve or enhance anadromous fisheries.<br/><a href="#">RCW 36.70A.030(6)</a>, <a href="#">RCW 36.70A.172</a>, <a href="#">WAC 365-190-080</a><br/>Best Available Science: see <a href="#">WAC 365-195-900 through -925</a></p> | Yes. SMC 20.80 is the city’s critical areas ordinance and includes BAS for wetlands, streams, landslide hazard areas, and others. | Yes – Data and maps will be updated to include Best Available Science for environmentally sensitive areas. | The 2024 update will include a review of the city’s existing critical area ordinance to make sure the city is using the best available science for wetlands, slopes, and fish and wildlife habitat.   |

|   | In Current Plan?<br>Yes/No<br><br>If yes, cite section | Changes needed to<br>meet current statute?<br><br>Yes/No | Notes  |
|---|--|--|--|
| l. If forest or agricultural lands of long-term commercial significance are designated inside city: a program authorizing Transfer (or Purchase) of Development Rights. <a href="#">RCW 36.70A.060(4)</a> , <a href="#">RCW 36.70A.170</a>  | Yes – Policy LU61                                      | No   | The city is in the process of adopting a Transfer of Development Rights (TDR) program. Estimated adoption date is November 2023. |
| m. If there is a Military Base within or adjacent to the jurisdiction employing 100 or more personnel: policies, land use designations, (and consistent zoning) to discourage the siting of incompatible uses adjacent to military bases. <a href="#">RCW 36.70A.530(3)</a> , <a href="#">WAC 365-196-475</a> | No   | No   | There are no military bases in the jurisdiction of Shoreline.  |

## Housing Element

In the 2021 legislative session, HB 1220 substantially amended the housing-related provisions of the Growth Management Act (GMA), RCW 36.70A.070 (2). Local governments should review local comprehensive plan policies and countywide planning policies to be consistent with the updated requirements. Please refer to Commerce’s housing webpages for further information about the new requirements:

### Updating GMA Housing Elements and Planning for Housing

|  |  |     |  |
|--|--|-----|--|
| a. Goals, policies, and objectives for the preservation, improvement, and development of housing. <a href="#">RCW 36.70A.070(2)(b)</a> and <a href="#">WAC 365-196-410(2)(a)</a> | Yes – Throughout the Housing element on pages 39-43  | Yes | The 2024 update will include the City’s middle housing work, changes related to HB1110, Accessory Dwelling Units, and income specific middle housing policies. |
| b. Within an urban growth area boundary, consideration of duplexes, triplexes, and townhomes. RCW 36.70A.070(2)(c) amended in 2021, <a href="#">WAC 365-196-300</a>              | Yes – Goals H II and III, and Policies H1, H3, H4, H5, and H6 promote increase in housing type choices | Yes | The 2024 update will include the City’s middle housing work, changes related to HB1110, Accessory Dwelling Units, and income specific middle housing policies. |
| c. Consideration of housing locations in relation to employment locations and the role of ADUs. RCW 36.70A.070(2)(d) amended in 2021   | Yes – Policy H11 encourages affordable housing near employment   | Yes | The 2024 update will include the City’s middle housing work, changes related to HB1110, Accessory Dwelling Units, and income specific middle housing policies. |



|   | In Current Plan?<br>Yes/No<br>If yes, cite section | Changes needed to<br>meet current statute?<br>Yes/No | Notes   |
|---|--|--|---|
| d. An inventory and analysis of existing and projected housing needs over the planning period, by income band, consistent with the jurisdiction's share of housing need, as provided by Commerce. RCW 36.70A.070(2)(a) amended in 2021, WAC 365-196-410(2)(b) and (c)   | Yes – Housing Element supporting analysis          | Yes  | Need to update data for new planning period   |
| e. Identification of capacity of land for housing including, but not limited to, government-assisted housing, housing for moderate, low, very low, and extremely low-income households, manufactured housing, multifamily housing, group homes, foster care facilities, emergency housing, emergency shelters, permanent supportive housing. RCW 36.70A.070(2)(c) amended in 2021, WAC 365-196-410(e) and (f) | No   | Yes  | The city will use figures from King County's 2021 Urban Growth Capacity Report.   |
| f. Adequate provisions for existing and projected housing needs for all economic segments of the community. RCW 36.70A.070(2)(d) amended in 2021, <a href="#">WAC 365-196-010(g)(ii)</a> , <a href="#">WAC 365-196-300(f)</a> , WAC 365-196-410 and see Commerce's Housing Action Plan (HAP) guidance: <a href="#">Guidance for Developing a Housing Action Plan</a>  | No   | Yes  | The city will add analysis in the 2024 plan update and explicit goal(s) for meeting these needs.  |
| g. Identify local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including: <ul style="list-style-type: none"> <li>• Zoning that may have a discriminatory effect;</li> <li>• Disinvestment; and</li> <li>• Infrastructure availability</li> </ul> <a href="#">RCW 36.70A.070(2)(e)</a> new in 2021  | No   | Yes  | This information will be pulled from Blueline's (consultant's) middle housing work, performed in fulfillment of the Department of Commerce's middle housing grant(s), on behalf of the City of Shoreline. |

|   | In Current Plan?<br>Yes/No<br>If yes, cite section | Changes needed to<br>meet current statute?<br>Yes/No | Notes   |
|---|--|--|---|
| <p>h. Establish policies and regulations to address and begin to undo racially disparate impacts, displacement, and exclusion in housing caused by local policies, plans, and actions.<br/>RCW 36.70A.070(2)(f) new in 2021</p>   | No   | Yes  | A consultant recently prepared a complete analysis of the city's Comprehensive Plan with diversity, equity, inclusion, and anti-displacement goals in mind. The city will use findings from this report to develop policies and regulations to address racially disparate impacts, displacement, and exclusion. |
| <p>i. Identification of areas that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and capital investments.<sup>1</sup><br/>RCW 36.70A.070(2)(g) new in 2021</p> <p>Establish anti-displacement policies, with consideration given to the preservation of historical and cultural communities as well as investments in low, very low, extremely low, and moderate-income housing; equitable development initiatives; inclusionary zoning; community planning requirements; tenant protections; land disposition policies; and consideration of land that may be used for affordable housing.<br/>RCW 36.70A.070(2)(h) new in 2021</p> | No   | Yes  | The city will add new geospatial, demographic, and economic analysis to the Housing Element to meet this requirement.   |

<sup>1</sup> This work should identify areas where anti-displacement tools may be applied, but may not need to be in the comprehensive plan. See Commerce's housing guidance: [Updating GMA Housing Elements - Washington State Department of Commerce](#)

## Capital Facilities Plan (CFP) Element

To serve as a check on the practicality of achieving other elements of the plan, covering all capital facilities planned, provided, and paid for by public entities including local government and special districts, etc. including water systems, sanitary sewer systems, storm water facilities, schools, parks and recreational facilities, police and fire protection facilities. Capital expenditures from park and recreation elements, if separate, should be included in the CFP Element. The CFP Element must be consistent with CWPPs, and RCW 36.70A.070(3), and include:

|   | In Current Plan?<br>Yes/No<br>If yes, cite section | Changes needed to<br>meet current statute?<br>Yes/No | Notes   |
|---|--|--|---|
| a. Policies or procedures to ensure capital budget decisions are in conformity with the comprehensive plan. <a href="#">RCW 36.70A.120</a>  | Yes – Policy CF5                                   | Yes  | The Capital Facilities Plan is updated annually as part of the City's budget process. |
| b. An inventory of existing capital facilities owned by public entities. <a href="#">RCW 36.70A.070(3)(a)</a> and <a href="#">WAC 365-196-415(1)(a)</a>   | No   | Yes  |   |
| c. A forecast of needed capital facilities. RCW 36.70A.070(3)(b) and WAC 365-196-415(1)(b)<br>Note: The forecast of future need should be based on projected population and adopted levels of service (LOS) over the planning period.               | No   | Yes  |   |
| d. Proposed locations and capacities of expanded or new capital facilities. RCW 36.70A.070(3)(c) and WAC 365-196-415 (1)(c) and (3)(c) <sup>2</sup>   | No   | Yes  |   |
| e. A six-year plan (at least) that will finance such capital facilities within projected funding capacities and identify sources of public money to finance planned capital facilities. RCW 36.70A.070(3)(d), RCW 36.70A.120, WAC 365-196-415(1)(d) | Yes (by reference) – Policy CF1                    | Yes  |   |

<sup>2</sup> Infrastructure investments should consider equity and plan for any potential displacement impacts.

|  | In Current Plan?<br>Yes/No<br>If yes, cite section | Changes needed to<br>meet current statute?<br>Yes/No | Notes   |
|--|--|--|---|
| f. A policy or procedure to reassess the Land Use Element if probable funding falls short of meeting existing needs. RCW 36.70A.070(3)(e) WAC 365-196-415(2)(d)<br><br>Note: park and recreation facilities shall be included in the capital facilities plan element | Yes - Policy CF5, though it should be expanded     | Yes  |   |
| g. If impact fees are collected: identification of public facilities on which money is to be spent.<br><a href="#">RCW 82.02.050(5)</a> and <a href="#">WAC 365-196-850(3)</a>   | No   | Yes  | The city will consult staff to determine which public facilities will be funded by impact fees. |

## Utilities Element

Consistent with relevant CWPPs and RCW 36.70A.070(4). Utilities include, but are not limited to: sanitary sewer systems, water lines, fire suppression, electrical lines, telecommunication lines, and natural gas lines.

|   |    |     |  |
|---|----|-----|--|
| The general location, proposed location and capacity of all existing and proposed utilities.<br><a href="#">RCW 36.70A.070(4)</a> and <a href="#">WAC 365-196-420</a> | No | Yes |  |
|---|----|-----|--|

## Transportation Element

Consistent with relevant CWPPs and RCW 36.70A.070(6)

|   |                            |    |   |
|---|----------------------------|----|---|
| a. An inventory of air, water, and ground transportation facilities and services, including transit alignments, state-owned transportation facilities, and general aviation airports.<br><a href="#">RCW 36.70A.070(6)(a)(iii)(A)</a> and <a href="#">WAC 365-196-430(2)(c)</a> . | Yes                        | No | In the current Plan, the city adopted the inventory included in the Transportation Master Plan (TMP). The city will use information included in its updated TMP and Transportation Element, both recently adopted, in 2022. |
| b. Adopted levels of service (LOS) standards for all arterials, transit routes and highways.<br>RCW 36.70A.070(6)(a)(iii)(B) and (C), WAC 365-196-430   | Yes – Policies T44 and T45 | No |   |
| c. Identification of specific actions to bring locally-owned transportation facilities and services to established LOS. <a href="#">RCW 36.70A.070(6)(a)(iii)(D)</a> , WAC 365-196-430  | No                         | No | Shoreline does not include any locally-owned transportation facilities.   |

|   | In Current Plan?<br>Yes/No<br><br>If yes, cite section                                | Changes needed to<br>meet current statute?<br><br>Yes/No | Notes   |
|---|---|--|---|
| d. A forecast of traffic for at least 10 years including land use assumptions used in estimating travel. RCW 36.70A.070(6)(a)(i), RCW 36.70A.070(6)(a)(iii)(E), WAC 365-196-430(2)(f)   | Yes – The city’s TMP is adopted by reference on page 119                              | No   | The city will use information included in its updated TMP and Transportation Element, both recently adopted, in 2022. |
| e. A projection of state and local system needs to meet current and future demand. RCW 36.70A.070(6)(a)(iii)(F) and WAC 365-196-430(1)(c)(vi)   | Yes – The city’s TMP is adopted by reference on page 119                              | No   | The city will use information included in its updated TMP and Transportation Element, both recently adopted, in 2022. |
| f. A pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles. RCW 36.70A.070(6)(a)(vii), WAC 365-196-430(2)(j) | Yes – Goals T II and T III, and Policies T18 through T25                              | No   |   |
| g. A description of any existing and planned transportation demand management (TDM) strategies, such as HOV lanes or subsidy programs, parking policies, etc. RCW 36.70A.070(6)(a)(vi) and WAC 365-196-430(2)(i)(i)   | Yes – Parking policies in LU11, LU12, LU28, LU29, LU 43, LU44, and LU52 through LU 56 | No   |   |
| h. An analysis of future funding capability to judge needs against probable funding resources. RCW 36.70A.070(6)(a)(iv)(A), WAC 365.196-430(2)(k)(iv)   | Yes – See adoption of TMP on page 119 as well as policies T53 through T57             | No   | The city will use information included in its updated TMP and Transportation Element, both recently adopted, in 2022. |
| i. A multi-year financing plan based on needs identified in the comprehensive plan, the appropriate parts of which serve as the basis for the 6-year street, road or transit program. RCW 36.70A.070(6)(a)(iv)(B) and <a href="#">RCW 35.77.010</a> , WAC 365-196-430(2)(k)(ii)                                 | Yes – See adoption of TMP on page 119   | No   | The city will use information included in its updated TMP and Transportation Element, both recently adopted, in 2022. |

|  | In Current Plan?<br>Yes/No<br>If yes, cite section | Changes needed to<br>meet current statute?<br>Yes/No | Notes                                |
|--|--|--|--------------------------------------|
| j. If probable funding falls short of meeting identified needs: a discussion of how additional funds will be raised, or how land use assumptions will be reassessed to ensure that LOS standards will be met. RCW 36.70A.070(6)(a)(iv)(C), WAC 365-196-430(2)(l)(iii)  | Yes  | Yes  | This may not exist in the TE or TMP. |
| k. A description of intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions and how it is consistent with the regional transportation plan. RCW 36.70A.070(6)(a)(v); WAC 365-196-430(1)(e) and 430(2)(a)(iii) | No   | Yes  | This may not exist in the TE or TMP. |

## Shoreline

For shorelines of the state, the goals and policies of the shoreline management act as set forth in RCW 90.58.020 are added as one of the goals of the Growth Management Act (GMA) as set forth in RCW 36.70A.480. The goals and policies of a shoreline master program for a county or city approved under chapter 90.58 RCW shall be considered an element of the county or city's comprehensive plan.

|  |  |    |  |
|--|--|----|--|
| a. The policies, goals, and provisions of chapter 90.58 RCW and applicable guidelines shall be the sole basis for determining compliance of a shoreline master program with this chapter except as the shoreline master program is required to comply with the internal consistency provisions of <a href="#">RCW 36.70A.070</a> , <a href="#">36.70A.040(4)</a> , <a href="#">35.63.125</a> , <a href="#">35A.63.105</a> , <a href="#">36.70A.480</a> | Yes – The SMP is Section 10 of the Plan, starting on page  | No |  |
| b. Shoreline master programs shall provide a level of protection to critical areas located within shorelines of the state that assures no net loss of shoreline ecological functions necessary to sustain shoreline natural resources as defined by department of ecology guidelines adopted pursuant to <a href="#">RCW 90.58.060</a> .   | Yes – See Cumulative Impacts Assessment in Appendices, confirming no net loss due to SMP protections | No |  |

|  | In Current Plan?<br>Yes/No<br>If yes, cite section | Changes needed to<br>meet current statute?<br>Yes/No | Notes   |
|--|--|--|---|
| c. Shorelines of the state shall not be considered critical areas under this chapter except to the extent that specific areas located within shorelines of the state qualify for critical area designation based on the definition of critical areas provided by *RCW 36.70A.030(5) and have been designated as such by a local government pursuant to <a href="#">RCW 36.70A.060(2)</a> | Yes  | No   |   |
| d. If a local jurisdiction's master program does not include land necessary for buffers for critical areas that occur within shorelines of the state, as authorized by <a href="#">RCW 90.58.030(2)(f)</a> , then the local jurisdiction shall continue to regulate those critical areas and their required buffers pursuant to RCW 36.70A.060(2).                                       | No   | No   | Shoreline has adopted a Shoreline Master Program. |

## Provisions for siting essential public facilities (EPFs)

Consistent with CWPPs and RCW 36.70A.200 amended 2021. This section can be included in the Capital Facilities Element, Land Use Element, or in its own element. Sometimes the identification and siting process for EPFs is part of the CWPPs.

|  |     |    |  |
|--|-----|----|--|
| a. A process or criteria for identifying and siting essential public facilities (EPFs). <a href="#">RCW 36.70A.200</a> and <a href="#">WAC 365-196-550(1)</a><br><br>Notes: RCW 36.70A.200 amended 2021 regarding reentry and rehabilitation facilities. EPFs are defined in RCW 36.70A.200.<br><br>Regional transit authority facilities are included in the list of essential public facilities. | Yes | No | The process for siting EPF's is in the current CPP's and will continue with the major update |
| b. Policies or procedures that ensure the comprehensive plan does not preclude the siting of EPFs. RCW 36.70A.200(5)<br><br>Note: If the EPF siting process is in the CWPPs, this policy may be contained in the comprehensive plan as well. WAC 365-196-550(3)  | Yes | No | The process for siting EPF's is in the current CPP's and will continue with the major update |

## Tribal Participation in Planning new in 2022 (codification pending – see [HB 1717](#))

A federally recognized Indian tribe may voluntarily choose to participate in the local and regional planning processes.

|  | In Current Plan?<br>Yes/No<br><br>If yes, cite section | Changes needed to<br>meet current statute?<br><br>Yes/No | Notes   |
|--|--|--|---|
| a. Mutually agreeable memorandum of agreement between local governments and tribes in regard to collaboration and participation in the planning process unless otherwise agreed at the end of a mediation period. RCW 36.70A.040(8)(a) new in 2022 | No   | Yes  |   |
| b. <i>Port elements</i> , if adopted, are developed collaboratively between the city, the applicable port and the applicable tribe(s), which shall comply with <a href="#">RCW 36.70A.040(8)</a> . RCW 36.70A.085 amended in 2022                  | No   | No   | The city does not intend to include a Port element in the updated plan. |
| c. <i>Urban Growth Areas</i> : counties and cities coordinate planning efforts for any areas planned for urban growth with applicable tribe(s). <a href="#">RCW 36.70A.110(1)</a> amended 2022, RCW 36.70A.040(8)                                  | No   | No   | There are no UGA boundaries as there are no UGAs near the city.         |



## Future required elements: pending state funding

As of 2022, these elements have not received state funding to aid local jurisdictions in implementation. Therefore, these elements are not required to be added to comprehensive plans at this time. Commerce encourages jurisdictions to begin planning for these elements, pending the future mandate.

|  | In Current Plan?<br>Yes/No<br><br>If yes, cite section | Notes   |
|--|--|---|
| <p><b>Economic Development</b><br/>Although included in <a href="#">RCW 36.70A.070</a> “mandatory elements” an economic development element is not currently required because funding was not provided to assist in developing local elements when this element was added to the GMA. However, provisions for economic growth, vitality, and a high quality of life are important, and supporting strategies should be integrated with the land use, housing, utilities, and transportation elements. RCW 36.70A.070(7) amended 2017</p> | <p>Yes, Element 5<br/>(Economic Development)</p>       | <p>A new Economic Development Strategy will be adopted in 2023-2024 which will inform goals and policies and supporting analysis.</p> |
| <p><b>Parks and Recreation</b><br/>Although included in RCW 36.70A.070 “mandatory elements” a parks and recreation element is not required because the state did not provide funding to assist in developing local elements when this provision was added to the GMA. However, park, recreation, and open space planning are GMA goals, and it is important to plan for and fund these facilities. RCW 36.70A.070(8)</p>   | <p>Yes, Element 7<br/>(PROS)</p>                       | <p>A new PROSA Plan and PROSA Element will be adopted by the end of 2023.</p>   |

## Optional Elements

Pursuant to RCW 36.70A.080, a comprehensive plan may include additional elements, items, or studies dealing with other subjects relating to the physical development within its jurisdiction, including, but not limited to:

|  | In Current Plan?<br>Yes/No<br>If yes, cite section | Notes  |
|--|--|--|
| <p><b>Climate Change Mitigation &amp; Resilience</b><br/>As of 2022, this optional element has not yet received state funding to aid local jurisdictions in implementation. Please visit <a href="#">Commerce's Climate Program page</a> for resources and assistance if interested in developing climate mitigation and resilience plans for your jurisdiction.</p> | No   | Climate change and climate resilience is a major theme of the 2024 update. New section, goals, and policies will be added to the plan to address these issues. |
| <p><b>Sub-Area Plans</b></p>   | Yes  | Appendix B of the Comprehensive Plan includes all seven of Shoreline's subarea plans.  |
| <p><b>Other</b></p>  |  |  |

## Consistency is required by the GMA

|   | In Current Plan?<br>Yes/No<br>If yes, cite section | Changes needed to<br>meet current statute?<br>Yes/No | Notes   |
|---|--|--|---|
| a. All plan elements must be consistent with relevant county-wide planning policies (CWPPs) and, where applicable, multi-county planning policies (MPPs), and the GMA. <a href="#">RCW 36.70A.100</a> and <a href="#">210</a> , <a href="#">WAC 365-196-305</a> ; <a href="#">400(2)(c)</a> ; <a href="#">510</a> and <a href="#">520</a> | Yes  | Yes  | Consistency will be documented as goals and policies are revised.   |
| b. All plan elements must be consistent with each other. <a href="#">RCW 36.70A.070 (preamble)</a> and <a href="#">WAC 365-197-040</a>  | Yes  | No   |   |
| c. The plan must be coordinated with the plans of adjacent jurisdictions. RCW 36.70A.100 and <a href="#">WAC 365-196-520</a>  | No   | No   | In accordance with the RCW and WAC, the city will (1) share its Comprehensive Plan with neighboring jurisdictions, (2) prepare a plan consistent with Vision 2050 and the updated King County CPPs, (3) coordinate with neighboring jurisdictions on regional issues, and (4) monitor proposed Comprehensive Plan language in these adjacent jurisdictions. |

## Public Participation

|  |     |    |  |
|--|-----|----|--|
| a. Plan ensures public participation in the comprehensive planning process. <a href="#">RCW 36.70A.020(11)</a> , <a href="#">.035</a> , and <a href="#">.140</a> , <a href="#">WAC 365-196-600(3)</a> provide possible public participation choices.   | Yes | No | The City Council has adopted a Public Participation Plan that is consistent with the RCW and WAC.  |
| b. If the process for making amendments is included in the comprehensive plan: <ul style="list-style-type: none"> <li>The plan provides that amendments are to be considered no more often than once a year, not including the exceptions described in <a href="#">RCW 36.70A.130(2)</a>, <a href="#">WAC365-196-640</a></li> <li>The plan sets out a procedure for adopting emergency amendments and defines emergency. RCW 36.70A.130(2)(b) and <a href="#">RCW</a></li> </ul> | No  | No | Comprehensive Plan amendment procedures are contained in the Development Code under SMC 20.30.340. |

## Consistency is required by the GMA

| <a href="#">36.70A.390, WAC 365-196-650(4)</a>  |  |  |  |
|---|--|--|--|
|   | In Current Plan?<br>Yes/No<br><br>If yes, cite section | Changes needed to<br>meet current statute?<br><br>Yes/No | Notes  |
| <p>c. Plan or program for monitoring how well comprehensive plan policies, development regulations, and other implementation techniques are achieving the comp plan's goals and the goals of the GMA. <a href="#">WAC 365-196-660</a> discusses a potential review of growth management implementation on a systematic basis.</p> <p>New 2021-2022 legislation <a href="#">HB 1241</a> provides that those jurisdictions with a periodic update due in 2024 have until December 31, 2024 to submit. The legislation also changed the update cycle to every ten years after the 2024-2027 cycle. Jurisdictions that meet the new criteria described in RCW 36.70A.130(9) (codification pending) will be required to submit an implementation progress report five years after the review and revision of their comprehensive plan.</p> | No   | Yes  | Though not described in the Comprehensive Plan, staff routinely informs the Council on the progress of development activities in locations designated for growth.  |
| <p>d. Considerations for preserving property rights. Local governments must evaluate proposed regulatory or administrative actions to assure that such actions do not result in an unconstitutional taking of private property. RCW 36.70A.370. For further guidance see the <a href="#">2018 Advisory Memo on the Unconstitutional Taking of Private Property</a></p>  | No   | No   | <p>No, there is nothing specific in the SMC speaking to property rights. However, the City Attorney includes a line in every Ordinance adopting Comp Plan goals/policies and development regulations because it is a mandate.</p> <p>Here is the link: <a href="#">Avoiding Unconstitutional Takings of Private Property   Washington State</a><br/>It sets out a process, but the key is the Warning Signs analysis.</p> <p>This is from 2018 and there has been a shift in takings analysis in Washington (now following federal takings analysis). But the basics are still the same as set forth in the Attorney General's document.</p> |



## Section II: Development Regulations

Must be consistent with and implement the comprehensive plan. [RCW 36.70A.040](#), [WAC 365-196-800](#) and [810](#)

### Critical Areas

Regulations protecting critical areas are required by RCW 36.70A.060(2), RCW 36.70A.172(1), WAC 365-190-080 and WAC 365-195-900 through 925.

Please visit Commerce’s [Critical Areas webpage](#) for resources and to complete the [Critical Areas Checklist](#). Critical areas regulations must be reviewed and updated, as necessary, to incorporate legislative changes and best available science. Jurisdictions using periodic update grant funds to update critical areas regulations must submit the critical areas checklist as a first deliverable, in addition to this periodic update checklist.

### Zoning Code

|   | In Current Regs?<br>Yes/No<br>If yes, cite section | Changes needed to<br>meet current statute?<br>Yes/No | Notes  |
|---|--|--|--|
| a. Permanent supportive housing or transitional housing must be allowed where residences and hotels are allowed. RCW 36.70A.390 New in 2021, (HB 1220 sections 3-5)<br><br>“permanent supportive housing” is defined in RCW 36.70A.030; “transitional housing” is defined in RCW 84.36.043(2)(c)  | Yes  | No   | Added enhanced shelters to the code in 2021          |
| b. Indoor emergency shelters and indoor emergency housing shall be allowed in any zones in which hotels are allowed, except in cities that have adopted an ordinance authorizing indoor emergency shelters and indoor emergency housing in a majority of zones within one-mile of transit. Indoor emergency housing must be allowed in areas with hotels. RCW 35A.21.430 amended in 2021, RCW 35.21.683, amended in 2021, (HB 1220 sections 3-5)<br><br>“emergency housing” is defined in RCW 84.36.043(2)(b) | Yes  | No   | Shelters are a defined use in SMC 20.40.120 and 130. |

|   | In Current Regs?<br>Yes/No<br><br>If yes, cite section | Changes needed to<br>meet current statute?<br><br>Yes/No | Notes   |
|---|--|--|---|
| c. The number of unrelated persons that occupy a household or dwelling unit except as provided in state law, for short term rentals, or occupant load per square foot shall not be regulated or limited by cities. ( <a href="#">HB 5235</a> ), RCW 35.21.682 new in 2021, RCW 35A.21.314 new in 2021<br>RCW 36.01.227 new in 2021  | Yes  | No   | This was updated in 2021. SMC 20.20.020   |
| d. Limitations on the amount of parking local governments can require for low-income, senior, disabled and market-rate housing units located near high-quality transit service.<br>RCW 36.70A.620 amended in 2020 and<br>RCW 36.70A.600 amended in 2019   | Yes  | No   | Shoreline provides parking reductions for affordable dwelling units, seniors, and dwellings within ¼ mile of high-capacity transit. |
| e. Family day care providers are allowed in all residential dwellings located in areas zoned for residential or commercial <a href="#">RCW 36.70A.450</a> .<br>Review <a href="#">RCW 43.216.010</a> for definition of family day care provider and <a href="#">WAC 365-196-865</a> for more information.   | Yes  | No   |   |
| f. Manufactured housing is regulated the same as site built housing. <a href="#">RCW 35.21.684</a> amended in 2019, RCW 35.63.160, <a href="#">RCW 35A.21.312</a> amended in 2019 and <a href="#">RCW 36.01.225</a> amended in 2019. A local government may require that manufactured homes: (1) are new, (2) are set on a permanent foundation, and (3) comply with local design standards applicable to other homes in the neighborhood, but may not discriminate against consumer choice in housing.<br><br>See: <a href="#">National Manufactured Housing Construction and Safety Standards Act of 1974</a> | Yes  | No   |   |

|  | In Current Regs?<br>Yes/No<br>If yes, cite section | Changes needed to<br>meet current statute?<br>Yes/No | Notes                               |
|--|--|--|-------------------------------------|
| <p>g. Accessory dwelling units: cities (and counties) must adopt or amend by ordinance, and incorporate into their development regulations, zoning regulations and other official controls the requirements of <a href="#">RCW 36.70A.698</a> amended in 2021. Review RCW 36.70A.696 amended in 2021 through 699 and RCW <a href="#">43.63A.215(3)</a></p> <p>Watch for new guidance from Commerce on the <a href="#">Planning for Housing webpage</a>.</p>  | Yes  | Yes  | ADUs are regulated in SMC 20.40.210 |
| <p>h. Residential structures occupied by persons with handicaps, and group care for children that meets the definition of “familial status” are regulated the same as a similar residential structure occupied by a family or other unrelated individuals. No city or county planning under the GMA may enact or maintain ordinances, development regulations, or administrative practices which treat a residential structure occupied by persons with handicaps differently than a similar residential structure occupied by a family or other unrelated individuals.</p> <p><a href="#">RCW 36.70A.410</a>, <a href="#">RCW 70.128.140</a> and <a href="#">150</a>, <a href="#">RCW 49.60.222-225</a> and <a href="#">WAC 365-196-860</a></p> | Yes  | No   | SMC 20.20.020                       |



|  | In Current Regs?<br>Yes/No<br><br>If yes, cite section | Changes needed to<br>meet current statute?<br><br>Yes/No | Notes                    |
|--|--|--|--------------------------|
| <p>i. Affordable housing programs enacted or expanded under <a href="#">RCW 36.70A.540</a> amended in 2022 comply with the requirements of this section. Examples of such programs may include: density bonuses within urban growth areas, height and bulk bonuses, fee waivers or exemptions, parking reductions, expedited permitting conditioned on provision of low-income housing units, or mixed-use projects. <a href="#">WAC 365-196-300</a></p> <p>See also <a href="#">RCW 36.70A.545</a> and WAC 365-196-410(2)(e)(i)</p> <p>“affordable housing” is defined in RCW 84.14.010</p> <p>Review <a href="#">RCW 36.70A.620</a> amended in 2020 for minimum residential parking requirements</p> | Yes – SMC 20.50.310                                    | No   |                          |
| <p>j. Limitations on regulating: outdoor encampments, safe parking efforts, indoor overnight shelters and temporary small houses on property owned or controlled by a religious organization. RCW 36.01.290 amended in 2020</p>  | Yes  | No   |                          |
| <p>k. Regulations discourage incompatible uses around general aviation airports. <a href="#">RCW 36.70.547</a> and <a href="#">WAC 365-196-455</a>. Incompatible uses include: high population intensity uses such as schools, community centers, tall structures, and hazardous wildlife attractants such as solid waste disposal sites, wastewater or stormwater treatment facilities, or stockyards. For more guidance, see <a href="#">WSDOT’s Aviation Land Use Compatibility Program</a>.</p>  | No   | No   | No airports in Shoreline |

|  | In Current Regs?<br>Yes/No<br><br>If yes, cite section | Changes needed to<br>meet current statute?<br><br>Yes/No | Notes  |
|--|--|--|--|
| l. If a U.S. Department of Defense (DoD) military base employing 100 or more personnel is within or adjacent to the jurisdiction, zoning should discourage the siting of incompatible uses adjacent to military base. <a href="#">RCW 36.70A.530(3)</a> and <a href="#">WAC 365-196-475</a> . Visit <a href="#">Military One Source</a> to locate any bases in your area and help make determination of applicability. If applicable, inform the commander of the base regarding amendments to the comprehensive plan and development regulations on lands adjacent to the base. | No   | No   | There are no military bases within the City of Shoreline.  |
| m. Electric vehicle infrastructure (jurisdiction specified: adjacent to Interstates 5, 90, 405 or state route 520 and other criteria) must be allowed as a use in all areas except those zoned for residential, resource use or critical areas. <a href="#">RCW 36.70A.695</a>   | Yes<br>SMC 20.50.390                                   | No   | Shoreline requires EV parking in all new SFR homes, multifamily and mixed-use buildings, and new commercial development. |

## Shoreline Master Program

Consistent with RCW 90.58 Shoreline Management Act of 1971

|   |                   |    |  |
|---|-------------------|----|--|
| a. Zoning designations are consistent with Shoreline Master Program (SMP) environmental designations. <a href="#">RCW 36.70A.480</a>  | Yes               | No |  |
| b. If updated to meet RCW 36.70A.480 (2010), SMP regulations provide protection to critical areas in shorelines that is at least equal to the protection provided to critical areas by the critical areas ordinance. RCW 36.70A.480(4) and <a href="#">RCW 90.58.090(4)</a><br><br>See <a href="#">Ecology's shoreline planners' toolbox</a> for the SMP Checklist and other resources and <a href="#">Ecology's Shoreline Master Programs Handbook webpage</a> | Yes<br>SMC 20.240 | No | Shoreline's SMP contains a critical area section, separate from the general CAO in SMC 20.80, that applies to critical areas in the shoreline designation. |

## Resource Lands

Defined in RCW 36.70A.030(3), (12) and (17) and consistent with RCW 36.70A.060 and RCW 36.70A.170

|   | In Current Regs?<br>Yes/No<br><br>If yes, cite section | Changes needed to<br>meet current statute?<br><br>Yes/No | Notes  |
|---|--|--|--|
| a. Zoning is consistent with natural resource lands designations in the comprehensive plan and conserves natural resource lands. <a href="#">RCW 36.70A.060(3)</a> , <a href="#">WAC 365-196-815</a> and <a href="#">WAC 365-190-020(6)</a> . Consider innovative zoning techniques to conserve agricultural lands of long-term significance <a href="#">RCW 36.70A.177(2)</a> . See also <a href="#">WAC 365-196-815(3)</a> for examples of innovative zoning techniques.  | No   | No   | Shoreline does not contain any natural resource lands. |
| b. Regulations to assure that use of lands adjacent to natural resource lands does not interfere with natural resource production. <a href="#">RCW 36.70A.060(1)(a)</a> and <a href="#">WAC 365-190-040</a><br><br>Regulations require notice on all development permits and plats within 500 feet of designated natural resource lands that the property is within or near a designated natural resource land on which a variety of commercial activities may occur that are regulations to implement comprehensive plan | No   | No   | Shoreline does not contain any natural resource lands. |
| c. For designated agricultural land, regulations encourage nonagricultural uses to be limited to lands with poor soils or otherwise not suitable for agricultural purposes. Accessory uses should be located, designed and operated to support the continuation of agricultural uses. <a href="#">RCW 36.70A.177(3)(b)</a>  | No   | No   | Shoreline does not contain any natural resource lands. |
| d. Designate mineral lands and associated regulations as required by <a href="#">RCW 36.70A.131</a> and <a href="#">WAC 365-190-040(5)</a> . For more information review the <a href="#">WA State Dept. of Natural Resources (DNR)'s Geology Division site</a>  | No   | No   | Shoreline does not have any mineral lands.             |

## Siting Essential Public Facilities

Regulations for siting essential public facilities should be consistent with RCW 36.70A.200 and consider WAC 365-196-550. Essential public facilities include those facilities that are typically difficult to site, such as airports, state education facilities, state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities. Regulations may be specific to a local jurisdiction, but may be part of county-wide planning policies (CWPPs).

|  | In Current Regs?<br>Yes/No<br><br>If yes, cite section | Changes needed to<br>meet current statute?<br><br>Yes/No | Notes  |
|--|--|--|--|
| <p>Regulations or CWPPs include a process for siting EPFs and ensure EPFs are not precluded. <a href="#">RCW 36.70A.200(2), (3), (5)</a>. <a href="#">WAC 365-196-550(6)</a> lists process for siting EPFs. WAC 365-196-550(3) details preclusions. EPFs should be located outside of known hazardous areas.</p> <p>Visit <a href="#">Commerce’s Behavioral Health Facilities Program page</a> for information on establishing or expanding new capacity for behavioral health EPFs.</p> | Yes  | Yes  | The Land Use Element of the Comprehensive Plan has policies to site EPFs. Specifically, LU 63 through 68 describe the process of locating EPFs in the City of Shoreline. |

## Subdivision Code

|  |     |    |   |
|--|-----|----|---|
| a. Subdivision regulations are consistent with and implement comprehensive plan policies. RCW <a href="#">36.70A.030(5)</a> and <a href="#">36.70A.040(4)</a> .  | Yes | No | SMC 20.30.370 through .480 is the city’s subdivision ordinance.   |
| <p>b. Written findings to approve subdivisions establish adequacy of public facilities. <a href="#">RCW 58.17.110</a> amended in 2018</p> <ul style="list-style-type: none"> <li>• Streets or roads, sidewalks, alleys, other public ways, transit stops, and other features that assure safe walking conditions for students.</li> <li>• Potable water supplies, sanitary wastes, and drainage ways. <a href="#">RCW 36.70A.590</a> amended 2018</li> <li>• Open spaces, parks and recreation, and playgrounds</li> <li>• Schools and school grounds</li> </ul> <p>Other items related to the public health, safety and general welfare <a href="#">WAC 365-196-820(1)</a>.</p> | Yes | No | SMC 20.30.410 and SMC 20.30.430 describe the preliminary short subdivision procedures and review criteria and the installation of improvements related to streets, sidewalks, and other requirements. |

|  | In Current Regs?<br>Yes/No<br>If yes, cite section | Changes needed to<br>meet current statute?<br>Yes/No | Notes   |
|--|--|--|---|
| <p>c. Preliminary subdivision approvals under RCW 58.17.140 are valid for a period of five or seven years (previously five years). RCW 58.17.140 and RCW 58.17.170</p> <p>Note: preliminary plat approval is valid for: seven years if the date of preliminary plat approval is on or before December 31, 2014; five years if the preliminary plat approval is issued on or after January 1, 2015; and ten years if the project is located within city limits, not subject to the shoreline management act, and the preliminary plat is approved on or before December 31, 2007.</p> | Yes  | No   | SMC 20.30.470 states that the subdivision is valid for 5 years. |

## Stormwater

|  |     |    |  |
|--|-----|----|--|
| <p>a. Regulations protect water quality and implement actions to mitigate or cleanse drainage, flooding, and storm water run-off that pollute waters of the state, including Puget Sound or waters entering Puget Sound. RCW 36.70A.070(1) Regulations may include: adoption of a stormwater manual consistent with Ecology's latest manual for Eastern or Western Washington, adoption of a clearing and grading ordinance – See <a href="#">Commerce's 2005 Technical Guidance Document for Clearing and Grading in Western Washington</a>.</p> <p>Adoption of a low impact development ordinance. See <a href="#">Puget Sound Partnership's 2012 Low Impact Development guidance</a> and Ecology's <a href="#">2013 Eastern Washington Low Impact Development guidance</a>.</p> <p>Additional Resources: <a href="#">Federal Grants to Protect Puget Sound Watersheds</a>, <a href="#">Building Cities in the Rain</a>, <a href="#">Ecology Stormwater Manuals</a>, <a href="#">Puget Sound Partnership Action Agenda</a></p> | Yes | No | Stormwater is regulated through the City's Public Works Department through the Stormwater Master Plan and the Engineering Development Manual. The EDM includes compliance with Ecology regulations and includes low-impact development measures. |
|--|-----|----|--|

|  | In Current Regs?<br>Yes/No<br><br>If yes, cite section | Changes needed to<br>meet current statute?<br><br>Yes/No | Notes   |
|--|--|--|---|
| b. Provisions for corrective action for failing septic systems that pollute waters of the state. <a href="#">RCW 36.70A.070(1)</a> . See also: <a href="#">DOH Wastewater Management, Ecology On-Site Sewage System Projects &amp; Funding</a>   | No   | No   | The city is served by Seattle Public Utilities, North City Water District and the Highlands. There are no known septic systems in the city. |
| <b>Impact Fees</b>   |  |  |   |
| May impose impact fees on development activity as part of the financing for public facilities, provided that the financing for system improvements to serve new development must provide for a balance between impact fees and other sources of public funds; cannot rely solely on impact fees. |  |  |   |
| a. If adopted, impact fees are applied consistent with RCW 82.02.050 amended in 2016, .060 amended in 2021, .070, .080, .090 amended in 2018 and .100. <a href="#">WAC 365-196-850</a> provides guidance on how impact fees should be implemented and spent.                                     | Yes  | No   | The city collects impact fees for traffic, parks, and fire department.  |
| b. Jurisdictions collecting impact fees must adopt and maintain a system for the deferred collection of impact fees for single-family detached and attached residential construction, consistent with RCW 82.02.050(3) amended in 2016   | Yes  | No   |   |
| c. If adopted, limitations on impact fees for early learning facilities RCW 82.02.060 amended in 2021  | Yes  | No   | SMC 3.80 excepts daycares from traffic impact fees.   |
| d. If adopted, exemption of impact fees for low-income and emergency housing development RCW 82.02.060 amended in 2021. See also definition change in RCW 82.02.090(1)(b) amended in 2018  | Yes  | No   | SMC 3.80 excepts low-income housing from impact fees.   |

## Concurrency and Transportation Demand Management (TDM)

Ensures consistency in land use approval and the development of adequate public facilities as plans are implemented, maximizes the efficiency of existing transportation systems, limits the impacts of traffic and reduces pollution.

|  | In Current Regs?<br>Yes/No<br><br>If yes, cite section | Changes needed to meet current statute?<br><br>Yes/No | Notes  |
|--|--|---|--|
| <p>a. The transportation concurrency requirement includes specific language that prohibits development when level of service standards for transportation facilities cannot be met.<br/>RCW 36.70A.070(6)(b), WAC 365-196-840.</p> <p>Note: Concurrency is required for transportation, but may also be applied to park facilities, etc.</p> | Yes  | No  | Transportation Impact Fees, Park Impact Fees, and Fire Impact Fees all apply to redevelopment in Shoreline. Various exemptions are included in code. |
| <p>b. Measures exist to bring into compliance locally owned transportation facilities or services that are below the levels of service established in the comprehensive plan.<br/>RCW 36.70A.070(6)(a)(iii)(B) and (D). Levels of service can be established for automobiles,</p>  | Yes  | No  | In the process of updating the City's TIF  |

|   |     |    |  |
|---|-----|----|--|
| <p>pedestrians and bicycles. See WAC 365-196-840(3) on establishing an appropriate level of service.</p>  |     |    |  |
| <p>c. Highways of statewide significance (HSS) are exempt from the concurrency ordinance. RCW 36.70A.070(6)(a)(iii)(C)</p>  | No  | No | <p>State Highways not included in existing or future TIF update. State concurrency standards are shown at the link below and set the standard at D for SR 99 and E mitigated for SR 104.<br/> <a href="https://wsdot.maps.arcgis.com/apps/mapviewer/index.html?layers=3f840aeeb1ba481c905270ca103cd1db">https://wsdot.maps.arcgis.com/apps/mapviewer/index.html?layers=3f840aeeb1ba481c905270ca103cd1db</a></p> <p>The City's target for these corridors is LOS E.</p> |
| <p>d. Traffic demand management (TDM) requirements are consistent with the comprehensive plan. RCW 36.70A.070(6)(a)(vi) Examples may include requiring new development to be oriented towards transit streets, pedestrian-oriented site and building design, and requiring bicycle and pedestrian connections to street and trail networks. WAC 365-196-840(4) recommends adopting methodologies that analyze the transportation system from a comprehensive, multimodal perspective.</p> | Yes | No | <p>Several TDM elements are included as code or Engineering Development Manual requirements. Additional TDM measures are typically included and committed to withing Transportation Impact Analysis efforts for larger developments. The City will be modifying Engineering Development Manual standards to include a specific toolkit for developers to refer to with its next update.</p>  |



|   | In Current Regs? Yes/No<br>If yes, cite section | Changes needed to meet current statute? Yes/No | Notes  |
|---|---|--|--|
| <p>e. If required by RCW 70.94.527, a commute trip reduction (CTR) ordinance to achieve reductions in the proportion of single-occupant vehicle commute trips has been adopted. The ordinance should be consistent with comprehensive plan policies for CTR and Department of Transportation rules. RCW 70.94.521-551</p> | Yes   | No   | <p>Shoreline originally adopted Ord. No. 516 in August 2008, the city's CTR plan that applies to 7 worksites (Including City of Shoreline). It has been amended on four occasions (Ord. Nos. 526, 658, 787, 865). Council will consider Ordinance No. 989, which utilizes WSDOT option to defer updates and the current plan through June 30, 2025. This ensures the 4-year CTR Plan update is coordinated with other city plans and activity:</p> <ol style="list-style-type: none"> <li>1. Aligned with upcoming State guidance expected in August 2023 with direction to set new 4-year targets and program strategies that are responsive to new climate and EJ/equity policy and new administrative tracking/survey approaches with CTR-affected employers.</li> <li>2. Aligned with upcoming updates to Comp. Plan. and TMP.</li> <li>3. Aligned with adopted Climate Action Plan.</li> </ol> <p>The City expects to begin work on the CTR Plan update in 2024 and submit to the state in December 2024.</p> |

**Tribal Participation in Planning** new in 2022 (codification pending – see [HB 1717](#))

A federally recognized Indian tribe may voluntarily choose to participate in the county or regional planning process.

|  |    |     |  |
|--|----|-----|--|
| <p>a. Mutually agreeable memorandum of agreement between local governments and tribes in regard to collaboration and participation in the planning process unless otherwise agreed at the end of a mediation period RCW 36.70A.040(8)(a) new in 2022</p> | No | Yes |  |
|--|----|-----|--|

|  |    |     |  |
|--|----|-----|--|
| <p>b. Policies consistent with countywide planning policies that address the protection of tribal cultural resources in collaboration with federally recognized Indian tribes that are invited, provided that a tribe, or more than one tribe, chooses to participate in the process. <a href="#">RCW 36.70A.210(3)(i)</a> new in 2022</p> | No | Yes |  |
|--|----|-----|--|

**Regulations to Implement Optional Elements**

|   |    |    |   |
|---|----|----|---|
| <p>a. New fully contained communities are consistent with comprehensive plan policies, RCW 36.70A.350 and WAC 365-196-345</p> | No | No | There are no areas of Shoreline outside of the urban growth area. |
|---|----|----|---|

|   |    |    |   |
|---|----|----|---|
| <p>b. If applicable, master planned resorts are consistent with comprehensive plan policies, RCW 36.70A.360, RCW 36.70A.362 and WAC 365-196-460</p> | No | No | There are no master planned resorts in the City of Shoreline. |
|---|----|----|---|

|  |                                |   |              |
|--|--------------------------------|---|--------------|
|  | <p>In Current Regs? Yes/No</p> | <p>Changes needed to meet current statute? Yes/No</p> | <p>Notes</p> |
|--|--------------------------------|---|--------------|

|  | If yes, cite section |    |   |
|--|----------------------|----|---|
| c. If applicable, major industrial developments and master planned locations outside of UGAs are consistent with comprehensive plan policies, RCW 36.70A.365, RCW 36.70A.367 and WAC 365-196-465 | No                   | No | There are no industrial or master planned locations within the City of Shoreline outside of the urban growth area.  |
| d. Regulations include procedures to identify, preserve, and/or monitor historical or archaeological resources. RCW 36.70A.020(13), WAC 365-196-450  | Yes<br>SMC<br>15.20  | No | The City of Shoreline contracts with King County. The King County landmarks commission established pursuant to Chapter 20.62 KCC is designated and empowered to act as the landmarks commission for the city of Shoreline pursuant to the provisions of this chapter. |
| e. Other development regulations needed to implement comprehensive plan policies such as energy, sustainability or design are adopted. WAC 365-196-445   | Yes                  | No | Shorelin’s Development Code contains requirements and incentives for green building including the Deep Green Incentive Program, mandatory 4-star built-green construction in the MUR zones, height incentives for the retention of significant trees and others.      |
| f. Design guidelines for new development are clear and easy to understand; administration procedures are clear and defensible.   | Yes                  | No |   |

## Project Review Procedures

|   |     |    |  |
|---|-----|----|--|
| <p>Project review processes integrate permit and environmental review. <a href="#">RCW 36.70A.470</a>, <a href="#">RCW 36.70B</a> and <a href="#">RCW 43.21C</a>.</p> <p>Also: WAC 365-196-845, WAC 197-11(SEPA Rules), WAC 365-197 (Project Consistency Rule, Commerce, 2001) and Ecology SEPA Handbook.</p> <p>Integrated permit and environmental review procedures for:</p> <ul style="list-style-type: none"> <li>• Notice of application</li> <li>• Notice of complete application</li> <li>• One open-record public hearing</li> <li>• Combining public hearings &amp; decisions for multiple permits</li> <li>• Notice of decision</li> <li>• One closed-record appeal</li> </ul> | Yes | No | <p>The City of Shoreline has updated it's SEPA and noticing procedures in 2022 to make the permit process clearer and easier to administer. This included updating noticing and appeal procedures. SEPA noticing and appeal procedures can be found in SMC 20.30.490 through .710.</p> |
|---|-----|----|--|

## Plan & Regulation Amendments

If procedures governing comprehensive plan amendments are part of the code, then assure the following are true:

|   | In Current Regs?<br>Yes/No<br><br>If yes, cite section | Changes needed to<br>meet current statute?<br><br>Yes/No | Notes  |
|---|--|--|--|
| a. Regulations limit amendments to the comprehensive plan to once a year (with statutory exceptions). RCW 36.70A.130(2) and WAC 365-196-640(3)  | Yes  | No   | SMC 20.30.340  |
| b. Regulations define <i>emergency</i> for an emergency plan amendment. RCW 36.70A.130(2)(b) and WAC 365-196-640(4)   | Yes  | No   | SMC 20.30.340  |
| c. Regulations include a docketing process for requesting and considering plan amendments. RCW 36.70A.130(2), RCW 36.70A.470, and WAC 365-196-640(6)  | Yes  | No   | SMC 20.30.340  |
| d. A process has been established for early and continuous public notification and participation in the planning process RCW 36.70A.020(11), RCW 36.70A.035 and RCW 36.70A.140. See WAC 365-196-600 regarding public participation and WAC 365-196-610(2) listing recommendations for meeting requirements. | Yes  | No   | Introduction to the Comprehensive Plan includes a section on the Public Participation Plan requirements. Also, a new PPP was adopted by the Council in 2023 for the 2024 update to the Plan. |
| e. A process exists to assure that proposed regulatory or administrative actions do not result in an unconstitutional taking of private property RCW 36.70A.370. See the <a href="#">2018 Advisory Memo on the Unconstitutional Taking of Private Property</a>  | Yes  | No   |  |
| f. Provisions ensure adequate enforcement of regulations, such as zoning and critical area ordinances (civil or criminal penalties). See implementation strategy in <a href="#">WAC 365-196-650(1)</a> .  | Yes  | No   | SMC 20.30.720-790 include the City's enforcement procedures.   |

# Appendix G: Adopting Ordinance



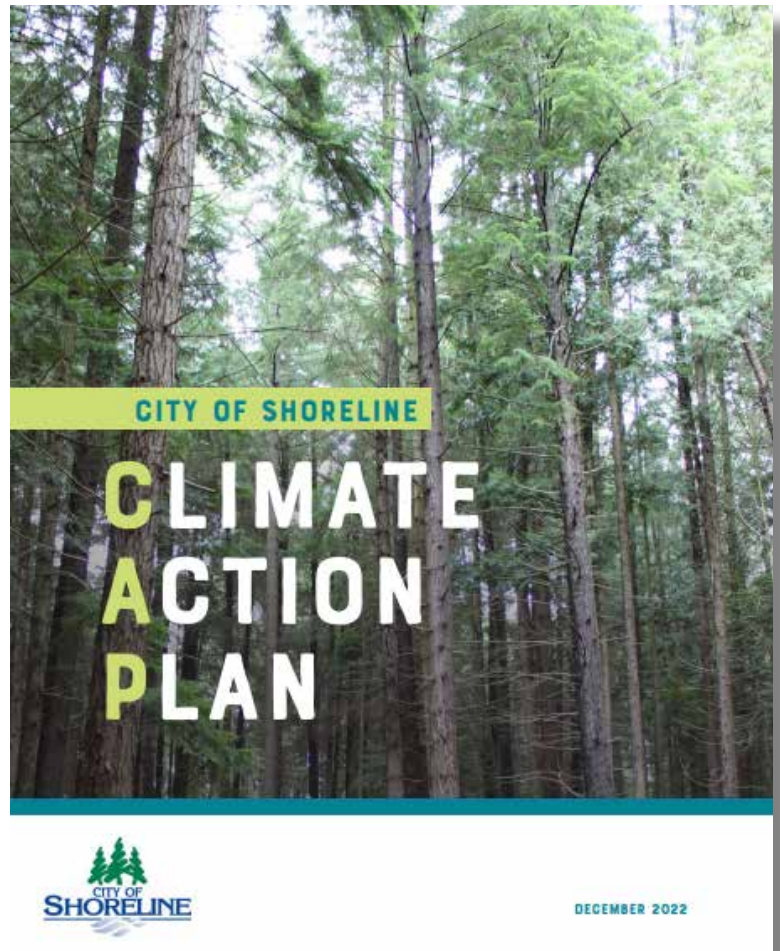
# Appendix H : Background Reports



# Appendix H.1: Climate Action Plan

Find the Climate Action Plan at the link below

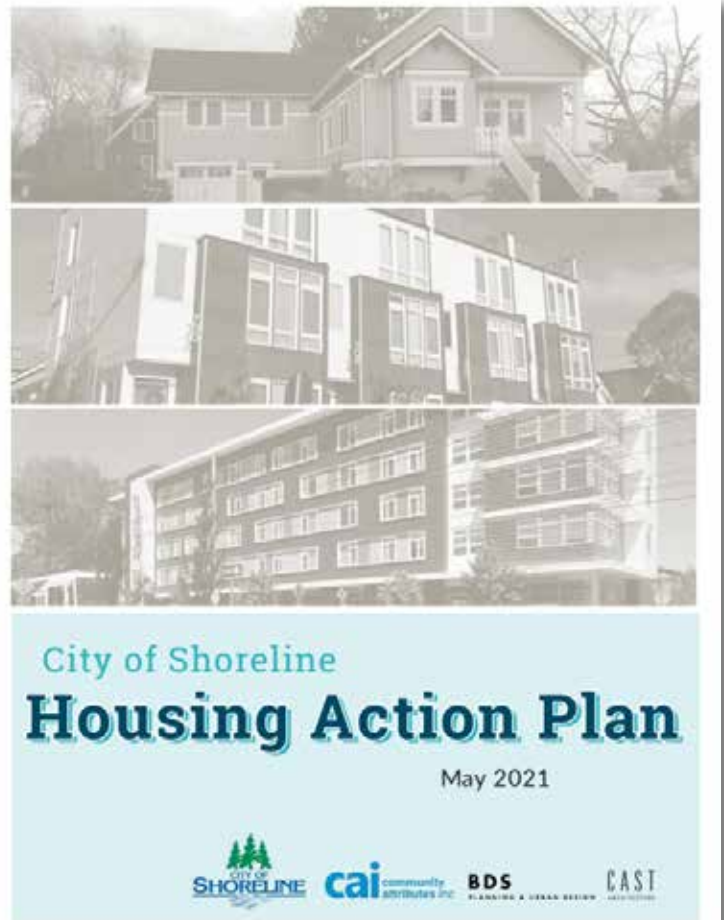
<https://www.shorelinewa.gov/home/showpublisheddocument/58585/638164574107070000>



# Appendix H.2: Housing Action Plan

Find the Housing Action Plan at the link below

<https://www.shorelinewa.gov/home/showpublisheddocument/52001/637595322907670000>



# Appendix H.3: Human Services Strategic Plan

Find the Human Services Strategic Plan at the link below

<https://www.shorelinewa.gov/home/showpublisheddocument/61045/638521377663770000>



## Human Services Strategic Plan

City of Shoreline | Approved April 8, 2024

# Appendix H.4: PROSA Plan

Find the PROSA Plan at the link below

<https://www.shorelinewa.gov/home/showpublisheddocument/61077/638519077574700000>



# Appendix I: Land Capacity Analysis

## Land Capacity Analysis

As part of Shoreline’s 2044 Comprehensive Plan update, Leland Consulting Group (LCG) was retained as part of a consultant team led by Otak to complete an analysis of land capacity for housing and jobs, including considerations of housing by income band as required by RCW 36.70A.070(2)(c) and adequate provisions for meeting all housing needs as required by RCW 36.70A.070(2)(d). This memo outlines the methodology and results of this analysis, using the process outlined in the Washington Department of Commerce’s 2023 guidebook “Guidance for Updating Your Housing Element.”<sup>1</sup>

## Land Capacity Analysis

### Housing and Jobs Targets

Shoreline is required to show **land capacity to meet 2044 targets for housing units and jobs** based on the Washington Office of Financial Management countywide projections as allocated to jurisdictions through the Countywide Planning Policies. As outlined in the 2021 King County Countywide Planning Policies, Shoreline must show capacity to accommodate **13,330 new Housing Units** and **10,000 new jobs** by 2044.

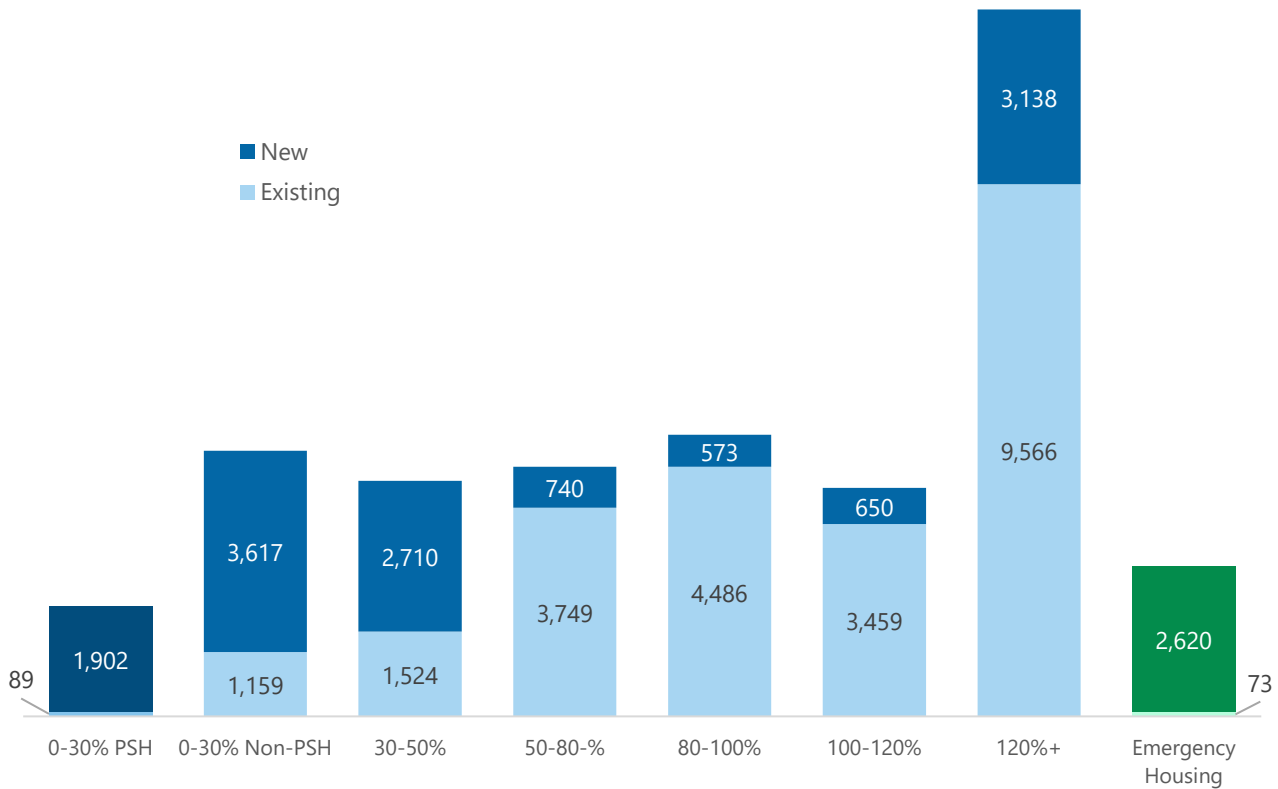
The housing unit targets are further broken down by what income band the housing units can serve, expressed as a percentage of the HUD Area Median Income (AMI). For reference, the 2023 AMI for King County used in this analysis was **\$146,500**. The AMI is determined by the U.S. Department of Housing and Urban Development (HUD), and is generally higher than the Census-reported Median Household Income for a given city, since it is a countywide metric and adjusted for household size. The HUD AMI is used to determine eligibility and income limits for subsidized affordable housing units.

The housing targets for families earning under 30% AMI are broken down into permanent units (i.e. standard housing units) and permanent supportive housing (PSH), defined in the Department of Commerce guidebook as “subsidized, leased housing for people who are experiencing homelessness or are at risk of homelessness and living with a disabling condition.” Finally, each jurisdiction received a housing target for emergency housing, defined as “temporary accommodations for households who are experiencing homelessness or are at imminent risk of becoming homeless.” Shoreline’s housing baseline and 2044 targets by income band are shown below:

---

<sup>1</sup> <https://deptofcommerce.box.com/s/1d9d517g509r389f0mjpowh8isjpirlh>

Figure 1. Shoreline Existing and Target Housing Units by Income Band, 2019-2044



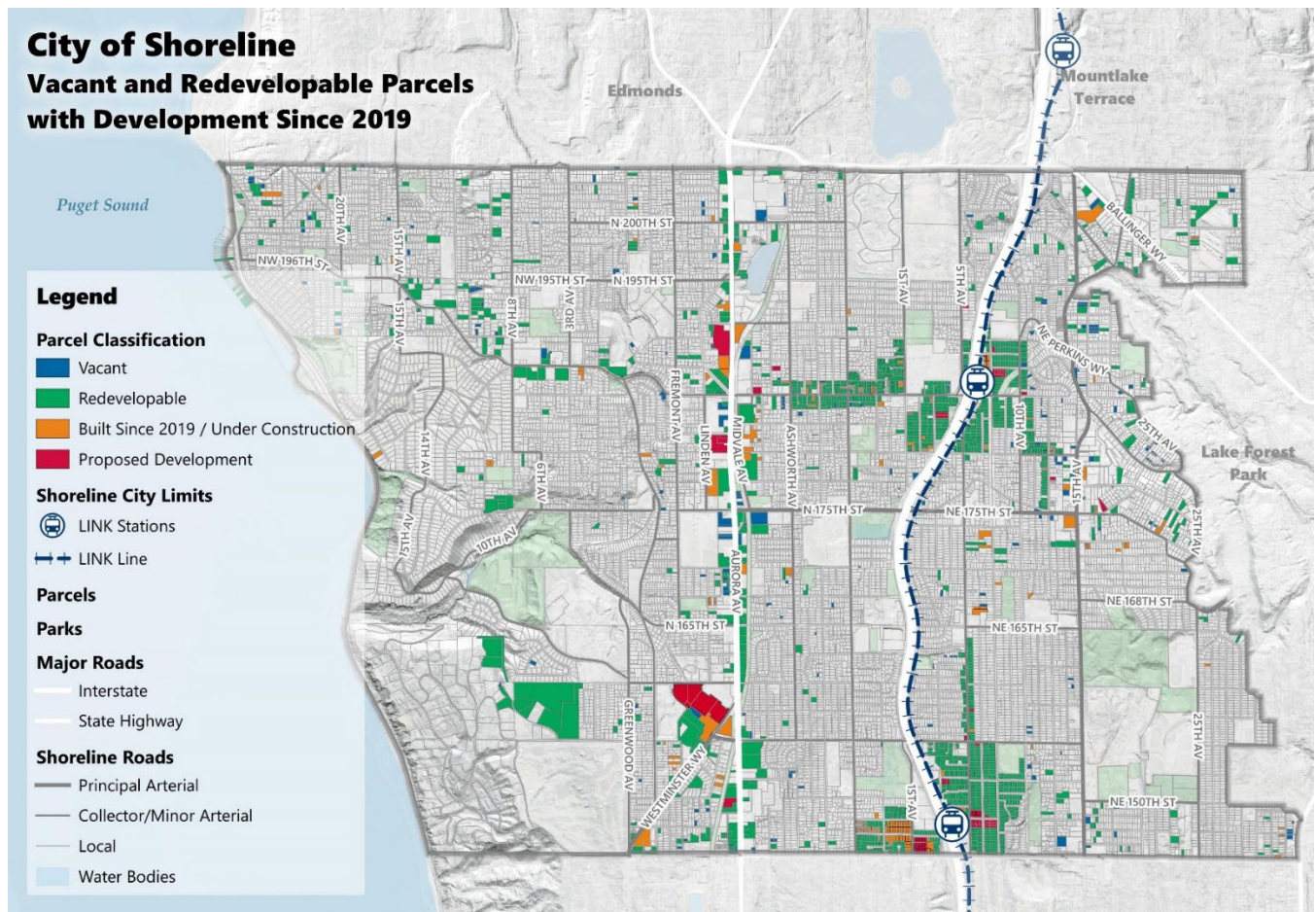
Source: 2021 King County Countywide Planning Policies (as amended 3/2023)

### Vacant and Redevelopable Parcels and Pending Development

The first step in the land capacity analysis is to determine which parcels could accommodate new development over the 20-year planning horizon. King County provided GIS data from their Urban Growth Capacity Report classifying parcels in Shoreline as **vacant, redevelopable** (based on low building to land value ratio and other considerations), or **constant** (not likely to change over the next 20 years). Working with city staff, LCG refined the set of vacant and redevelopable parcels to account for planned and proposed development, some changes in land classification, and new development which has taken place since the County assessment. Additionally, environmentally constrained acreage within **stream buffers** and **steep slope areas** was excluded from the total parcel acreage of vacant and redevelopable parcels.

Next, development which has occurred since 2019 or is planned, proposed, or under construction was totaled. These new housing units and jobs **count towards the growth targets**, since the baseline established by King County was for 2019. The map below in Figure 2 shows the revised vacant and redevelopable classifications and parcels with recent or forthcoming development. This recent and forthcoming development totals **8,275 housing units and 183 jobs**.

Figure 2. Vacant and Redevelopable Parcels and Recent/Pending Development in Shoreline, 2023



Source: King County, City of Shoreline, Leland Consulting Group

## Reduction Factor

Commerce’s HB 1220 guidance indicates that jurisdictions should reduce the amount of vacant and redevelopable acreage by a reasonable amount to account for land which may not be available for redevelopment due to the need for new **right-of-way, public space, stormwater facilities, or other dedications**, as well as a reasonable estimate of the amount of land that will remain unavailable due to the **market**. The Department of Commerce suggests a minimum reduction of 15% for vacant parcels and 25% for redevelopable parcels. Using these as minimum deductions, LCG calculated an additional market factor based on recent development trends by zone in Shoreline to arrive at a reasonable estimate of redevelopment capacity in the city. The reduction factors are shown below in Figure 3.



Figure 3. Market Factor by Zone in Shoreline

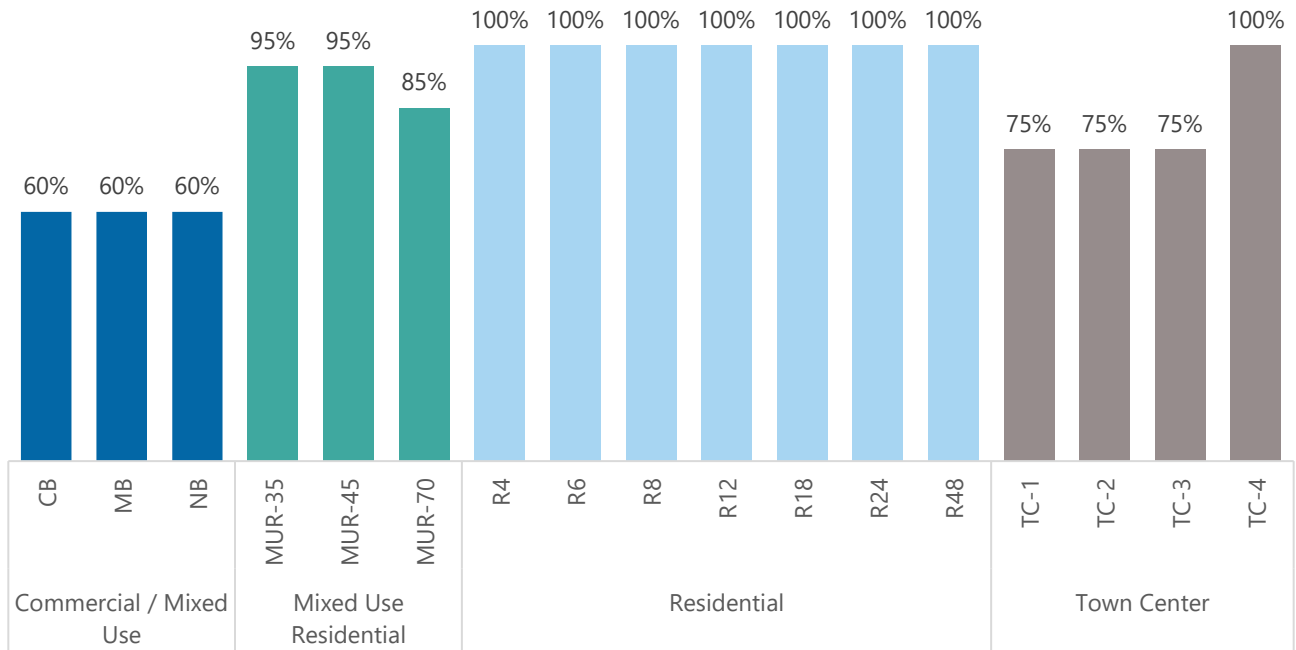
| Zone                          | Vacant Parcel Acreage (less Critical Areas) | Vacant Reduction Factor | Net Vacant Acreage | Redevelopable Parcel Acreage (less Critical Areas) | Redevelopable Reduction Factor | Net Redevelopable Acreage |
|-------------------------------|---|-------------------------|--------------------|--|--------------------------------|---------------------------|
| <b>Commercial / Mixed Use</b> |   |                         |                    |  |                                |                           |
| CB                            | 5.0   | 15%                     | 2.6                | 4.6  | 25%                            | 2.1                       |
| MB                            | 6.8   | 36%                     | 2.6                | 51.5   | 40%                            | 18.6                      |
| NB                            | 0.1   | 18%                     | 0.1                | 10.0   | 25%                            | 4.5                       |
| <b>Mixed Use Residential</b>  |   |                         |                    |  |                                |                           |
| MUR-35                        | 0.6   | 45%                     | 0.3                | 43.5   | 50%                            | 20.8                      |
| MUR-45                        | 0.7   | 15%                     | 0.6                | 63.5   | 25%                            | 45.2                      |
| MUR-70                        | 0.5   | 35%                     | 0.3                | 66.9   | 38%                            | 35.0                      |
| <b>Residential</b>            |   |                         |                    |  |                                |                           |
| R4                            | 0.4   | 75%                     | 0.1                | 49.1   | 83%                            | 8.3                       |
| R6                            | 20.7  | 55%                     | 9.4                | 65.1   | 60%                            | 25.8                      |
| R8                            | 0.3   | 15%                     | 0.2                | 3.1  | 25%                            | 2.3                       |
| R12                           | 0.0   | 95%                     | 0.0                | 4.1  | 95%                            | 0.2                       |
| R18                           | 0.0   | 15%                     | 0.0                | 2.7  | 25%                            | 2.0                       |
| R24                           | 0.1   | 58%                     | 0.0                | 4.0  | 64%                            | 1.4                       |
| R48                           | 0.0   | 61%                     | 0.0                | 5.9  | 68%                            | 1.9                       |
| <b>Town Center</b>            |   |                         |                    |  |                                |                           |
| TC-1                          | 2.8   | 15%                     | 1.8                | 6.0  | 25%                            | 3.4                       |
| TC-2                          | 6.4   | 15%                     | 4.1                | 6.1  | 25%                            | 3.4                       |
| TC-3                          | 0.1   | 15%                     | 0.1                | 13.1   | 25%                            | 7.3                       |
| TC-4                          | 0.5   | 15%                     | 0.5                | 1.1  | 25%                            | 0.8                       |

Source: King County, City of Shoreline, CoStar, WA Department of Commerce, Leland Consulting Group

## Housing and Job Density Assumptions

Having established the amount of available developable acreage, the next step in the analysis is to determine the share of this acreage which will redevelop as residential and nonresidential uses in each zone. This was based on recent and permitted development trends as well as input from Shoreline staff regarding future policy direction moving towards encouraging increased job growth in the city. Figure 4 below shows the percentage of net acreage in each zone assumed to redevelop as residential uses.

Figure 4. Share of Acreage Expected to Redevelop as Residential Uses by Zone in Shoreline



Source: CoStar, City of Shoreline, Leland Consulting Group

The next step was to estimate the density at which the residential acreage could redevelop. Following Commerce guidance, single-family zones are assumed to redevelop at the **maximum allowed density in the zoning code**. Note that additional capacity for middle housing and ADUs in low-density zones will be addressed at the parcel level later in this report. Housing unit density assumptions for multifamily zones are based on the **density of recent development** in that zone over the past five years. Representative recent or forthcoming projects used as prototypes in this analysis are shown below in Figure 5.

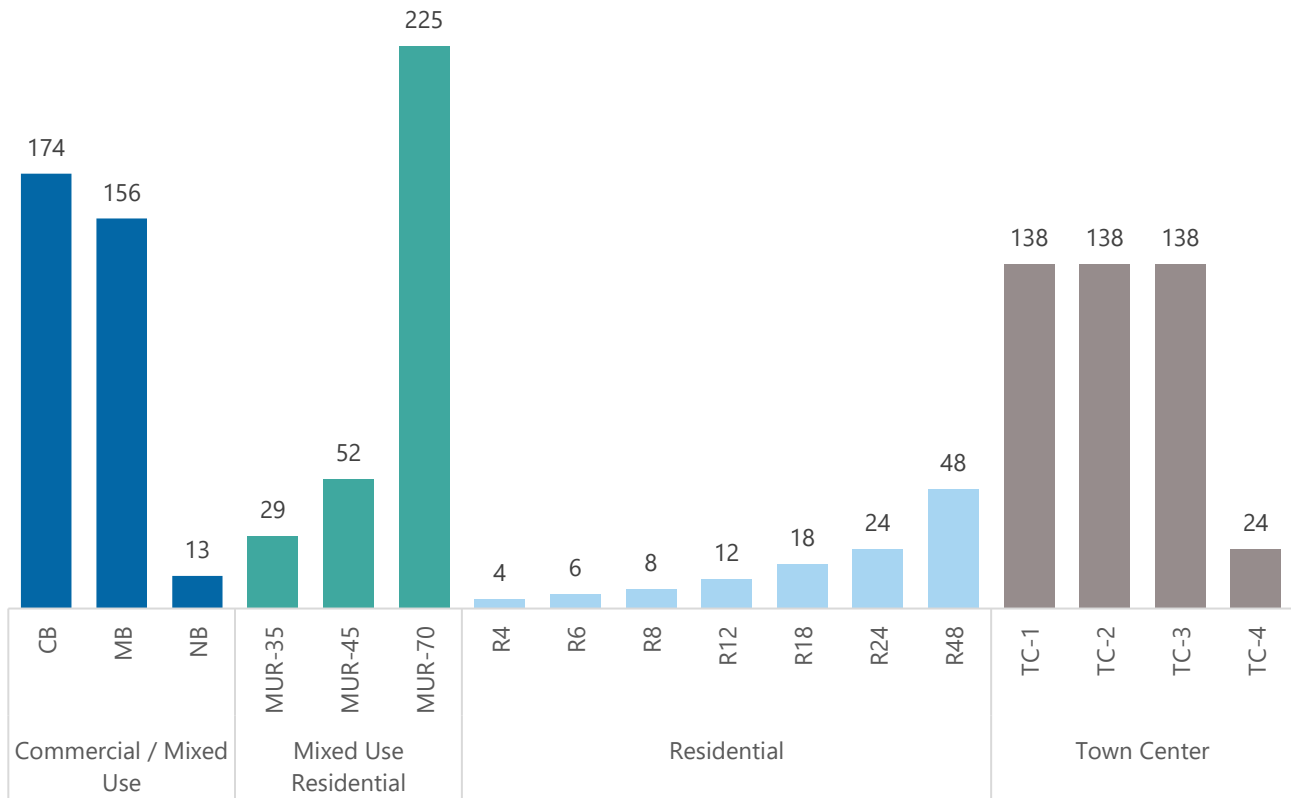
Figure 5. Prototype Developments Used in Capacity Analysis



Source: CoStar

Figure 6 below shows the housing unit density in dwelling units per acre assumed for each zone that allows housing. These densities were applied to the net vacant and redevelopable acreage shown above in Figure 3 to determine housing unit capacity in each zone.

Figure 6. Housing Density Assumptions for Shoreline Land Capacity Analysis (units/acre)



Source: Shoreline Zoning Code, CoStar, City of Shoreline, CoStar, Leland Consulting Group

**Employment density** was calculated in two steps. Shoreline has recently adopted an ordinance requiring ground floor commercial space in new multifamily residential development. Given this requirement, a number of regional developments in Shoreline and surrounding municipalities with ground floor commercial space were analyzed to determine an average job density of **10 jobs per acre** in this type of development. Representative examples are shown below.

Figure 7. Mixed-Use Employment Prototypes

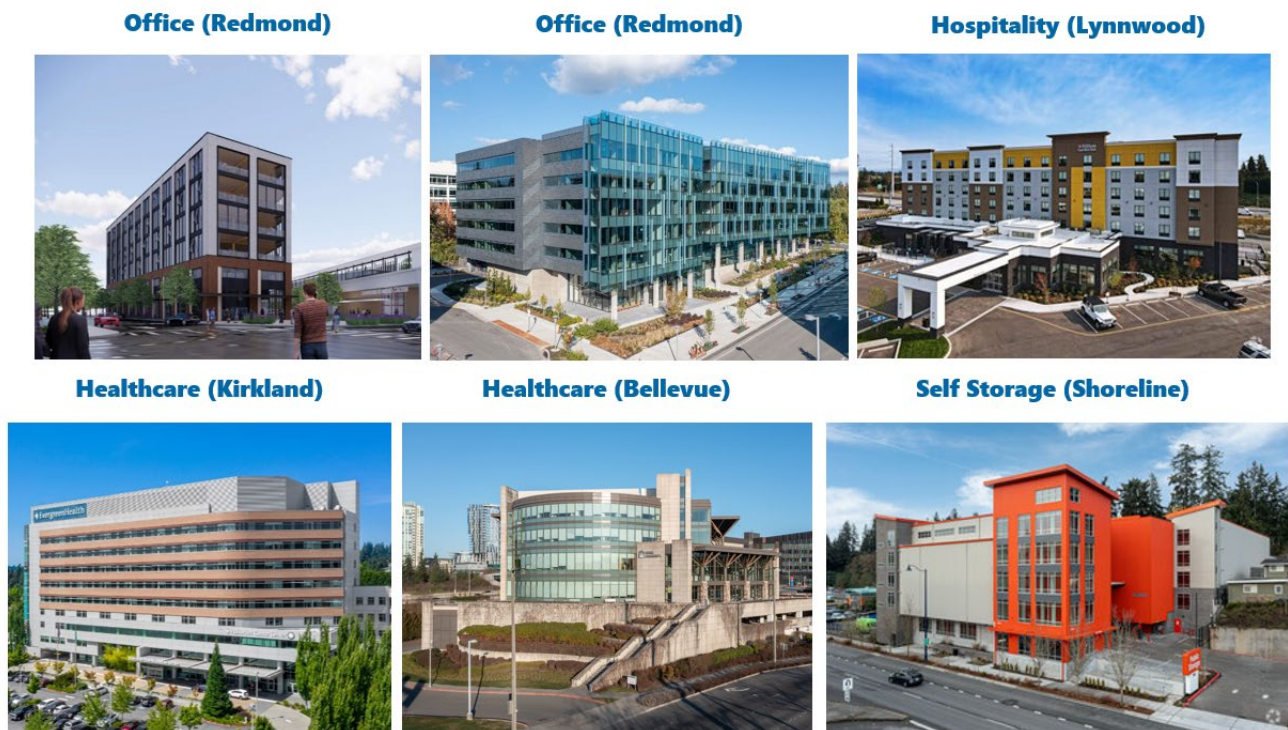


Source: CoStar

This job density was then applied to the expected acreage of mixed-use development in the CB, MB, NB, MUR-70, TC-1, TC-2, and TC-3 zones from the previous step, generating a total capacity of **946 jobs** in mixed-use buildings.

To estimate employment capacity on the expected nonresidential vacant and redevelopable acreage, FAR for regional prototypes for office, health care, hotel, and self-storage buildings were analyzed and then converted into **jobs per acre** using employment density assumptions from the King County Urban Growth Capacity Report. Regional prototypes analyzed and job density calculations are shown below. These prototypes and densities were then applied to the nonresidential available acreage by zone in various shares corresponding to potential future development patterns to determine potential employment capacity.

**Figure 8. Regional Employment Prototype Examples**



Source: CoStar

**Figure 9. Employment Densities Used in Shoreline Job Capacity Analysis**

|              | <b>FAR</b> | <b>SF/Job</b> | <b>Jobs/Ac</b> |
|--------------|------------|---------------|----------------|
| Office       | 4.13       | 500           | 360            |
| Health Care  | 1.15       | 500           | 100            |
| Hospitality  | 1.15       | 500           | 100            |
| Self Storage | 2.98       | 20,000        | 7              |

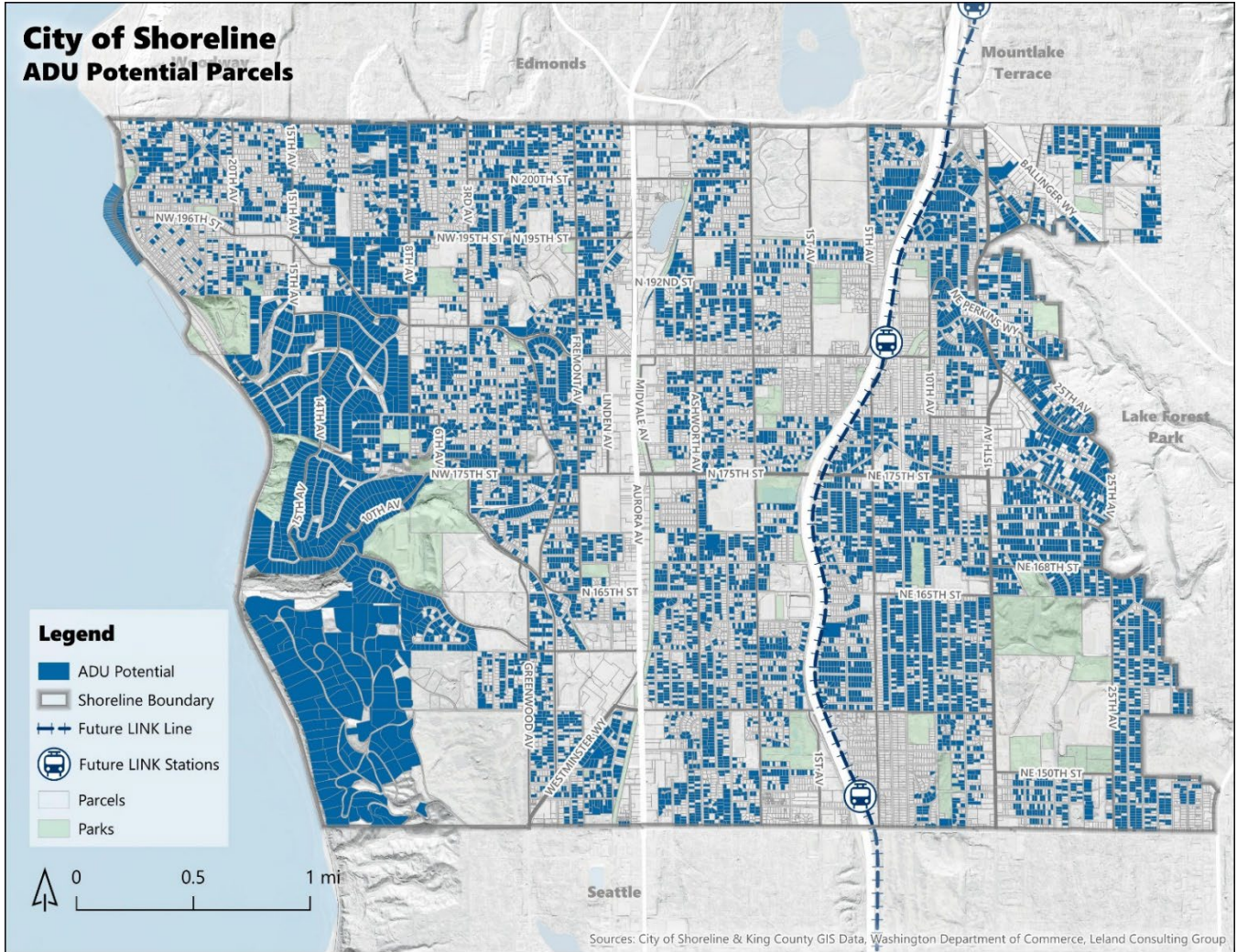
Source: CoStar, 2021 King County Urban Growth Capacity Report, City of Shoreline, Leland Consulting Group

## Additional ADU Capacity

HB 1337, passed by the legislature in 2023, requires that cities allow two ADUs, detached or attached, on all parcels currently zoned for low-density residential (i.e. single-family). As part of this capacity analysis, LCG considered the additional housing capacity that this new legislation could create in Shoreline. Parcels in the existing single-family zones were considered for this analysis. The built square footage was first removed from the parcel acreage, and then the remaining acreage within the allowed lot coverage ratio (per the zoning code) was calculated. Assuming at least 1,000 square feet

would be required to construct an ADU, this resulted in a total of **7,737 parcels which have sufficient space for an ADU**. Based on Commerce guidance and regional trends, LCG assumed that **five percent** of homeowners might choose to develop an ADU over the planning horizon. Assuming that a small share of those might also choose to construct 2 ADUs given new legislation, averaging 1.2 ADUs per lot, this would result in an **ADU capacity of 464 units**. This would average out to about 19 ADUs per year, compared to 10.8 ADUs per year which have been permitted on average over the past five years, according to city data.

Figure 10. Potential ADU Parcels in Shoreline

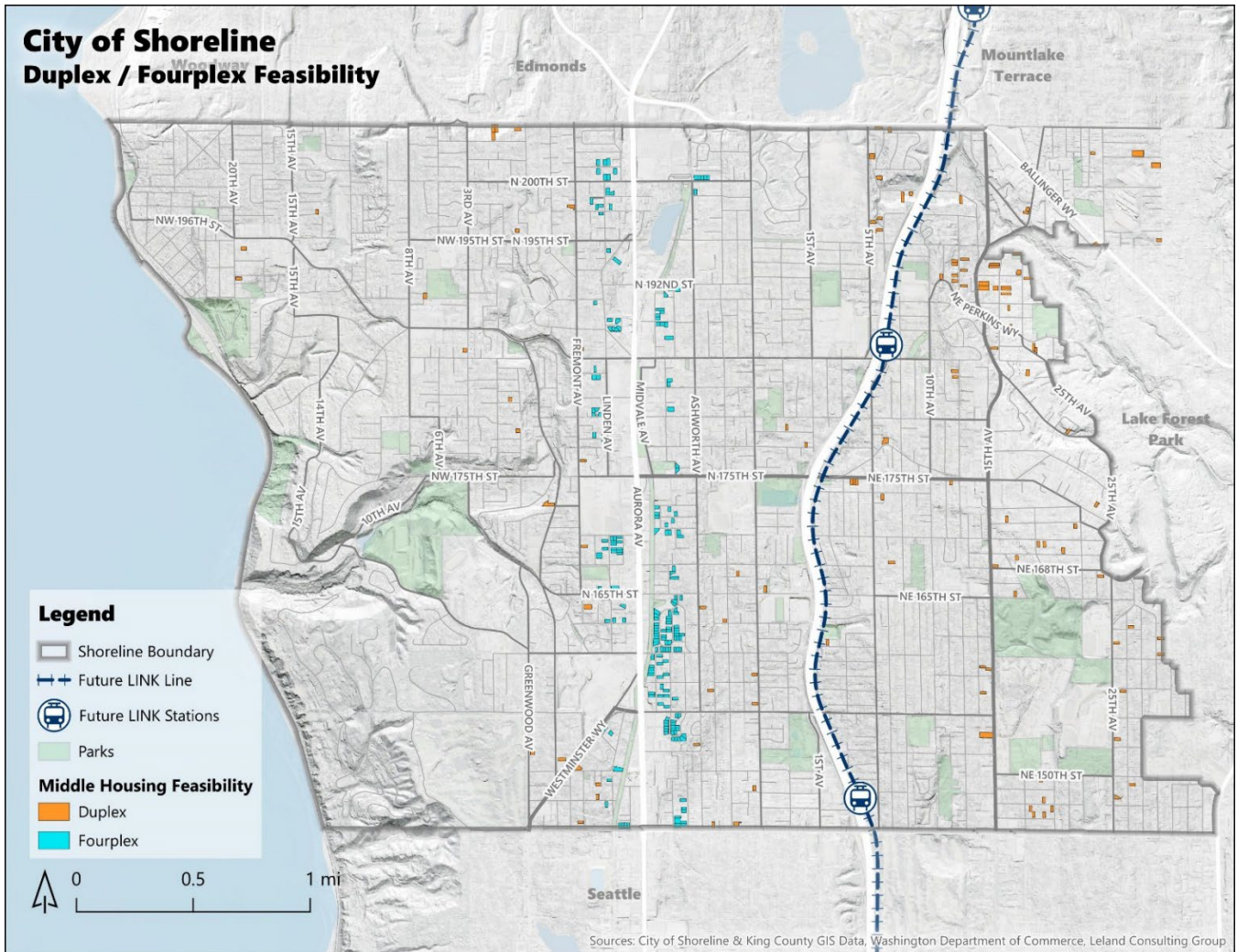


### Additional Duplex and Fourplex Capacity

HB 1110, also passed by the legislature in 2023, requires that Shoreline allow two units on all lots in low-density residential zones, and four units near high-capacity transit. To determine the potential for added units, LCG conducted a high-level feasibility analysis of parcels in the city. Similar to the ADU analysis, the net buildable area within the allowed lot coverage was analyzed, with an assumption of at least 2,000 square feet of buildable area needed to construct a duplex. Next, potential sales prices and construction costs developed by the Department of Commerce’s Pro Forma tool for middle housing were compared with the assessed value of each parcel to determine lower-value parcels where a developer could make a 15 percent rate of return after buying the parcel and redeveloping it as a duplex or fourplex. This analysis shows a total of **323 parcels where a duplex or fourplex would be feasible**, shown on the map below. Assuming that at most half

of these properties might redevelop over the next 20 years yields a capacity of **384 additional units** of middle housing in the city.

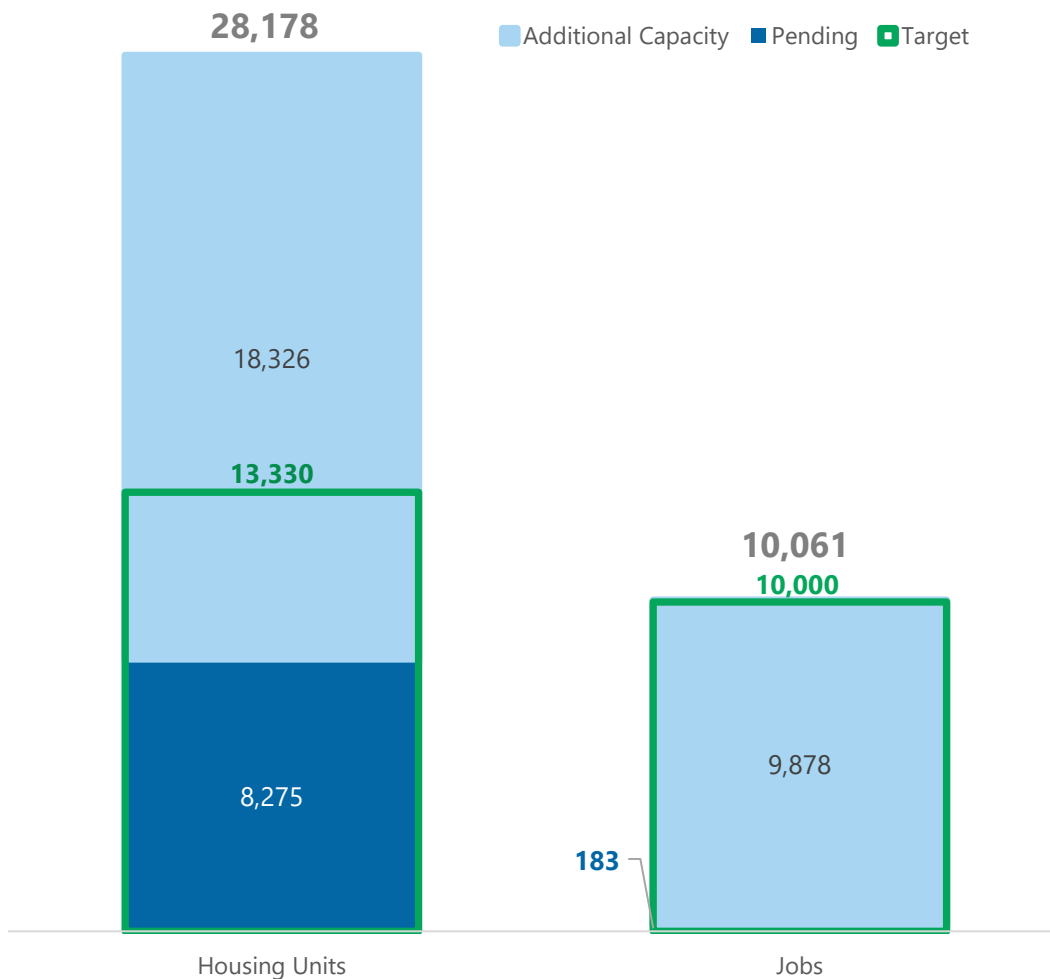
Figure 11. Potential Duplex/Fourplex Parcels in Shoreline



## Overall Results

Figure 12 below shows the results of the housing and jobs capacity analysis. Pending units or jobs developed since the baseline and/or permitted but not yet constructed are shown in dark blue, and additional zoned capacity for housing and jobs calculated as detailed above is shown in light blue. Overall, **Shoreline has sufficient capacity to meet both housing and jobs targets, and to greatly exceed its overall housing target.** Although recent development has been very heavily weighted towards housing, given market demand, Shoreline does have adequate zoned capacity to meet the employment targets, particularly as markets shift in the coming decades and the city takes steps to encourage more job growth. As a result of new state legislation passed in 2021, the city must also break down the total housing capacity by the potential income bands served, detailed in the following section of this report.

**Figure 12. Shoreline Housing Unit and Jobs Targets and Results, 2019(20)-2044**

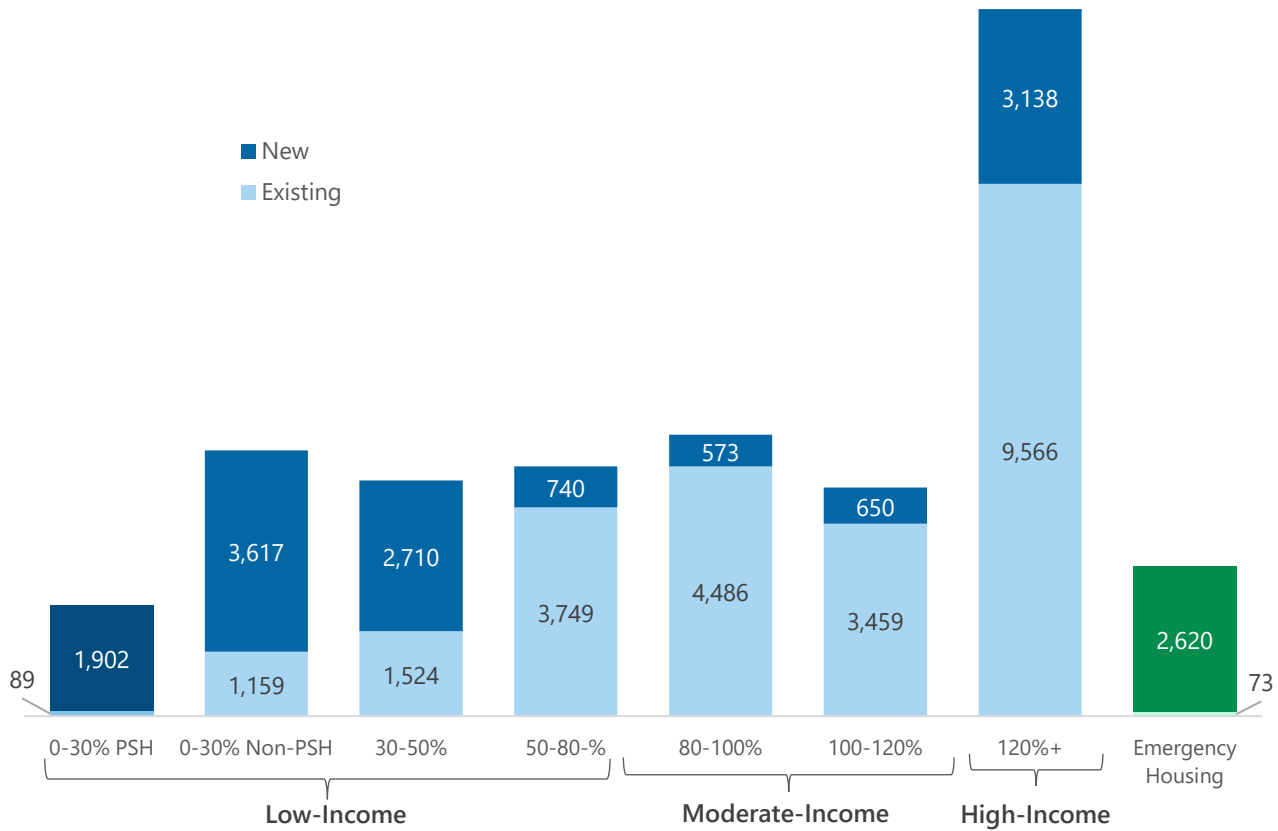


## Housing Needs by Income Band

HB 1220 requires jurisdictions to analyze their housing capacity by what household income level the new units can serve. Each county establishes income-based targets for each city within the county, and the cities must then demonstrate that

they have sufficient land capacity for the number of units allocated in each income band, as well as capacity for emergency housing units. Shoreline’s existing and target housing units for the 2019-2044 period are shown below in Figure 13.

**Figure 13. Shoreline Existing and Target Housing Units by Income Band, 2019-2044**



Source: King County 2021 Countywide Planning Policies (as amended in 2023)

### Pending Units by Income Band

The first step in this analysis is to break down the units which have been built since 2019, are proposed, or are under construction by the income level that they will serve. LCG analyzed existing average rents by zone and by unit size based on data from CoStar and corroborated with data from the Washington Center for Real Estate Research at the University of Washington. Average ownership housing prices from the WA Center were also analyzed. These rents and housing prices were then compared to the HUD Area Median Income (AMI) for the appropriate household size to determine what income levels (as a percentage of the AMI) could afford to rent or purchase housing in Shoreline without being cost-burdened (defined as spending more than 30 percent of

#### Income Categories

This analysis uses three main income categories:

**Low-Income** (Households earning under 80% AMI)

**Moderate-Income** (Households earning 80-120% AMI)

**High-Income** (Households earning more than 120% AMI)



household income on housing costs). The table below shows the breakdown of recent and planned units by income bracket and zone based on this analysis and city data on subsidized affordable units serving low-income households.

**Figure 14. Breakdown of Pending (Recent and Planned) Units by Income Band**

| <b>AMI</b> | <b>Pending Units</b> |
|------------|----------------------|
| 0-80%      | 1,791                |
| 80-120%    | 6,171                |
| 120%       | 313                  |

Source: City of Shoreline, CoStar, WA Center for Real Estate Research, Leland Consulting Group

## Land Capacity by Income Band

The next step in this analysis is to break down the land capacity for future units into income bands that those units could serve. Following Department of Commerce guidance, this is accomplished by grouping zones into **zone categories** based on the housing types that are allowed. This classification is shown below, along with the net unit capacity by zone:

| <b>Zone</b>                   | <b>Housing Types Allowed</b>  | <b>Assigned Zone Category</b> | <b>Zone Capacity</b> |
|-------------------------------|---|-------------------------------|----------------------|
| <b>Commercial / Mixed Use</b> |   |                               |                      |
| CB                            | Apartments and higher intensity mixed-use developments  | Mid-Rise                      | 802                  |
| MB                            | Vertical or horizontal mixed-use  | Mid-Rise                      | 3,213                |
| NB                            | Medium and higher-density residential townhouses, and mixed-used types of development (buffer zone) | Moderate Density              | 59                   |
| <b>Mixed Use Residential</b>  |   |                               |                      |
| MUR-35                        | Detached and attached single-family, multifamily apartments up to 3 stories                         | Moderate Density              | 467                  |
| MUR-45                        | Attached single-family, multifamily apartments up to 4 stories                                      | Low-Rise                      | 2,131                |
| MUR-70                        | Multifamily apartments up to 7 stories  | Mid-Rise                      | 7,714                |
| <b>Residential</b>            |   |                               |                      |
| R4                            | Detached single-family and ADU  | Low Density                   | 30                   |
| R6                            | Detached single-family and ADU  | Low Density                   | 149                  |
| R8                            | Detached and attached single-family, duplex, triplex  | Moderate Density              | 15                   |
| R12                           | Detached and attached single-family, duplex, triplex  | Moderate Density              | 2                    |
| R18                           | Detached and Attached single-family, multifamily apartments   | Moderate Density              | 30                   |
| R24                           | Detached and Attached single-family, multifamily apartments   | Moderate Density              | 3                    |
| R48                           | Detached and Attached single-family, multifamily apartments   | Low-Rise                      | 60                   |
| <b>Town Center</b>            |   |                               |                      |
| TC-1                          | High intensity  | Mid-Rise                      | 714                  |
| TC-2                          | High intensity  | Mid-Rise                      | 1,037                |
| TC-3                          | High intensity  | Mid-Rise                      | 1,022                |
| TC-4                          | Detached and Attached single-family, multifamily apartments   | Moderate Density              | 30                   |

Following this classification, the zone categories are then aggregated and future capacity assigned to various income bands based on the zone category. Since some of Shoreline’s zone categories can serve **multiple income bands**, an additional step was added at this point. The aggregated capacity in each zone category was broken down by income band based on the share of multifamily vs single-family/townhome development in each zone category in the past five years. Following commerce guidance and housing trends in Shoreline, multifamily capacity can potentially serve the 0-80% AMI category, whereas townhomes and single-family homes serve households earning over 120% AMI. This categorization and breakdown are shown below:

**Figure 15. Zone Category and AMI Classification**

| Zone Category                  | Aggregated Capacity | Assumed % Single-Family/Townhome | 120% AMI + | 80-120 % AMI | 0-80 % AMI |
|--------------------------------|---------------------|----------------------------------|------------|--------------|------------|
| Low Density                    | 179                 | 100%                             | 179        | 0            |            |
| Moderate Density               | 607                 | 56%                              | 340        | 266          |            |
| Low-Rise                       | 2,190               | 41%                              | 907        | 1,284        |            |
| Mid-Rise                       | 14,501              | 0%                               |            |              | 14,501     |
| ADUs                           | 464                 |                                  |            | 464          |            |
| Additional Duplex/4-Plex Units | 384                 |                                  | 79         | 305          |            |

Source: Leland Consulting Group

Finally, the housing targets by income band are compared with the above capacity breakdown by income band. In addition, pipeline/pending units are added in at this point to account for development which has occurred since 2019 and/or is permitted, planned, or under construction. The results are shown below in Figure 16.

**Figure 16. Shoreline Housing Targets and Capacity by Income Band**

| Income Band  | Housing Types  | Housing Needs | Aggregated Housing Needs | Pipeline Units | Remaining Housing Needs | Total Capacity | Surplus/Deficit |
|--------------|--|---------------|--------------------------|----------------|-------------------------|----------------|-----------------|
| 0-30 PSH     | Multifamily Units  | 1,902         | 8,969                    | 1,791          | 7,178                   | 14,501         | 7,323           |
| 0-30 Non PSH |  | 3,617         |                          |                |                         |                |                 |
| 30-50        |  | 2,710         |                          |                |                         |                |                 |
| 50-80        |  | 740           |                          |                |                         |                |                 |
| 80-100       | Triplexes, Fourplexes, ADUs, Condo Units, Higher-End Multifamily Units | 573           | 1,223                    | 6,171          | -4,948                  | 2,320          | 7,268           |
| 100-120      |  | 650           |                          |                |                         |                |                 |
| 120+         | Single-Family, Townhomes, Duplexes                                     | 3,138         | 3,138                    | 313            | 2,825                   | 1,505          | (1,320)         |
|              | <b>Total</b>   | <b>13,330</b> | <b>13,330</b>            | <b>8,275</b>   | <b>5,055</b>            | <b>18,326</b>  | <b>13,271</b>   |

Source: Washington Department of Commerce, Leland Consulting Group

Overall, this analysis shows that Shoreline has sufficient overall housing capacity to meet its growth targets, as discussed in the previous section of this report. The GMA requires that cities show sufficient capacity for low- and moderate-income households – the 0-80% AMI and 80-120% AMI categories. **Shoreline has a significant surplus in both of these zone categories, satisfying the requirements of HB 1220.**

As shown above, Shoreline has a deficit of capacity in the 120% AMI category. **Statute does not require that this deficit be addressed through zoning**, and as noted previously, there is an overall surplus of zoned capacity for housing. However, the targets reflect an expectation for a larger influx of higher-income households into the city in the coming decades brought on by the increase in regional housing demand. Traditionally, these households have been served by single-family detached housing units at the higher end of the housing market. Due to the lack of available land for additional, new construction of single-family detached housing in Shoreline, these households may increase demand for existing housing stock that is currently serving lower-income levels, subsequently increasing their costs. In order to alleviate this cost pressure, and also due to the overall lack of single-family detached housing, households across the income spectrum may be forced to look to housing options in the other zone categories, such as duplexes, fourplexes, and higher-end apartments or condominiums, rather than in the more traditional single-family development patterns which have served higher-income households in the past.

## Emergency Housing

RCW 36.70A.070(2)(c) requires that, in addition to land capacity for permanent housing, jurisdictions also show sufficient land capacity for their allocations of emergency housing as part of their comprehensive plan updates. This section outlines the methodology and results of this analysis, which is based on the Emergency Housing Land Capacity Analysis Option B (assumed density method) as outlined on pp. 44-48 of the WA Department of Commerce's "Guidance for Updating Your Housing Element" (August 2023).<sup>2</sup>

The use table in Shoreline Municipal Code Chapter 20.39.040 allows for "homeless shelter" in the CB, MB, and TC-1, 2, and 3 zones and "enhanced shelter" in the MB zone. "Homeless shelter" is defined as *"a facility operated within a building to provide short-term, temporary or transitional housing for individuals or families who are otherwise homeless and have no immediate living options available to them. Such facilities may provide support services, food, and other services as an accessory use."* "Enhanced shelter" is defined as *"a 24-hour-a-day facility which is open to adults experiencing homelessness regardless of prior criminal history, addiction or mental health challenges as long as the individual is able to live safely in the community with others and abide by established program rules. The purpose is to provide safe shelter and access to resources including, but not limited to, housing, basic needs, hygiene, case management and social programs as they transition to permanent housing."*

Per Commerce guidance, this analysis considers parcels in these zones which were classified as "Vacant" or "Redevelopable" in the overall land capacity analysis as detailed above. Shoreline does not have any intensity or spacing requirements for emergency housing which would limit the number of these potential parcels that could be used. After removing critical area acreage as detailed previously, the total net area in these zones available for emergency housing is **102.5 acres**.

This acreage is then multiplied by a density assumption for potential emergency shelters, measured in beds per acre. The density assumption is based on a combination of prototypes drawn from the Commerce guidebook which most closely match staff expectations for the types of potential emergency housing that could be developed in Shoreline under current zoning. Details and densities on the prototypes used and the percentage of each prototype used in generating the average density assumption of **33 beds per acre** are shown below.

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<sup>2</sup> <https://deptofcommerce.box.com/s/1d9d517g509r389f0mjpowh8isjpirlh>

Figure 17. Density Prototypes for Shoreline Emergency Shelter Land Capacity Analysis

| Name                                | Location     | Details   | Beds | Acres | Density     |             |
|-------------------------------------|--------------|---|------|-------|-------------|-------------|
|                                     |              |   |      |       | (beds/acre) | Percentage  |
| Serenity of House of Clallam County | Port Angeles | Clustered 2 story buildings, parking, open spac | 70   | 1.89  | 37          | 10%         |
| Benedict House                      | Bremerton    | 2 story SF home conversion                      | 24   | 0.21  | 128         | 5%          |
| North King County Enhanced Shelter  | Shoreline    | 1 story former nursing home, parking, open sp   | 60   | 2.66  | 23          | 75%         |
| The Gateway                         | Seattle      | 3 story former hotel with parking               | 135  | 2.25  | 60          | 10%         |
| <b>Average Density for LCA:</b>     |              |   |      |       | <b>33</b>   | <b>100%</b> |

Source: WA Department of Commerce, City of Shoreline, Leland Consulting Group

Applying this density assumption to the available acreage by zone results in a capacity for **3,417 beds** on vacant and redevelopable parcels in zones where emergency housing is allowed in Shoreline, as broken down below in Figure 18. In addition, Shoreline has seen 60 shelter beds in The Oaks completed in 2021, per city staff. Since this occurred after the 2020 baseline, these 60 beds are added in the "Pending" category below, for a total capacity of **3,477 beds** in the 2020-2044 horizon.

Figure 18. Emergency Shelter Capacity by Zone in Shoreline, 2020-2044

| Zone           | Number of Sites | Gross Acres  | Critical Area Acres | Net Acres    | Beds / Acre | Emergency Shelter Bed Capacity |
|----------------|-----------------|--------------|---------------------|--------------|-------------|--------------------------------|
| <b>CB</b>      | 34              | 9.7          | 0.0                 | 9.7          | 33          | 322                            |
| <b>MB</b>      | 95              | 61.4         | 3.1                 | 58.3         | 33          | 1,945                          |
| <b>TC-1</b>    | 7               | 8.8          | 0.0                 | 8.8          | 33          | 295                            |
| <b>TC-2</b>    | 21              | 12.5         | 0.0                 | 12.5         | 33          | 417                            |
| <b>TC-3</b>    | 14              | 13.1         | 0.0                 | 13.1         | 33          | 439                            |
| <b>TOTAL</b>   | <b>171</b>      | <b>105.6</b> | <b>3.1</b>          | <b>102.5</b> |             | <b>3,417</b>                   |
| <b>Pending</b> | 1               |              |                     |              |             | 60                             |
| <b>TOTAL</b>   | <b>172</b>      |              |                     |              |             | <b>3,477</b>                   |

Source: WA Department of Commerce, City of Shoreline, Leland Consulting Group

Shoreline’s target for emergency housing is 2,620 beds, as shown in the target allocations above in Figure 18. Therefore, the city has a **surplus capacity of 857 shelter beds** for the 2020-2044 planning period, as shown below in Figure 19.

Figure 19. Emergency Shelter Capacity and Target in Shoreline, 2020-2044

| Total Emergency Shelter Need (Beds) | Total Emergency Shelter Capacity (Beds) | Surplus/Deficit |
|-------------------------------------|---|-----------------|
| 2,620                               | 3,477                                   | <b>857</b>      |

Source: King County, WA Department of Commerce, City of Shoreline, Leland Consulting Group

## Adequate Provisions

In addition to this analysis by income band, HB 1220 also requires cities to show that their housing element “[m]akes adequate provisions for existing and projected needs of all economic segments of the community.” This analysis requires a

**comparison of the historic rate of housing production to the rate of housing production needed to meet housing targets by income band.** The results of this analysis are shown below in Figure 20, using historic production data from the City, Census building permit survey, and PSRC’s Income-Restricted Housing Inventory. Similar to the analysis above, the income levels are correlated with housing types based on LCG’s analysis of housing prices affordable to various income levels in Shoreline. As shown below, historic production trends indicate sufficient production overall to meet targets for low- and moderate-income housing.

**Figure 20. Historic and Target Housing Production Trends in Shoreline, 2012-2023**

| <b>Income Band</b> | <b>Yearly Need</b> | <b>Historic Yearly Production</b> | <b>Barrier Exists?</b> |
|--------------------|--------------------|-----------------------------------|------------------------|
| 0-30 PSH           |                    |                                   |                        |
| 0-30 Non PSH       | 287                | 639                               | No                     |
| 30-50              |                    |                                   |                        |
| 50-80              |                    |                                   |                        |
| 80-100             | -198               | 20                                | No                     |
| 100-120            |                    |                                   |                        |

However, Commerce guidance also requires that cities disaggregate the lower income bands and analyze recent production of 0-50% AMI units as well as emergency housing. This analysis, shown below, indicates that Shoreline has a shortfall of production compared to the amount that would be needed to meet targets for these housing types.

**Figure 21. Historic and Target Housing Production Trends in Shoreline, 2012-2023**

| <b>Income Level</b>       | <b>Projected Housing Need</b> | <b>Annual Unit Production Needed</b> | <b>Historic Average Annual Unit Production</b> | <b>Barrier Exists?</b> |
|---------------------------|-------------------------------|--------------------------------------|--|------------------------|
| Emergency Housing/Shelter | 2620                          | 105                                  | 0  | Yes                    |
| 0-30% PSH                 | 1,902                         | 76                                   | 32   | Yes                    |
| 0-30% Other               | 3,617                         | 145                                  | 11   | Yes                    |
| 30-50%                    | 2,710                         | 108                                  | 15   | Yes                    |

*Source: King County, City of Shoreline, U.S. Census Building Permit Survey, PSRC Income-Restricted Housing Inventory*

In order to address this shortfall, Commerce has developed a checklist for cities to address four categories of barriers to housing production:

- Development regulations
- Process obstacles
- Limited land availability and environmental constraints
- Funding gaps

Cities should document how these barriers may be affecting the production of units at the income level specified using this checklist, and document the potential steps they could take to overcome the barriers. Note that cities do not need to implement these steps as part of the comprehensive plan update, but they can help guide goal and policy development and cities will be required to produce a report documenting their progress towards increasing housing production five years after the adoption of the comprehensive plan.

These checklists and potential actions to remove barriers to housing production are found in Appendix A.

# APPENDIX A: Adequate Provisions Checklists and Potential Actions to Remove Barriers to Housing Production

Exhibit B2: Low-Rise or Mid-Rise housing barrier review checklist (30%-50% AMI)

| Barrier                                  | Is this barrier likely to affect housing production? (yes or no) | Why or why not? Provide evidence.   | Actions needed to address barrier.  |
|--|--|---|---|
| DEVELOPMENT REGULATIONS                  |  |   |   |
| Unclear development regulations          | Yes  | Regulations can be difficult to find within the code - affordable housing requirements and incentive programs can be found in multiple places.  | Create a more centralized place for base zone, affordable housing, and incentive program information. |
| High minimum lot sizes                   | No   | There are no minimum lot sizes in the MUR zones. R-12 to R-48 zones have a minimum lot area of 2,500 SF.  |   |
| Low maximum densities or low maximum FAR | No   | MUR zones do not have a maximum density and TC-4's density is based on bulk limits. R-zone density ranges from 4 units per acre to 48 units per acre. There is a 50% bonus density for projects that include units available below 80% AMI.   |   |
| Low maximum building heights             | Yes  | The R-48 and MUR-35 zones have a maximum height of 35 feet. This allows for roughly three stories of development, significantly limiting what can be built on site and negatively impacting feasibility, particularly for affordable housing. | Increase height limits to allow for at least four stories in R-48 and MUR-35 zones.                   |

| Barrier  | Is this barrier likely to affect housing production? (yes or no) | Why or why not? Provide evidence.  | Actions needed to address barrier.  |
|--|--|--|---|
| Large setback requirements   | Yes  | The MUR zones require higher front setbacks on 145th Street (22 ft) and 185th Street (15 ft) than on other streets and arterials in Shoreline. It is not clear why these larger setbacks are required on these streets.                                      | Consider reducing the setbacks on these streets to either the arterial (0 ft) or non-arterial (10 ft) standard.                                 |
| High off-street parking requirements   | No   | For multifamily housing, parking requirements range from 0.75 to 1.5 spaces per unit depending on the number of bedrooms. Up to a 25% reduction is allowed near high-frequency transit.  | The City could consider waiving the requirement that 20% of shared garage spaces be EV-ready in housing intended for those making below 50% AMI |
| High impervious coverage limits  | No   | In R-18 to R-48, TC-4, NB, and MUR zones maximum hardscape ranges from 85% to 90%.   |   |
| Lack of alignment between building and development codes   | No   | Building and development codes appear to align   |   |
| Other (for example: ground floor retail requirements, open space requirements, complex design standards, tree retention regulations, historic preservation requirements) | No   |  |   |
| <b>PROCESS OBSTACLES</b>   |  |  |   |
| Conditional use permit process   |  |  |   |
| Design review  | Yes  | Design Review is only required for specific cases, such as departures from standards, the Deep Green Incentive Program, and developments in MUR-70 exceeding the base height without utilizing the significant tree retention height incentive or Deep Green | Consider waiving design review for affordable housing taller than 70' in the MUR-70 zone.   |

| Barrier   | Is this barrier likely to affect housing production? (yes or no) | Why or why not? Provide evidence.  | Actions needed to address barrier. |
|---|--|--|------------------------------------|
|   |  | height incentive. Design review is required for projects exceeding base height in MUR-70 zones for affordable housing.   |                                    |
| Lack of clear and accessible information about process and fees | No   | Information about process and fees is within the development code.   |                                    |
| Permit fees, impact fees and utility connection fees            |  |  |                                    |
| Process times and staffing challenges                           |  |  |                                    |
| SEPA process  | No   | While this is not a planned action area, the SEPA barriers are not higher than in other jurisdictions. However, the SEPA process does add time and expense to projects, impacting the feasibility of affordable housing. |                                    |
| LIMITED LAND AVAILABILITY AND ENVIRONMENTAL CONSTRAINTS         |  |  |                                    |
| Lack of large parcels for infill development                    |  |  |                                    |
| Environmental constraints                                       |  |  |                                    |



## Exhibit B3: Supplementary barrier review checklist for PSH and emergency housing

| Barrier   | Is this barrier likely to affect housing production? (yes or no) | Why or why not? Provide evidence.  | Actions needed to address barriers.  |
|---|--|--|--|
| <b>DEVELOPMENT REGULATIONS</b>  |  |  |  |
| Spacing requirements (for example, minimum distance from parks, schools or other emergency/PSH housing facilities) <sup>3</sup> | yes  | Enhanced shelters must be located with frontage on a principal arterial within a quarter mile of a transit stop  | Allow enhanced shelters where other shelters or PSH would be allowed   |
| Parking requirements  | maybe  | Submittal of a parking plan acceptable to the City prior to occupancy. Typical parking requirements are 0.75-1.5 spaces per unit, with up to a 25% reduction near transit. | Emergency housing and PSH should not require on-site parking, especially near transit. City should ensure that parking plans requiring fewer spaces are not rejected |
| On-site recreation and open space requirements  | no   | Larger of either 800 SF or 50 SF/dwelling unit is required for open space in all multifamily projects.   |  |
| Restrictions on support spaces, such as office space, within a transitional or PSH building in a residential zone               | no   | Office is allowed in the same zones as shelters and PSH  |  |
| Arbitrary limits on number of occupants (in conflict with RCW <a href="#">35A.21.314</a> )                                      | yes  | While there do not appear to be specific density requirements in the zones where this  | Allow the number of residents to be determined by building envelope and/or availability of services  |

<sup>3</sup> Note that RCW 35A.21.430 expressly states requirements on occupancy, spacing, and intensity of use may not prevent the siting of a sufficient number of permanent supportive housing, transitional housing, indoor emergency housing or indoor emergency shelters necessary to accommodate each code city's projected need for such housing and shelter under RCW 36.70A.070(2)(a)(ii). The restrictions on these uses must be to protect public health and safety.

| Barrier   | Is this barrier likely to affect housing production? (yes or no) | Why or why not? Provide evidence.  | Actions needed to address barriers.  |
|---|--|--|--|
|   |  | type of housing is allowed, there is a cap of 100 residents for enhanced shelters.                                   |  |
| Requirements for PSH or emergency housing that are different than the requirements imposed on housing developments generally (in conflict with <a href="#">RCW 36.130.020</a> ) | yes  | A 6-foot fence is required to be built around enhanced shelters in residential areas                                 | Do not require a fence around the perimeter  |
| Other restrictions specific to emergency shelters, emergency housing, transitional housing and permanent supportive housing   | Ground floor commercial  | The zones in which shelters are allowed require 75% of lineal frontage on the ground floor to have commercial space. | While this is not specific to affordable housing or shelters in these zones, it could be a significant challenge, especially for shelters. |

# Appendix J: Environmental Review FEIS

Shoreline 2044 Comprehensive Plan

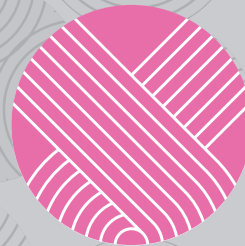
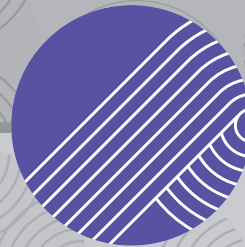
# Final Environmental Impact Statement

FOR PUBLIC AND AGENCY REVIEW

November 18, 2024



Picture it. Plan it. Build it.





**SHORELINE CITY COUNCIL**

Mayor Chris Roberts  
Deputy Mayor Laura Mork  
Councilmember Annette Ademasu  
Councilmember Eben Pobe  
Councilmember John Ramsdell  
Councilmember Betsy Robertson  
Councilmember Keith Scully

November 18, 2024

Subject: Shoreline 2044 Comprehensive Plan Final Environmental Impact Statement

Dear Reader,

As required by the Growth Management Act, Chapter 36.70A RCW (GMA), the City of Shoreline is updating its comprehensive plan with the intent to create a new plan that guides growth in Shoreline for the next 20 years—the Shoreline 2044 Comprehensive Plan—Picture It! Plan It! Build It! The City previously completed a programmatic Draft Environmental Impact Statement (DEIS) for the comprehensive plan and published the DEIS for public and agency review on October 15, 2024. This Final Environmental Impact Statement (FEIS) responds to comments to the DEIS and provides corrections and additional information where relevant in each of the EIS chapters.

As the City updates its comprehensive plan to accommodate growth targets allocated by King County in alignment with the GMA and county-wide planning policies for increased housing units and jobs, the City is required pursuant to the State Environmental Policy Act, Chapter 43.21C RCW (SEPA), to study the potential environmental impacts related to growth and provide an understanding of what mitigation measures (actions, projects, and improvements) may be needed to support that growth. The DEIS analyzed the potential impacts of three different alternatives for future growth through the year 2044 and identified mitigation measures to address potential impacts. The results of this analysis are also included in this FEIS.

- **Alternative 1—No Action Alternative:** This alternative provided a basis of understanding what the implications of not taking action may be—in this case, not updating the comprehensive plan. The City does not intend to pursue this course, but SEPA requires study of a “No Action” alternative.
- **Alternative 2—Moderate Pace of Growth:** This alternative assumed that the level of growth that occurs over the next 20 years would be consistent with the growth targets allocated to Shoreline by King County.
- **Alternative 3—More Rapid Pace of Growth:** This alternative assumed that the same level of growth analyzed under Alternative 2 would occur more rapidly – such as in 10 years, rather than 20, and that the same level of mitigation, projects, and improvements would be needed, but within a shorter timeframe to serve that growth.

Either Alternative 2 or Alternative 3 could occur in the future under the City’s current land use and zoning provisions. The EIS (encompassing this FEIS and the previously published DEIS) serves as a tool to guide decision-making related to adoption of the comprehensive plan and related environmental, land use, housing, community design, transportation, public services, and utilities considerations. Please see the **Fact Sheet** for more information. Thank you for your interest in the Shoreline 2044 Comprehensive Plan and the EIS.

Sincerely,

Andrew Bauer, Director  
City of Shoreline Planning & Community Development

# FACT SHEET



# Fact Sheet

## Project Name

Shoreline 2044—Comprehensive Plan—Picture It! Plan It! Build It! (Periodic Update for 2024-2044)

## Project Location

Shoreline city limits – See Figure 1.1 in Chapter 1.

## Project Description

As required by the Growth Management Act, Chapter 36.70A RCW (GMA), the City of Shoreline is updating its comprehensive plan with the intent to create a new plan that guides growth in Shoreline for the next 20 years—the Shoreline 2044 Comprehensive Plan—Picture It! Plan It! Build It! The City previously completed a programmatic Draft Environmental Impact Statement (DEIS) for the comprehensive plan and published the DEIS for public and agency review on October 15, 2024. This Final Environmental Impact Statement (FEIS) responds to comments to the DEIS and provides corrections and additional information where relevant in each of the EIS chapters.

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## State Environmental Policy Act (SEPA) Lead Agency

City of Shoreline

## **SEPA Responsible Official and EIS Contact Person**

Andrew Bauer, Director  
City of Shoreline  
Planning & Community Development  
17500 Midvale Ave N. Shoreline, WA 98133  
[abauer@shorelinewa.gov](mailto:abauer@shorelinewa.gov)

## **FEIS Date of Issuance**

November 18, 2024

## **Purpose of the FEIS**

The FEIS responds to comments received in the DEIS (see Chapter 10) and provides updated information for and corrections to the DEIS, in all chapters. The FEIS, together with the DEIS, are both documents of reference for the 2044 Comprehensive Plan, concurrently going through the formal review and adoption process.

## **DEIS Date of Issuance, Comment Period, and Public Hearing**

The DEIS was published on October 15, 2024, and a 30-day comment period through November 14, 2024 was provided for the public, agencies, tribes, and other interested parties. The City held a public hearing on October 24, 2024 on the DEIS. Comments received on the DEIS are responded to in Chapter 10 of this FEIS.

## **Required Permits and Approvals**

Revisions to the Comprehensive Plan will undergo thorough evaluation at multiple administrative tiers, including state, regional, county, and local levels. The Washington State Department of Commerce and other relevant state entities will conduct a 60-day review. The Puget Sound Regional Council (PSRC) will assess the plan's alignment with VISION 2050 and its eligibility for transportation certification. King County will review the plan for adherence to the King County Countywide Planning Policies. The City of Shoreline's Planning Commission will review the plan and provide recommendations to the City Council, the City Council holds the authority for final adoption.

## **Authors and Principal Contributors**

The FEIS has been prepared under the direction of the City of Shoreline, 17500 Midvale Ave N. Shoreline, WA 98133, by:

Otak, Inc.  
11241 Willows Road NE, Suite 200  
Redmond, WA 98052

*Leland Consulting Group supported work on the Housing and Economic Development related plan elements and related data, analyses, and content from that work is presented in this FEIS. Various content and data are referenced from plans, studies, and reports previously prepared by others for the City of Shoreline, as cited throughout the FEIS, including work by Fehr and Peers in Chapter 7 Transportation.*



# Introduction and Background

1



# Chapter 1 – Introduction and Background

## Introduction

Development of the Draft and Final Environmental Impact Statements (DEIS/FEIS/EIS) for the 2044 Shoreline Comprehensive Plan has involved the following steps:

1. Scoping: Scoping meeting open to the public and agencies and a 30-day public and agency comment period. The public, tribes, and local, state, and federal agencies are invited to comment on the proposal, alternatives, impacts, and potential mitigation measures to be further studied in the DEIS.
2. Analysis for the DEIS: Analysis of potential impacts of the proposal and reasonable alternatives.
3. Publishing of DEIS: Publishing of the DEIS for review and comment by the public and agencies.
4. Development and issuance of this FEIS, which responds to comments received on the DEIS (Chapter 10) and provides additional content and corrections to the DEIS in each chapter.

Potential impacts analyzed under the alternatives were studied programmatically within the following topic areas, as further addressed in Chapters 4 through 9:

- 4 Consistency with Plans and Policies
- 5 Land Use Patterns, Built Form, Housing, and Employment
- 6 Natural Environment
- 7 Transportation
- 8 Public Services
- 9 Utilities

The FEIS adds a tenth chapter: 10 Responses to Comments on the DEIS.

The DEIS and FEIS are documents of reference for the 2044 Comprehensive Plan concurrently undergoing formal review as part of the adoption process. The DEIS and FEIS are not subject to formal adoption. Rather, they are supportive documents to the 2044 Comprehensive Plan, which serves as “the proposed action/proposal” the City is reviewing to determine action (in this case, the action would be adoption of the 2044 Comprehensive Plan to serve as a guide for growth, planning, and implementation of infrastructure improvements and services in Shoreline for the next 20 years).

## Purpose and Objectives of the Proposed Action

As required by the Growth Management Act, Chapter 36.70A RCW (GMA), the City of Shoreline has completed draft amendments and updates to its comprehensive plan with the intent to create a new plan that guides growth in Shoreline for the next 20 years—the Shoreline 2044 Comprehensive Plan—Picture It! Plan It! Build It! The City completed the previous programmatic DEIS for the comprehensive plan and published the DEIS for public and agency review on October 15, 2024.

The DEIS analyzed the environmental impacts of amendments submitted by the public, agencies, and the City through the annual docketing process. The 2024 docket was considered by the Planning Commission and Council and includes the following items:

1. Adopt the Major Update of the 2024 Comprehensive Plan.
2. Adopt a new Parks, Recreation, Open Space, and Arts Element.
3. Amend the Comprehensive Plan Land Use Map Designation of the Department of Natural Resources (DNR) Owned Portion of the Fircrest Campus From Campus to a designation more appropriate after study has been completed.
4. Add a new Community Design Policy – “Assure that any residential street with a public ROW greater than 60 ft and all undeveloped City rights-of-way be considered for use as a “Green Streets” or local pathways to supplement city parks, tree canopy and benefits of access to the natural environment while reducing the need to purchase land”.
5. Revise Map in the Transportation Element – Figure 7 - Existing Sidewalks.
6. Add a New Transportation Element Policy under the subheadings of Pedestrian System, Bicycle System, and Transportation Improvements, that states, “Work with regional partners and the community to locate, design, fund, and construct a shared bicycle and pedestrian bridge across N. 205th Street (SR 104) to connect, for safe crossing, the City portion of the Interurban Trail with the City of Edmonds portion of the Interurban Trail”.

The updated comprehensive plan will help guide decision making and actions citywide over the next 20 years and encompasses the outcomes from recently completed functional plans in addition to amending various elements to reflect community values, current conditions, and legal mandates. The DEIS and FEIS were developed to understand potential impacts and needed mitigation measures to address various levels of growth that may occur over the next 20 years. Consistent with the requirements of the Washington State Department of Ecology (DOE) pertaining to the State Environmental Policy Act (SEPA), the DEIS and FEIS provide a *programmatic* level of analysis given that the comprehensive plan is a “non-project” action.

The DEIS and FEIS were developed in alignment with SEPA as administered through the Washington State DOE. As stated in the *SEPA Handbook*, “*The Primary purpose of an EIS is to provide an impartial discussion of significant environmental impacts, and reasonable alternatives and mitigation measures that avoid or minimize adverse environmental impacts. This environmental information is used by agency officials – in conjunction with applicable development regulations and other relevant information – to make decision to approve, condition, or deny the proposal.*”

The following objectives apply to the alternatives analyzed in the DEIS (with the outcomes of the analysis republished in this FEIS):

1. Ensure compliance with the provisions of the Washington State Growth Management Act (GMA) as administered by the Washington State Department of Commerce, King County Countywide Planning Policies (CPPs), and the Puget Sound Regional Council regional plan—VISION 2050 that also includes Multi- County Planning Policies (MPPs).

2. Update and refine the goals, policies, and strategies in Shoreline’s GMA-compliant Comprehensive Plan to implement the community’s vision statement and accommodate the future needs of the community as it grows.
3. Support a mix of housing types affordable to all levels in compliance with state legislative requirements.
4. Support a mix of employment types, including retail, commercial services, office, and medical services.
5. Provide for multimodal transportation improvements and infrastructure to support the community’s vision, plans, and policies.

## Alternatives Evaluated

The DEIS analyzed the potential impacts of three different alternatives for future growth through the year 2044 and identified mitigation measures to address potential impacts related to the two action alternatives (Alternative 2 and Alternative 3). The FEIS republishes the outcomes of this alternatives analysis.

- **Alternative 1—No Action Alternative:** This alternative provided a basis of understanding what the implications of not taking action may be—in this case, not updating the comprehensive plan. The City does not intend to pursue this course, but SEPA requires study of a “No Action” alternative.
- **Alternative 2—Moderate Pace of Growth:** This alternative assumed that the level of growth that occurs over the next 20 years would be consistent with the growth targets allocated to Shoreline by King County.
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Refer to Chapter 2—Proposal and Alternatives for additional information including assumed levels of population, housing units, and jobs for the alternatives.

## Description of the Study Area

Shoreline is located in King County, Washington, situated north of Seattle within the Metropolitan area and the greater Puget Sound region. Shoreline is bordered by Edmonds to the north, Lake Forest Park to the east, Seattle to the south, and the Puget Sound shoreline and waters to the west. The city spans approximately 11 square miles and offers residents a blend of urban and suburban features due to its proximity to Seattle and access to major transportation routes, including Interstate 5 and State Route 99; light rail and Bus Rapid Transit networks; and its location on the Interurban Trail with connections to the Burke-Gilman and the Trail Along The Rail segments being built out as part of the regional bicycle network.

Shoreline is characterized by its well-established neighborhoods, extensive local parks, and a variety of community amenities. The city’s comprehensive park system includes popular spots like Richmond Beach

Saltwater Park and Kruckeberg Botanic Garden. The City of Shoreline fosters a strong commitment to the environment through many programs and adopted an updated Climate Action Plan in December 2022.

The local economy is diverse, featuring a mix of small, locally owned businesses, larger enterprises, and a range of service-oriented establishments. Shoreline's community is supported by a well-regarded school system, community college, and active local organizations that contribute to its desirable livability.

Shoreline's strategic location with convenient regional transit access, major transportation corridors, links to the regional trail networks, alongside its proximity to Seattle and the University of Washington, make it an attractive option for those seeking livable neighborhoods in proximity to urban destinations. The city was recognized by Seattle Magazine in 2005 and 2008 as the Best Place to Live for its school system, parks, commute time, affordable homes, and "booming business community. In 2024, Fortune Magazine ranked Shoreline at number 21 in the nation, the only city in Washington to be included in its 50 Best Places for Families. As the city continues to transform, it maintains a focus on enhancing quality of life, fostering community engagement, and promoting sustainable development.

In addition to its geographical and infrastructural attributes, Shoreline is a community with evolving demographic and socioeconomic characteristics. The city's population is diverse and continues to grow, bringing dynamic changes to housing, education, and public services. Shoreline 2044, the Comprehensive Plan addresses these changes to guide the future development in a sustainable and inclusive manner over the long term of the next 20 years.

The study area for the Comprehensive Plan and EIS consists of the entire city limits. See **Figure 1.1**.

## **Environmental Review and SEPA Process, Scoping, and Public Involvement**

### **Purpose of Environmental Review**

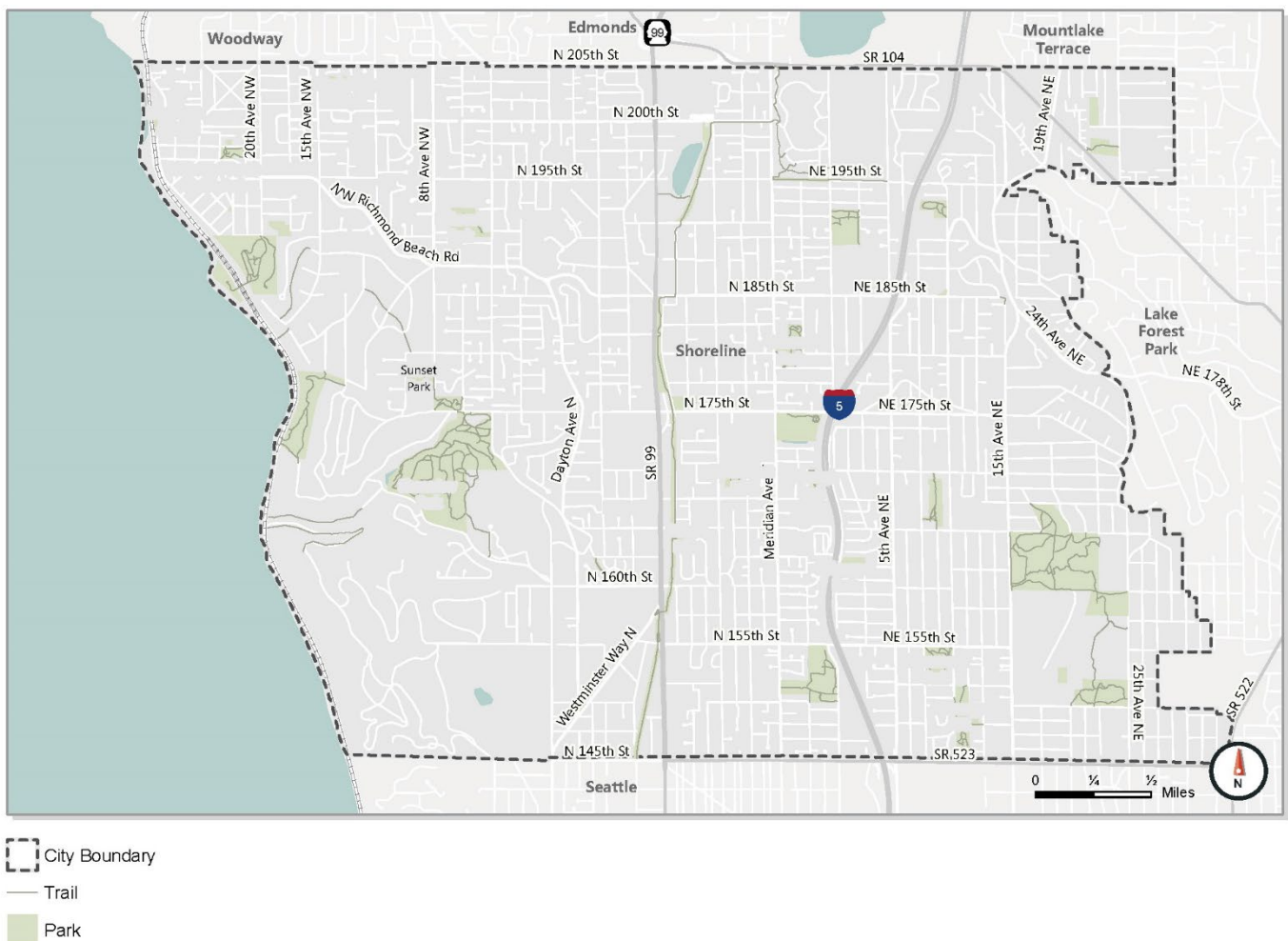
The State Environmental Policy Act (SEPA), enacted in 1971, is a process designed to study the environmental consequences associated with governmental decisions. These decisions encompass a wide range of activities, including the issuance of permits for private projects, the construction of public facilities, and the adoption of regulations, policies, and plans. Environmental impacts must be deliberately studied whether the decision is initiated by private entities or the government itself. Certain land use actions qualify for "categorical exemption" and are exempt from SEPA review, as outlined in WAC 197-11-720 and WAC 197-11-800.

For proposals subject to SEPA review—whether "project actions," such as constructing public buildings or infrastructure, or private projects, or "non-project actions," such as crafting plans, ordinances, programs, or administrative rules—the lead government agency must undertake a "threshold determination." This assesses whether the project is likely to yield significant adverse environmental effects. Detailed regulations governing this review process are established by the Department of Ecology under chapter 197-11 WAC.

The threshold determination yields either a Determination of Nonsignificance (DNS) or a Determination of Significance (DS). In cases where there could be the potential for impacts, a Determination of Significance is issued, and preparation of a comprehensive environmental impact statement (EIS) is required. Preparation of an EIS for non-project actions, such as comprehensive plans, is also advised when there has been an extended timeframe from the previous related EIS, which is the case for Shoreline. The initial Comprehensive Plan EIS was developed in 1998, created with the City’s first comprehensive plan after incorporation. Since that time the Town Center Supplemental EIS, North City Supplemental EIS, 145<sup>th</sup> and 185<sup>th</sup> Light Rail Station Subareas Planned Action EISs, and various other SEPA documents have been developed. Completion of this EIS process provides the opportunity to bring the City’s programmatic citywide planning work into updated compliance with SEPA.

Through the SEPA review process, agency decision-makers, applicants, and the public gain insights into how proposed actions may impact the environment. The SEPA process provides the opportunity to inform public and agencies about proposed actions and reasonable alternatives, potential impacts, and related mitigation measures and supports the decision-making process for plan review and adoption.

**Figure 1.1 Map of the City of Shoreline**



## Scoping and Public Engagement

The City issued a Scoping Notice on November 1, 2023, requesting comments on the scope of the EIS from the public and agencies and provided an open 30-day comment period through November 30, 2023. Scoping and the related public comment period were noticed through official publications, announcements on the City's website, social media, and email announcements.

A public open house was held on November 15, 2023 during the scoping period. A summary of comments gathered through the scoping period is provided below. These comments helped to inform the importance of topics to be addressed in the DEIS. A full report on SEPA Scoping and related documentation, as well as scoping outcomes is provided in the Appendix.

- Continue to prioritize the preservation of Shoreline's urban tree canopy.
- Continue to increase housing types and densities as a means to reducing housing costs. Continue to increase housing densification near light rail stations and public transit.
- There also were perspectives shared about concerns related to traffic and too much density in some areas.
- Preserve green spaces and continue to provide high quality parks and recreation opportunities.  
Specific opportunities mentioned:
  - Enhancement of park safety, especially during nighttime hours.
  - Expand bike and pedestrian paths across the City that are separate from the main roads and develop a trail system that creates more access to public transit
  - Diversify the types of recreation that the park system can offer (such as engaging play areas, pump tracks/bike recreation, walking trails, and sports facilities such as pickle ball and basketball courts).
  - Expand stewardship programs for the parks, pay park stewards, or hire enough staff to ensure the proper maintenance of the parks.
- Work on the recruitment of businesses and diversification of businesses in Shoreline.
- Create Mixed-Use nodes that have ground-floor commercial retail space.
- The implementation of neighborhood commercial, mixed-use nodes will hopefully help create a stronger sense of place. In strengthening the sense of place and enhancing the commercial nodes, the public has shared that they would like to see better pedestrian access for these spaces.
- Improve connectivity to the light rail stations and build a network of interconnected, safe, and direct bike and pedestrian routes throughout the city (and continue to improve walkability throughout the city).
- Public safety was an important area of emphasis in the comments with recommendations to ensure that the public safety oversight is properly scaled according to the increase in population, hiring more police officers, fire, EMT, and other staff and providing a focus on diversity and equity training.
- Consider changing norms with regard to work environments when contemplating changes to zoning or other policies related to office uses.

The DEIS was published for public review from October 15, 2024 through 5:00 pm November 14, 2024, open for a 30-day public and agency comment period. Public comments received on the DEIS during the comment

period are responded to in Chapter 10 of this FEIS. A public hearing for the DEIS was held on October 24, 2024 in the City Council Chambers at Shoreline City Hall. No public comments were submitted at the public hearing.

### Comprehensive Plan Engagement Summary

The City has completed a robust program of community engagement for the Comprehensive Plan, engaging residents and diverse interests through various methods to inform community members about the 2044 update and collect input that would shape the draft plan. Shoreline City Council approved a Public Participation Plan outlining these methods.

The goal of this engagement effort was to raise awareness among Shoreline residents about the purpose, need, and value of the Comprehensive Plan. The City sought to ensure that community members had opportunities to provide feedback and communicate their priorities, preferences, and needs. Additionally, the City aimed to make the content easy to understand, engaging, and accessible for all audiences.

Community engagement began early in the comprehensive planning process, and spanned across two years with three distinct phases: visioning, focused engagement, and drafting the plan. Activities were structured to gather community member’s general input on the values and perceptions of Shoreline, which the City used to develop its long-term vision.

The City made an active effort to engage with all Shoreline residents. Additionally, there was an intentional focus on engaging with and elevating the voices of residents who have been historically excluded in planning efforts, such as people of color, Native and Indigenous peoples, people in low-income households, and people who speak a language other than English at home. These groups have been disproportionately, and negatively impacted by decisions related to urban planning, zoning, housing, and other key policy areas, so these groups were identified as primary audiences.

#### Key Themes Heard Across All Phases of Engagement:

Several recurring themes emerged from across feedback shared by Shoreline community members. The most prevalent themes included:

- **Safety:** Many Shoreline residents have concerns related to safety. Shoreline community members would specifically like the City to prioritize improving upon residential and personal safety, as well as vehicle and pedestrian safety.
- **Nature and the environment:** There is shared sentiment throughout Shoreline that the City’s natural habitats, wildlife, and trees should be preserved, and that green spaces should be more prevalent.

### Overview of Engagement Activities





- **Housing affordability and diversity:** Shoreline community members feel that there is currently a lack of housing options for diverse income levels. Residents feel that there are limited options for people with disabilities.
- **Employment Opportunities:** Shoreline residents would like to see an increase in job opportunities. The City also heard several residents advocate for greater prioritization of economic development in a more general sense.
- **Goods and services:** The City heard from many community members that they would like to see increased access to goods and services, ranging from retailers to medical providers.
- **Community programming:** Shoreline residents would appreciate access to more community events and recreational opportunities. There is a shared sentiment that these improvements would help foster an increased sense of community and connections throughout the city.

A full report on the community engagement efforts conducted during the comprehensive plan update process and related outcomes is provided in the Appendix to the 2044 Shoreline Comprehensive Plan.

## Summary of Past SEPA Actions Related to Planning and Project Approvals

The DEIS and FEIS were developed with reference to past SEPA actions and documents, including the following environmental analyses, some of which were programmatic/non-project actions and others that were project-specific and planned action environmental reviews.

### Ordinance 609 – Town Center Subarea Planned Action and Related SEPA Compliance

A Planned Action Environmental Impact Statement (Planned Action Ordinance No. 609) was prepared in 2008 for the Town Center Subarea Plan and Town Center Code. The EIS addressed environmental impacts as well as three alternatives for the Park at Town Center. This occurred early in the process to facilitate and expedite the environmental review of future development projects. Thus, detailed, and comprehensive environmental analysis occurred during the planning stage, thereby streamlining the SEPA review process for this Subarea. The Town Center Planned Action Ordinance was adopted in 2011. For more information visit: <https://www.shorelinewa.gov/home/showpublisheddocument/10847/635180312688300000>

### 2012 Comprehensive Plan SEPA Determination of Nonsignificance

For the 2012 Shoreline Comprehensive Plan, the City adopted a threshold Determination of Nonsignificance (DNS), determining that the Comprehensive Plan would not have a probable significant adverse impact on areas of the environment supported by a SEPA Checklist and reference to previously completed environmental analyses.

### Ordinance 705 – Planned Action Ordinance and Related SEPA Compliance for Aurora Square (Shoreline Place)

In September of 2012, the City of Shoreline enacted Resolution No. 333 to designate the Aurora Square area as a Community Renewal Area (CRA) and in July of 2013, the City enacted Resolution No. 345 adopting the Aurora Square Renewal Plan. The City recognized the CRA as a Planned Action and followed the EIS process to achieve efficiency in the permitting process. This encouraged economic growth and development while

promoting environmental quality. For more information visit:

<https://www.shorelinewa.gov/business/aurora-square-community-renewal-area>

### **Ordinance 707 – Planned Action Ordinance and Related SEPA Compliance for the 185<sup>th</sup> Street Station Subarea**

In 2014, the City of Shoreline completed an EIS on the 185<sup>th</sup> Street Station Subarea Plan Planned Action. The EIS studied environmental impacts and recommended mitigation related to the redevelopment alternatives in the subarea surrounding the light rail station located at NE 185<sup>th</sup> St. and I-5. The EIS focused on land use patterns/plans and policies, population, housing, employment, multi-modal transportation (roads, sidewalks, bike lanes, and transit), public services (schools, parks, recreation facilities, open space, police, fire and emergency services, and solid waste disposal), and utilities (water, wastewater, surface water, electricity, and communications). For more information visit: <https://www.shorelinewa.gov/government/projects-initiatives/light-rail-station-area-planning/185th-street-station-subarea-plan-and-feis>

### **Ordinance 752 – Planned Action Ordinance and Related SEPA Compliance for the 145<sup>th</sup> Street Station Subarea**

In 2016, the City of Shoreline completed an EIS on the 145<sup>th</sup> Street Station Subarea Plan Planned Action. The EIS studied environmental impacts and recommended mitigation related to the redevelopment alternatives in the subarea surrounding the light rail station located at NE 145<sup>th</sup> St. and I-5. The EIS focused on land use patterns/plans and policies, population, housing, employment, multi-modal transportation (roads, sidewalks, bike lanes, and transit), public services (schools, parks, recreation facilities, open space, police, fire and emergency services, and solid waste disposal), and utilities (water, wastewater, surface water, electricity, and communications). For more information visit: <https://www.shorelinewa.gov/government/projects-initiatives/light-rail-station-area-planning/145th-street-station-subarea-plan-and-feis>

## **Other Future Environmental Reviews and Analyses**

The DEIS (republished as this FEIS) provides a programmatic analysis of growth that may occur under the updated Shoreline Comprehensive Plan for 2024 through 2044. Individual project actions that have occurred in the past and that will occur in the future are subject to their own individual environmental reviews, impacts analyses, and threshold determinations, whether programmatic or project specific.

## **Consideration of Cumulative Impacts**

The State Environmental Policy Act directs lead agencies to consider potential cumulative impacts of proposed actions, including programmatic actions related to long range and comprehensive planning. While a “Cumulative impact” is not defined in the SEPA Rules, it is defined under federal rules implementing the National Environmental Policy Act (NEPA). “Cumulative impact” is defined in the Council on Environmental Quality (CEQ) Regulations as the “impact on the environment that results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions” (40 CFR Part 1508).

Potential cumulative effects related to the City of Shoreline Comprehensive Plan (periodic update),

considered with other proposed actions or projects within the potentially affected area have been assessed, though it is impossible to predict if these would or would not occur and to what level over the long-term future. Urban growth under all alternatives could result in some cumulative significant and unavoidable impacts to the natural environment, specifically plants and animals. Citywide increases in population density and impervious surface area in a watershed generate cumulative impacts to plants and animals that cannot be wholly avoided even though environmental protections are in place, including surface water regulations through the Department of Ecology that would be mitigative.

Development under all alternatives would require some losses of vegetative cover, changes in hydrologic conditions, and habitat fragmentation, although many of the areas that would experience redevelopment are already developed or partially developed today in Shoreline. Existing regulations avoid, minimize, and mitigate impacts but may not eliminate these impacts entirely. Alternatives 2 and 3 would strengthen local regulations by updating the Comprehensive Plan environmental goals and policies and considering ways to increase climate resiliency relative to water quality and quantity.

Over time, overall activity levels and development intensities would increase and could result in cumulative impacts due to increased urban activity such as traffic, noise, and other related activities. Reduced trip lengths from concentrating growth in areas with good access to transit combined with improved future fuel economy assumptions under all alternatives would minimize increases to air pollution and greenhouse gas emissions despite increased growth.

Unavoidable adverse impacts including cumulating impacts under all alternatives could be mitigated through the various methods presented in this EIS and therefore are presumed to be moderate and not significant.

It is important to note that Washington courts have limited the requirement for cumulative impact analysis under SEPA. Based on the outcomes of [Boehm v. City of Vancouver](#), 111 Wn. App. 711 (2002), an analysis of the cumulative impacts of a proposed project is not required under SEPA unless (1) there is some evidence that the project will facilitate future action that will result in additional impacts or (2) the project is dependent on subsequent proposed development. A project's cumulative impacts that are merely speculative need not be considered. In the case of the Shoreline Comprehensive Plan as a programmatic action, there is the potential that cumulative impacts may result from future redevelopment actions; however clear evidence is lacking.

As required by the Growth Management Act and other statutes, as well as regional and county policies, existing and amended codes, standards, or regulations in Shoreline would regulate future development and redevelopment following this non-project action. It is anticipated that such development generally would be consistent with the alternatives analyzed in the DEIS (republished as this FEIS) and policy changes in the comprehensive plan. In addition, there are no current or existing projects that are functionally related or interconnected to this project (i.e., one could proceed without the other). Future projects and developments would be subject to project-level SEPA actions required to conduct separate, project-specific environmental analyses and review, as appropriate (unless covered through planned action SEPA ordinances). Mitigation measures for each project would also decrease the potential for cumulative impacts.

The EIS analysis also considers land use assumptions for the rest of the region, based on Puget Sound Regional Council (PSRC) growth targets, where applicable and reasonably foreseeable. Any cumulative impacts associated with additional regional growth, citywide growth, or growth implemented in the city's subareas beyond that evaluated in this EIS is merely speculative and need not be considered as part of this programmatic environmental review.

## Potential Areas of Controversy and Uncertainty and Issues to Be Resolved

As the City of Shoreline grows, there will be changes to the built environment, housing availability, natural environment, local economics, community aesthetics, and other conditions. There will also continue to be some uncertainty as to how fast growth may occur in the future, which stems from the variability of market factors and other factors that will drive and influence development in Shoreline over the next twenty years.

Overall, the intent of the EIS is to understand the scope of potential impacts associated with various alternatives so that the City can plan for these changes in the future. Key environmental issues and options facing decision makers include:

- While the pace of actual growth in the future is at this time unknown, development would be required to be in compliance with adopted zoning provisions and code requirements.
- The relationship of future development to the natural environment and land use compatibility may vary, however, all development would be required to comply with City zoning and code provisions.
- The effects of growth on demand for public services, utilities, parks, multimodal transportation, and other capital improvements would be expected to be the same under the action alternatives, but Alternative 3 anticipates that growth would occur more rapidly, and as such would necessitate implementation of mitigation measures, projects, and improvements on a faster pace than under Alternative 2.
- All alternatives would allow for new population, housing units, and employment growth and increased urbanization, but under the No Action Alternative, the City's comprehensive plan update would not be adopted, and as such would not be in alignment with the most recent state legislation, PSRC's VISION 2050 multicounty planning policies, nor King County's countywide planning policies.  
***However, the City does not intend to pursue this direction.***

This FEIS addresses the following.

- Responses to comments on the DEIS (see Chapter 10).
- Provision of additional content and corrections to the DEIS throughout all chapters.

Existing adopted land use and zoning provisions in Shoreline would allow for either of the two action alternatives (Alternative 2 or Alternative 3) to be implemented (or a growth level somewhere in between the two) over the next 20 years. Because of the variability of market factors and other influences on potential development, the rate of growth that would occur in Shoreline over the next 20 years is unpredictable.

***Therefore, a "preferred alternative" is not being identified among the alternatives studied. Rather, studying these variations provides information that will help the City plan for and be prepared to respond to multiple potential growth scenarios that could occur over the next 20 years.***

## **Benefits and Disadvantages of Delaying the Proposed Action**

Under SEPA, a discussion of the benefits and disadvantages of reserving for some future time the implementation of a proposal are required to be addressed compared with possible adoption at this time.

The benefits of adopting the updated Comprehensive Plan include:

- Planning for housing and employment growth in coordinated manner that aligns with regional and county planning and allocated targets. It should be noted that the City is planning for equitable growth and has assessed potential racially disparate impacts that have influenced past land use patterns in line with the provisions the HB 1220 legislation. Considerations related to equity and social justice have been integral to the comprehensive planning process.
- Providing guidance for pending and future functional plans that respond to future growth.
- Development of goals and policies, as well as improvements and services that address the needs identified to serve future growth.

If adoption of the updated Comprehensive Plan were to be delayed, growth would still occur (under the previously adopted plan and current zoning and code provisions). However, the previously adopted plan does not fully reflect new circumstances, new legal requirements, updated growth forecasts, and economic development opportunities. Delaying implementation could result in a lack of timely coordination of land use and capital facility planning on an ongoing basis as required under the GMA. Additionally, delaying implementation of the updated Comprehensive Plan (the proposal) would not be in compliance with the requirements of the GMA or regional and countywide planning. The Comprehensive Plan would not receive current/up-to-date certification by the state or endorsement by the region or county, which could have adverse legal and financial consequences for the City, such as the inability to apply for certain grant funding for various types of capital projects.

# Proposal and Alternatives

2



# Chapter 2 – Proposal and Alternatives

## Introduction

This chapter of the FEIS provides a more detailed description of the proposal and alternatives analyzed throughout the other chapters of the document. The target capacities studied for population, housing units, and jobs under each alternative also are presented.

## Growth Targets Allocated to Shoreline

The City of Shoreline is updating its comprehensive plan to comply with the requirements of the Washington State Growth Management Act (GMA). This periodic update addresses projected population, housing units, and employment growth to the new planning horizon year of 2044. As part of this process, growth targets are allocated to cities in King County, and the allocations for Shoreline are shown in **Table 2-1**. The growth targets are developed by King County based on guidance from Washington State and in cooperation with Puget Sound Regional Council through a collaborative process with cities. As shown in Table 2-1, the City of Shoreline currently has sufficient zoned capacity to meet its allocated 2044 growth targets, without the added capacity that will occur related to pending adoption of middle housing provisions.

**Table 2-1. Growth Targets for Shoreline**

|   | Baseline <sup>1</sup> | Net New Capacity Allocated to Shoreline by King County (2018/2019-2044) | Totals with Allocated Targets (2044) | Current Zoned Capacity <sup>2</sup> |
|---|-----------------------|---|--------------------------------------|-------------------------------------|
| Population                                    | 57,762                | N/A <sup>3</sup>  | N/A <sup>3</sup>                     | N/A                                 |
| Housing Units<br>(Total per King County CPPs) | 24,042                | +13,330   | 37,372                               | 52,220                              |
| Jobs<br>(PSRC Covered Employment)             | 16,932                | +10,000   | 26,932                               | 26,996                              |

**Notes:**

- 1 2019 is the baseline year for population, housing units, and jobs. Data for population is from Washington State Office of Financial Management (OFM); data for housing units is from the King County CPPs; and data for jobs from PSRC covered employment.
- 2 Based on land capacity analysis completed by Leland Consulting Group for the Shoreline 2044 Comprehensive Plan.
- 3 Not applicable— King County does not allocate targets for population (see below).

King County does not allocate population targets to cities. The estimated population for Shoreline for 2044 would be in the range of 86,202 (PSRC LUV-IT Model) to 91,789+ (37,372 x 2020 census household size of 2.4561) in Shoreline. It should be noted that household size has been trending upward in Shoreline.

The process for determining growth targets is described in Appendix D of the King County Comprehensive Plan. The process applies several factors to determine growth targets for the 20-year planning period:

- Population and employment projections—predictions of future growth based on past trends
- Land capacity—an estimate of vacant land and the potential to redevelop partially developed or underutilized land
- The Regional Growth Strategy and the jurisdiction’s role in that strategy
- Promoting efficient use of urban land
- Supporting growth in areas with high opportunities, like transit station areas and designated centers
- Encouraging infill development
- Balancing housing and employment growth in communities
- Promoting coordinated planning across land use, transportation, and other facilities and services

The City’s comprehensive plan has been developed in parallel with the Environmental Impact Statement (EIS/DEIS/FEIS) process to address new guidance from the state, region, and county, including new legislative requirements related to housing affordability and other provisions. All elements of the plan are being updated.

Planning for housing and employment growth in coordinated manner that aligns with regional and county planning and allocated targets by income levels. It should be noted that the City is planning for equitable growth and has assessed potential racially disparate impacts that have influenced past land use patterns in line with the provisions the HB 1220 legislation. Considerations related to equity and social justice have been integral to the comprehensive planning process.

## Summary of the Proposal and Alternatives

The proposal/proposed action is adoption of the City of Shoreline 2044 Comprehensive Plan. As part of updating the comprehensive plan, the DEIS analyzed the potential impacts of three different alternatives for future growth through the year 2044 and identified mitigation measures to address potential impacts related to the two action alternatives (Alternative 2 and Alternative 3). The FEIS republishes the outcomes of this alternatives analysis.

- **Alternative 1—No Action Alternative:** This alternative provided a basis of understanding what the implications of not taking action may be—in this case, not updating the comprehensive plan. The City does not intend to pursue this course, but SEPA requires study of a “No Action” alternative.
- **Alternative 2—Moderate Pace of Growth:** This alternative assumed that the level of growth that occurs over the next 20 years would be consistent with the growth targets allocated to Shoreline by King County.
- **Alternative 3—More Rapid Pace of Growth:** This alternative assumed that the same level of growth analyzed under Alternative 2 would occur more rapidly – such as in 10 years, rather than 20, and that the same level of mitigation, projects, and improvements would be needed, but within a shorter timeframe to serve that growth.



Shoreline may grow at a faster pace with the starting service of the two new light rail stations and given the community’s proximity to Seattle. As such, the City determined the need to study a growth alternative that would reach targets sooner, such as in 10 years instead of 20 years. **Table 2-2.**

The two action alternatives analyzed in the DEIS tested the same level of growth across the citywide geography, aligning with two different timeframes. Among the two Action Alternatives, no one alternative is proposed for adoption, and there will not be an identified “preferred alternative” due to the unpredictability of future growth that stems from the variability of market factors and other influences on potential development in Shoreline over the next 20 years. The range of alternatives studied provides a good foundation for monitoring growth in the city during the planning horizon and making decisions about programs, services, and improvements that may be needed to serve growth over time.

**Table 2-2 Housing Units and Jobs Assumed in Alternatives Analysis**

|                      | Targets per King County Countywide Planning Policies (2044) | Alternative 1 No Action | Alternative 2 Slow to Moderate Pace of Growth (Targets Met in Approximately 20 years) | Alternative 3 Faster Pace of Growth (Targets Met in Approximately 10 Years) |
|----------------------|---|-------------------------|---|---|
| <b>Housing Units</b> | 37,342  | 37,342 (2044)           | 37,342 (2044)   | 37,342 (2034)   |
| <b>Jobs</b>          | 26,932  | 26,932 (2044)           | 26,932 (2044)   | 26,932 (2034)   |

Analysis of a “no action” alternative is required under the Washington State Environmental Policy Act (SEPA). Analysis of this alternative provides the opportunity to address what the consequences may be if no action is taken; in other words, if the updated comprehensive plan is not adopted.

Existing adopted land use and zoning provisions in Shoreline generally would allow for either of the two alternatives to be implemented. However, if future trends show that growth is occurring at a faster pace, the City would need to evaluate zoning capacity for the future, after targets are met. It is expected that the pending middle housing provisions will add increased capacity citywide. The City will be monitoring growth on an annual basis and will be proactively coordinating with infrastructure, transportation, utilities, and service providers to align with growth projections.

## Assumed Conditions and Constants Under the Alternatives

The “action” alternatives considered in the DEIS tested different rates of growth, but development under either would be allowed under existing land use and zoning provisions and would be consistent with development permits that have already been approved or are under review by the City (and for which separate SEPA processes have been completed). Other constants under the action alternatives include the following.

- All alternatives and development that would occur under each would be subject to compliance with applicable federal, state, regional, county, and local plans and regulations, as applicable (including the no action and action alternatives). This includes state legislative actions from recent years such as HB 1220, HB 1110, HB 1337, and others.
- All City of Shoreline code provisions and development requirements would continue to be in effect, including Critical Areas Ordinance requirements, applicable design and development standards, and the conditions of approval, project-level SEPA compliance, and other requirements applicable to specific projects.

## Alternatives Further Described

### Alternative 1—No Action

Under Alternative 1—No Action, the analysis in the DEIS (and republished in this FEIS) assumed that an updated comprehensive plan would not be adopted. The City does not intend to pursue this course; however, a “no action” alternative is required to be analyzed by SEPA to understand the potential implications and consequences of not taking action. Under this alternative, the current comprehensive plan would remain as the guiding planning documents. Current code requirements, functional plans, and development regulations would be in effect. Alternative 1—No Action also assumed zoning changes in compliance with HB 1110, HB1337, and other applicable legislation to accommodate middle housing and accessory dwelling units but assumed no other policy changes would be made.

While Alternative 1 assumed the same pace of growth as Alternative 2 (growth targets would be met in approximately 20 years), growth would not be managed in accordance with an up-to-date comprehensive plan with correlating policies under all elements that align with the most recent state, regional, and county policies and provisions.

If the proposed action of adopting the updated comprehensive plan does not occur, there could be potential outcomes and disadvantages that would affect Shoreline’s future, as analyzed in the DEIS. If adoption of the updated comprehensive plan does not occur, growth would still continue (under the previously adopted plan and current zoning and code provisions). However, the previously adopted plan does not fully reflect new circumstances, new legal requirements, updated growth forecasts, and economic development opportunities.

As addressed in the DEIS, not taking action to adopt the updated comprehensive plan creates a gap in the coordination of land use and capital facility planning that is required by GMA. There would not be an adopted plan that complies with the latest requirements of the GMA, as well as regional and countywide planning. The comprehensive plan would not receive current/up-to-date certification by the state or endorsement by the region or county, which could have adverse legal and financial consequences for the City, such as the inability to apply for grant funding for various types of capital projects.

### **Alternative 2—Slow to Moderate Pace of Growth**

Alternative 2 assumed that growth targets are reached in approximately 20 years, through 2044. Growth would occur citywide, but would occur at greater levels in certain subareas, such as the two light rail station subareas and Town Center subarea, the Aurora Avenue corridor outside of Town Center, and other locations.

With the progression of growth and change over the next 20 years, the City would continue to plan to upgrade infrastructure, transportation facilities, utilities, and public services in line with capital improvements planning.

### **Alternative 3: Faster Pace of Growth**

Alternative 3 assumed the same growth targets as under Alternative 2 but assumed that these would be reached at a faster pace, in approximately 10 years, through 2034. Growth would occur citywide, but would occur at greater levels in certain subareas, such as the two light rail station subareas and Town Center subarea, the Aurora Avenue corridor outside of Town Center, and other locations.

If growth progresses at this pace, the City would need to proactively plan to upgrade infrastructure, transportation facilities, utilities, and public services at a more intensive level to keep pace with growth. As mentioned above, the City will be closely monitoring growth trends on an annual basis.

# Community Profile: Demographics and Housing Needs

3

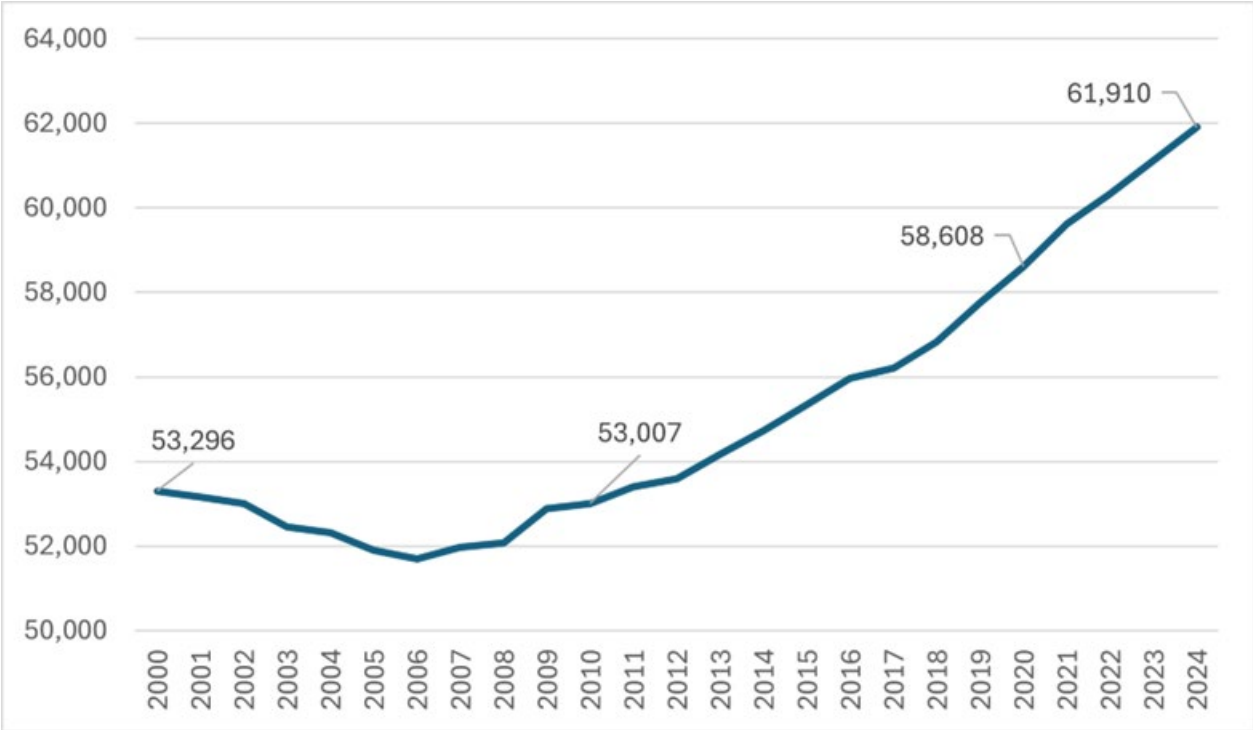


# Chapter 3 – Community Profile: Demographics and Housing Needs

## Population

In 2024, the Washington State Office of Financial Management (OFM) reported Shoreline’s residential population to be 61,910.<sup>1</sup> According to OFM, the City’s population has grown about 15 percent since the year 2000, while neighboring Seattle suburbs of Lake Forest Park, Edmonds, and Mountlake Terrace, have grown about five percent, 12 percent, and 19 percent, respectively over that same time period. See **Figure 3.1**.

**Figure 3.1. Population Change, 2000-2024**



Source: Washington State Office of Financial Management Population Estimates

This chapter primarily uses data from the U.S. Census Bureau’s American Community Survey (ACS) (five-year estimate) from 2021 to share the City’s key demographic statistics, compare them to that of the region, and highlight what might make Shoreline demographically unique in the region.

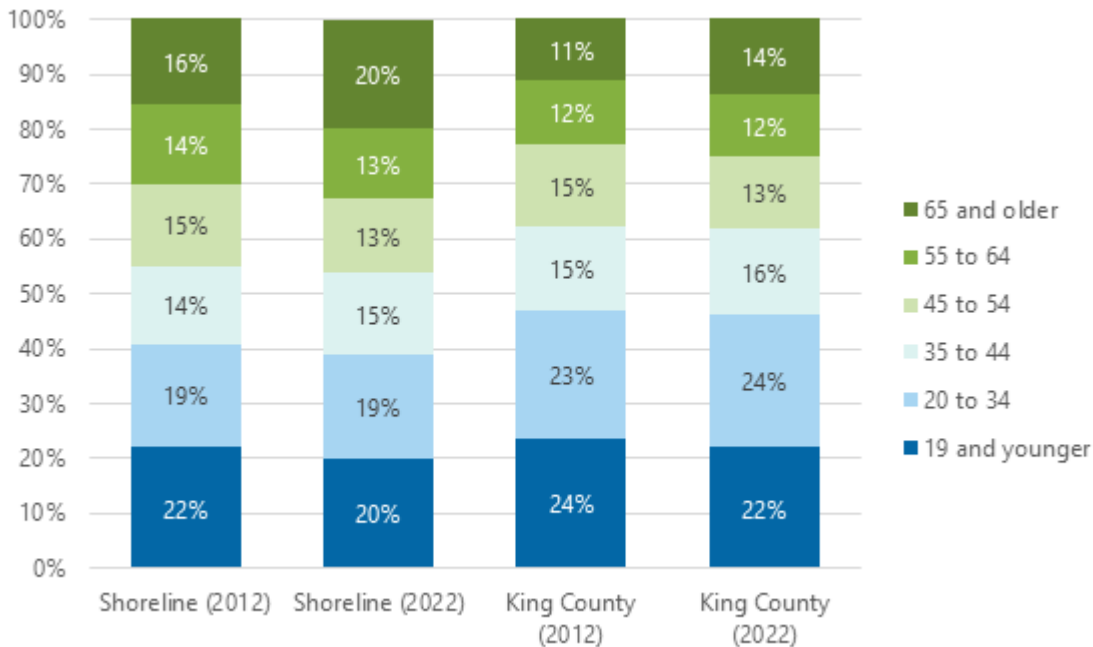
<sup>1</sup> Washington State Office of Financial Management (OFM), April 1 official population estimates, April 2024

## Age

Shoreline’s population is slightly older than King County’s. As of 2022, 46 percent of residents are over 45, compared to around 38 percent countywide. In addition, 20 percent of residents are over 65, compared to 14 percent countywide. Since 2012, the share of residents over 65 has increased from 16 percent to 20 percent of the city’s population, or an increase of almost 3,250 residents. See **Figure 3.2**.

The age composition of Shoreline’s residents has important implications for housing needs in the city. An increasing share of older residents who may be “downsizing” can often signal the need for smaller housing units. Older residents may also have specific housing needs such as accessible units or assisted living.

**Figure 3.2. Population Distribution by Age in Shoreline and King County, 2012-2022**



Source: US Census ACS 2022 & 2012 5-Year Estimates, Table S0101.

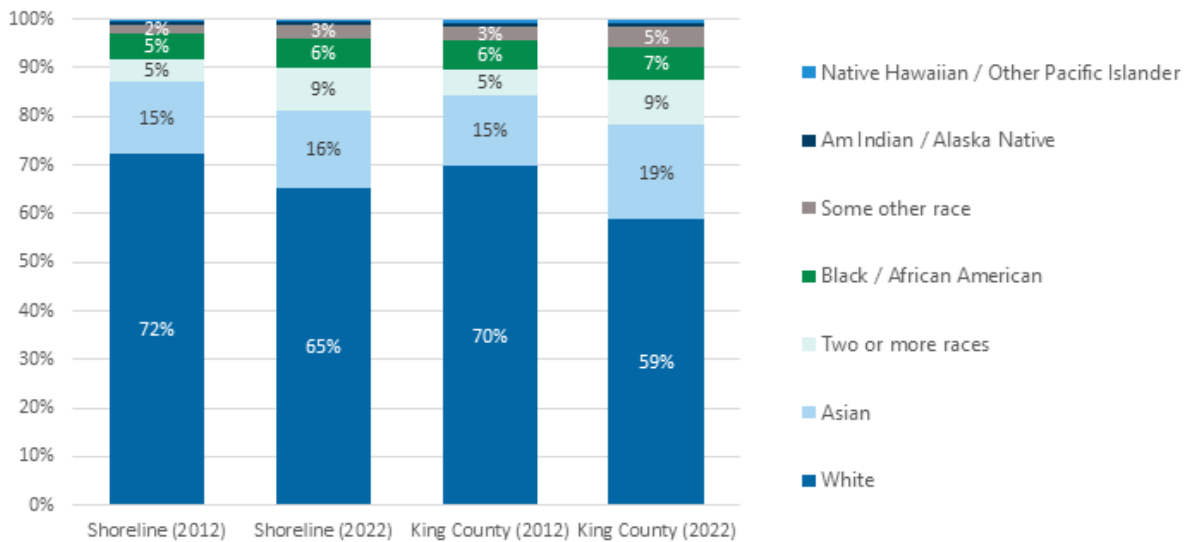
## Race & Ethnicity

The populations of both Shoreline and King County have gotten more diverse over the past decade. In 2012, 30 percent of King County residents and 28 percent of Shoreline residents were Black, Indigenous, or People of Color (BIPOC). Since then, King County’s BIPOC population has grown to 41 percent while Shoreline’s is now 35 percent of the population. The population of Hispanic or Latino residents of any race has held relatively steady in both the city and the county – 7 percent in Shoreline and 9 percent in King County. See **Figure 3.3**.

When considering housing needs, race and ethnicity can present compounding challenges to housing affordability and accessibility. For example, in Shoreline, 76 percent of homeowners are white, although just 64 percent of residents are white. Renters face greater housing instability than homeowners, and less opportunities

for wealth-building. These types of reinforcing housing challenges are important to consider when planning for the housing needs of all residents in the city.

**Figure 3.3. Race and Ethnicity in Shoreline and King County, 2012-2022**



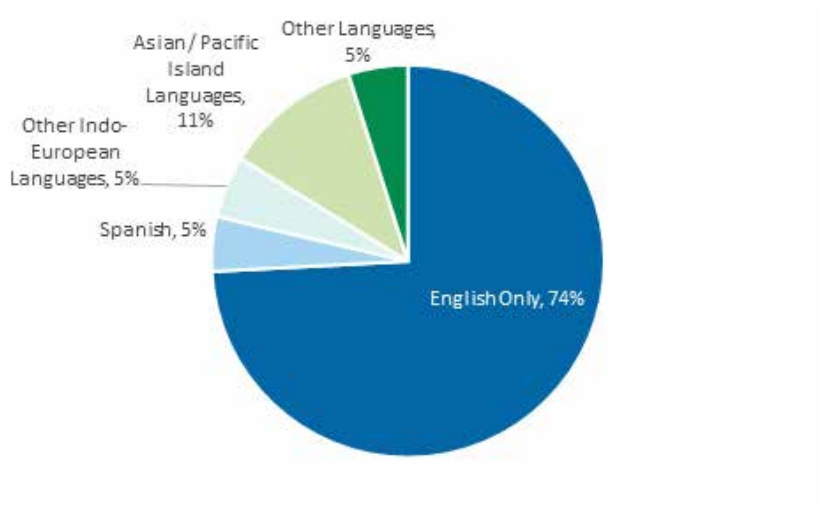
Source:

US Census ACS 2022 & 2012 5-Year Estimates, Table DP05.

Nearly three quarters of residents over five years old in Shoreline speak English at home, as shown in Figure 3.4. Other than English, the most common languages spoken among Shoreline residents are various Asian and Pacific Island languages. The majority of residents that speak languages other than English also report speaking English very well. See **Figure 3.4**.

An analysis of potentially racially disparate impacts was completed as part of the comprehensive plan update and is available in the Appendix to the Shoreline 2044 Comprehensive Plan.

**Figure 3.4. Languages Spoken by Shoreline Residents over Five Years Old, 2022**



Source: US Census ACS 2022 5-Year Estimates, Table S1601.

Additional demographic information relating to race and ethnicity can be found in the Racially Disparate Impacts portion of this document.

## Household Characteristics

As of 2022, there were 22,706 households in Shoreline, up from around 21,218 in 2012 (an increase of just over 7 percent). The majority of households in Shoreline (65 percent) are family households. Of these, just over half are married couples. About 27 percent of Shoreline households have children under 18. The city has a higher share of family households than King County, but the share of family households and families with children under 18 is similar to the statewide figures. See **Figure 3.5**.

The other 35 percent of Shoreline households are non-family households, which includes individuals living alone or any arrangement of unrelated residents. The majority of these households (77 percent) are residents living alone. Of these, 2,844 households are individuals over 65 living alone. This is a smaller share of older householders living alone than the county but is in line with the state. The average household size in the city is 2.58, higher than the King County average of 2.44 and a slight increase from Shoreline’s 2012 average household size of 2.51.

This data shows a need to accommodate for a mix of housing in Shoreline, including larger units for families and smaller units for residents living alone. (Note: The U.S. Census Bureau defines family households as consisting of two or more individuals who are related by birth, marriage, or adoption, although they also may include other unrelated people. Nonfamily households consist of people who live alone or who share their residence with unrelated individuals.)

**Figure 3.5. Selected Household Characteristics in Shoreline, King County, and Washington, 2022**

|   | Shoreline |     | King County |     | Washington |     |
|---|-----------|-----|-------------|-----|------------|-----|
|   | Total     | %   | Total       | %   | Total      | %   |
| <b>Total Households</b>                 | 22,706    |     | 916,270     |     | 2,979,272  |     |
| <b>Family Households</b>                | 14,770    | 65% | 537,292     | 59% | 1,910,770  | 64% |
| <i>Married-couple family</i>            | 11,871    | 52% | 429,956     | 47% | 1,482,230  | 50% |
| <i>Other family</i>                     | 2,899     | 13% | 107,336     | 12% | 428,540    | 14% |
| <i>With own children under 18 years</i> | 6,028     | 27% | 238,482     | 26% | 814,890    | 27% |
| <b>Nonfamily households</b>             | 7,936     | 35% | 378,978     | 41% | 1,068,502  | 36% |
| <i>Households living alone</i>          | 6,125     | 27% | 279,263     | 30% | 803,383    | 27% |
| <i>Householder 65 years and over</i>    | 2,844     | 13% | 81,239      | 9%  | 313,547    | 11% |

Source: US Census ACS 2022 5-Year Estimates, Table S2501.

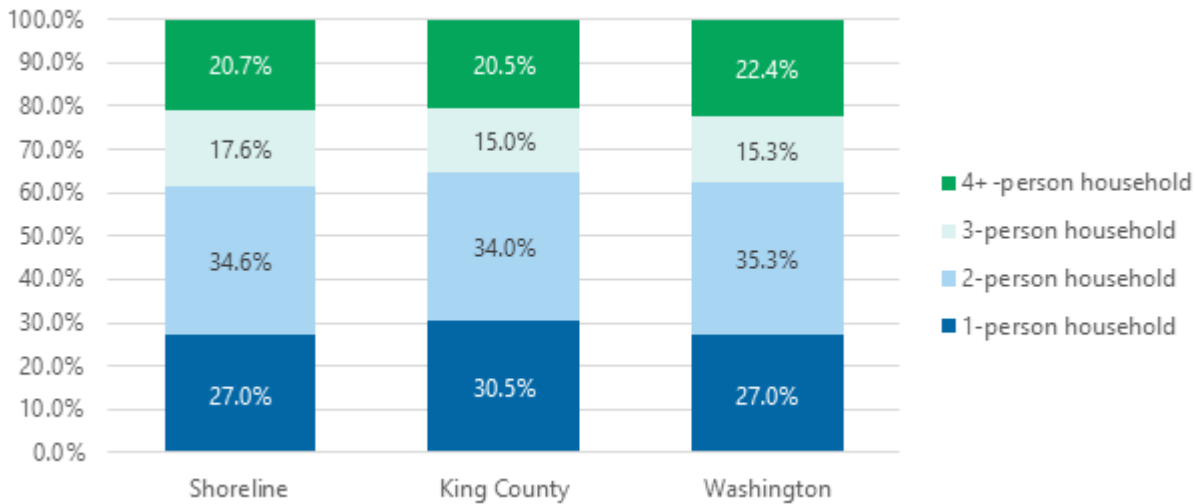
## Household Size

Shoreline’s households are similar in size to county and statewide averages. There is a slightly smaller share of one-person households than the county. Overall, the largest number of households are two-person households,



at nearly 35 percent. Shoreline also has a higher share of three-person households than the county or state. See **Figure 3.6**.

**Figure 3.6. Share of Households by Size in Shoreline, King County, and Washington, 2022**

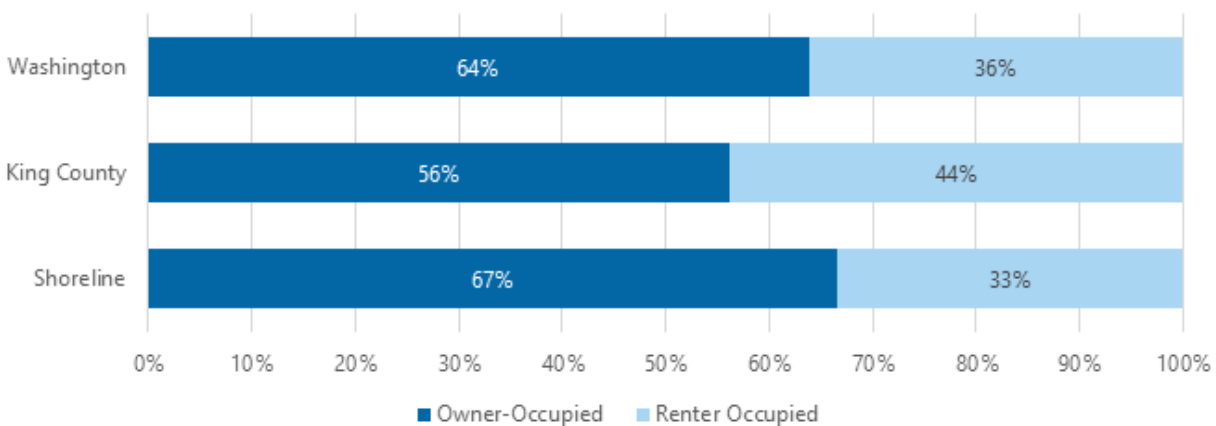


Source: US Census ACS 2022 5-Year Estimates, Table S2501.

## Household Tenure

Approximately two thirds of Shoreline households are homeowners, a larger share than King County and the state overall, as shown in **Figure 3.7**. This is consistent with current zoning in the city, in which 77 percent of the land is zoned for single-family residential development.

**Figure 3.7. Housing Unit Tenure in Shoreline, King County, and Washington, 2022**



Source: US Census ACS 2022 5-Year Estimates, Table S2501.

**Figure 3.8** shows selected changes over the past decade in Shoreline’s households. Household size has increased slightly for both renter and owner households, a trend seen nationally as increasing housing prices have caused more people to share housing. The share of households with children in the city has remained constant, while

single-person households have decreased. The share of senior single-person households has increased over the past decade.

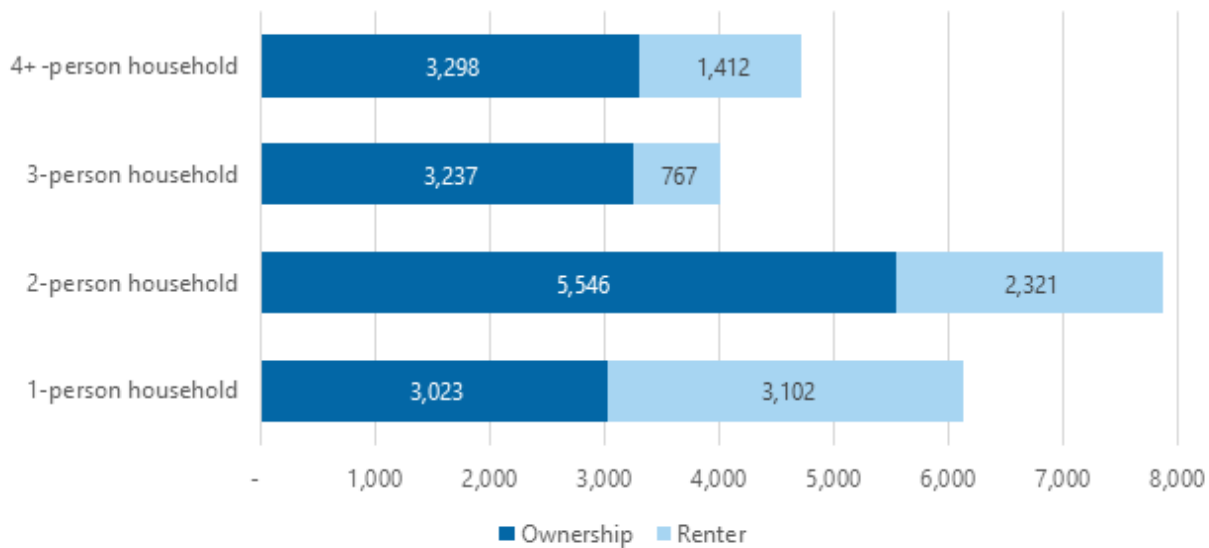
**Figure 3.8. Selected Household Trends in Shoreline, 2012-2022**

|   | 2012   | 2022   |
|---|--------|--------|
| Total Households                                    | 21,218 | 22,706 |
| Average Household Size: Owner-Occupied Units        | 2.59   | 2.63   |
| Average Household Size: Renter-Occupied Units       | 2.13   | 2.23   |
| Family Households with One or More Persons Under 18 | 28%    | 28%    |
| Family Households                                   | 62%    | 65%    |
| Non-Family Households                               | 38%    | 35%    |
| Single Person Households                            | 29%    | 27%    |
| Single Person Households, Age 65 or Over            | 11%    | 13%    |

Source: US Census ACS 2022 5-Year Estimates, Tables DP04 and S2501.

Renters also tend to have smaller household sizes in the city, as shown in **Figure 3.9**. About 41 percent of renter households are one-person households, compared with 20 percent of owner households. Out of Shoreline’s nearly 23,000 households, 35 percent have two people.

**Figure 3.9. Shoreline Household Size by Tenure, 2022**

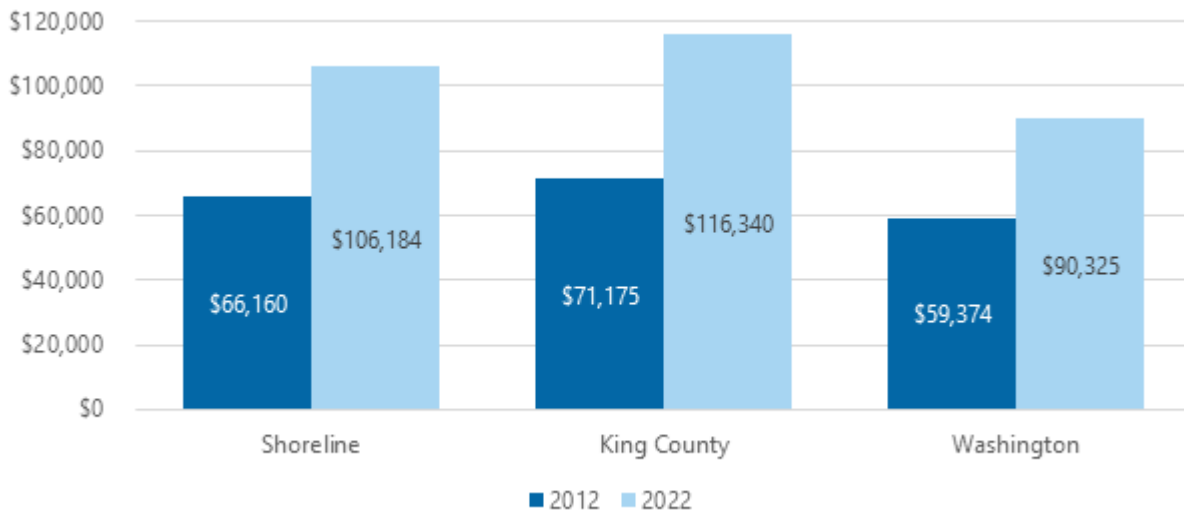


Source: US Census ACS 2022 5-Year Estimates, Table S1901.

## Household Income

The median household income in Shoreline is shown in **Figure 3.10** and compared to the King County median and the median statewide. The 2022 median household income as reported was \$106,184 (in 2022 dollars), up from \$66,160 in 2012 (in 2012 dollars). This represents a 60 percent increase over that time.

**Figure 3.10. Median Household Income in Shoreline, King County, and Washington, 2012-2022**

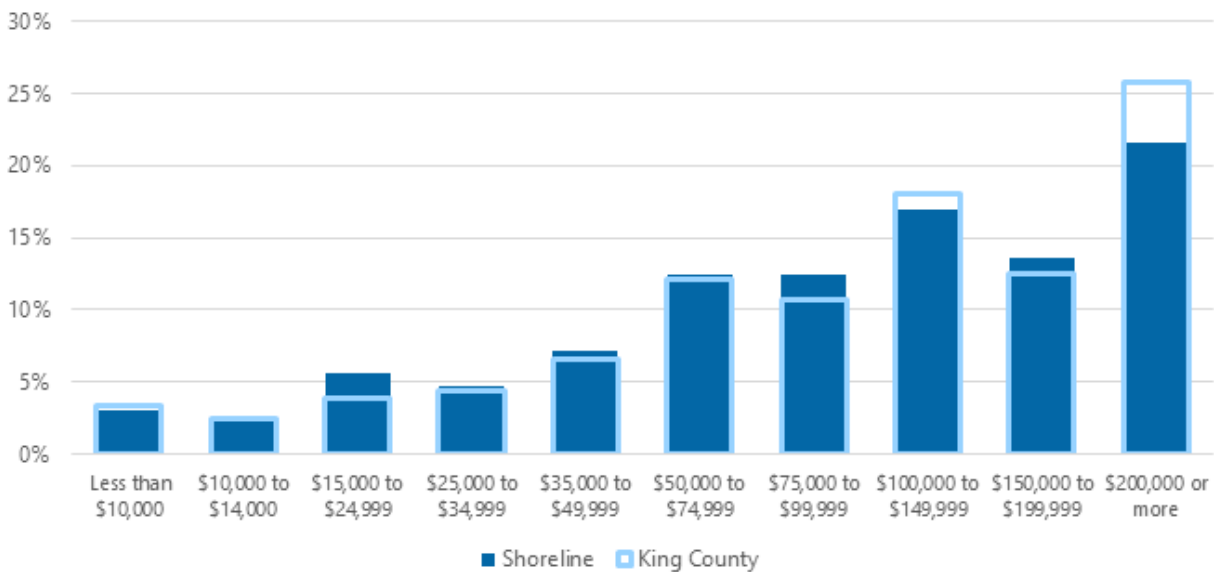


Source: US Census ACS 2022 5-Year Estimates, Table S1901.

The chart in **Figure 3.11** shows the breakdown of household incomes in Shoreline by income bands, compared with King County. While there is a higher share of King County households making over \$200,000, over one fifth of Shoreline households are in that top income bracket. In Shoreline, nearly 65 percent of households make \$75,000 per year or more, while 23 percent make less than \$50,000.

An analysis of household income required to afford housing at various price points is found later in this report, in the Housing Affordability section.

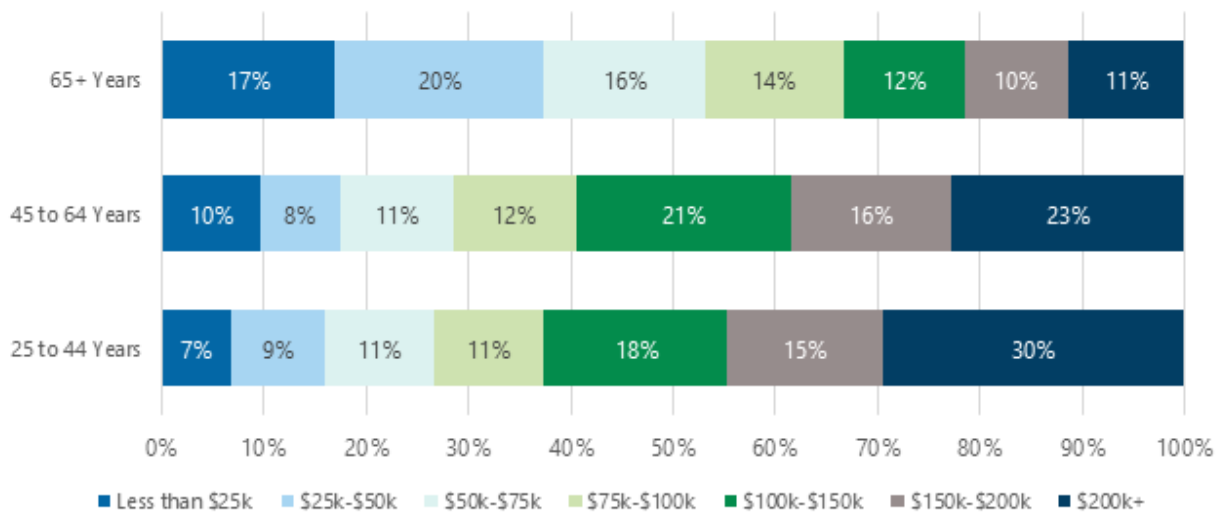
**Figure 3.11. Household Income Bands in Shoreline and King County, 2022**



Source: US Census ACS 2022 5-Year Estimates, Table S1901.

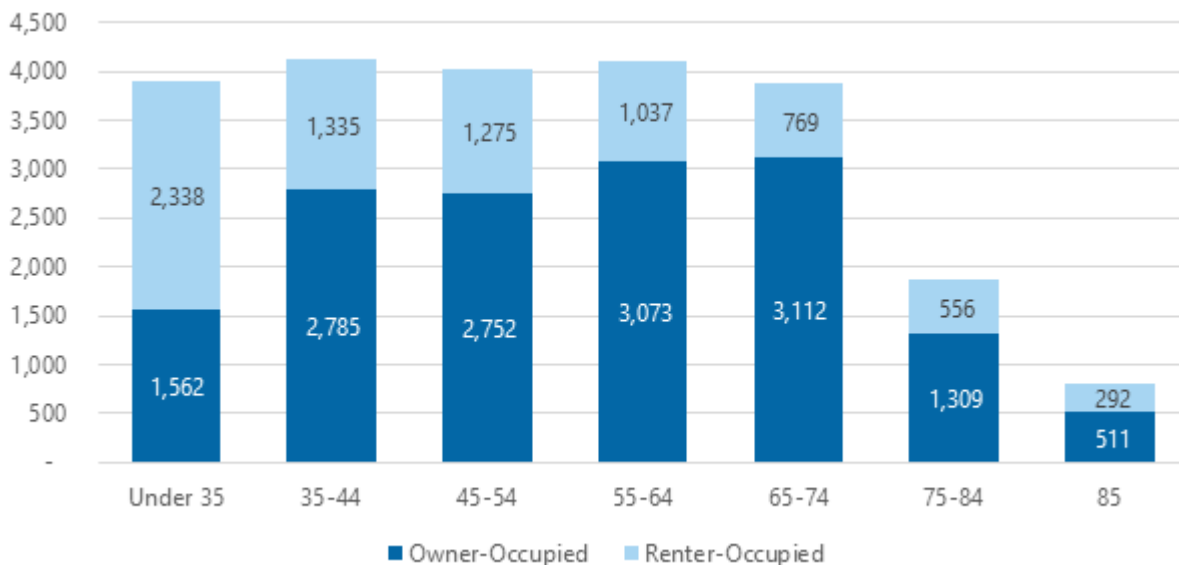
As noted previously, Shoreline residents are older than regional and statewide averages. This can introduce compounding challenges to housing affordability. As shown in **Figure 3.12**, older households earn considerably less than younger households in Shoreline. Nonetheless, most older households are homeowners, as shown in **Figure 3.13**. Given the rising housing prices in the city discussed further in the Housing Affordability section of this report, these households would likely be unable to afford their current housing units if they had to buy them today and may also face challenges if they need or wish to move and stay within the community.

**Figure 3.12. Age and Household Income in Shoreline, 2022**



Source: US Census ACS 2022 5-Year Estimates, Table S19037

**Figure 3.13. Age and Tenure of Households in Shoreline (2022)**



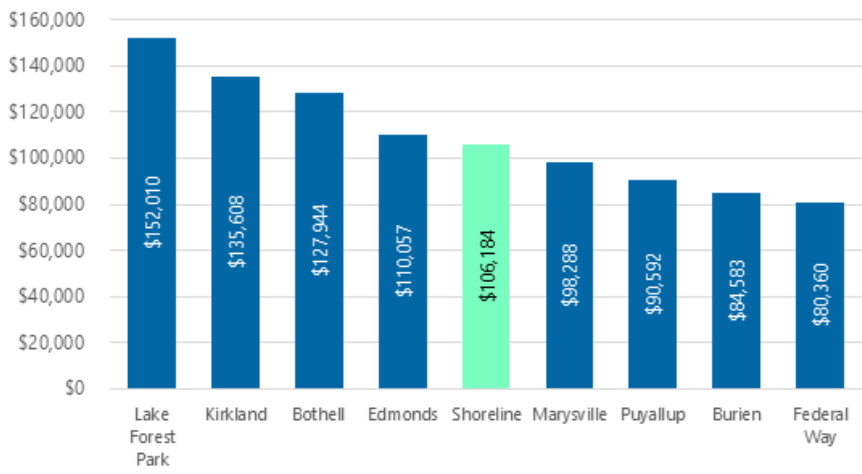
Source: US Census ACS 2022 5-Year Estimates, Table S25007.

## Peer Communities

When considering housing and household dynamics, it is important to understand how the city compares to neighboring or like sized communities in the region, particularly when it comes to household income and prevalence of poverty, as both impact housing demand and affordability, and help to explain local challenges relative to the region. For this purpose, Shoreline has been compared to the following cities: Burien, Puyallup, Marysville, Federal Way, Kirkland, Lake Forest Park, Bothell, and Edmonds.

As shown in **Figure 3.14**, the median household income in Shoreline is higher than in peer cities including Burien, Puyallup, Marysville, and Federal Way, but is lower than in Kirkland, Lake Forest Park, Bothell, and Edmonds. The share of households in Shoreline making over \$200,000 per year is twice that of Puyallup, Marysville, or Federal Way.

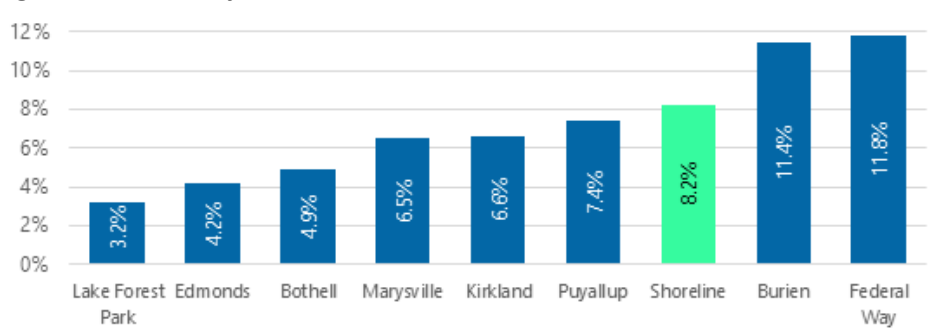
**Figure 3.14. Median Household Income in Shoreline and Peer Cities, 2022**



Source: US Census ACS 2022 5-Year Estimates, Table S1901.

As shown in **Figure 3.15**, although Shoreline has the fifth highest median income among peer cities, it also has the third highest poverty rate at 8.2 percent. Just Burien and Federal Way have higher poverty rates. The divide among Shoreline residents is reflected in the need for housing units serving those making less than 50 percent AMI and those making more than 120 percent AMI.

**Figure 3.15. Poverty Rates in Shoreline and Peer Cities, 2022**



Source: US Census ACS 2022 5-Year Estimates, Table S1701.

## Special Needs Housing

According to the US Department of Housing and Urban Development (HUD), a quarter of the households in Shoreline have a member with one or more disability (*note that the total share of households in **Figure 3.16** is above 100 percent, indicating that there are households in which household members have multiple disabilities*). The most common type of disability reported is an ambulatory limitation. The high share of households that include a disabled member indicate that there is likely a need for a wider variety of accessible housing types in Shoreline. Although many disabled and older residents would prefer to remain in the community, there may also be a need for assisted living facilities to assist those who need more consistent care.

Since 2020, when this data was recorded, the COVID pandemic has increased rates of disability nationwide (since February 2020, there has been a nearly ten percent increase in the disabled population over 16 years old nationwide). In addition, the large Baby Boomer generation is now entirely over the age of 60. Shoreline should assume that these trends make it likely that there is now a larger share of households with a disabled member than in 2020. Given this significant population of residents with disabilities, it is critical to address inadequate coverage of curbside services, paratransit, wheelchair accessible transit stops and stations, accessible active transportation options, and enhance accessible pedestrian infrastructure.

**Figure 3.16. Disability Status among Shoreline Households, 2020**

| Disability Status   | Number of Households | Share of Households |
|---|----------------------|---------------------|
| Household member has a cognitive limitation                       | 2,195                | 10%                 |
| Household member has a hearing or vision impairment               | 2,385                | 11%                 |
| Household member has a self-care or independent living limitation | 2,440                | 11%                 |
| Household member has an ambulatory limitation                     | 2,680                | 12%                 |
| Household member has none of the above limitations                | 16,395               | 75%                 |

Source: US Department of Housing and Urban Development, CHAS 2016-2020 – Table 6.

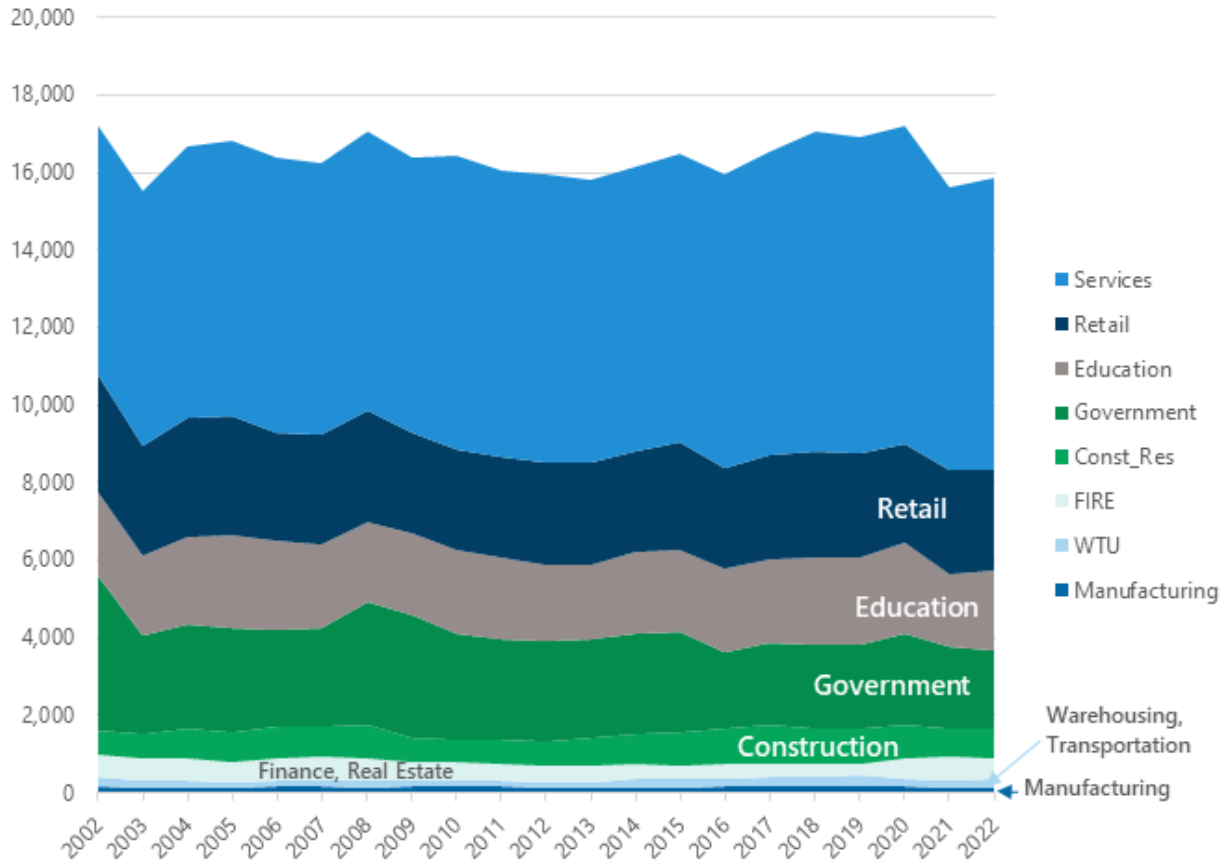
## Workforce Profile

### Local Workforce Characteristics

According to the Puget Sound Regional Council (PSRC) covered employment estimate, as of 2022 there were 15,851 jobs in Shoreline, with the highest concentration of jobs in the high-level industries of services, retail, and education. Shoreline employment has remained relatively flat over the past two decades before declining at the beginning of the COVID pandemic, with some recovery shown through 2022. See **Figure 3.17**.

As of 2021, just under 30 percent of jobs in Shoreline required at least a bachelor’s degree, while 18 percent required just a high school degree (or equivalent). Nearly 59 percent of jobs paid at least \$3,333 per month (approximately \$40,000 per year), an income far below the median household income required to afford (rent or own) most homes in Shoreline. With many jobs paying below the median income required for housing in Shoreline, workers may be forced to live in more affordable areas further from their jobs, increasing their dependence on reliable and efficient transportation. Additionally, these workers are more likely to rely on public transportation or more affordable travel options due to the high cost of car ownership and operation.

**Figure 3.17. Covered Employment in Shoreline by Sector, 2002-2022**



Source: PSRC Covered Employment Estimate.

## Jobs to Housing Ratio

According to PSRC, as of 2022 there were 23,505 housing units and 15,851 jobs in Shoreline, a ratio of 0.67 jobs per housing unit. PSRC has stated a region goal for cities to move towards a ratio of 1.0. This indicates that in order to align with regional policy goals, Shoreline should focus on increasing the number of jobs in the city. Challenges include Shoreline’s proximity to Seattle with its significant oversupply of office space in Downtown Seattle, low regional unemployment, and high demand for new housing. While Shoreline is well-positioned for potential job-creation in the life sciences there is also significant capacity within major new biotechnology lab facilities in the region which will need to be filled before new development will be feasible in the region. In addition, developers and investors have significantly slowed down new office construction in reaction to the increase in hybrid and remote work. However, two new LINK light rail stations in Shoreline having opened in 2024 are anticipated to make it an attractive location for business growth. To leverage this investment, enhancing access to the light rail stations and other transit hubs and establishing a system that serves areas with commercial development capacity is a key strategy to address this imbalance.

# Consistency with Plans and Policies

4





# Chapter 4 – Consistency with Plans and Policies

## Affected Environment

The Shoreline 2044 Comprehensive Plan and this Final Environmental Impact Statement/FEIS (formerly published as the Draft Environmental Impact Statement/DEIS) have been prepared in compliance with all relevant state, regional, county, and local requirements and provisions. These requirements set precedents for environmental review and provide guidance for planning under the Washington State Growth Management Act (GMA), various state legislative provisions, Puget Sound Regional Council VISION 2050 and Multicounty Planning Policies (MPPs), and the King County Comprehensive Plan and Countywide Planning Policies (CPPs). Each of these areas of planning guidance is further described below.

### Washington State Growth Management Act

The Growth Management Act (GMA) in Washington State is a significant piece of legislation that was first enacted in 1990, and has been amended many times since, to address issues related to urban and rural growth, land use planning, and environmental protection. The GMA, which is primarily codified by Revised Code of Washington (RCW) Chapter 36.70A, fundamentally changed how land use planning and development decisions are made in the state. In the decades leading up to the 1990's, Washington State experienced rapid population growth and urban sprawl, which led to concerns about the loss of farmland, natural areas, open spaces, as well as increased traffic congestion and environmental degradation. There was a recognition that comprehensive planning was needed to manage growth effectively and the Washington State Department of Commerce began managing this process.

The comprehensive plan offers guidance on critical matters such as future land use decisions, the establishment of urban growth boundaries and city limits, expansions of community services and facilities, the positioning of future transportation and circulation infrastructure, the development and preservation of parks and open spaces, the identification and safeguarding of environmentally sensitive areas, and the promotion of favorable urban design elements within the city. It is an opportunity to reflect on the previous 20 years, identify what worked well, and to highlight where change is needed.

The GMA includes periodic update requirements to ensure that local comprehensive plans and development regulations remain current with the GMA's goals and requirements. These periodic updates, required every ten years, are a fundamental aspect of the GMA process and are essential for managing growth effectively and accurately. They are an opportunity for jurisdictions to respond to the changing conditions and community needs. The two action alternatives under this Draft EIS are consistent with the intent and goals of the GMA. See below.

**Table 4-1. GMA Goal Evaluation**

| <b>GMA Goal</b>                      | <b>GMA Goal Language</b>  |
|--------------------------------------|---|
| Urban Growth                         | Encourage development in urban areas  |
| Reduce Sprawl                        | Reduce the inappropriate conversion of undeveloped land.  |
| Transportation                       | Encourage efficient multimodal transportation systems.  |
| Housing                              | Plan for and accommodate housing affordable to all economic segments.   |
| Economic Development                 | Encourage economic development throughout the state.  |
| Property Rights                      | Private property shall not be taken for public use without just compensation having been made.  |
| Permits                              | Applications should be processed in a timely and fair manner.   |
| Natural Resource Industries          | Maintain and enhance natural resource-based industries.   |
| Open Space & Recreation              | Retain open space, enhance recreational opportunities.  |
| Environment                          | Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.                           |
| Citizen Participation & Coordination | Encourage the involvement of citizens.  |
| Public Facilities & Services         | Ensure that those public facilities and services necessary to support development shall be adequate.  |
| Historic Preservation                | Identify and encourage preservation.  |
| Climate Change & Resiliency          | Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies adapt to and mitigate the effects of a changing climate. |
| Shoreline management                 | RCW 37.70A.480  |

## Relevant State Legislation

Although the basic structure of GMA has remained intact over the years, the state legislature has amended it frequently since the last 2015-18 comprehensive plan periodic update cycle. The 2021-22 Legislative Session contributed historic amendments with specific regard for housing policies. The goals, policies, and actions in the comprehensive plan were designed to cover all GMA amendments for this 2024-27 periodic update cycle.

The following list catalogs the GMA amendments most notably affecting this periodic update to Shoreline's comprehensive plan and associated EIS, though this is not a comprehensive list of updates.

### House Bill 1220 – Housing Affordability

In 2021, the Washington Legislature changed the way cities and counties are required to plan for housing. For the first time, there are requirements for local jurisdictions to plan for and accommodate housing that is affordable to all income levels. This differs from a previous, more relaxed approach which was to have cities and counties “encourage” affordable housing. There are multiple steps to meeting new state requirements. To begin the process, the Department of Commerce has provided existing and projected housing needs that identify the number of housing units necessary to manage projected growth. This is the first time local jurisdictions have had specific numbers of housing units needed for household income groups, emergency housing and shelters, and permanent supportive housing.

Local jurisdictions across the Puget Sound will implement, through their updated comprehensive plans, several strategies to help guide the housing market into producing units that are more affordable than what is currently being built. The strategies are described briefly below

- **Allowing moderate density housing options within Urban Growth Areas (UGAs)**, including but not limited to duplexes, triplexes, and townhomes.
- **Identifying sufficient land and zoning capacity for housing needs**, including all economic segments of the population (moderate, low, very low and extremely low income, as well as emergency housing and permanent supportive housing).
- **Making adequate provisions for housing for existing and projected needs for all economic segments of the community**, including documenting programs and actions needed to achieve housing availability.
- **Identifying racially disparate impacts, displacement and exclusion** in housing policies and regulations, and beginning to undo those impacts; and identifying areas at higher risk of displacement and establishing anti-displacement policies.

Cities may not prohibit transitional housing or permanent supportive housing in any zones where residential dwelling units or hotels are allowed. Cities may not prohibit indoor emergency shelters or indoor emergency housing in any zones where hotels are allowed, except for cities that have adopted an ordinance authorizing such shelters and housing in a majority of zones within a 1-mile proximity to transit. Cities may impose reasonable occupancy and use regulations on such shelters and housing, but those regulations may not prevent the siting of a sufficient number to accommodate the need.

## **House Bill 1110 – Middle Housing**

In 2023, the Washington State Legislature approved HB 1110, aiming to foster a more adaptable zoning and regulatory framework for cities statewide. The primary goal of HB 1110 is to promote urban densification and expand the range of housing options available. This legislation places particular emphasis on what is commonly referred to as "middle housing" – dwelling types that bridge the gap between large, detached single-family homes and expansive multi-family complexes.

Middle housing encompasses an array of housing forms, including duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, and cottage housing. Such housing options offer numerous benefits, including more accessible price points and the opportunity for introducing new infill housing in a manner that harmonizes with the existing character of neighborhoods. With features reminiscent of single-family homes, such as ground-level units, yards, porches, individual driveways, and low-rise architecture, middle housing blends well into established communities.

HB 1110 requires zoning changes based on City size in three tiers, Tier 1, Tier 2, and Tier 3, further described below:

- **Tier 1:** Cities with at least 75,000 people. These cities must permit at least four homes per residential lot, and six per lot if located within a quarter-mile walking distance of a major transit stop or if two of the homes are affordable.
- **Tier 2:** Cities with less than 75,000 people but more than 25,000 people. These cities must permit at least two homes per lot, and four per lot if located within a quarter-mile walking distance of a major transit stop or if one of the homes is affordable.
- **Tier 3:** Cities with populations under 25,000 and within a contiguous urban growth area with the largest city in a county with a population of more than 275,000. These cities must permit at least two homes per residential lot.

## **House Bill 1337 – Accessory Dwelling Units**

In 2023, HB 1337 was enacted with the goal of reducing obstacles to the construction and utilization of Accessory Dwelling Units (ADUs). Central to this legislation is the mandate for all fully planning cities and counties to allow two ADUs on each single-family zoned lot within the Urban Growth Area (UGA). The bill compels cities and counties to implement further measures to promote the construction of ADUs, as outlined below.

- Local governments may not charge more than 50 percent of impact fees charged for the principal unit.
- Local governments may not require the owner to occupy the property.
- Local governments may not prohibit the ADU's sale as independent units.
- Local governments must allow an ADU of at least 1,000 square feet and must adjust zoning to be consistent with the bill with respect to bulk and scale regulations.

- Local governments must set consistent parking requirements based on distance from transit and lot size.

### **Senate Bill 5258 – Condominiums and Townhomes Ownership**

This legislation was passed in 2023 and aims to increase the supply and affordability of condominiums and townhomes as an option for ownership. This bill introduces new obligations for condominium associations aiming to file construction defect claims, along with implementing additional pre-litigation procedural requirements. The overarching goal is to enhance dispute resolution processes and foster the development of more housing.

In addition, the bill establishes a Down Payment Assistance Account, funded by the Real Estate Excise Tax (REET), and changes to impact fee schedules. Impact fee schedules are now mandated to reflect the proportional impact of new housing units, considering factors such as square footage, number of bedrooms, or generated trips, thus resulting in reduced impact fees for smaller housing units. Furthermore, all cities, towns, and counties are required to incorporate procedures for unit lot subdivisions into their short plat regulations, facilitating the division of a parent lot into separately owned unit lots.

### **House Bill 1042 – Expanding Housing in Existing Buildings**

The bill prohibits cities from denying a permit application for the addition of housing units within an existing building due to nonconformity with height, setback, parking, modulation, or elevator size unless it is a building code or life safety issue. When new residential units are proposed completely within an existing building, cities must allow a density bonus of 50 percent more than the zone otherwise allows. Cities may not require the addition of parking spaces, permitting requirements, or design standards not applied to all residential development in the zone, and may not impose exterior design or architectural requirements to the building. Cities also may not require a transportation concurrency study or SEPA review based on the addition of housing units within an existing building.

The changes to city codes necessary to implement the bill are categorically exempt from SEPA. The state building code council is required to adopt an amendment to the energy code that waives the requirement for the unchanged portions of an existing building to comply with the current energy code when additional housing units are added to the building.

### **House Bill 5290 – Local Project Review Requirements**

The bill amends chapter 36.70B RCW, the Local Project Review Act, for jurisdictions planning under the GMA. The bill includes the following provisions:

- Establishes a consolidated permit review grant program for local governments that commit to issuing final decisions for residential permit applications within specified time frames.
- Creates a new grant program to support local governments' transition to digital permit application systems.
- Requires the Department of Commerce to convene a work group to study statewide license and permitting software for local governments.

- Removes building permits for the types of project permits in the covered types of land use permits.
- Amends the process for jurisdictions to provide a written determination of completeness for project permit applications.

Beginning January 1, 2025, jurisdictions must set certain permit decision timelines at 65, 100, and 170 days depending on the permit and other factors. When timelines are not met a portion of the permit fees must be refunded. Jurisdictions can set other deadlines but lose administrative appeal safe harbor protection. Certain jurisdictions must also submit annual performance reports to Commerce, which will report to the legislature.

- Provides additional measures that jurisdictions can take to facilitate prompt coordinated permit review.
- Requires commerce to provide guidance to local governments with respect to appropriate fee structures, staffing-up residential permit processing, and other topics.

### **House Bill 1293 – Streamlining Development Regulations – Design Review**

The bill adds language to Chapter 36.70B RCW (Local Project Review Act) encouraging jurisdictions to consider prompt, coordinated, and expedited project review of general project permits and specifically projects that include affordable housing.

### **Senate Bill 5412 – SEPA Categorical Exemptions for Housing**

The bill allows for a SEPA categorical exemption for residential development projects within incorporated UGAs and middle housing projects within unincorporated UGAs if:

- The local government finds the proposed development is consistent with its development regulations; and
- The local government has prepared environmental analysis that considers the project in the area proposed for the exemption and analyzes certain multimodal transportation impacts.

The environmental analysis must include documentation that the requirements for environmental analysis, protection, and mitigation for impacts have been adequately addressed for the exempted project. The local government must also document its consultation with the department of transportation regarding certain transportation impacts. Before finalizing the environmental analysis, the local government must provide at least 60 days public notice and the exemption is effective 30 days following adoptive action. Residential projects in Seattle are exempt from these requirements until September 30, 2025.

### **HB 1181 – Climate Change Planning Framework**

HB 1181 integrates climate change into the GMA. By July 1, 2027, the GMA will require the following out of various comprehensive plan elements:

#### Land Use

- Green spaces, urban and community forests are now considered land uses that must be considered and planned for within the Land Use Element of the Comprehensive Plan.

- Special consideration must be given to achieving environmental justice and reducing environmental health disparities.
- Promote physical activity, reduce wildfire risks, and reduce vehicle miles traveled within this element.

#### Transportation

- Analysis of greenhouse gas emissions and per capita vehicle miles traveled.
- Analysis of impacts to state-owned transportation facilities and locally owned arterials from multimodal level of service (transit and non-motorized).
- Active transportation facilities and environmental justice are focus areas. Transit availability must be reviewed from equity of access and ADA accessibility standpoints.

#### Capital Facilities

- An inventory of City owned green infrastructure.
- A ‘good faith effort’ to inventory the capital facilities (schools, parks, roads, utilities, etc.) for all public entities (WRSD, outside utility providers, counties, etc.)

#### Utilities

- An inventory of telecommunications.
- The Open Space and Recreation Element (Parks) must consider green space, enhancement of fish and wildlife habitat and tree canopy coverage.

#### Environment

- A new Climate Change and Resiliency Element is required in Comprehensive Plans. Goals include reduction of overall greenhouse gas emissions and increased climate change resiliency including a natural hazard mitigation plan. This section has to be adopted within five years (2029).
- The Shoreline Master Plan is now considered an Element of the Comprehensive Plan.

## **Puget Sound Regional Council VISION 2050 (2020)**

By 2050, the Central Puget Sound Region is forecasted to grow by another 1.5 million people to reach a total population of 5.8 million. The region has a plan for this growth called *VISION 2050* – led by the Puget Sound Regional Council (PSRC), which is designated under federal law as the Metropolitan Planning Organization (required for receiving federal transportation funds) and under state law as the Regional Transportation Planning Organization. PSRC is primarily responsible for carrying out a regionally coordinated transportation planning process.

### **VISION 2050 was adopted in 2020 and establishes the following regional vision:**

*The central Puget Sound region provides an exceptional quality of life and opportunity for all, connected communities, a spectacular natural environment, and an innovative, thriving economy.<sup>1</sup> In 2050:*

**Climate.** The region’s contribution to climate change has been substantially reduced.

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<sup>1</sup> Puget Sound Regional Council, *Vision 2050*, 2020

**Community.** Distinct, unique communities are supported throughout the region.

**Diversity.** The region’s diversity continues to be a strength. People from all backgrounds are welcome, and displacement due to development pressure is lessened.

**Economy.** Economic opportunities are open to everyone, the region competes globally, and has sustained a high quality of life. Industrial, maritime, and manufacturing opportunities are maintained.

**Environment.** The natural environment is restored, protected, and sustained, preserving, and enhancing natural functions and wildlife habitats.

**Equity.** All people can attain the resources and opportunities to improve their quality of life and enable them to reach their full potential.

**Health.** Communities promote physical, social, and mental well-being so that all people can live healthier and more active lives.

**Housing.** A range of housing types ensures that healthy, safe, and affordable housing choices are available and accessible for all people throughout the region.

**Innovation.** The region has a culture of innovation that embraces and responds to change.

**Mobility and Connectivity.** A safe, affordable, and efficient transportation system connects people and goods to where they need to go, promotes economic and environmental vitality, and supports the Regional Growth Strategy.

**Natural Resources.** Natural resources are sustainably managed, supporting the continued viability of resource-based industries, such as forestry, agriculture, and aquaculture.

**Public Facilities and Services.** Public facilities and services support the region’s communities and plans for growth in a coordinated, fair, efficient, and cost-effective manner.

**Resilience.** The region’s communities plan for and are prepared to respond to potential impacts from natural and human hazards.

**Rural Areas.** Rural communities and character are strengthened, enhanced, and sustained.

Realizing the complexity and impact of regional transportation planning, *VISION 2050* covers growth related topics through its Regional Growth Strategy and Multi-County Planning Policies (MPPs). GMA requires the adoption of MPPs for the entire Central Puget Sound region. The Growth Management Hearings Board, which is responsible for reviewing and determining compliance under the GMA, has stated that “the MPPs provide for coordination and consistency among the metropolitan counties sharing common borders and related regional issues as required by [the Revised Code of Washington], and, in order to ensure consistency, the directive policies of the MPPs need to have a binding effect.”<sup>2</sup>

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<sup>2</sup> Puget Sound Regional Council, *Vision 2050* p. 12, 2020.



The Regional Growth Strategy is a way to distribute growth coming to the region by focusing it near high-capacity transit and inside designated Urban Growth Areas. MPPs serve as the adopted regional guidelines and principles to guide both regional and local planning. The policies provide a framework and action steps for counties and cities to use as a guide when updating their Countywide Planning Policies and local comprehensive plans. Lastly, *VISION 2050* supports PSRC’s *Regional Transportation Plan, Regional Economic Strategy, Regional Equity Strategy, and Housing Strategy*.

The MPPs have overarching goals for several topic areas. The Comprehensive Plan and EIS work towards meeting these goals, described below.

**Table 4-2. PSRC VISION 2050 Policy Evaluation**

| <b>VISION 2050 Policy</b> | <b>VISION 2050 Policy Language</b>   |
|---------------------------|--|
| Regional Collaboration    | The region plans collaboratively for a healthy environment, thriving communities, and opportunities for all.   |
| Regional Growth Strategy  | The region accommodates growth in urban areas, focused in designated centers and near transit stations, to create healthy, equitable, vibrant communities well-served by infrastructure and services. Rural and resource lands continue to be vital parts of the region that retain important cultural, economic, and rural lifestyle opportunities over the long term.    |
| Environment               | The region cares for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, and reducing air pollutants. The health of all residents and the economy is connected to the health of the environment. Planning at all levels considers the impacts of land use, development, and transportation on the ecosystem. |
| Climate Change            | The region substantially reduces emissions of greenhouse gases that contribute to climate change in accordance with the goals of the Puget Sound Clean Air Agency (50 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050) and prepares for climate change impacts.   |
| Development Patterns      | The region creates healthy, walkable, compact, and equitable transit-oriented communities that maintain unique character and local culture, while conserving rural areas and creating and preserving open space and natural areas.   |
| Housing                   | The region preserves, improves, and expands its housing stock to provide a range of affordable, accessible, healthy, and safe housing choices to every resident. The region continues to promote fair and equal access to housing for all people.  |
| Economy                   | The region has a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people and  |

| VISION 2050 Policy | VISION 2050 Policy Language   |
|--------------------|---|
|                    | their health, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life.   |
| Transportation     | The region has a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment, and health. |
| Public Services    | The region supports development with adequate public facilities and services in a timely, coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.  |

## King County Countywide Planning Policies (2021)

The King County Comprehensive Plan guides decisions on a wide range of topics and services over a 20-year time period. The plan acts as the blueprint for development within the County, considering impacts on neighborhoods, businesses, traffic, and the environment. Like the Shoreline 2044 Comprehensive Plan, it’s also meant to reflect the vision and priorities of all communities and residents in the County, while meeting requirements of federal laws, GMA, and the *VISION 2050* MPPs. Shoreline and all other jurisdictions within the County that are required to adopt their own comprehensive plans, must be consistent with the King County Comprehensive Plan, and the County’s Countywide Planning Policies (CPPs).

CPPs establish a countywide framework for developing and adopting county and city comprehensive plans. They include strategies for land use, housing, capital facilities, utilities, transportation, economic development, and parks and recreation. The role of the CPPs is to the coordinate comprehensive plans of jurisdictions in the same county, regarding regional issues and issues affecting common borders. The CPPs encourage flexibility in local interpretations to support diverse interests throughout the County.

The 2021 update to the previous 2012 CPPs introduced new topic areas which follow *VISION 2050*. The new integral topics included equity and inclusion, natural environment and climate change, transit supportive and oriented development, the risk and mitigating the effects of residential and business displacement, countywide centers (a new type of center designation within the Regional Growth Strategy), and reasonable measures for development regulations for jurisdictions which aren’t creating adequate capacity for their share of regional growth. To guide the development of the 2021 CPPs, King County created the following Vision statements:<sup>3</sup>

- Communities across King County are welcoming places where every person can thrive.
- All residents have access to opportunity and displacement from development is lessened.
- The cities are vibrant and inviting hubs for people with a safe, affordable, and efficient transportation system that connects people to the places they want to go.

<sup>3</sup> Countywide Planning Policies for King County, p. 9, 2021.

- Housing is characterized by a full range of options that are healthy, safe, affordable, and open to all.
- The county’s critical areas are protected and have been restored.
- Open spaces are well distributed and inviting to all users.
- The Rural Area is viable and permanently protected with a clear boundary between urban and rural areas.
- The county boasts of bountiful agricultural areas and productive forest lands.
- The economy provides opportunities to everyone and includes Black, Indigenous, and other People of Color-owned businesses; immigrant- and women-owned businesses; locally owned businesses; and global corporations.

In previous versions, the chapter layout of the CPPs directly followed the chapters in the past VISION document MPPs. However, *VISION 2050* introduced three new chapters (Regional Collaboration, Regional Growth Strategy, and Climate Change). King County has retained its previous chapter organization, in addition to integrating the new regional topics, as well as the GMA requirements to demonstrate consistency. In a similar fashion, the goals, policies, and actions in the Shoreline 2044 Comprehensive Plan demonstrate consistency by integrating the GMA, MPP and CPP topics.

**Table 4-3. King County Countywide Planning Policy (CPP) Evaluation**

| CPP Policy           | CPP Policy Language  |
|----------------------|--|
| Environment          | The quality of the natural environment in King County is restored and protected for future generations.  |
| Development Patterns | Growth in King County occurs in a compact, centers-focused pattern that uses land and infrastructure efficiently, connects people to opportunity, and protects Rural and Natural Resource Lands.   |
| Housing              | Provide a full range of affordable, accessible, healthy, and safe housing choices to every resident in King County. All jurisdictions work to: <ul style="list-style-type: none"> <li>▪ Preserve, improve, and expand their housing stock;</li> <li>▪ Promote fair and equitable access to housing for all people; and</li> </ul> Take actions that eliminate race-, place-, ability-, and income-based housing disparities. |
| Economy              | All people throughout King County have opportunities to prosper and enjoy a high quality of life through economic growth and job creation.   |
| Transportation       | The region is well served by an integrated, multimodal transportation system that supports the regional vision for growth, efficiently moves   |

| CPP Policy                     | CPP Policy Language   |
|--------------------------------|---|
|                                | people and goods, and is environmentally and functionally sustainable over the long term.   |
| Public Facilities and Services | County residents in both Urban and Rural Areas have timely and equitable access to the public services needed to advance public health and safety, protect the environment, and carry out the Regional Growth Strategy. |

## City of Shoreline Plans and Policies

### City of Shoreline Comprehensive Plan (2024)

A comprehensive plan is a long-range plan that jurisdictions use to capture the community’s 20-year vision for the future. Comprehensive plans provide a unique opportunity to build a framework for the future of the community by covering various topics and establishing goals, policies, and action. This framework provides guidance for day-to-day decisions made by elected City officials, City staff, and community members.

Comprehensive plans also allow jurisdictions to be proactive in planning for the future. The plan seeks to understand trends and other factors that could impact and shape the community and to establish means of addressing and mitigating these impacts as needed. Additionally, comprehensive plans offer rare occasions to holistically analyze and evaluate how competing interests can be balanced for everyone within the planning area. Jurisdictions are allowed to make minor amendments to their comprehensive plans once per year if necessary; however, more substantial periodic updates to comprehensive plans are required every ten years by the Washington State Growth Management Act (GMA).<sup>4</sup> This periodic update to the City of Shoreline’s comprehensive plan presents a framework for the years beyond 2044.

### City Plans, Including Functional Plans

Comprehensive plans, by nature, are policy-oriented, and reliant in large part upon other documents that precede and succeed the planning process. The policies and preferences contained in this comprehensive plan stem from knowledge gained from past work, including technical studies, adopted plans, adopted regulations, and public participation.

Implementation of the Shoreline 2044 Comprehensive Plan will involve completion of other studies, plans, reports, and regulations to be prepared concurrently and in the future. As such, it would not be feasible to fully integrate or publish these supporting documents as part of the City’s comprehensive plan. Most City programs, services, and initiatives are intended to improve environmental conditions, respond to socio-economic issues, and/or improve the delivery of municipal services or the functionality of municipal infrastructure.

<sup>4</sup> RCW 36.70A.130, <https://app.leg.wa.gov/rcw/default.aspx?cite=36.70A.130>

Functional plans, studies, and reports are incorporated into the comprehensive plan by reference or practice. These documents will either be specifically referenced in the different elements or will be explicitly adopted by reference. The City has taken great care to make sure the comprehensive plan is consistent with and supports the associated functional plans, studies, and reports listed below:

### ***Capital Improvement Plan (2025-2030)***

The Capital Improvement Plan (CIP) is a multi-year plan for capital expenditures needed to restore, improve, and expand the City of Shoreline's infrastructure, which includes roads, sidewalks, trails, drainage, parks, and buildings owned and/or maintained by the City. The plan identifies projects and funding for improvements over the next six years and is updated annually to reflect ongoing changes and additions. It also details the work to be done for each project and an expected time frame for completion.

### ***Shoreline Master Program (2013)***

In 2013, the City adopted a Shoreline Master Program consistent with Department of Ecology (DOE) guidelines. The Shoreline Master Program focuses on ways to protect shoreline natural resources and promote public access. Local master programs regulate new development and use of "shorelines of statewide significance" within their jurisdictions. In 2019, the City amended the City of Shoreline Comprehensive Plan to add a new section, Section 10 Shoreline Master Program and Shoreline Master Program Support Analysis.

### ***Parks, Recreation, Open Space, and Arts Plan (PROSA) (2024)***

The Parks, Recreation, Open Space, and Arts Plan (formerly known as Parks, Recreation and Open Space (PROS) Plan) is updated every six years to qualify the City for certain state and federal grants. The plan creates a 20-year vision and framework providing for Shoreline's recreation and cultural programs and facilities, and for maintaining and investing in park and open spaces. In 2002, the City passed Ordinance 312 establishing a 1 percent Municipal Art Fund (Art Fund) and adopting Shoreline's first Public Art Policy. The first Public Art Plan was adopted in 2017. The 2024 PROSA Plan now includes Public Art and there is no longer a stand-alone Public Art Plan.

Adopted in 2024, the PROSA plan includes:

- City and Regional demographics, trends and resources
- Summary and assessment of current City parks, facilities, events, public art and recreation services
- Environmental reviews and studies
- Review and analysis of community needs and wants
- New list of priorities (Strategic Action Initiatives) informed by community input
- Review, analysis and goals of the Public Art program

The PROSA Plan will guide decisions regarding:

- Buying land for parks and natural areas
- Developing new recreation facilities
- Offering recreation and cultural programs, events
- How best to maintain the parks, natural spaces and facilities

- Where and what public art should look like in our community

### ***Surface Water Master Plan (2018; Update Occurring in 2024)***

Shoreline’s Surface Water Master Plan will guide the City over the next 20 years in managing stormwater runoff and flooding, as well as improving surface water quality and stream habitat. The SSWMP addresses long-term goals, objectives, and policies outlined in the City’s comprehensive plan, and guides the City in funding and implementing studies, programs, capital projects, and operating procedures and policies.

### ***Comprehensive Sewer Plan (2021)***

On February 19, 2021, the King County Superior Court entered an Order of Dissolution of the Ronald Wastewater District (Case No. 21-2-01276-7 SEA). The Order provides in pertinent part that as of 12:01 a.m. on April 30, 2021, the Ronald Wastewater District “shall be dissolved and all the functions performed by the Ronald Wastewater District within its boundaries ... shall be performed by the City of Shoreline.” Therefore, by operation of law, the City of Shoreline became the owner and operator of the sanitary sewer system. This ownership includes the Comprehensive Sewer Plan (CSP) prepared for and adopted by the Ronald Wastewater District (Resolution 21-07), which upon dissolution automatically became the City of Shoreline’s CSP. As such, the CSP provides guidance to the City in managing its sanitary sewer collection and conveyance system. This includes developing and implementing studies, programs, capital projects, financial and other operating policies to support the City’s adopted comprehensive plan.

### ***Transportation Master Plan (2011; Update Occurring in 2024)***

The City of Shoreline’s Transportation Master Plan (TMP) is the long-range blueprint for travel and mobility, describing a vision for transportation that supports the City’s adopted comprehensive plan. The TMP provides guidance for public and private sector decisions on local and regional transportation investments, including short-, mid-, and long-range transportation and related land-use activities. In this way, the City can assess the relative importance of projects and schedule their planning, engineering and construction as growth takes place and the need for the facilities and improvements is warranted. It also establishes a prioritization of the projects to be included in future capital improvement plans. The TMP covers all forms of personal travel – walking, bicycling, transit and automobile.

### ***Urban Forest Strategic Plan (2023)***

Shoreline became a recognized City by Tree City USA in 2013. To qualify for this designation, the City adopted Ordinance 617, creating a Tree Board, and Ordinance 627, a street tree ordinance. In 2013, Shoreline also received a \$10,000 Community Urban Forestry Assistance Grant from the Washington Department of Natural Resources (WA DNR) to create an Urban Forest Strategic Plan.

The Urban Forest Strategic Plan (UFSP) was reviewed by the community, staff, the Tree Board and City Council before its adoption by the City Council on May 19, 2014. The goal of this project is to establish priorities for an urban forest management program.

The first short-term implementation strategy in the UFSP was to update Shoreline's Street Tree List in the City's Engineering Development Manual. The Street Tree List is used when tree planting in the public right-of-way is

required, and only applies to public street trees, not trees on private property. The new Street Tree List was approved by the Tree Board on December 4, 2014.

The UFSP and the update to the Recommended Street Tree List were funded by a grant from The Washington State Urban and Community Forestry (UCF) Program. The UCF provides technical, educational, and financial assistance to Washington’s cities and towns, counties, non-profit organizations, and associations.

In 2023, after almost ten years of Citywide growth and changes, an update of the plan was needed. After a thorough review by the community, staff, the Tree Board, and City Council, completed strategies were identified, and new strategies were created. These changes were integrated into the existing UFSP, and in the fall of 2023, the City Council approved the updated Urban Forest Strategic Plan 2023.

### ***Green Shoreline – 20-Year Forest Management Plan***

The intent of the Green Shoreline 20-Year Forest Management Plan (the 20-Year Plan) is to provide a thorough health assessment of Shoreline’s forested parks and natural areas, recommend goals and objectives to enhance the current conditions of these forests, and suggest actions that will provide outcomes that benefit Shoreline’s people and ecosystem. This 20-Year Plan is an important step toward implementing the City of Shoreline’s Urban Forest Strategic Plan (UFSP).

### ***Climate Action Plan (2022)***

On December 12, 2022, City Council adopted the 2022 [Climate Action Plan \(CAP\)](#). The CAP outlines key actions the City will take to reduce community-wide greenhouse gas emissions and prepare our community for the impacts of climate change. These actions will have a wide range of co-benefits for Shoreline, such as cleaner air and water, greater ecosystem health, and potential cost savings from lower utility bills. The strategies and actions in the 2022 CAP were designed to support and advance Shoreline’s three main climate goals.

1. Reduce greenhouse gas emissions
2. Enhance ecosystem health and sequestration
3. Increase community resilience and preparedness

Shoreline will achieve these three main goals by carrying out the 90 actions in the CAP.

## **Subarea Plans**

The City has completed a number of subarea planning projects that are all available for review online:

- SE Neighborhoods Subarea Plan
- Town Center Subarea Plan
- Aldercrest
- 185<sup>th</sup> Street Station Subarea Plan
- 145<sup>th</sup> Street Station Subarea Plan

These plans and others may be viewed at: <https://www.shorelinewa.gov/government/departments/planning-community-development/city-plans>.

## Potential Impacts—Consistency with Plans and Policies

The following discussion addresses the alignment and consistency of the Shoreline 2044 Comprehensive Plan with state, regional, county, and local plans and policies. In compliance with the GMA as well as regional and county plans and policies, Shoreline’s updated comprehensive plan, which would be adopted under either action alternative (Alternative 2 or Alternative 3) offers guidance on critical matters such as future land use decisions, expansions of community services and facilities, the positioning of future transportation and circulation infrastructure, the maintenance and development parks and open spaces, the identification and safeguarding of environmentally sensitive areas, and the promotion of favorable design elements within the city. The plan sets a strong vision for the next 20 years and supports the changes needed to accommodate growth.

The action alternatives studied in the DEIS (and republished in this FEIS) would implement the City’s updated comprehensive plan and supporting development regulations would align with and support the City’s functional, system, and subarea plans. The no action alternative assumes that an updated comprehensive plan would not be adopted, and as such, the City would not have a guiding overall plan consistent with the most recent changes to the GMA and state legislation or compliant with state, regional, and county requirements. A more specific evaluation of the alternatives’ consistency with each level of planning framework is provided below.

**GMA Goals**—While all alternatives are generally consistent with the intent of the GMA planning goals, only the action alternatives (Alternatives 2 and 3) would provide updates consistent with the most recent amendments to GMA and state legislation, including updates related to meeting housing targets by income band. Alternative 1 also assumes no changes to the adopted comprehensive plan or development regulations to meet new State requirements, and therefore would be out of compliance.

**PSRC VISION 2050**—Updates to the comprehensive plan under either Alternative 2 or 3 would align with VISION 2050 goals and MPPs, while Alternative 1 would not update the comprehensive plan to align with VISION 2050.

**King County Countywide Planning Policies**—The King County CPPs are developed to be consistent with the MPPs to support implementation of VISION 2050 at the local level. Updates to the comprehensive plan under either Alternative 2 or 3 would be consistent with CPPs. Alternative 1 would not adopt the updated comprehensive plan, and as such it would not be consistent with the CPPs. All alternatives would provide sufficient zoned capacity to meet growth targets and affordability levels.

**City of Shoreline Plans and Policies**—The updated comprehensive plan, adopted under either Alternative 2 or 3 would be up to date and in alignment with City of Shoreline functional, system, and subarea plans and the updated plan would serve as foundation to guide other local planning over the next 20 years. Alternative 1, however, would not include needed updates to align local planning, and in particular planning for infrastructure and services to align with growth would not be up-to-date.



## **Mitigation Measures**

Alternatives 2 and 3 would adopt updates to all elements of Shoreline 2044 Comprehensive Plan to support growth to the year 2044 in alignment with GMA, VISION 2050, and King County CPPs. The alternatives include sufficient capacity to meet growth targets, including housing targets across all income bands. As required by GMA, the City of Shoreline has notified the Department of Commerce of intent to adopt the updated comprehensive plan and has provided a draft of the plan and development regulations for review and comment prior to final adoption. The City also has provided a copy of the draft comprehensive plan to PSRC for review, as required for certification.

## **Significant Unavoidable Adverse Impacts**

Significant unavoidable adverse impacts related to consistency with plans and policies would be expected under Alternative 1, since under this “no action” alternative, the comprehensive plan would not be updated for consistency with state and regional planning requirements. Inconsistencies with state requirements, regional plans, and countywide planning policies under Alternative 1 would be avoided through amendments to the comprehensive plan proposed under either action alternative—Alternative 2 or Alternative 3.

# Land Use Patterns, Built Form, Housing, and Employment

# 5



# Chapter 5 – Land Use Patterns, Urban Form Housing, and Employment

## Introduction

This chapter describes the City of Shoreline’s land use patterns, built form, and housing environment. The three growth alternatives compare how development of different intensities might impact these topic areas.

## Affected Environment

The affected environment in this section describes existing land use patterns, comprehensive plan and zoning designations, housing needs, employment, and other related information.

### Existing Land Use Patterns

Land use patterns refer to the distribution and arrangement of different types of land uses within urban areas, such as residential, commercial, industrial, institutional, and recreational activities. These patterns describe how land is utilized and developed for various purposes. Land use patterns can vary based on factors such as economic activities, demographic trends, and cultural preferences. Examples of land use patterns include the concentration of residential developments in certain neighborhoods, the clustering of commercial activities along main thoroughfares, and the separation of industrial areas from residential areas to mitigate land use conflicts. See **Table 5-1** for a listing of land use types in the City. Refer to **Figure 5.1** for the Shoreline Land Use Map and **Figure 5.2** for the Shoreline Zoning Map.

As shown in **Table 5-1**, Single family (Low Density Residential) development accounts for approximately 55 percent of land use in the community. As the most prominent land use, these parcels are distributed throughout all but a few areas in the City. There are significantly less parcels designated as Medium Density Residential, and these are situated primarily as a buffer between higher-intensity development from Low Density Residential. High Density Residential, approximately 4 percent of land use, is primarily located near the commercial areas along Aurora Avenue N and in neighborhood centers. These land uses are often paired with Mixed Use designations.

Mixed uses are allowed in a few scattered places throughout the City, usually around transit corridors or neighborhood commercial centers. A significant portion of this land is located along Aurora Avenue N, stretching from the north to south border of the City. There are numerous other pockets of Mixed Use land, often paired with High Density Residential areas. These partnered land uses are seen on NW 196<sup>th</sup> St in the Richmond Beach neighborhood, and at the intersection of NW Richmond Beach Road and 8<sup>th</sup> Ave NW, for example. Another area with a considerable amount of Mixed Use and High Density Residential designations is in the North City neighborhood along 15<sup>th</sup> Ave NE.

Commercial development accounts for approximately 8 percent of land use in the community. Large commercial uses within the city are located primarily along Aurora Avenue N. Smaller commercial centers are located throughout the city. Four percent of Shoreline’s land area is comprised of the Shoreline Community College, Fircrest, CRISTA Ministries and King’s Schools, and the Washington State Public Health Lab. These areas are designated as Institution/Campus. Private and Public open space, along with Public Facility designations are distributed similarly throughout the City.

The light rail stations along I-5 have land use designations that intend to create a transition area between the new transit facilities, housing, and commercial development from existing low-intensity areas. There are three land use designations, named Station Area 1, Station Area 2, and Station Area 3, in the surrounding vicinity of both station areas.

**Table 5-1 Land Use Designations**

| Land Use Type                | Acres        | % Total      |
|------------------------------|--------------|--------------|
| Single-Family                | 4,061        | 55           |
| Multi-Family                 | 235          | 4            |
| Commercial                   | 536          | 8            |
| Institution                  | 224          | 3            |
| Parks & Recreation           | 365          | 5            |
| Private Open Space/<br>Water | 342          | 5            |
| Public Facilities            | 632          | 9            |
| Right-of-way                 | 797          | 11           |
| <b>Total</b>                 | <b>7,192</b> | <b>100.0</b> |

Source: City of Shoreline GIS Department 2012

## Countywide Centers and Related Provisions

As of 2021, Shoreline has four candidate countywide centers. These are the areas anticipated to experience the most growth and change through 2044. The purpose of a countywide growth center is described as follows:

*Countywide growth centers serve important roles as places for equitably concentrating jobs, housing, shopping, and recreational opportunities. These are often smaller downtowns, high-capacity transit station areas, or neighborhood centers that are linked by transit, provide a mix of housing and services, and serve as focal points for local and county investment.<sup>1</sup>*

The Candidate Countywide Centers are the 145<sup>th</sup> St. Station Subarea, 185<sup>th</sup> St. Station Subarea, Shoreline Place, and the Town Center. To understand the intent of the centers, some of the key criteria are as follows:

- An assessment of housing need and cultural assets, including displacement of residents and businesses are required as part of a subarea plan.
- Documentation of tools to provide a range of affordable and fair housing are required as part of a subarea plan.
- Centers must support multi-modal transportation, including pedestrian and bicycle infrastructure and amenities.
- Planning for at least 20 percent residential and 20 percent employment in these Center areas.
- Has frequent, all-day, fixed route bus service (16 hours, 15-minute headways)
- Has transit supportive infrastructure. Supports connection/transfers between routes and other modes.
- Market studies are encouraged to support target and planned densities.

Figure 5.1 Shoreline Land Use Map

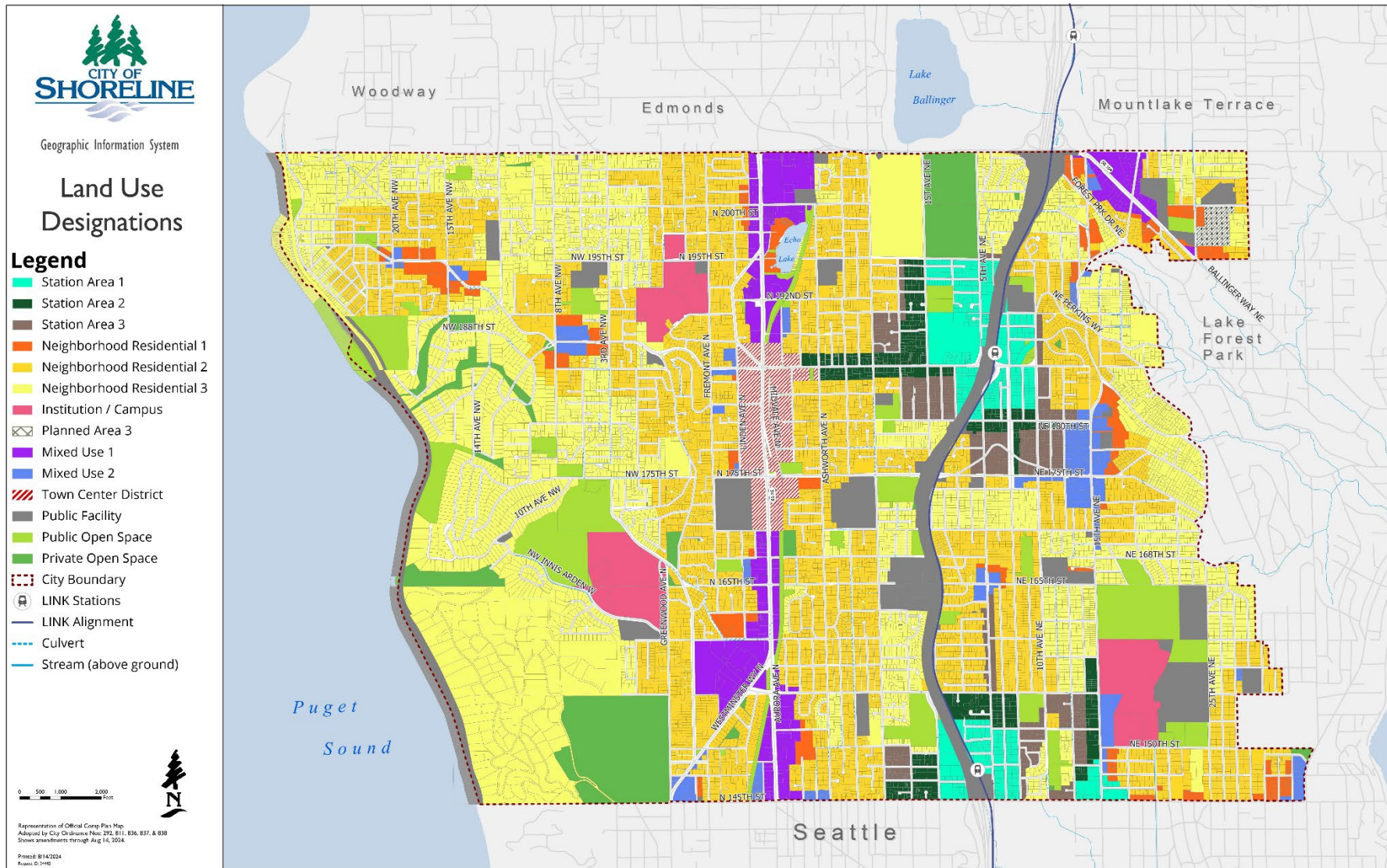
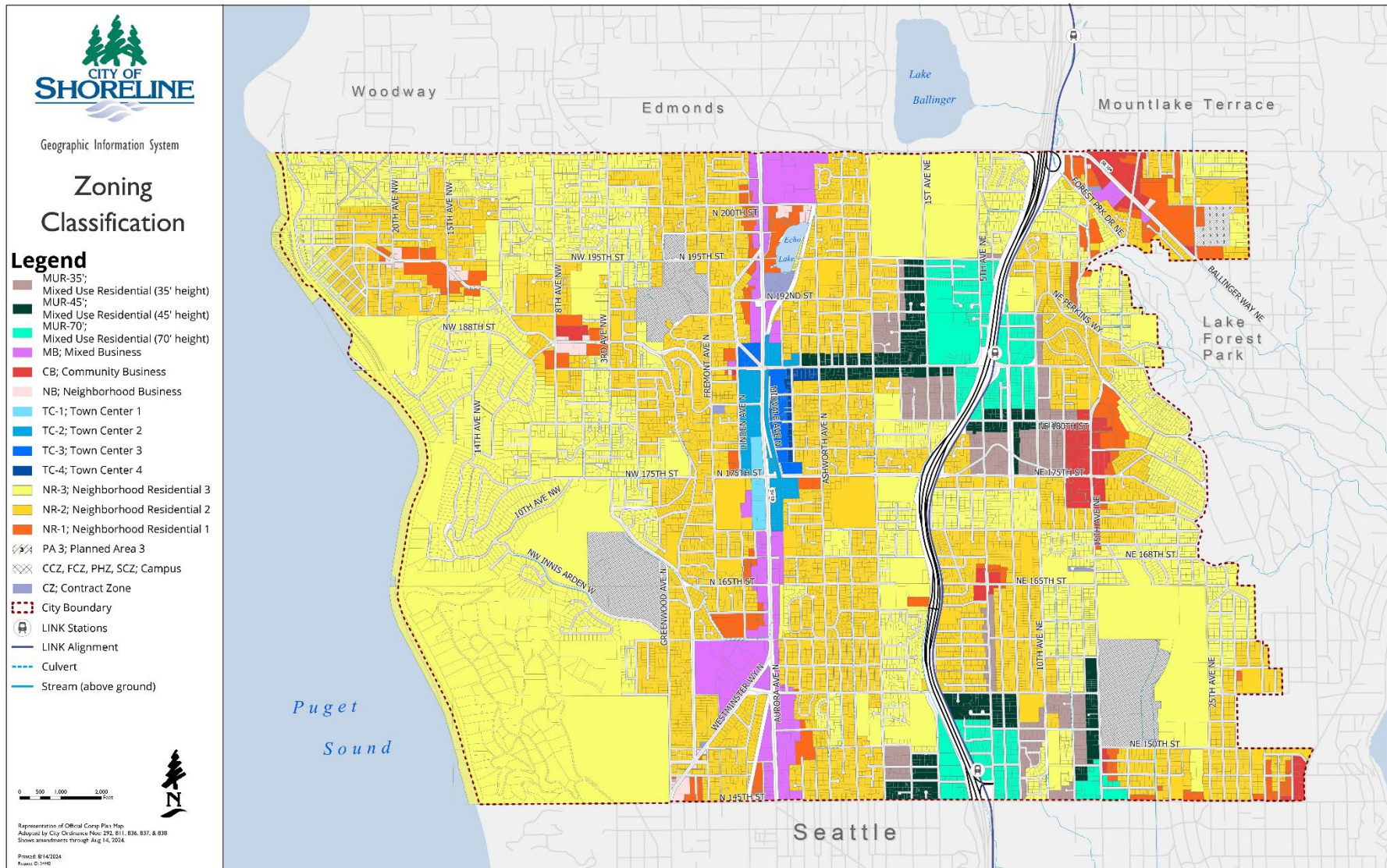


Figure 5.2 Shoreline Zoning Map



## Neighborhoods

Shoreline is comprised of 14 neighborhoods that include homes, schools, parks and other public facilities, and commercial and public centers that provide a variety of shopping and services. Neighborhood design policies can maintain and strengthen the more private qualities of residential areas, while encouraging commercial and public centers to attract people and provide services and jobs to nearby residents.

A few neighborhoods are expected to change more than others over the coming years, as growth will be consolidated to the Countywide Centers described above. The neighborhoods associated with these areas are as follows: Echo Lake, North City, Meridian Park, Parkwood, Ridgecrest, Briarcrest, and Ballinger. See **Figure 5.3**.

## Built Form

Built form refers to the physical layout and structure of the setting/study area, including the arrangement of buildings, streets, public spaces, and infrastructure. It encompasses the spatial configuration, density, shape, and design of the built environment. Urban form can vary widely from one place to another and can be influenced by factors such as historical development, topography, zoning regulations, and transportation networks.

Examples of urban forms include compact, high-density downtown cores with mixed land uses, sprawling suburban developments characterized by low-density housing and separated land uses, and traditional gridiron street patterns versus curvilinear suburban street patterns.

## Community Design and Aesthetics

The Shoreline Municipal Code and various design guidelines documents provide guidance for design. Key provisions of the SMC include:

- Title 20 Development Code, Division I Unified Development Code
- Title 15 Buildings and Construction—references various building codes and construction provisions applicable in Shoreline
- Title 12 Streets, Sidewalks, and Public Places

Various other design standards and guidelines also are available to guide design in the City. The code requirements include integrated provisions related to transitions between zoning of varying heights and densities, as well as setbacks, landscaping, and other provisions. More information can be found here:

<https://www.shorelinewa.gov/government/departments/city-clerk-s-office/codes>

and

<https://www.shorelinewa.gov/government/departments/planning-community-development/codes-and-guidelines/codes-governing-shoreline-development>.

The way that a development is designed can make a large difference in the way it fits into the community. In Shoreline, design concerns often focus on:

- Compatible new homes in neighborhoods.
- Transitions between residential and commercial land uses.
- Tree preservation.

- Functional and aesthetic improvements to the Aurora Corridor; and
- Basic design review for single-family, multi-family, and commercial development.

The building and site design of a community can greatly influence the feeling of connectivity and safety of a city, and quality design, including all the factors noted above, can contribute to the livability of Shoreline and increase the resiliency of the community as a whole.

Shoreline has established design guidelines within the City’s development regulations that are form-based in nature. Form-based codes place a greater emphasis on the physical form of a development, and how people will interact and utilize the space, and the impact of the space on the public realm rather than what type of development occurs in that space. In other words, it focuses on the exterior of the building and its relation to the street and surrounding area, rather than focusing on the use of the building itself. This will provide for clear direction of the desired form of development, aimed at creating a more cohesive and active streetscape, and increase the sense of place and identity of that area.

While much of the form-based development standards apply to commercial and mixed-use developments, some design standards are being introduced to the residential areas of the city as well. Similar to the intent of form-based codes, these design standards are primarily focused on creating an active and interesting streetscape for the community to enjoy. These standards include street-facing and covered entryways, parking and utilities located at the back of the building or screened from view from the street, and the incorporation of green and/or open space. All of these design standards, citywide, are intended to create a stronger sense of place, promote walkability, provide flexibility and compact development, and align with transit-oriented development goals.

In addition to how a community is designed, design quality is important to Shoreline because residents want anticipated new development to enhance the community. Frequently, development becomes more acceptable if it is well-designed. Design describes more than appearance; it also means the way a development functions and relates to surrounding properties. Examples are similar building form, comparable landscaping, collective open and public space, shared driveways, and connections for pedestrians that provide continuous protection from weather. Assets and attributes of adjacent sites, when connected or combined, improve the overall function and appeal of an area. Design quality means thoughtful development and beneficial improvements. Design quality is seen as a development’s overall contribution to the appearance of the community. For example, within new development, retention of existing vegetation and new landscaping contribute to Shoreline’s image as a community that values and protects its trees.

There are three major categories where building and site design apply:

1. Neighborhood Residential (SMC 20.50.060-115)  
Neighborhood residential housing is subject to zone-based residential design standards and would apply to any housing that occurs in these zones. Building design standards focus only on those buildings that are visible from the street. While all of these design standards are new standards for detached residences, they are all topics seen in either the single-family attached or multifamily standards already in the development code.



Site design standards apply to all developments in the neighborhood residential zones (inclusive of residential, commercial and institutional uses). Standards include pedestrian access, vehicle access, parking and circulation, solid waste storage and staging, screening mechanical equipment and a requirement for minimum usable outdoor space for residential units.

Building design standards only apply to those residential and neighborhood commercial buildings visible from the street. Residential design standards include a requirement for building or unit entries to face the street and minimum fenestration facing the street.

## 2. Single Family Attached (SMC 20.50.120-190)

The purpose of the single family attached design standards is to establish standards for single-family attached and mixed single-family attached development in all applicable zones. All mixed single-family developments shall meet the design standards contained in this subchapter. More specifically, the purposes of these standards are to:

- To encourage development of attractive residential areas that are compatible when considered within the context of the surrounding area.
- To enhance the aesthetic appeal of new single-family attached buildings by encouraging high quality, creative and innovative site and building design.
- To meet the recreation needs of project residents by providing open spaces within the project site.
- To provide safe routes for pedestrians to onsite vehicle parking, building entries, and between buildings.
- To emphasize quality building articulation, detailing, and durable materials, which add visual interest for pedestrians.
- Encourage coordinated and functional elements of development, including buildings, landscaping, parking, site access and circulation, and outdoor space.

## 3. Commercial and Multifamily

The commercial and multifamily building and site design standards are located in Subchapter 4 of the Shoreline Development Code (SMC 20.50.220-260). The purpose of the commercial and multifamily site design standards is to:

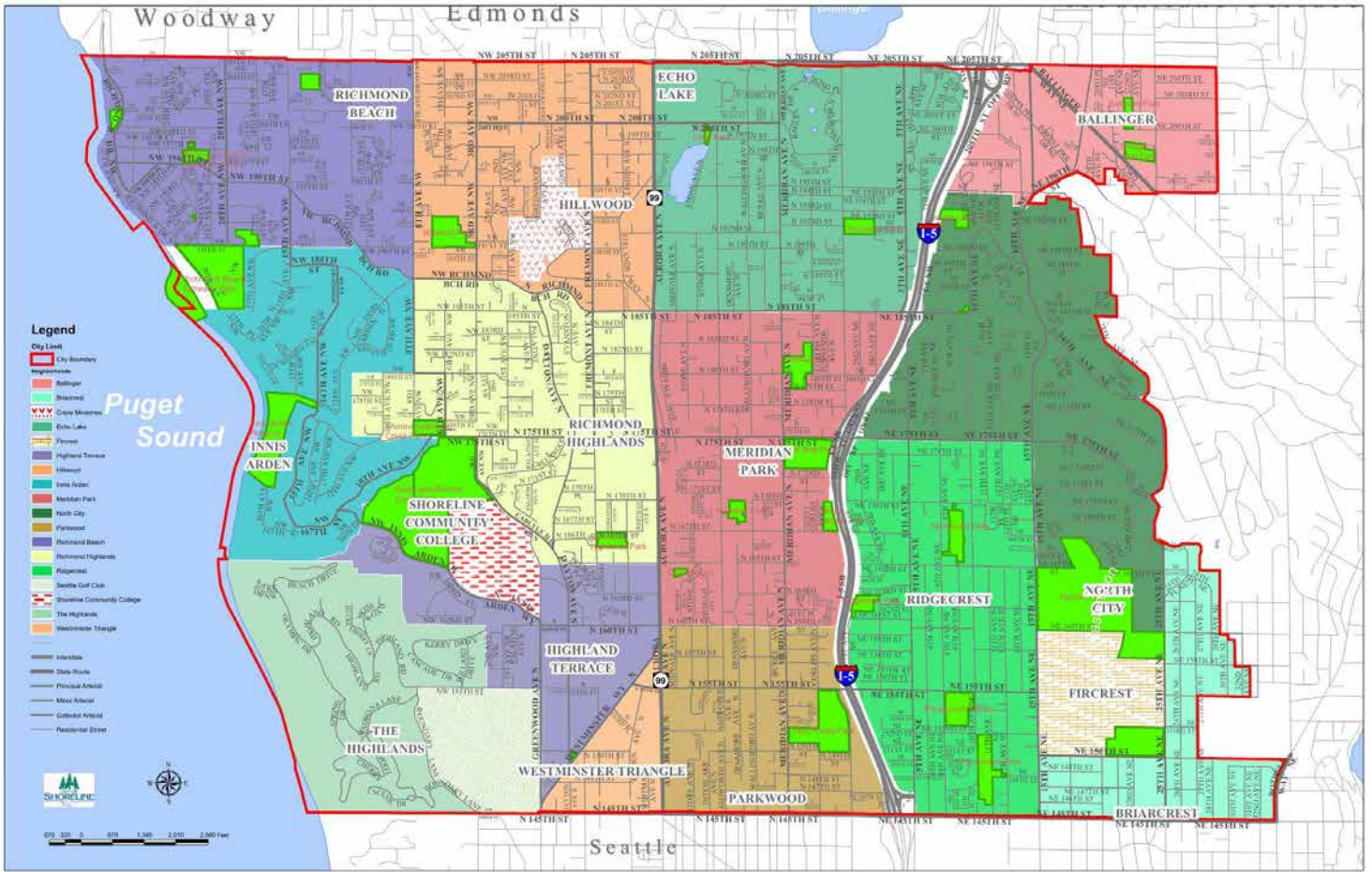
- Promote and enhance public walking and gathering with attractive and connected development.
- Promote distinctive design features at high visibility street corners.
- Provide safe routes for pedestrians and people with disabilities across parking lots, to building entries, and between buildings.
- Promote economic development that is consistent with the function and purpose of permitted uses and reflects the vision for commercial development as expressed in the Comprehensive Plan.

The purpose of the commercial and multifamily building design stands is to:

- Emphasize quality building articulation, detailing, and durable materials.
- Reduce the apparent scale of buildings and add visual interest for the pedestrian experience.

- Facilitate design that is responsive to the commercial and retail attributes of existing and permitted uses.
- Create an active and inviting space for pedestrians, with visually interesting storefronts and seamless transitions between public rights-of-way and private space.

**Figure 5.3 Neighborhoods Map**



## Shoreline Master Program

The Washington State Shoreline Management Act (SMA) requires all counties and most towns and cities to plan for how shorelines in their jurisdiction will develop through a Shoreline Master Program (SMP). SMPs are local land use policies and regulations that guide the public and private use of Washington shorelines. These policies and regulations provide for public access to public waters and shorelines, protect natural resources, and plan for water-dependent uses. SMP's are subject to the Shoreline Management Act (RCW 90.58) and the goals and policies of the SMP are included in comprehensive plans under the GMA (RCW 36.70A).

The SMA applies to all "shorelines of the state". Shorelines of the state include all "shorelines" and "shorelines of statewide significance" within Washington. Shorelines, as defined by the SMA are all water areas together with the lands underlying them, which meet certain flow or acreage criteria. Shorelines of statewide significance are certain water areas that the Legislation has determined to have a unique character warranting special status and protection. Within the City of Shoreline, there are only shorelines of statewide significance-the approximately 3.5 miles of Puget Sound coastline. No other water areas within Shoreline meet the criteria set forth in the SMA. The City of Shoreline uses the SMP and comprehensive plan to manage this area.

## Housing Conditions and Needs

### Background and Context

The Housing Element requirements of the Growth Management Act were substantially amended in 2021 by House Bill 1220, requiring a much more detailed analysis of future housing needs by income level as well as considerations of racially disparate impacts, exclusion, and displacement in housing. As outlined in the Department of Commerce's *Guidance for Updating Your Housing Element*, the updated requirements for a housing element include the following:

1. **Housing needs assessment (HNA):** An inventory and analysis of existing and projected housing needs by income level as provided by the Department of Commerce that identifies the number of housing units necessary to manage projected growth.
2. **Goals, policies and objectives:** A statement of goals, policies, objectives and mandatory provisions for the preservation, improvement and development of housing, including policies for moderate density housing options in urban growth areas.
3. **Residential land capacity analysis:** Analysis to identify sufficient land to accommodate projected housing needs by income level.
4. **Provisions for all economic segments:** Adequate provisions to address existing and projected needs of households at all income levels, including documenting programs and actions needed to achieve housing availability, consideration of housing locations in relation to employment locations and consideration of the role of accessory dwelling units (ADUs) in meeting housing needs.
5. **Address racially disparate impacts, exclusion, displacement and displacement risk:** Identify policies and regulations that result in racially disparate impacts, displacement and exclusion, and implement policies and regulations that begin to undo these impacts. Also, identify areas that may be at higher risk of displacement and establish anti-displacement policies.

## **PSRC VISION 2050 and King County Countywide Planning Policies Related to Housing**

The housing element must also be consistent with PSRC Vision 2050 and King County’s Countywide Planning Policies. Some key themes incorporated in the new goals and policies to better align with PSRC and King County policies include:

- Specifics of planning for future housing unit targets by income band.
- Additions of specific middle housing types and ADUs, and policies to allow more housing types in neighborhoods.
- Discussion of racially disparate impacts in past housing policy and future policies to address these historic inequities and mitigate future displacement risk.

Adjustments of language to acknowledge the need for some changes in housing types and locations, such as near future high-capacity transit.

### **Definition and Measure of Housing Affordability**

The U.S. Department of Housing and Urban Development (HUD)’s 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 their area’s Area Median Income (AMI).

The 2024 AMI for King County (including Shoreline) was \$147,400. Therefore, a household with that income would be making 100 percent AMI; a household that made \$75,350 would be classified at 50 percent AMI; a household making \$45,200 would be classified at 30 percent AMI. Households 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. The median household income in Shoreline as of 2022 was \$106,184.

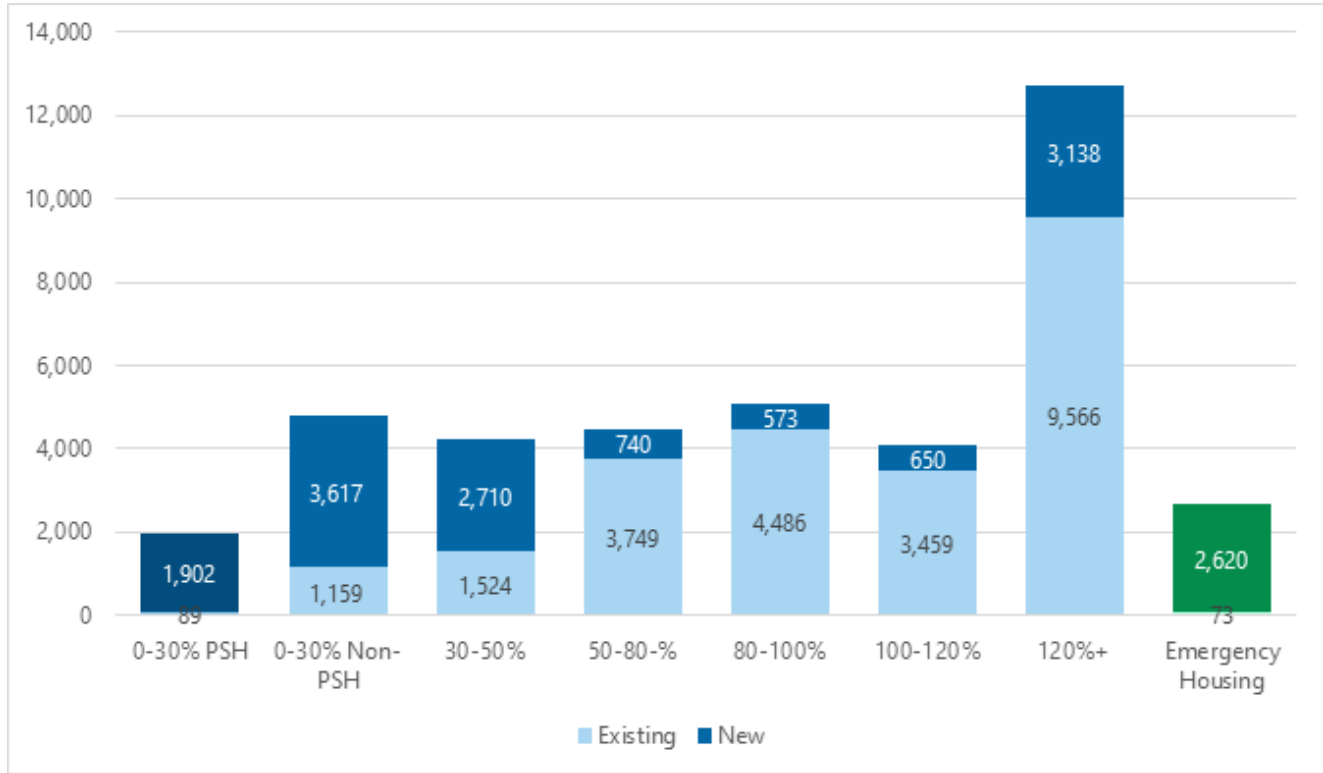
### **Growth Targets and Land Capacity**

The growth targets for the Shoreline 2044 Comprehensive Plan update are summarized below. A full reporting on the City’s land capacity to meet these targets can be found in the Appendix to the Shoreline 2044 Comprehensive Plan.

The City’s 2044 growth target is 37,372 total housing units total, which requires a net new capacity of 13,330 housing units above 2019 baseline figures for population and housing.

The City also has targets for housing units by income band set by King County. These targets are set based on the city’s allocation of countywide need for housing that can serve all economic segments of the population, as determined by the Department of Commerce. **Figure 5.4** shows the 2044 housing targets by income band, as well as the number of existing (baseline) units in each category. Shoreline shows a need for additional housing units across all income categories. The greatest needs are for housing affordable to those making less than 30 percent of the AMI.

**Figure 5.4 Shoreline Housing Unit Targets by Income, 2019-2044**



## Housing Needs Assessment

### Housing Inventory

Shoreline can be classified as a historically suburban community that is maturing into a more self-sustaining urban environment. Approximately 54 percent of the current housing stock was built before 1970. Just 14 percent of homes (both single family detached and multifamily) were constructed after 1999.

Over the last decade, there has been significant new multifamily construction adjacent to the future light rail station areas within the City’s mixed-use residential zones (MUR) and along Aurora Avenue within the Town Center (TC) and Mixed Business (MB) zones. New townhome construction has also occurred, particularly along N 185<sup>th</sup> St between Town Center and the Shoreline North/185<sup>th</sup> light rail station.

Single-family homes are the predominant type of existing housing in Shoreline and encompass a wide range of options, which range 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.

## Housing Types

As of 2022, there are 23,505 housing units within the City of Shoreline. About 70 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 5-2**).

**Table 5-2 Number and Share of Dwellings by Type, 2022**

| Type of Housing             | Shoreline (units) | Shoreline (percent) | King County (units) | King County (percent) |
|-----------------------------|-------------------|---------------------|---------------------|-----------------------|
| Single-family               | 16,567            | 70%                 | 552,291             | 57%                   |
| Duplex                      | 373               | 2%                  | 16,366              | 2%                    |
| Triplex/4-plex              | 675               | 3%                  | 37,768              | 4%                    |
| Multifamily (5+ units)      | 5,781             | 25%                 | 350,776             | 36%                   |
| Mobile Homes                | 109               | 0.5%                | 14,820              | 2%                    |
| Other (boat, RV, van, etc.) | 0                 | 0%                  | 800                 | 0.1%                  |

Source: US Census ACS 2022 5-Year Estimate, Table DP04

## Housing Size

In Shoreline, the average number of bedrooms per unit is 2.8. Only 15 percent of housing units have less than two bedrooms. This compares with nearly 25 percent of housing units in King County with less than two bedrooms. With larger housing units and a stable population, overcrowding has not been a problem in Shoreline, though it is becoming more common.

## Household Characteristics

As of 2022, there were 22,706 households in Shoreline, up from around 21,218 in 2012 (an increase of just over 7 percent). The majority of households in Shoreline (65 percent) are family households. Of these, just over half are married couples. About 27 percent of Shoreline households have children under 18. The city has a higher share of family households than King County, but the share of family households and families with children under 18 is similar to the statewide figures. See **Table 5-3**.

The other 35 percent of Shoreline households are non-family households, which includes individuals living alone or any arrangement of unrelated residents. The majority of these households (77 percent) are residents living alone. Of these, 2,844 households are individuals over 65 living alone. This is a smaller share of older householders living alone than the county but is in line with the state. The average household size in the city is 2.58, higher than the King County average of 2.44 and a slight increase from Shoreline's 2012 average household size of 2.51.

This data shows a need in Shoreline for both larger units to accommodate families and smaller units to accommodate residents living alone.

## Household Size

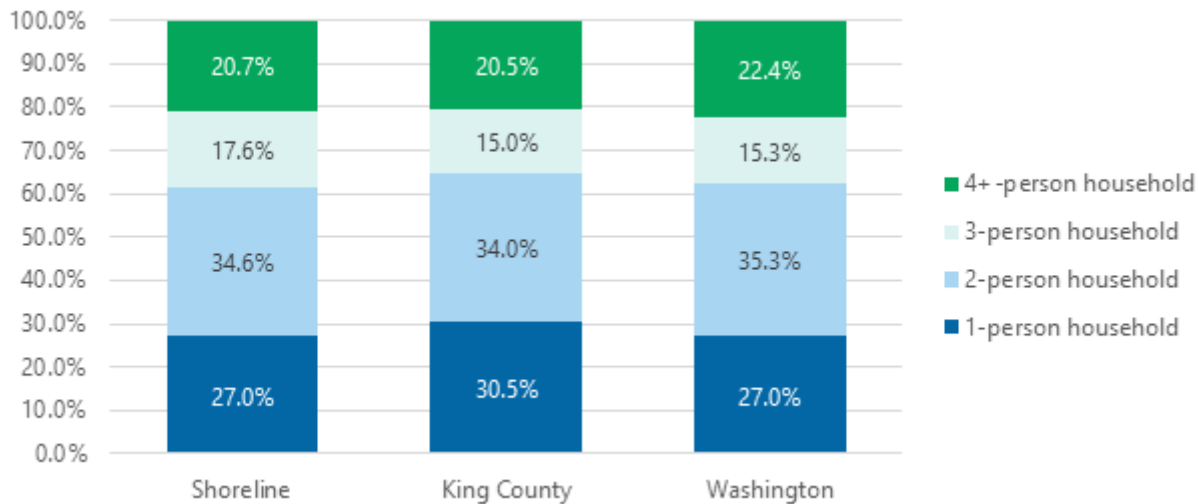
Shoreline's households are similar in size to county and statewide averages. There is a slightly smaller share of one-person households than the county. Overall, the largest number of households are two-person households, at nearly 35 percent. Shoreline also has a higher share of three-person households than the county or state. See **Figure 5.5**.

**Table 5-3 Selected Household Characteristics in Shoreline, King County, and Washington, 2022**

|   | Shoreline |     | King County |     | Washington |     |
|---|-----------|-----|-------------|-----|------------|-----|
|   | Total     | %   | Total       | %   | Total      | %   |
| <b>Total Households</b>                 | 22,706    |     | 916,270     |     | 2,979,272  |     |
| <b>Family Households</b>                | 14,770    | 65% | 537,292     | 59% | 1,910,770  | 64% |
| <i>Married-couple family</i>            | 11,871    | 52% | 429,956     | 47% | 1,482,230  | 50% |
| <i>Other family</i>                     | 2,899     | 13% | 107,336     | 12% | 428,540    | 14% |
| <i>With own children under 18 years</i> | 6,028     | 27% | 238,482     | 26% | 814,890    | 27% |
| <b>Nonfamily households</b>             | 7,936     | 35% | 378,978     | 41% | 1,068,502  | 36% |
| <i>Households living alone</i>          | 6,125     | 27% | 279,263     | 30% | 803,383    | 27% |
| <i>Householder 65 years and over</i>    | 2,844     | 13% | 81,239      | 9%  | 313,547    | 11% |

Source: US Census ACS 2022 5-Year Estimates, Table S2501

**Figure 5.5 Share of Households by Size in Shoreline, King County, and Washington, 2022**

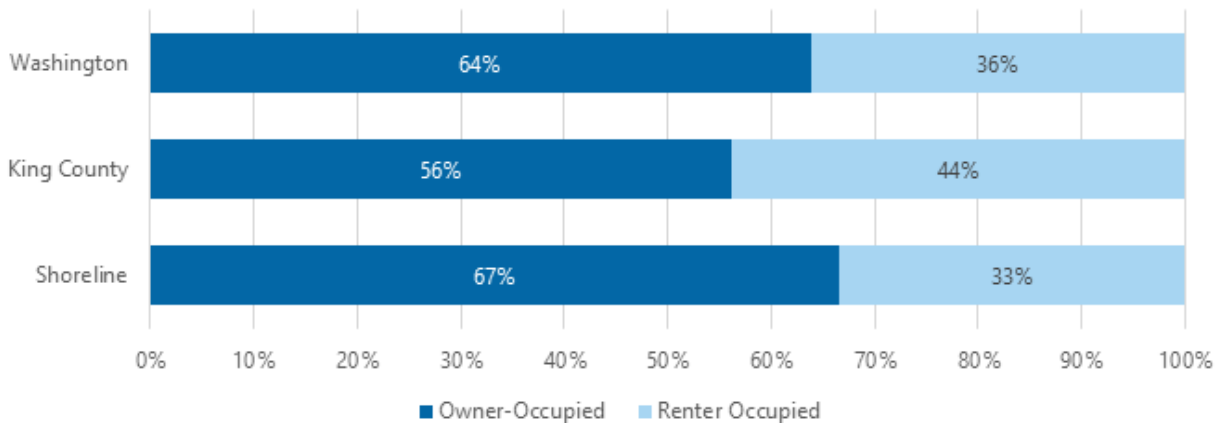


Source: US Census ACS 2022 5-Year Estimates, Table S2501

### Household Tenure

Approximately two thirds of Shoreline households are homeowners, a larger share than King County and the state overall, as shown below. This is consistent with current zoning in the city, in which 77 percent of the land is zoned for single-family residential development. See **Figure 5.6**.

**Figure 5.6 Housing Unit Tenure in Shoreline, King County, and Washington, 2022**

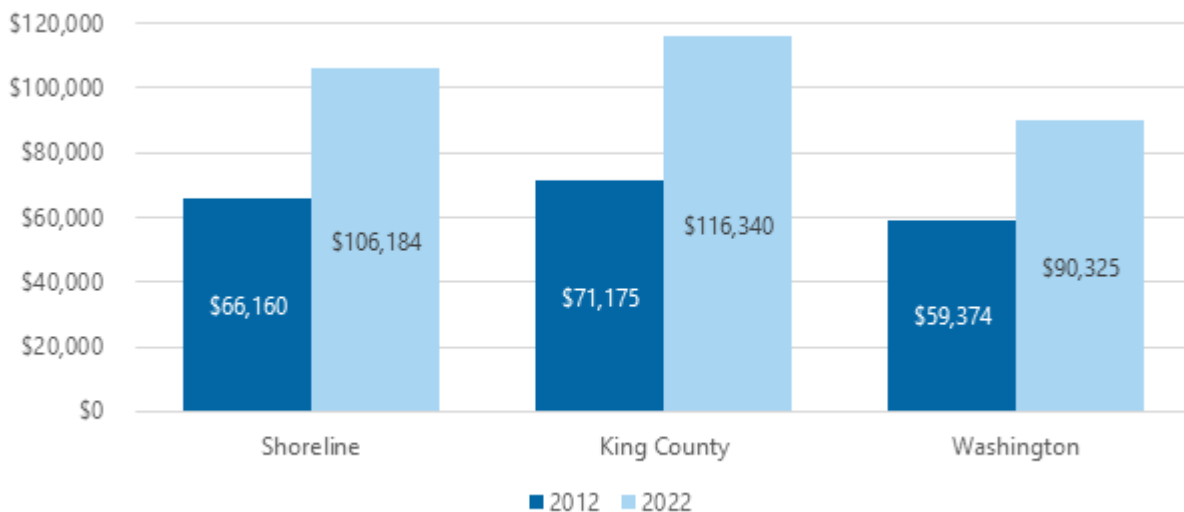


Source: US Census ACS 2022 5-Year Estimates, Table S2501

### Household Income

The median household income in Shoreline is below the King County median, but higher than the median statewide. The 2022 median household income as reported by the Census is \$106,184, up from \$66,160 in 2012. This represents a 60 percent increase over that time. See **Figure 5.7**.

**Figure 5.7 Median Household Income in Shoreline, King County, and Washington, 2012-2022**



Source: US Census ACS 2022 5-Year Estimates, Table S1901

### Households by Income Band

The chart in **Figure 5.8** shows the breakdown of household incomes in Shoreline by income bands, compared with King County. While there is a higher share of King County households making over \$200,000, over one fifth of Shoreline households are in that top income bracket. In Shoreline, nearly 65 percent of households make \$75,000 per year or more while 23 percent make less than \$50,000.



An analysis of household income required to afford housing at various price points is found later in this report, in the Housing Affordability section.

**Figure 5.8 Household Income Bands in Shoreline and King County, 2022**



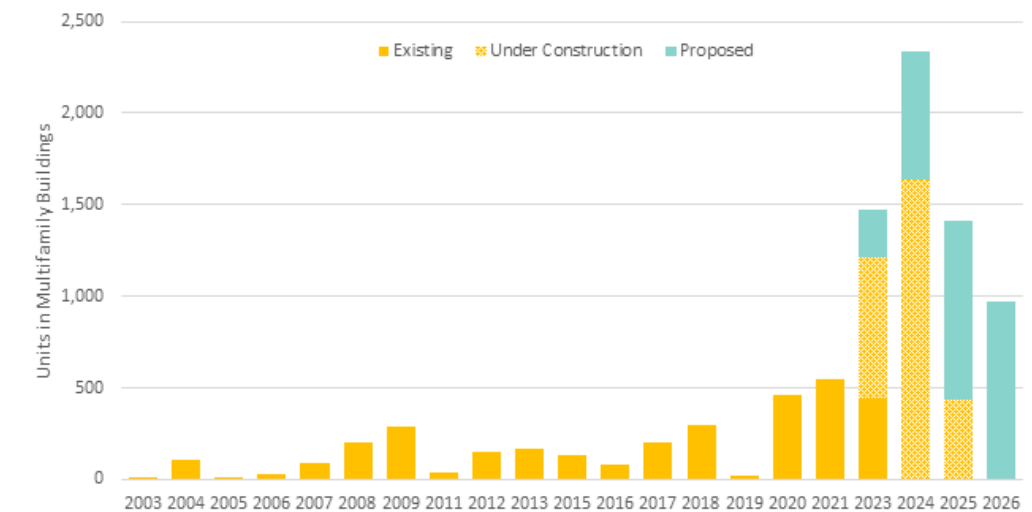
Source: US Census ACS 2022 5-Year Estimates, Table S1901

## Housing Market Conditions

### Multifamily Rental Housing Trends

Since 2003, 3,264 new multifamily housing units have been built in Shoreline. There are currently 2,839 units under construction and 2,904 proposed units expected to be completed by 2026. In total, there are approximately 6,650 multifamily units in Shoreline, nearly half of which have been built since 2003. See **Figure 5.9**.

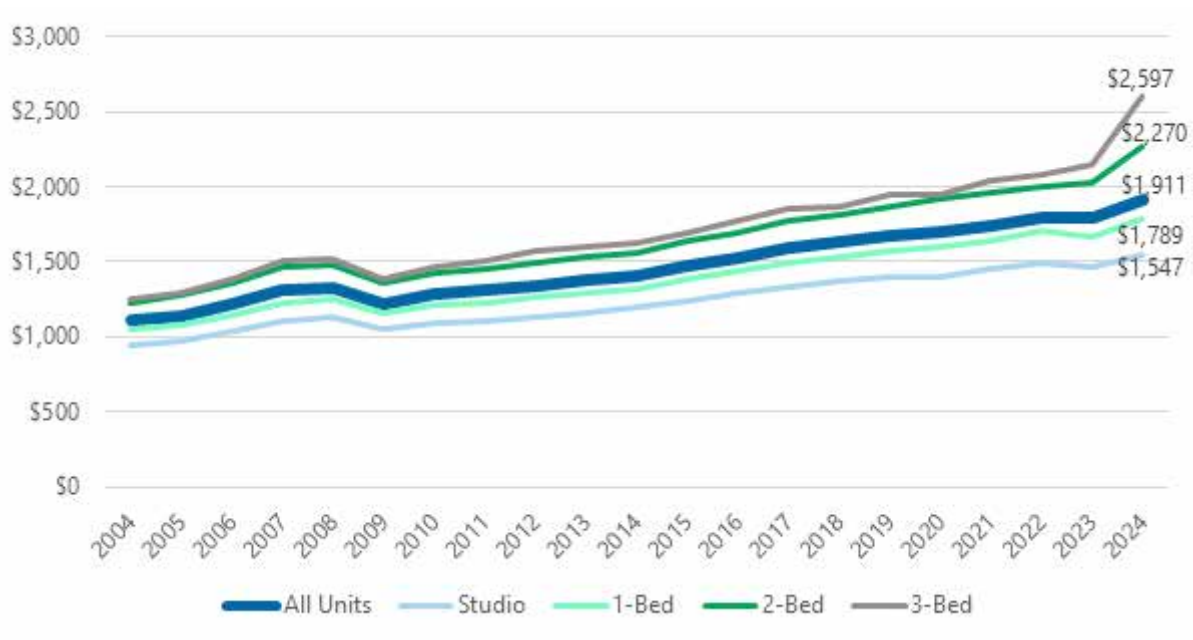
**Figure 5.9 Multifamily Construction and Development Pipeline, 2003-2026**



Source: CoStar

Rents have risen consistently in Shoreline over the past several years, reaching an average of \$1,911 per unit in 2024. Rents vary by the number of bedrooms, with studios renting on average for \$1,547 and three-bedroom units for \$2,597. Between 2004 and 2024, rent grew by nearly 73 percent in Shoreline – an average of 2.8 percent per year. See **Figure 5.10**.

**Figure 5.10 Market Asking Rent by Unit Type in Shoreline, 2004-2024**



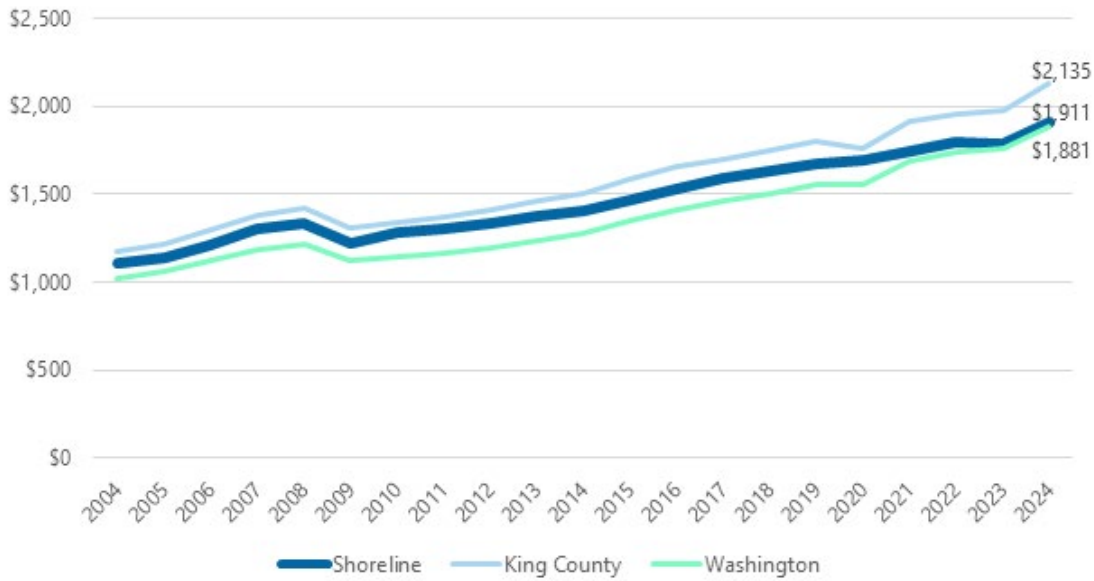
Source: CoStar

Market asking rents in Shoreline are similar to statewide rents but below the rents in King County, on average. Rents in Shoreline were relatively static between 2022 and 2023 as county- and state-wide rents continued to grow. Historically, rents in Shoreline have been higher than rent statewide. Since 2004, rents in King County have grown by 81 percent while rents statewide grew by 83.5 percent. See **Figure 5.11**.

Since 2004, the vacancy rate in Shoreline has been a bit more volatile than the vacancy rate in King County and Washington, likely due to the fact that it is a smaller housing market. The construction of new housing units since 2017 has also likely resulted in spikes in the vacancy rate.

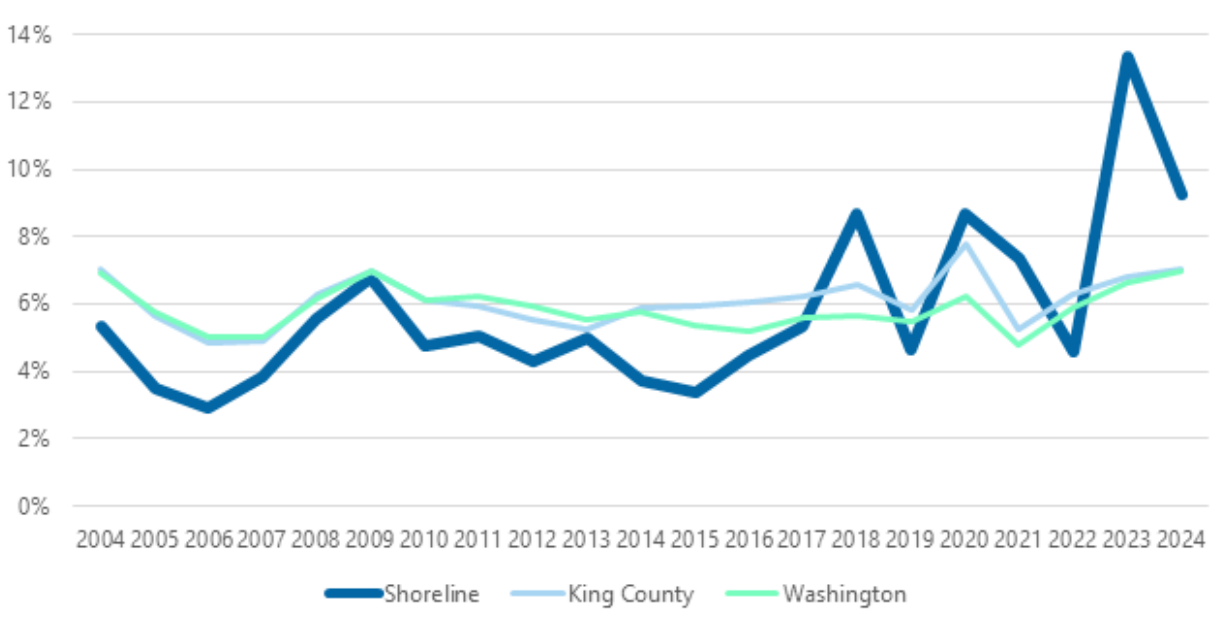
In 2023, when the vacancy rate in Shoreline reached 13 percent, 1,022 new multifamily units were added to the city’s housing market. As these new units get absorbed, the vacancy rate is likely to settle to a level closer to the county and statewide rates. A vacancy rate of 5-6 percent typically indicates a balanced rental market, with enough vacant units to enable tenants’ freedom of movement. See **Figure 5.12**.

**Figure 5.11 Market Asking Rent per Unit in Shoreline, King County, and Washington, 2004-2024**



Source: CoStar

**Figure 5.12 Multifamily Vacancy Rates in Shoreline, King County, and Washington, 2004-2024**



Source: CoStar

## Workforce Profile

### Local Workforce Characteristics

According to the Puget Sound Regional Council (PSRC) covered employment estimate, as of 2022 there were 15,851 jobs in Shoreline, with the highest concentration of jobs in the high-level industries of services, retail, and education. Shoreline employment has remained relatively flat over the past two decades before declining at the beginning of the COVID pandemic, with some recovery shown through 2022. See **Figure 5.13** for covered employment by sector.

As of 2021, just under 30 percent of jobs in Shoreline required at least a bachelor's degree, while 18 percent required just a high school degree (or equivalent). Nearly 59 percent of jobs paid at least \$3,333 per month (approximately \$40,000 per year), an income far below the median household income required to afford (rent or own) most homes in Shoreline.

### Jobs to Housing Ratio

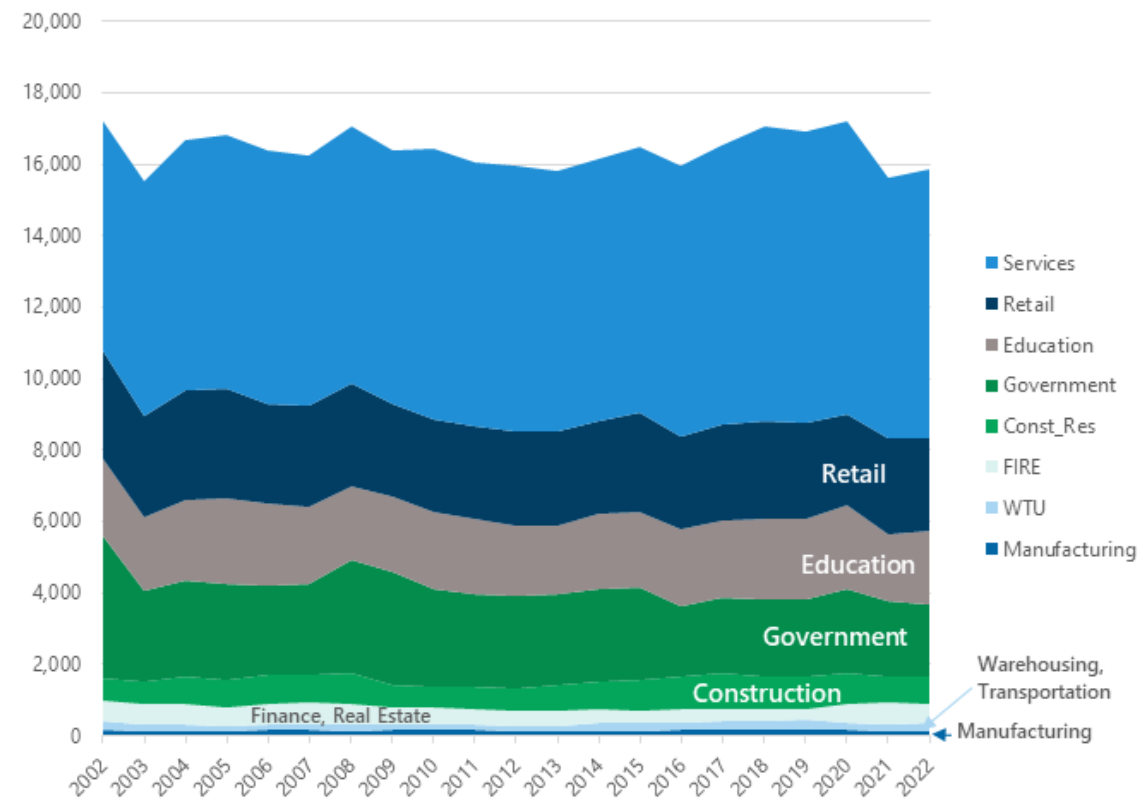
As of 2022, there were 23,505 housing units and 15,851 jobs in Shoreline, a ratio of 0.67 jobs per housing unit. PSRC has stated a region goal for cities to move towards a ratio of 1.0. This indicates that in order to align with regional policy goals, Shoreline should focus on increasing the number of jobs in the city. Shoreline's proximity to Seattle will likely make it challenging for the city to maintain a one-to-one ratio of jobs and housing, as regional unemployment is low and the demand for new housing is high. In addition, developers and investors have significantly slowed down new office construction in reaction to the increase in hybrid and remote work. However, two new LINK light rail stations planned for Shoreline could make it an attractive location for business growth.

## Potential Impacts

The analysis of potential impacts evaluates land use patterns and timing of growth and related development under each of the alternatives and the potential of each alternative to accommodate housing units and jobs growth targets allocated to Shoreline. The purpose of the analysis of in the Draft Environmental Impact Statement/DEIS (republished in this Final Environmental Impact Statement/FEIS) was to study and anticipate these potential changes, so that they City can proactively plan for the future and put measures in place to support the community's vision for growth.

Analysis of a "no action" alternative is required under SEPA. Under Alternative 1, the "no action" alternative, the analysis assumes that an updated comprehensive plan would *not* be adopted. The City would continue implementing its current comprehensive plan, code requirements, functional plans, and development regulations. Code updates that the City is completing concurrently with the comprehensive plan update would likely still be adopted, especially those required by state law related to Middle Housing, Accessory Dwelling Units, and other requirements.

**Figure 5.13 Covered Employment in Shoreline by Sector, 2002-2022**



Source: PSRC Covered Employment Estimate

If the proposed action of adopting the updated comprehensive plan does not occur, there could be potential outcomes that would result in disadvantages for Shoreline’s future. If adoption of the updated comprehensive plan does not occur, growth would still continue (under the previously adopted plan and current zoning and code provisions). However, under Alternative 1—No Action, future growth would not be aligned with an up-to-date comprehensive plan with correlating policies under all elements that align with up-to-date state, regional, and county policies and provisions. Growth and development would continue without this alignment and could result conditions that are inconsistent with the community’s updated vision, policies, and general preferences as determined through this planning process.

As addressed in this FEIS (and the formerly published DEIS), not taking action to adopt the updated comprehensive plan creates a gap in the coordination of land use and capital facility planning that is required by the GMA. There would not be an adopted plan that complies with the latest requirements of the GMA, as well as regional and countywide planning. The comprehensive plan would not receive current/up-to-date certification by the state or endorsement by the region or county, which could have adverse legal and financial consequences for the City, such as the inability to apply for grant funding for various types of capital projects.

Building heights, densities, and other metrics would be limited to those allowed within the current code regulations unless other changes are adopted in the future.

Increased growth and change would occur under all alternatives. The most notable impacts will be to the transition in scale. Just as Shoreline has changed dramatically over the past 20 years, the next 20 years also would bring significant changes. Under all alternatives, as new development and redevelopment occurs across the city some inconsistencies in built form may occur over time until the zoning builds out. However, the City has implemented transitional zoning designations and provisions related to allowed heights, setbacks, landscaping, and other requirements that would help to transition between more intensive uses and less intensive uses. It also important to note that built conditions would be realized over time, incrementally.

## **Mitigation Measures**

To mitigate the impacts of projected growth, the City would continue to require adherence to design standards and development regulations. These design standards and development regulations would ensure continuity between varying land use intensities. Allowed heights, uses, integrated public spaces along frontages and parcel edges, streetscapes, setback requirements, and landscaping are all elements that can help ease the transition of development intensities.

## **Significant, Unavoidable Adverse Impacts**

Implementation under any of the alternatives would result in growth and changes across the city. From public engagement efforts conducted to date, the community appears to be embracing the potential opportunities and amenities that would come with growth, change, new development, and redevelopment. Ensuring that projects comply with the City's code provisions and design standards will be an important action in mitigating future new development and redevelopment to avoid significant adverse impacts.

# Natural Environment

# 6



# Chapter 6 – Natural Environment

## Introduction

The environment in Shoreline encompasses a blend of natural and human-made elements, Puget Sound panoramas, mature trees, vegetation, streams, wetlands, lakes, and tidelands are just a few attributes cherished by the community. These components profoundly influence the residents' quality of life. While Shoreline may not boast an untouched landscape, the city's name itself underscores the significance of the natural environment to its community identity. Preserving environmental quality depends on thoughtful decisions by government, businesses, and individuals, necessitating coordinated efforts to mitigate potential adverse impacts during development, redevelopment, or as a result of past practices.

Shoreline has developed primarily as a suburban residential community, complemented by a mix of neighborhoods, schools, parks, public facilities, and commercial centers. Natural areas as further described in this chapter may border or interweave through these other land uses. These natural areas encompass the Puget Sound shoreline, bluffs, steep slopes, ravines, reserves, wetlands, streams, lakes, and clusters of mature trees. Spanning both private and public properties, including single-family residential lots and parks, these natural areas contribute to Shoreline's diverse and interconnected landscape.

The discussion of the natural environment and related features in Shoreline in this chapter of the Final Environmental Impact Statement/FEIS (formerly published in the Draft Environmental Impact Statement/DEIS) focuses on those aspects of the environment that have the potential to affect or to be affected by growth and development that may occur over the next 20 years under the comprehensive plan.

Impacts of the alternatives would be considered significant if they result in unmitigated degradation of the functions and values of critical areas or an increase in hazards from critical areas (such as what might result if development occurs out of compliance with adopted codes and best available science).

## Affected Environment

### Earth—Geologic History and Soils

Shoreline is located within the Puget Sound Lowlands—a wide low-lying region between the Cascade Range to the east and the Olympic Mountains to the west, known for rolling terrain, scenic coastlines, and a glacially related geologic history that has shaped the land and water features, soils and sediments, and other characteristics. Multiple glacial advances over the past 2 million years left glacial deposits including glacial till across the region. While glacial deposits are a primary parent material, included within these deposits are dense glacial till (hardpan), glacial outwash (clean sands and gravels) deposited by meltwater from the receding glaciers, and glacial lake sediments (silts and clays).

### Geologically Hazardous Areas



Geologically hazardous areas are areas susceptible to erosion, sliding, seismic activity, or other geological events. They pose a threat to the health and safety of people and property if sites with these areas are utilized by incompatible development. These areas are classified by Shoreline based on the history of landslides, unstable soils, steep slopes, high erosion potential, or seismic hazards. The City has defined the following geologically hazardous areas in Chapter 20.80 of the Shoreline Municipal Code: landslide hazard, seismic hazard, and erosions hazard areas. **Figure 6.1** shows geologically related critical areas in Shoreline. **Figure 6.2** depicts seismic hazards, and **Figure 6.3** shows areas subject to liquefaction.

- **Landslide hazards areas** are areas potentially subject to landslide activity based on a combination of geologic, topographic, and hydrogeologic factors with slopes 15 percent or steeper, within a vertical elevation change of at least 10 feet. Areas with prior landslide activity regardless of slope are also considered landslide hazard areas.
- **Seismic hazard areas** are lands that, due to a combination of soil and ground water conditions, are subject to risk of ground shaking, lateral spreading, subsidence, or liquefaction of soils during earthquakes.
- **Erosion hazard areas** are areas with soils and with characteristic topography that are subject to severe erosion when disturbed. Typically identified in areas with slopes of 15 percent or greater and are comprised of, but not limited to the following soil types: Alderwood-Kitsap (AkF), Alderwood gravelly sandy loam (AgD), Kitsap silt loam (KpD), Everett (EvD) and Indianola (InD).

The term landslide refers to the down slope movement of masses of rock and soil. Landslides are caused by one or a combination of the following factors: change in slope gradient, increasing the load the land must withstand, shocks and vibrations, change in water content, ground water movement, frost action, weathering of rocks, and removal or changing the type of vegetation covering slopes.

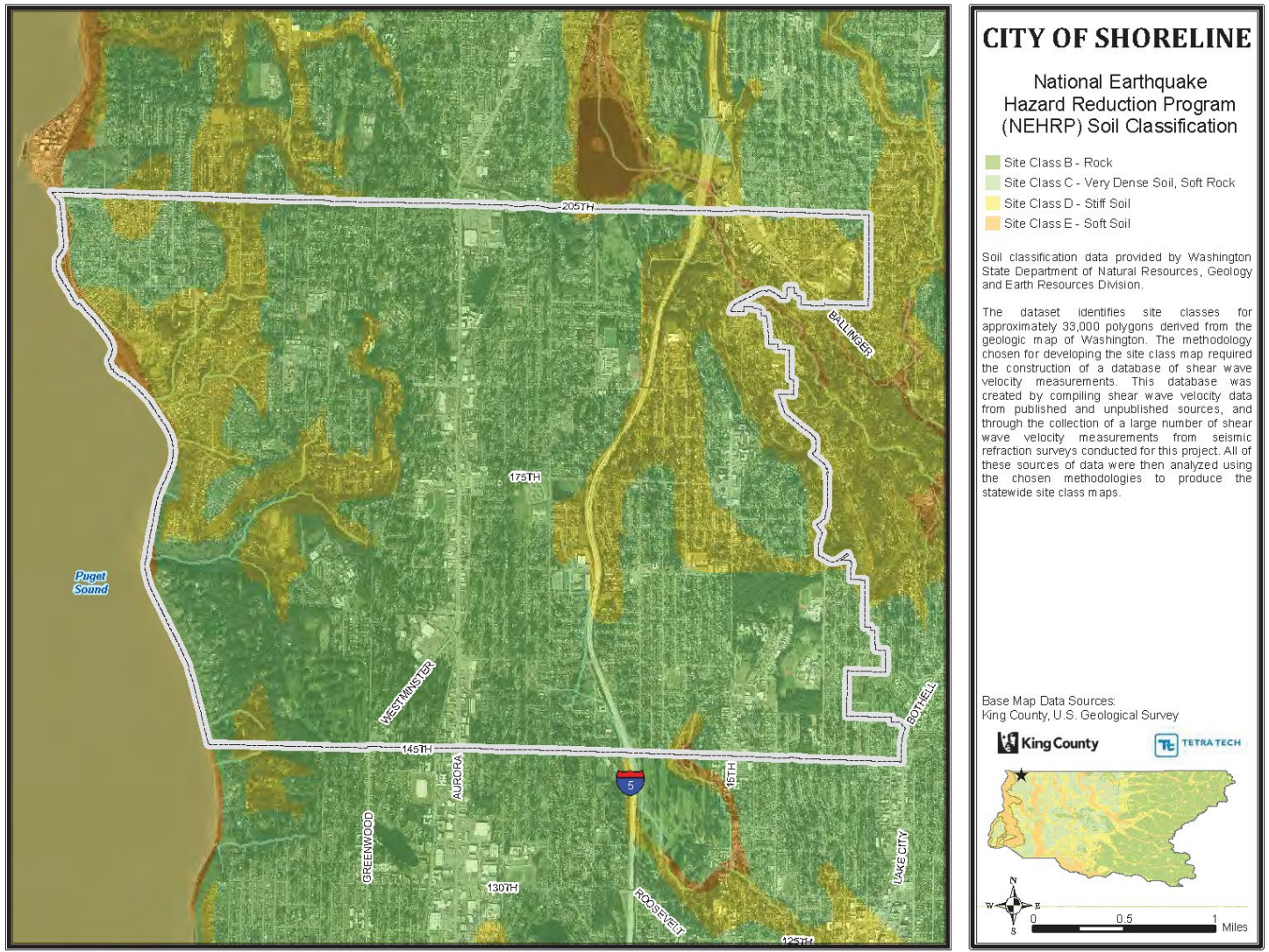
Four types of landslides can potentially affect Shoreline: deep-seated, shallow, bench, and large slides. Puget Sound's shoreline contains many large, deep-seated dormant landslides. Shallow slides are the most common type and the most probable for Shoreline. Landslides are often triggered by other natural hazards, such as earthquakes, heavy rain, floods, or wildfires.

Shoreline contains areas of possible erosion and land slide hazard areas primarily located in the western portion of the City, along the shoreline of Puget Sound. The northeast corner of the City also contains potential erosion and land slide hazard areas.

Due to instability, visual impacts, and fire hazard, areas of steep slopes or unstable soils are not recommended for development without specific measures being taken to reduce or eliminate these potential impacts. Section SMC 20.80.224 contains restrictions on development in these areas.

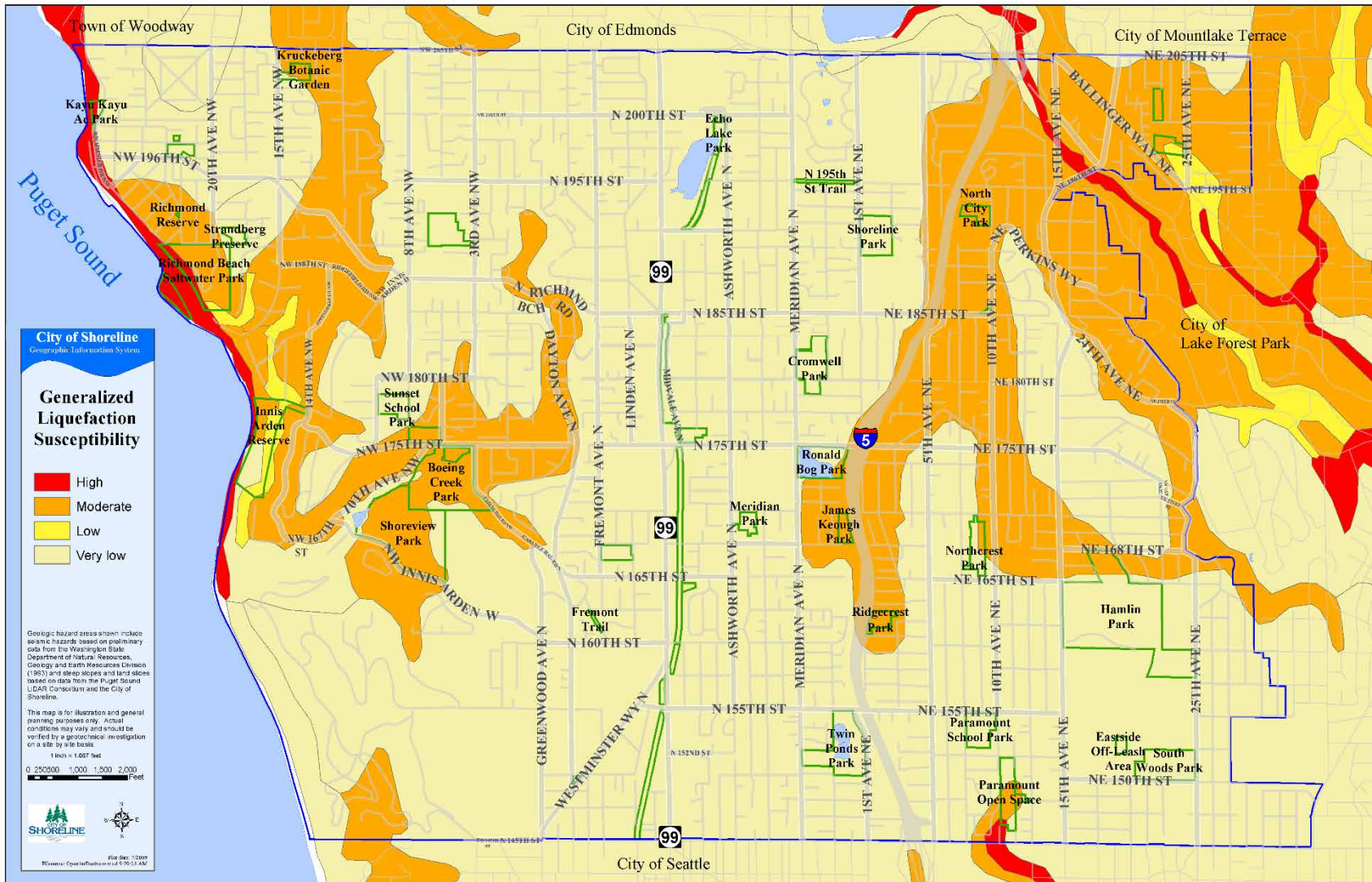


**Figure 6.2 Seismic Hazards Shoreline**



Source: King County

Figure 6.3 Areas Subject to Liquefaction in Shoreline



Source: City of Shoreline

## Water Features

Water features and water bodies in Shoreline encompass wetlands, bogs, lakes, streams, creeks, and drainage ways, as well as considerations related to flood hazard areas. **Figure 6.4** illustrates water-related critical areas in Shoreline.

### Wetlands and Bogs

Wetlands perform valuable functions that include surface and flood water storage, water quality improvement, groundwater exchange, stream base flow augmentation, and biological habitat support. The approximate location and extent of wetlands are inventoried in a wetland data layer maintained by the City of Shoreline geographic information system (GIS) and depicted in Water Features Map at the end of this chapter. These wetlands range from the large estuarine system (a mixture of salt and fresh waters) adjacent to Puget Sound, to lakes and small excavated ponds. With the exception of the Puget Sound estuarine system, all wetlands in the city are palustrine systems (freshwater). The largest palustrine system is Echo Lake, located in the north-central portion of the city. Other large wetlands include ponds within Ronald Bog, Twin Ponds, Paramount Open Space Parks, and the Seattle Golf Club, as well as numerous undocumented wetlands of .5 acres or less. Most wetlands in the city are relatively isolated systems and surrounded by development.

Under the Shoreline Municipal Code, wetlands are designated using a tiered classification system (from Type I to Type IV) based on size, vegetative complexity, and the presence of threatened or endangered species. All wetlands, regardless of size, are regulated under the Shoreline Municipal Code. When a development is proposed on a site with known or suspected wetlands, a wetland evaluation is required to verify and classify wetlands and delineate boundaries and buffer areas. The State Department of Ecology mandates minimum wetland buffer areas based on typology and other factors.

### Lakes

There are three lakes in the city: Echo Lake, Ronald Bog, and Twin Ponds. Like most small urban lakes, Shoreline's lakes contain pollutants and contaminated runoff, including fertilizers and pesticides from lawns and gardens, oils, greases, heavy metals from vehicles, and fecal coliform bacteria. As urban development occurs, the process by which the nutrient level and vegetation in these lakes increases has accelerated. To combat this rapid acceleration, Ronald Bog and Twin Ponds have been historically dredged, but will eventually revert to bogs.

There was a fourth lake, Hidden Lake, used as a sediment storage facility and has significantly altered the stream to accommodate this function. The lake was essentially an oversized detention pond that was routinely dredged by King County to remove accumulation of upstream sediments. The City of Shoreline recently removed the dam that created the impoundment which retained water and sediment to create the lake and has restored the previous sediment-laden lakebed to quality stream habitat with native plantings and buffers and restored natural sediment processes to improve nearshore habitat along the Sound. Hidden Lake no longer exists as a lake but is, instead, high value stream habitat that is part of Boeing Creek.

## **Streams, Creeks, and Drainage Ways**

There are six watersheds within the City of Shoreline boundary: Boeing, McAleer, Lyons, Thornton, Puget Sound Drainages, and West Lake Washington. McAleer, Lyons, Thornton, and West Lake Washington watersheds all eventually flow into Lake Washington. Boeing and the Puget Sound Drainages flow directly into Puget Sound. Each of these watersheds have numerous small streams and creeks, with the primary ones being Boeing Creek, Thornton Creek, McAleer Creek, and Lyons Creek.

Large portions of the watersheds drained by creeks in the city have been paved or otherwise developed. These hardscapes dramatically increases the volume of water in the creeks during storm surges and reduces in-stream flows during drier periods of the year. This combination of more intense storm surges and overall lower flows, causes numerous environmental problems including increased bank erosion; scouring and deepening of the stream channel; reduced water quality; sedimentation of gravel; damage to stream-side vegetation; and reduction or elimination of habitat for wildlife, fish, and the insects on which fish feed.

## **Groundwater Resources and Critical Aquifer Recharge Areas**

Groundwater is an important contributor to clean, cool water that supports streams and stream flow. Reduced base flows could result from changes in drainage patterns with development (although this is strictly regulated). Nevertheless, these impacts must be mitigated or could result in loss of flow carrying capacity, increased water temperatures, decreased supply of dissolved oxygen, loss of capacity to assimilate and dilute contaminants, loss of aquatic habitat, and creation of barriers to fish passage. Engineered surface water systems may not be effective in replicating natural processes or systems.

Critical aquifer recharge areas (CARAs) are critical areas that are important for protecting groundwater and drinking water supplies. CARAs are areas with permeable soils that can be susceptible to pollution and contamination. The goal of CARAs is to maintain the supply of drinking water and prevent pollution. The Washington State Department of Ecology's Growth Management Act requires the protection of CARAs.

Olympic View Water and Sewer District is located north of the City limits and has identified two wellhead protection areas within their district. These wellhead protection areas are also identified as CARAs by the City of Edmonds. The Deer Creek Springs CARA has a buffer area that extends into the Shoreline city limits, impacting an area within the City of approximately 15.7 acres and zoned predominantly residential. This area within city limits will be further evaluated as part of the City's update to the critical areas provisions of the Shoreline Municipal Code, anticipated within six months after the adoption of the 2024 Comprehensive Plan. Regulations will be included in the critical areas provisions, as determined necessary pursuant to the Growth Management Act.

## **Flood Hazard Areas**

Due to its geographical positioning, Shoreline does not experience significant flooding from major rivers, however, certain areas of Shoreline are subject to periodic flooding events. The City is primarily drained

by three minor streams: Boeing Creek, McAleer Creek, and Thornton Creek. Boeing Creek flows west through steep bluffs where it eventually outfalls to the Puget Sound. McAleer and Thornton Creeks both outfall to Lake Washington. Similar to Boeing Creek, McAleer Creek flows through steep ravines, posing minimal hazards to the development above it. Thornton Creek flows through a swampy area parallel to I-5 on the west which leads to drainage issues and flooding susceptibility for nearby properties.

In Shoreline, flooding predominantly arises from surface water accumulating in low-lying regions with natural depressions and impermeable soils. To address these concerns, the City has developed a Surface Water Master Plan (SWMP) and has adopted the Department of Ecology Stormwater Manual for Western Washington as part of its strategy to manage surface water issues.

The Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM, or flood map) is the official map of a community on which defines any special flood hazard areas and the flood zones applicable to a community. This map is used by the National Flood Insurance Program (NFIP) for floodplain management, mitigation, and insurance purposes, and is the official source for determining flood risk within a community.

FEMA's National Flood Hazard Layer (NFHL) Viewer is a publicly available, interactive web map that can show the classification of Shoreline's surface waterbodies. Any area with a 1 percent or higher chance of experiencing a flood each year is considered to have high risk and are identified as special flood areas. These special flood areas have at least a one-in-four chance of flooding during a 30-year mortgage. This impacts property owners with a federally backed mortgage by requiring them to buy flood insurance.

There are two types of flood zones identified by FEMA, located within the City: Zone AE and Zone A, both of which are classified as special flood areas, but differ in terms of how the risk was determined. In Zone AE, detailed studies were utilized to determine the base flood elevation (BFE) and the level of risk; whereas in Zone A areas, no detailed study has been performed, and the level of risk is determined based on approximate analysis.

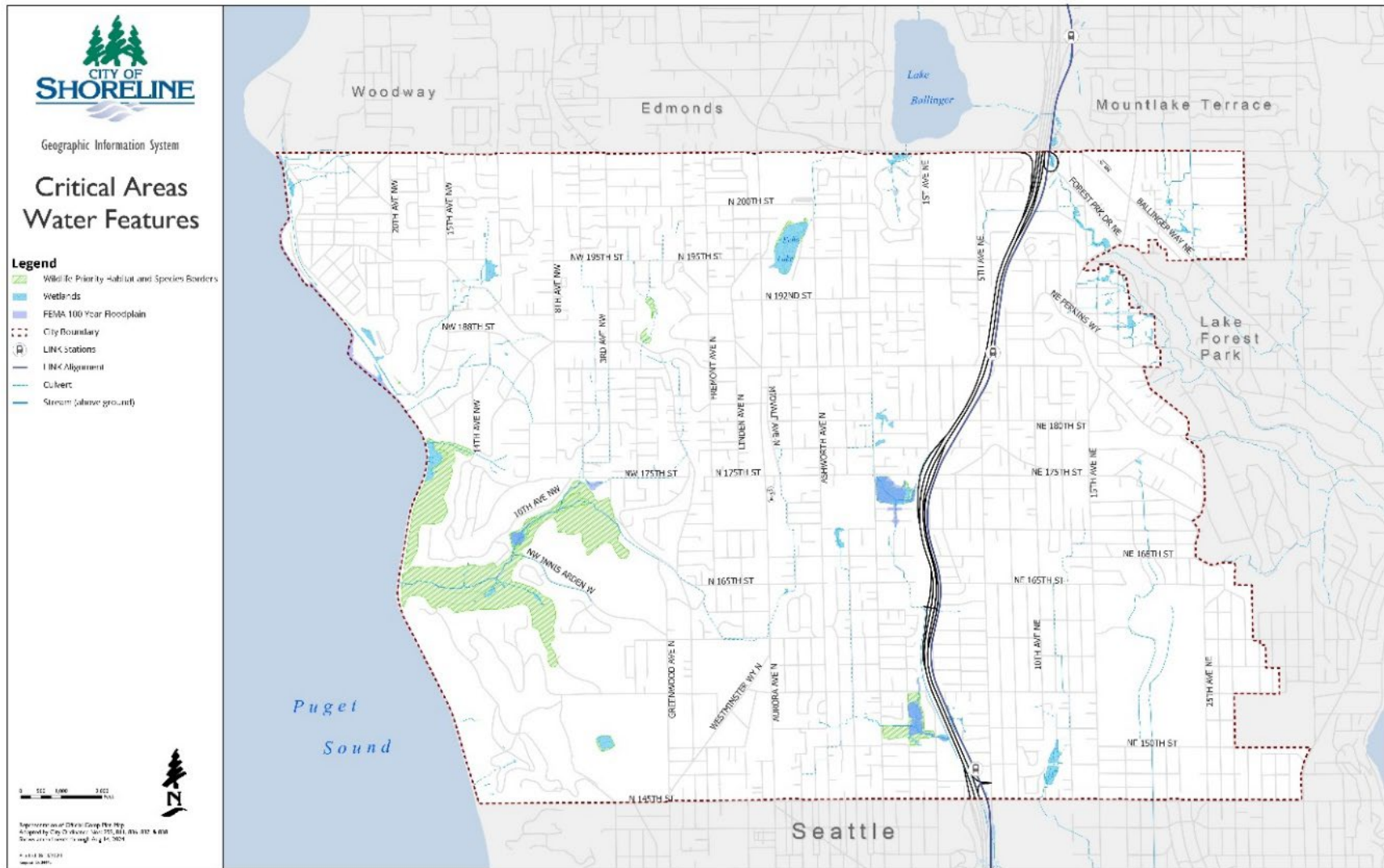
***Areas Designated as Zone AE in Shoreline:***

- Small portions of Puget Sound shoreline
- Ronald Bog

***Areas Designated as Zone A in Shoreline:***

- Boeing Creek
- Hidden Lake

Figure 6.4 Water Related Critical Areas in Shoreline



Source: City of Shoreline



## Plants and Animals

### Vegetation

Aerial photos show that the community is a mosaic of various types of vegetation. Early accounts of Shoreline tell how Native Americans traveled along the shores of Puget Sound and local streams collecting sword fern and kinnikinnick at Richmond Beach, and wild cranberries at what are now Ronald Bog and Twin Ponds parks. Controlled fires were set in the Richmond Highlands and North City areas to create meadows for the cultivation of certain wild plants and to provide inviting, open spaces for small game (<https://www.shorelinewa.gov/our-city/about-shoreline/shoreline-history>).

Today, the Shoreline community highly values its trees and tree canopies. Large evergreen trees can be seen rising above residential neighborhoods, on hilltops, and even on the periphery of Aurora Avenue. As the city becomes more urbanized, it is a priority to maintain and enhance the tree canopy, and Shoreline has been recognized as a Tree City. The City has also developed Vegetation Management Plans for parks and will track tree canopy over time to gauge the effect of policies related to tree retention and replacement. **Figure 6.5** shows Shoreline's Tree Canopy mapping.

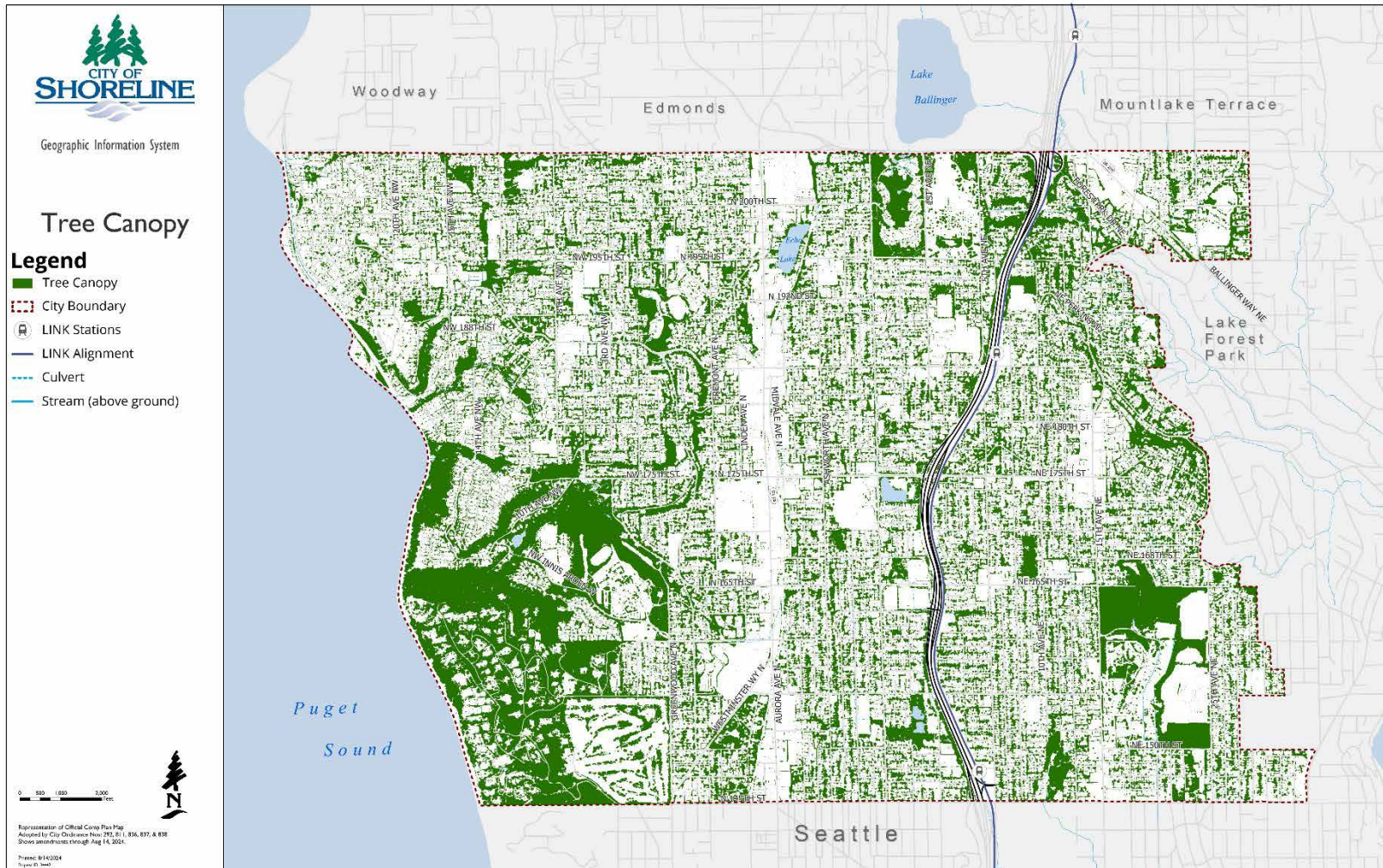
The City encourages preservation and enhancement of forested open spaces, wetland habitat areas, and native vegetation found on steep slopes and larger residential lots. Trees help stabilize soils on steep slopes, and act as barriers to wind and sound. Plants replenish the soil with nutrients, generate oxygen, and clean pollutants from the air. Native vegetation provides habitat for wildlife. Wetlands and riparian vegetation provide surface water storage and help clean surface water of pollutants and sediment. The largest, most contiguous areas of native vegetation in Shoreline are primarily found in city parks, publicly owned open space, privately owned open space (such as the Boeing Creek area of The Highlands and the reserves in Innis Arden) and designated critical areas (such as steep slopes along the Puget Sound shoreline). These areas include the highest quality wildlife habitat found in the city. However, areas of less intensive residential development also contain mature trees and other native vegetation, which provide secondary wildlife habitat and substantially contribute to the quality of life in Shoreline. Native vegetation in residential areas that may be subdivided or otherwise more intensely developed is at the greatest risk of being lost.

### Habitat Areas

Urbanization and development very often lead to the elimination of wildlife habitats, posing a threat to various species' well-being. The decline of specific habitats can profoundly impact the health and survival of certain wildlife populations. Fish and wildlife habitat conservation areas are crucial for preserving species within their natural ranges, preventing the formation of isolated subpopulations. These designated habitats are linked to species recognized by state or federal agencies as endangered, threatened, sensitive, or candidate species.

Currently in the Puget Sound, the Chinook salmon and Steelhead are listed as threatened species by the federal government under the Endangered Species Act. Washington State Department of Fish and

Figure 6.5 Tree Canopy Mapping in Shoreline



Source: City of Shoreline

Wildlife (WDFW) maps and the City's stream inventory indicate the presence of Chinook, Sockeye, Steelhead, Coho, and resident Cutthroat Coastal Trout salmon in portions of McAleer, Thornton, and Boeing Creeks. Other sources have indicated the presence of fish in other streams within the city, although the full extent of fish habitat has not been confirmed. To help restore healthy salmon runs, local governments and the State must work proactively to address salmon habitat protection and restoration.

WDFW has developed the Priority Habitats and Species (PHS) Program to help preserve the best and most important habitats and provide for the life requirements of fish and wildlife. Priority species are fish and wildlife that require protective measures and/or management guidelines to ensure their perpetuation. Priority habitats provide unique or significant value to many species. The WDFW has documented the locations of priority habitats and species. These PHS areas include wetlands, anadromous fish habitat, riparian areas, urban natural open space, habitat for priority bird species, and the point locations of priority bird species sitings.

The City has developed a Geographic Information System (GIS) layer that includes detailed maps of PHS areas based on data provided by the WDFW and other mapping resources. WDFW provides management recommendations for priority species and habitats that are intended to assist landowners, users, and managers in conducting land use activities in a manner that incorporates the needs of fish and wildlife. Management recommendations are developed through a comprehensive review and synthesis of the best scientific information available. The City has reviewed the PHS management recommendations developed by WDFW for species identified in Shoreline and used them to guide the development of critical areas regulations that fit the existing conditions and limitations of Shoreline's relatively urbanized environment.

The City's Critical Areas provisions in Shoreline Municipal Code (SMC) Chapter 20.80 address Washington State priority habitats and species that are considered to be priorities for conservation and management. Priority species require protective measures for their perpetuation due to their population status, sensitivity to habitat alteration, and/or recreational, commercial, or tribal importance. Priority habitats are those habitat types or elements with unique or significant value to a diverse assemblage of species. A priority habitat may consist of a unique vegetation type or dominant plant species, a described successional stage, or a specific structural element.

Priority habitats and species are identified by the State Department of Fish and Wildlife in the Priority Habitats and Species List. Priority habitats and species known to be identified and mapped by the Department of Fish and Wildlife in Shoreline include, but may not be limited to, the following:

- Biodiversity areas and corridors identified and mapped along Boeing Creek and in and around Innis Arden Reserve Park;
- Chinook/fall chinook (*Oncorhynchus tshawytscha*);
- Coho (*Oncorhynchus kisutch*);
- Dungeness crab (*Cancer magister*);
- Estuarine intertidal aquatic habitat;
- Geoduck (*Panopea abrupta*);
- Northern goshawk (*Accipiter gentilis*);
- Pacific sand lance (*Ammodytes hexapterus*);
- Purple martin (*Progne subis*);

- Resident coastal cutthroat (*Oncorhynchus clarki*);
- Surf smelt (*Hypomesus pretiosus*);
- Waterfowl concentrations at Ronald Bog (Ronald Bog is not a shoreline of the State subject to the SMP); and
- Winter steelhead (*Oncorhynchus mykiss*).

## Air Quality and Greenhouse Gas Emissions

One of the basic characteristics of a livable city is clean air. Numerous federal, state, regional, and local agencies enact and enforce legislation to protect air quality. Good air quality in Shoreline, and in the region, requires controlling emissions from all sources, including: internal combustion engines, industrial operations, indoor and outdoor burning, and wind-borne particles from land clearing and development. In the Puget Sound region, vehicle emissions are the primary source of air pollution. Local and regional efforts must be integrated in a comprehensive strategy designed to improve air quality through transportation system improvements, vehicle emissions reductions, and demand management strategies.

Air quality is generally measured by the concentration of chemical compounds and particulate matter in the air outside of buildings. Air that contains carbon monoxide, ozone, and particulate matter can degrade the health of humans, animals, and plants.

Air quality in the Puget Sound region can vary between healthy and unhealthy conditions depending upon various influences and factors. Episodes of unhealthy air quality are usually the result of short-term PM2.5 and/or ozone pollution. PM2.5 describes airborne particles from a wide variety of sources (even natural ones) that measure 2.5 micrometers or smaller. Wind-blown dust, soot and ash from wildfires, chemicals from industrial complexes, and the burning of fossil fuels all constitute common origins of PM2.5.

Washington’s PM2.5 spikes are often attributable to forms of incomplete combustion, such as winter wood burning and wildfires. The latter is the reason for year-to-year fluctuations. For example, 2020 was a record-breaking year for fires nationally as well as within the state, causing more than a week of “unhealthy” or worse air quality in numerous Washington cities in the Puget Sound region. Wildfires are expected to become more frequent and severe with the planet’s warming climate, as are Washington’s smoky conditions. Steep mountains, strong winds, longer summer seasons, and drier conditions contribute to Washington’s wildfire problem, and have illuminated a clear trend of what is likely to come ([www.iqair.com](http://www.iqair.com)).

The direct risk of wildland fire to Shoreline is low as the city is not near the Wildland Urban Interface (WUI)<sup>1</sup>; however, the air pollution caused by wildland fires impacts residents across the state. Specific areas, such as Richmond Beach Saltwater Park, the Highlands neighborhood, and Innis Arden, may be vulnerable fires because they are highly vegetated areas with limited ingress and egress for emergency vehicles.

Beyond the influence of wildfires, seasonal winter wood burning is cause for greatly elevated PM2.5 levels in the months from November to February. An estimated 63 percent of particle pollution in the Puget Sound area in the winter is attributable to wood stoves and fireplaces (compared to 16 percent of emissions from motor

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<sup>1</sup> Washington State Department of Natural Resources, Wildland Urban Interface, Interactive Map

vehicles). During the winter months, urban cities in Washington commonly experience PM2.5 levels 3 to 5 times that of the levels experienced during the summer.

Ground-level ozone, commonly referred to as “smog,” is another air pollutant of concern in the Puget Sound region. Ozone is a highly corrosive gas formed in the atmosphere from ambient “primary” pollutants reacting in sunlight. Since abundant sunlight and heat (at temperatures 85 degrees or higher) are required for its formation, ozone occurs at heightened levels during the summer, worsening around the afternoon and typically dispersing in the evening and early morning.

Climate change is exacerbating wildfires and ozone. As temperatures rise, the ozone season becomes prolonged. Higher temperatures also accelerate ozone formation, making it even more prevalent on the hottest days. Shoreline is committed to climate change mitigation through its Climate Action Plan, described under Mitigation Measures later in this chapter.

While most areas in Washington meet federal attainment levels for ozone, the Seattle-Tacoma region (including Shoreline) often does not. Ozone has been on the sharp rise there, likely as a result of warming temperatures and increased vehicular traffic (the number one source of the ozone precursor pollutant, nitrogen dioxide).

A transition to a greater share of fuel-efficient, low-emission vehicles offers an opportunity to combat this ozone trend and additionally reduce PM2.5 levels. Moves toward cleaner energy and a reduced reliance on fossil fuels offers another significant opportunity for further reducing Washington air pollution levels.

The Puget Sound Clean Air Agency (PSCAA) provides a variety of tools to monitor air quality, including:

- **Air Sensor Dashboard:** A collection of web tools that provide data from air sensors, including a Community Reporter that generates summary reports, a Purple Air Downloader, and a Surface tool
- **Sensor Map:** An app that provides daily average data for the main site
- **Air Quality Index (AQI):** A color-coded tool that reports daily air quality, health concerns, and how to protect your health

Air quality monitoring stations are in place in the Shoreline vicinity and throughout the Puget Sound region and beyond. The air quality in Shoreline, Washington fluctuates, with an on average Air Quality Index (AQI) of 19 US AQI. The main pollutant is PM2.5.

The City seeks long-term strategies to address air quality problems, not only on the local level, but in the context of the entire Puget Sound region, with coordination and major direction from the Puget Sound Clean Air Agency. In addition, Shoreline’s plans for growth call for intensifying the amount of people living and working near high-capacity transit stations, which aligns with the region’s strategy to reduce vehicle miles traveled and related emissions and pollution.

## Potential Impacts

The following text summarizes potential impacts to the natural environment related to all three alternatives studied.

### Future Levels of Growth and Change Under the Alternatives

All three alternatives assume increasing levels of growth and related new development and redevelopment over the next 20 years. Alternatives 1 and 2 assume the same level and pace of growth and development would occur, reaching allocated targets in 20 years, while Alternative 3 assumes that growth and development would happen at a more rapid pace, reaching allocated targets in 10 years.

Alternatives 1 and 2 assume a population growth over the next 20 years, from the 2024 population of 61,910 (Washington State Office of Financial Management, April 1, 2024) to 2044 estimates ranging from 86,202 (Puget Sound Regional Council LUV-IT Model) to 91,789+ (37,372 x 2020 census household size of 2.4561 with the household size trending upward in Shoreline). That results in an increase in population of 24,292 to 29,879 more people or 39.23 percent to 48.26 percent over the 20 year period. The allocated targets for household units and jobs for that 20 year period are an additional 13,330 housing units and an additional 10,000 jobs.

Alternative 3 assumes that the same level of growth and development and related increases in population, housing units, and jobs will occur more rapid pace—occurring over 10 years instead of over 20 years. This means that if the same pace of growth were to continue over a 20 year pace, the level of population, housing units, and jobs and related development would double that projected under Alternative 1 and Alternative 2.

While the levels of growth and development under Alternative 1 or Alternative 2 could occur under existing zoning, the level of growth and development under Alternative 3 likely would require adjustments in zoning, particularly related to expanding the capacity for jobs in the future. The rate of growth and extent of new development and redevelopment would be influenced by market changes and property owner decisions, and as such, cannot be accurately predicted. However, growth would be expected to occur incrementally, year upon year under any of the alternatives.

The City of Shoreline will be monitoring growth closely on an annual basis in the coming years to determine how plans, capital improvements, transportation improvements, services, programs, and other pieces may need to be adjusted to respond to growth. While the next full periodic update of the comprehensive plan would occur in 2034, the City will complete a five-year review of growth trends and will make interim updates to the comprehensive plan as needed.

In summary, under Alternative 3 there would be more potential for impacts on the natural environment, requiring more mitigation measures than under Alternative 1 and Alternative 2 given that more growth and development would occur under Alternative 3 during the 20-year planning period. Alternative 1 would be disadvantaged as the “no action” alternative, because “no action” assumes the updated comprehensive plan would not be adopted, and as such, citywide planning would not be in alignment with the most recent state, regional, county, and local planning policies, provisions, and requirements.

## Addressing Project Related Impacts

As future development projects occur, impacts would be addressed on a project-by-project basis through city, state, and federal environmental requirements. Much of the development related impacts would occur during construction, and as such would be temporary but would still require adequate mitigation during construction. Critical areas are buffered from development through code requirements. A variety of other mitigation measures are already in place to address and minimize potential impacts, as noted later in this chapter.

## Effects Related to Grading, Erosion, and Water Resources

Potential impacts related to site development, grading, erosion, and drainage, water quantity, and water quality would need to be mitigated under all of the alternatives. Population growth and associated development and construction would result in increased impervious surface area and soil compaction, potential decreases in groundwater infiltration and recharge, and disruption to natural drainage patterns. However, there are stringent protections in place at the city, state, and federal levels to mitigate these potential impacts.

With redevelopment and new development, there is the potential that erosion and pollutants could be transported into downstream water resources in the watershed. Pollutant sources under all alternatives include traffic, construction and associated soil disturbance and vegetation clearing, and landscape uses of pesticides, additional to roadways and other surfaces that can transport urban pollutants to streams. Land clearing would reduce riparian canopy cover, which can increase summer stream temperatures above suitable thresholds for aquatic organisms including fish species.

Potential groundwater impacts are also stringently regulated. Development applications are required to show how their projects will maintain flows at pre-settlement levels and return water to the ground through natural or engineered systems and processes.

Regarding the Deer Creek Springs Wellhead Protection Area, where a small area of buffer zone extends into Shoreline, the City will be further analyzing this area to determine if additional protections may be needed.

One potential positive outcome that could occur with significant new development and redevelopment in the city would involve replacement of older surface water management facilities and installation of new facilities for water flow control, water quality treatment, and habitat protection as required under current regulations. Because many portions of Shoreline were originally built before current surface water management regulations were in place, new development would result in improving conditions in areas that currently experience poorly functioning stormwater management systems and facilities.

It also important to note that much of the area that would be subject to new development and redevelopment occurs in areas that are already developed and disturbed. New regulations would require maximum impervious surface area and lot coverage, as well as dedication of open space areas.

Areas subject to flooding can be modified by urban development and floodplain dynamics can influence hydrologic cycles in streams and wetlands. As noted above, flashy and erosive urban storm events can cause

streams to down-cut and disconnect from adjacent wetlands and floodplains. When areas are altered due to grading, increases in impervious surfaces, and/or loss of forest, increases in peak flow magnitudes and frequencies can occur. These types of impacts could occur under any of the alternatives but would be mitigated through stringent permitting and development requirements administered by the City and monitored by the Washington State Department of Ecology.

## **Effects Related to Plants and Animals**

Protected areas such as stream corridors, wetlands, and other open spaces serve as important habitat for plants and animals, including native and non-native species. Public parks, the urban tree canopy, and other areas also serve as habitat. Wetland hydrology can be affected by increases in impervious surface coverage in a watershed.

Increased development activities under the alternatives could result in direct temporary impacts from road or utility construction and increased indirect impacts. Potential impacts to wetlands associated with future development under each alternative could include impacts to wetland hydrology, degradation due to temporary construction impacts, and loss of wetland habitat, which directly affects plants and animals. These same types of impacts also can affect stream corridor habitat areas. However, given stringent regulations in place at the federal, state, and city levels, significant adverse impacts would not be expected.

Surface and stormwater runoff from impervious surfaces can carry sediments and pollutants into wetlands, which can adversely affect stream and wetland wildlife, such as amphibians that are sensitive to water quality conditions. If streams, wetlands, and/or buffers are altered related to development activities, if permitted by local, state, and federal agencies, additional losses to wetland functions and values could occur. However, stream and wetland impacts are stringently regulated and mitigation would be required to either avoid, restore, enhance, or create wetlands and buffer areas impacted.

Of all the alternatives, Alternative 3 likely would result in the most alteration of vegetated areas due to the level of redevelopment over the 20-year planning horizon. However, stream corridors, wetlands, and their surrounding buffers would be protected by city, state, and federal regulations, as administered through the Shoreline's critical areas code provisions. The City would closely monitor developments to ensure project-level environmental compliance under any of the alternatives.

## **Effects Related to Air Quality and Greenhouse Gas Emissions**

Air quality in the Puget Sound region, including Shoreline, is regulated and enforced by federal, state, and regional agencies including the Environmental Protection Agency (EPA), Washington State Department of Ecology, and the Puget Sound Clean Air Agency. Each of these agencies has a role in air quality regulation and monitoring. Impacts to air quality directly related to any of alternatives would not be expected to be significant given the level of air pollution monitoring and control that occurs regionally and existing federal regulations.

To understand the potential impacts of greenhouse gas emissions, vehicle miles traveled (VMT) is often a metric used and is influenced by transportation patterns in the community. For greenhouse gas emissions, the vehicle miles traveled (VMT) under Alternative 3 would be higher over the 20-year period compared to



Alternatives 2 and 1. That said, given the proposed development patterns in Shoreline, more people would live and work in closer proximity and would have access to high-capacity transit in the future, resulting in less vehicle miles traveled per household and job.

## Mitigation Measures

Shoreline is an environmentally-conscious community that sponsors and implements many plans and programs that help to mitigate potential environmental impacts in a variety of ways. These are summarized below.

Over the past decade, both the City of Shoreline and the Shoreline community have been dedicated to confronting and lessening the effects of the climate crisis. Shoreline authorities have prioritized sustainability and acknowledged the urgency of climate change, leading to a series of impactful measures. Demonstrating their steadfast commitment to sustainability, the city has actively engaged in various environmental initiatives and developed multiple programs aimed at tackling the escalating challenges posed by climate change.

## City of Shoreline Code Requirements, Plans, and Programs

### Shoreline Critical Areas and Code Provisions that Support Environmental Protection

As regulated by the State Growth Management Act, the City of Shoreline has adopted critical areas regulations (SMC Chapter 20.80) aimed at protecting the environment and managing land use in sensitive areas. These regulations cover Geologic Hazards, Fish and Wildlife Habitat, Wetlands, Flood Hazards, and Aquifer Recharge Areas.

#### ***Geologic Hazards***

Geologic hazard areas are those lands that are susceptible to erosion, landsliding, seismic, or other geological events as identified by WAC [365-190-120](#). These areas may not be suited for development activities because they may pose a threat to public health and safety.

Areas susceptible to one or more of the following types of hazards shall be designated as geologic hazard areas:

- Landslide hazard
- Seismic hazard
- Erosion hazard

The primary purpose of geologic hazard area regulations is to avoid and minimize potential impacts to life and property from geologic hazards, conserve soil resources, and minimize structural damage relating to seismic hazards. This purpose shall be accomplished through appropriate levels of study and analysis, application of sound engineering principles, and regulation or limitation of land uses, including maintenance of existing vegetation, regulation of clearing and grading activities, and control of stormwater.

### ***Fish and Wildlife Habitat***

Fish and wildlife habitat conservation areas (or habitat conservation areas) are lands managed for maintaining populations of species in suitable habitats within their natural geographic distribution so that the habitat available is sufficient to support viable populations over the long term and isolated subpopulations are not created. Fish and wildlife habitat conservation areas include areas with which State and Federal designated threatened, endangered, and sensitive species have a primary association as well as priority species and habitats listed by the Washington State Department of Fish and Wildlife, including corridors which connect priority habitat, and those areas which provide habitat for species of local significance, which have been or may be identified in the City of Shoreline Comprehensive Plan.

Fish and wildlife habitat conservation areas also include stream areas and buffers that provide important habitat corridors; help maintain water quality; store and convey stormwater and floodwater; recharge ground water; and serve as areas for recreation, education, scientific study, and aesthetic appreciation.

The purpose of fish and wildlife habitat conservation areas shall be to protect and conserve the habitat of fish and wildlife species and thereby maintain or increase their populations. The primary purpose of this section is to minimize development impacts to fish and wildlife habitat conservation areas and to:

- Protect Federal and State listed habitats and species and give special attention to protection and enhancement of anadromous fish populations; and
- Maintain a diversity of species and habitat within the City; and
- Coordinate habitat protection to maintain and provide habitat connections; and
- Help maintain air and water quality and control erosion.

### ***Wetlands***

Wetlands are those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.

Wetlands help to maintain water quality; store and convey stormwater and floodwater; recharge ground water; provide important fish and wildlife habitat; and serve as areas for recreation, education, scientific study and aesthetic appreciation.

The City's overall goal shall be to achieve no net loss of wetlands. This goal shall be implemented through retention of the function, value and acreage of wetlands within the City. Wetland buffers serve to moderate runoff volume and flow rates; reduce sediment, chemical nutrient and toxic pollutants; provide shading to maintain desirable water temperatures; provide habitat for wildlife; protect wetland resources from harmful intrusion; and generally preserve the ecological integrity of the wetland area.

The primary purpose of the wetland regulations is to avoid detrimental wetland impacts and achieve a goal of no net loss of wetland function, value and acreage; and where possible enhance and restore wetlands.

### ***Flood Hazard Areas***

A flood hazard area consists of the special flood hazard areas and protected areas as defined in Chapter [13.12](#) SMC, which comprise the regulatory floodplain. The purpose of these regulations is to ensure that the City of Shoreline meets the requirements of the National Flood Insurance Program and maintains the City as an eligible community for Federal flood insurance benefits.

### ***Critical Aquifer Recharge Areas***

At the time of adoption of the last updated critical areas regulations, Ordinance 723, there were no identified critical aquifer recharge areas within the City of Shoreline.

As noted previously in this chapter, the City is currently reviewing if a small portion of a buffer area related to the Deer Creek Wellhead Protection Area, which may require additional protections. If required, these additional protections will be incorporated into the City's update to the critical areas provisions in the Shoreline Municipal Code, scheduled for 2025.

### **Shoreline 2044 Comprehensive Plan, In the Process of Being Updated—2024**

The Action Alternatives would adopt changes to the Shoreline 2044 Comprehensive Plan and the Natural Environment element, including updated goals, policies, and strategies related to protection of the natural environment

### **Climate Action Plan, 2022**

Over the past decade, both the City of Shoreline and its community have dedicated themselves to confronting and lessening the effects of the climate crisis. Shoreline authorities have prioritized sustainability and acknowledged the urgency of climate change, leading to a series of impactful measures. Demonstrating their steadfast commitment to sustainability, the City and Shoreline residents have actively engaged in various environmental initiatives and developed multiple programs aimed at tackling the escalating challenges posed by climate change.

In December of 2022, City Council adopted the Climate Action Plan (CAP). The CAP outlines strategies and actions the City will take to achieve its three main goals: reduce greenhouse gas emissions, enhance ecosystem health and sequestration, and increase resilience and preparedness. To achieve these goals, the plan outlines 90 actions across five focus areas the City will take through the year 2050 and beyond:

1. **Sustainable Transportation**
2. **Buildings & Energy**
3. **Zero Waste**
4. **Healthy Ecosystems**
5. **Community Resilience**

### **Hazard Mitigation Plan**

The City has a current Hazard Mitigation Plan in conformance with the Federal Disaster Mitigation Act (DMA), which requires state and local governments to develop such plans as a condition of federal grant assistance, and mandates updating these plans every five years. The DMA improves upon the planning process to

emphasize the importance of mitigation, encouraging communities to plan for disasters before they occur. An analysis of the environmental hazards that may impact Shoreline, and the mitigation strategies that have been identified for the City to work on are addressed in detail in the Hazard Mitigation Plan.

### **Salmon-Safe**

On Earth Day 2019, the City of Shoreline proudly became the first Salmon-Safe Certified City in Washington State. This recognition honored Shoreline's dedication to preventing water pollution and enhancing the health of Puget Sound, which is vital for our local quality of life and the well-being of salmon and orca populations.

As of June 21, 2024, Shoreline has successfully achieved Salmon-Safe recertification.

This accomplishment reaffirms our ongoing commitment to sustainable practices and environmental stewardship. Salmon-Safe certification is a testament to our city's continued efforts to:

- **Reduce Pollutants and Pesticide Use:** We are dedicated to minimizing the introduction of harmful substances into our environment.
- **Improve Erosion Control:** By implementing best practices, we work to prevent soil erosion that can negatively impact water quality.
- **Conserve Water:** Our initiatives focus on using water resources responsibly and efficiently.
- **Install Green Infrastructure:** We are committed to the installation of rain gardens, bioswales, and other systems designed to filter and clean stormwater runoff.

### **Sustainable Transportation**

Transportation is Shoreline's largest source of greenhouse gas emissions and most of these emissions come from gasoline powered vehicles (55 percent). The City of Shoreline is taking steps to reduce emissions by increasing the availability, safety, and connectivity of multi-modal transportation options such as public transit, walking, and bicycling. The City is building pedestrian improvements through the voter-approved sidewalk program, grant-supported multimodal corridors and transit projects, as well as frontage improvements for developers. Bicycle improvements are considered during these design efforts as part of a complete streets approach. The City also works with transit agencies advocating for a complete network with safe, convenient, and reliable service; and bringing new transit options to the community. The City promotes the use of transportation options through public events and programs such as Commute Trip Reduction in coordination with major employers, and transit-supportive land use. Current efforts the City is pursuing include:

1. **Updating and Implementing the Transportation Master Plan:** Guided by community feedback, the Transportation Master Plan will help create a transportation network that is safe and convenient for all users and all forms of travel. The plan provides guidelines for:
  - a. Improving safety, especially for walking and biking.
  - b. Making transportation options more accessible for people to get to where they need to go whether they choose to walk, bike, use transit, drive carshare, or a combination of these.
  - c. Planning for how and what the City needs to keep city-wide travel efficient as Shoreline's population grows, including transit-supportive land use policies and options to establish shared use mobility hubs.
2. **Implementing a bike and scooter share pilot program:** In August 2024, the City launched a two-year pilot program for a scooter and bike share mobile app service. This new program supports Shoreline's

commitment to sustainable transportation by creating a travel option that can be used for a portion or all of your trip instead of a drive alone trip.

3. **Electrifying the City fleet:** The City set a goal to replace all light and medium-duty vehicles and off-road equipment in our City fleet with electric alternatives by 2030. As of 2023, 24 percent of our light and medium-duty vehicles and 23 percent of our off-road equipment are electric or hybrid. These vehicles not only produce low to zero carbon emissions but are also more cost-effective for the City to operate.
4. **Promoting and Facilitating a Switch to Electric Vehicles:** The City conducted an electric vehicle charging feasibility study to identify areas where charging may be needed, engaged residents and property owners of affordable and multifamily housing to discuss opportunities and barriers, and engages local utilities to explore strategic partnerships in advancing electric vehicle charging and promote EV use.

## **Buildings and Energy Programs**

Energy use in buildings is the second largest source of greenhouse gas emissions in Shoreline. The City has several programs to help transition the built environment from natural gas and oil to more sustainable, electric options. The City is updating energy codes, increasing energy efficiency in City buildings, and working on developing education programs for homeowners who are interested in making the switch to clean energy sources.

### **Energize Shoreline**

Energize Shoreline is a program that provides free educational workshops about heat pump technology and exclusive savings on heat pumps for Shoreline residents. The 2024 pilot program proved to be a success with the installation of heat pumps across a wide variety of homes, as well as increasing resident awareness around heat pump technology and available rebates.

### **Clean Buildings**

In 2021, City Council approved an ordinance that bans fossil fuels in new commercial and large multi-family construction projects for space heating and most water heating. As a result, Shoreline became the second city in the Pacific Northwest region to adopt a policy that helps accelerate the transition to all-electric buildings by eliminating most fossil fuel uses from new commercial and large multi-family development.

### **Deep Green Incentive Program**

Shoreline developed the Deep Green Incentive Program (DGIP), a tiered program that offers various incentives to developments that achieve various green building certifications. This program took effect on April 25, 2017 via Ordinance No. 760 and was amended in April 2019 through Ordinance No. 839. Two key incentives of this program are expedited permit review and waived/reduced building permit review fees. The DGIP encourages the highest standard for green building within the city to address greenhouse gas emissions from new buildings.

## **Zero Waste**

According to the Environmental Protection Agency (EPA), Municipal Solid Waste (MSW) landfills are the third-largest source of human related methane emissions in the United States, accounting for roughly 14 percent of these emissions in 2021.<sup>2</sup> On a local scale, roughly 70 percent of the waste that Shoreline and other communities send to the King County landfill could have been recycled, composted, repaired, reused, or kept

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<sup>2</sup> Environmental Protection Agency, Basic Information about Landfill Gas, 2023

out of the landfill some other way. Greenhouse gases are released at every stage of a product or service's life cycle, from raw material extraction to manufacturing, transportation, use, maintenance, and disposal. The majority of these emissions happen outside Shoreline's borders, impacting community health and harming ecosystems globally. Although Shoreline lacks direct control over all emissions, it can promote their reduction by implementing policies, making sustainable purchasing decisions, and offering education and resources to help the community recognize the effects of their consumption. There is huge opportunity to reduce landfill waste and to therefore reduce greenhouse gas emissions. The City of Shoreline has a number of programs to help reduce personal and city produced waste Including:

### **Reducing Single-Use Food Serviceware**

As of June 1, 2024 food service businesses must use reusable tableware and condiment containers for on-site dining and compostable materials for takeout and to-go orders.

### **Shoreline Tool Library:**

In fall 2023, Shoreline and Lake Forest Park received nearly \$100,000 to pilot a Shoreline Tool Library and Reuse Center (Tool Library) through [King County's Re+ City Grant program](#). We have partnered with [Seattle REconomy](#) to launch a full circular economy marketplace—a single location that houses a suite of complementary reuse and repair services, including a tool library, reclaimed material store, and space for hosting repair and educational events.

### **Expanding Special Item Recycling**

The City piloted programs at multifamily properties and City facilities focused on recycling specialty items like Styrofoam, [batteries and plastic bags](#). To date, we've partnered with more than a dozen multifamily to install free onsite specialty recycling stations for their tenants. The City has also established a longstanding battery recycling program where Shoreline residents can safely dispose of household batteries for free at [public drop-off locations](#) throughout the city.

### **Increasing Access to Recycling and Composting**

We've implemented programs to help Shoreline residents compost more and recycle better. [Apartment and condos](#) can get free compost service, recycling assistance, and resident education supplies and materials from the City. Since 2022, more than 2,000 residential units at nearly 20 multifamily properties have composted more than 150,000 lbs. of kitchen food scraps, pizza boxes, and other food-soiled paper products, ensuring these materials get turned into nutrient-rich soil instead of going to the landfill.

### **Reducing Contamination in Recycling and Composting**

In partnership with the City's local waste hauler, we developed a contamination monitoring plan to help ensure our recycle and compost waste streams are clean and materials can be processed into new products. By reducing contamination, we keep the value of recycled and composted materials high, which in turn contributes to more robust domestic recycling markets and a more circular economy.

## **Healthy Ecosystems**

The natural environment of Shoreline is one of the City's greatest assets. The trees, forests, waterways, and other ecosystems help mitigate the impacts of climate change. They provide clean air, water, shade, help to

reduce flooding, increase recreation opportunities, and provide habitat for local wildlife. As the City continues to develop and urbanize, it is a primary responsibility of the City to prioritize and protect natural spaces. The City has a number of programs aimed at ecosystem health including:

### **Soak It Up**

The City of Shoreline offers technical and financial assistance to Shoreline residents, schools, and businesses to support the installation of rain gardens and native landscaping on private property.

### **Communi-Trees**

Communi-trees a City program aimed at growing and maintaining trees for a healthy Shoreline. Shoreline residents, schools, churches, and businesses can receive a free tree through Communi-trees. Trees provide a wide range of benefits. They clean our air, create shade, relieve stress, and make our community more beautiful.

### **Natural Yard Care Workshops**

The City of Shoreline provides Natural Yard Care workshops to help community members create beautiful, productive gardens without pesticides, herbicides, and other garden chemicals. Over the years many gardening topics have been covered, such as landscaping, lawn care, food production, choosing native plants, and rainwater capture and mitigation.

### **Community Volunteer Programs**

The City of Shoreline offers several ongoing volunteer programs that connect people to and support our local environment. These include Green Shoreline Partnership restoration work parties; Adopt-a-Drain volunteer program, where volunteers care for nearby storm drains in an effort to reduce pollution in local waterways; and King County Lake Stewardship at Echo Lake, where volunteers collect water quality samples to measure the lake's long-term health trends.

## **Resilient Communities**

As climate change progresses, its effects are growing in frequency, severity, and reach. Shoreline, much like neighboring cities in the Puget Sound area, is grappling with rising temperatures, intensified heatwaves, prolonged wildfire seasons, heightened wildfire risks and smoke exposure, as well as increased instances of localized flooding due to intense rainfall. Climate change exacerbates existing social and racial disparities, disproportionately impacting communities already vulnerable to these environmental changes and lacking adequate resources for adaptation. The 2022 Climate Action Plan focuses on addressing the impacts of climate change on vulnerable community members. The city has a number of programs related to community resilience, including:

### **Environmental Mini-Grants**

The City of Shoreline offers grants up to \$5,000 per application to individuals, community groups, schools, churches, and business owners for projects that benefit our environment and community. Projects are prioritized that address one or more of the City's focus areas, including preparing the community for climate change impacts, preventing and reducing waste, protecting and restoring our natural habitats, and using less fossil fuels in our cars and buildings.

Projects must:

- Make a real and easy-to-measure positive impact on our environment and community.
- Include at least a 20 percent match for eligible project costs (This means you need to contribute money, volunteer hours, or staff time that add up to at least 20 percent of the total grant funds).
- Be completed within the granting period.

## **Federal, State, and County Programs**

### **United States Conference of Mayor’s Climate Protection Agreement<sup>3</sup>**

A group of 1,066 mayors, including current Shoreline Mayor Chris Roberts, have enlisted in The U.S. Conference of Mayors’ Climate Protection Agreement, initially spearheaded by Seattle’s Mayor Greg Nickels. Pledging to cut carbon emissions in their municipalities to levels below those of 1990, aligning with the goals of the Kyoto Protocol, these mayors represent a nationwide commitment to combat climate change. Guided by The Conference’s leadership, the Energy Efficiency and Conservation Block Grant (EECBG) Program was conceptualized, marking a historic milestone as it enabled cities, counties, and states to access grants expressly designated for financing energy efficiency initiatives, a first in U.S. history.

### **The Cascade Agenda, a 100 Year Vision for Pierce, King, Kittitas, and Snohomish Counties<sup>4</sup>**

The Cascade Agenda is a visionary plan developed by a large group of stakeholders to guide sustainable growth and development in the Puget Sound region. This ambitious initiative addresses a wide range of interconnected issues, including environmental conservation, economic prosperity, social equity, and community well-being.

At its core, the Cascade Agenda is a call to action on seeking balance between the region’s rapid urbanization and the preservation of its natural beauty and ecological integrity. It emphasizes smart growth principles, such as compact urban development, transit-oriented design, and the protection of critical natural areas. By promoting sustainable land use practices and transportation alternatives, the plan aims to reduce greenhouse gas emissions, mitigate climate change impacts, and enhance the quality of life for residents.

The Cascade Agenda represents a holistic approach to long-term planning, recognizing the interconnectedness of environmental, economic, and social factors. By setting ambitious goals and engaging stakeholders in collaborative decision-making, the plan aims to create a resilient and sustainable future for generations to come.

### **The Green City Partnerships Program<sup>5</sup>**

The Green City Partnership program is a collaborative initiative aimed at enhancing urban green spaces and promoting ecological resilience within cities in the greater Puget Sound area.

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<sup>3</sup> (The United States Conference of Mayors, 2024)

<sup>4</sup> (Forterra, Land for Good, 2024)

<sup>5</sup> (Forterra, Land for Good, 2024)



Through the Green City Partnership, cities work together to identify priority areas for restoration, such as parks, natural areas, and greenbelts. These areas are often degraded or underutilized due to urban development or invasive species encroachment.

The program focuses on restoring native vegetation, improving habitat for wildlife, and creating accessible green spaces for communities to enjoy. By engaging local residents in stewardship activities such as tree planting, invasive species removal, and habitat restoration, the Green City Partnership fosters a sense of ownership and connection to the natural environment.

### **King County-Cities Climate Collaboration<sup>6</sup>**

The King County-Cities Climate Collaboration (K4C) is a partnership of local governments working together to accelerate climate action. It is a combination of knowledge, resources, and advocacy power to shape policy and programs that address the climate crisis in King County and across the State.

Shoreline was a founding member of the K4C in 2012. Since then, the K4C has grown to 23 partners – King County, Bellevue, Bothell, Burien, Duvall, Issaquah, Kenmore, Kent, Kirkland, Lake Forest Park, Maple Valley, Mercer Island, Newcastle, Normandy Park, North Bend, Redmond, Renton, Sammamish, Seattle, Shoreline, Snoqualmie, Tukwila, and the Port of Seattle – who together represent more than 86 percent of the King County population.

Partners work together to reduce harmful greenhouse gas emissions by sustainably increasing mobility, investing in renewable energy, promoting clean energy use in buildings and vehicles, and expanding farm and forest protection. Shoreline staff and elected officials are active participants in the K4C.

### **Tree City USA<sup>7</sup>**

Being recognized as a Tree City USA by the Arbor Day Foundation signifies a commitment to effective urban forestry management and the enhancement of community green spaces. To earn this designation, a city must meet four core standards established by the Arbor Day Foundation and the National Association of State Foresters:

- 1. Tree Board or Department:** The city must establish a Tree Board or Department responsible for overseeing the care and management of its urban forest. This entity is typically tasked with developing a comprehensive tree care ordinance, creating a long-term urban forestry plan, and promoting public awareness and education about the value of trees.
- 2. Tree Care Ordinance:** The city must enact and enforce a tree care ordinance or policy aimed at protecting and preserving its tree canopy. This ordinance typically outlines regulations for tree planting, maintenance, removal, and replacement on public property and rights-of-way.

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<sup>6</sup> (King County, 2024)

<sup>7</sup> (Arbor Day Foundation, 2024)

- 3. Annual Arbor Day Observance and Proclamation:** The city must celebrate Arbor Day annually by holding a public event and issuing an official proclamation recognizing the importance of trees. This event often includes tree planting ceremonies, educational activities, and community engagement initiatives to raise awareness about the benefits of trees and the importance of conservation.
- 4. Community Forestry Program:** The city must allocate financial resources and support for a community forestry program, including funding for tree planting, maintenance, and management activities. This program may involve partnerships with local businesses, nonprofit organizations, and volunteers to expand tree canopy coverage, enhance urban green spaces, and improve overall quality of life for residents.

Shoreline became a recognized City by Tree City USA in 2013. To qualify for this designation, the City adopted Ordinance 617, creating a Tree Board, and Ordinance 627, a street tree ordinance. In 2013, Shoreline also received a \$10,000 Community Urban Forestry Assistance Grant from the Washington Department of Natural Resources (WA DNR) to create an Urban Forest Strategic Plan (UFSP). In 2023, after almost ten years of Citywide growth and changes, an update of the plan was needed. After a thorough review by the community, staff, the Tree Board, and City Council, completed strategies were identified, and new strategies were created. These changes were integrated into the existing UFSP, and in the fall of 2023, the City Council approved the updated [Urban Forest Strategic Plan](#).

## Significant, Unavoidable Adverse Impacts

While increased new development and redevelopment under the alternatives could create impacts to the natural environment, such impacts would be mitigated through the measures described above. As such, significant unavoidable adverse impacts would not be expected under any of the alternatives with ongoing implementation of code requirements, plans, programs, and project level mitigation measures. The City will continue to monitor conditions over time to ensure that the following issues and other environmental impacts can be effectively managed and mitigated. In addition to ongoing focus on the programs and measures described above, specific areas of focus would continue to include the following.

- Reducing vehicle miles traveled and related greenhouse gas emissions and other monitoring as described above related to implementation of the Climate Action Plan;
- Reducing impervious surface areas;
- Avoiding loss of urban tree canopy;
- Avoiding loss of stream and wetland functions related to hydrology, water quality, and habitat;
- Controlling erosion and sedimentation of streams and wetlands due to increased flow rates and volumes, resulting in declining conditions; and
- Avoiding long-term cumulative reduction in groundwater recharge and associated discharge to streams.

# Transportation

7



# Chapter 7—Transportation

## Introduction

This chapter of the Final Environmental Impact Statement/FEIS (as published in the previous Draft Environmental Impact Statement/DEIS) addresses transportation conditions in Shoreline and analyzes potential impacts and associated mitigation needs related to the alternatives. The content and related tables and figures for this chapter were developed by Fehr and Peers for the City of Shoreline in 2022 as part of their work on the Transportation Element and background analysis and modeling as part of the Shoreline 2044 Comprehensive Plan update. It should be noted that the analysis and modeling was completed in alignment with the regional transportation model and matches that models forecasts for population, housing units, and jobs.

## Affected Environment

An overview of the Transportation Element of the Shoreline 2044 Comprehensive Plan and existing characteristics of the multimodal transportation network and facilities are described in this section of the Transportation chapter.

The Transportation Element is designed to provide insight into the City’s intentions and commitments, so that public agencies and individual households can make decisions, coordinate development, and participate in achieving a shared vision. It also provides the foundation for development regulations contained in the Shoreline Development Code and Engineering Development Manual. For more information related to updated policies, as well as concurrency and level of service provisions, refer to the Supporting Analysis for the Transportation Element in the Draft 2044 Comprehensive Plan update document.



Several national, state, and regional agencies influence transportation mobility options in Shoreline, including the United States Department of Transportation, Washington State Department of Transportation, Puget Sound Regional Council, King County Metro, Sound Transit, and Community Transit. One purpose of the Transportation Element is to guide how the City focuses strategic efforts in local investments to create a connected, multimodal transportation system that utilizes regional transportation facilities and services.

In addition to the regulatory guiding framework of the Transportation Element, the City is also in the process of updating its Transportation Master Plan (TMP) in 2024. While separate from this Transportation Element, the TMP shares the same vision, goals, and guidance but provides more detailed implementation actions to provide a cohesive long-range blueprint for travel and mobility in Shoreline.


## Street Network

Shoreline's street network is comprised of a variety of roadway types, which balance vehicle capacity with the needs of other uses (people walking, bicycling, and taking transit), and connects all users to local and regional facilities. **Table 7-1** describes the different types of roadways in Shoreline, also called street classification, and **Figure 7.1** maps their locations in Shoreline.

**Table 7-1 City of Shoreline Street Classification**

| Type                             | Description <sup>1</sup>  | Examples  | Photo   |
|----------------------------------|---|---|---|
| <p><b>Principal Arterial</b></p> | <p>Principal Arterials are roadways that provide a high degree of vehicular mobility with more restricted access and have regional significance as major vehicular and transit travel routes that connect between cities within a metropolitan area. They generally have sidewalks on both sides of the roadway, and some have bicycle facilities. Speed limits on Principal Arterials in Shoreline range from 25-40 mph.</p> | <p>Aurora Avenue N, N/NE 175th Street from Aurora Ave N to 15<sup>th</sup> Ave NE, and 15th Avenue NE</p>   |  <p>Aurora Avenue N</p>     |
| <p><b>Minor Arterial</b></p>     | <p>Minor Arterials are generally designed to provide a high degree of intra-community connections and are less significant from a perspective of regional mobility, but many also provide transit service. They generally have sidewalks on at least one side of the roadway, and some have bicycle facilities. Speed limits on Minor Arterials in Shoreline are 30-35 mph.</p>   | <p>Meridian Avenue N, N/NE 185th Street from Fremont Ave N To 10<sup>th</sup> Ave NE, and NW Richmond Beach Road from 20<sup>th</sup> Ave NW to Fremont Ave N</p> |  <p>Meridian Avenue N</p> |

|                                  |   |  |  |
|----------------------------------|---|--|--|
| <p><b>Collector Arterial</b></p> | <p>Collector Arterials assemble traffic from the interior of an area/community and deliver it to the closest Minor or Principal Arterial. Collector Arterials provide for both mobility and access to property and are designed to fulfill both functions. Some Collector Arterials provide transit service, sidewalks, and bicycle facilities, but there are gaps. The speed limit on Collector Arterials in Shoreline is 25-35 mph.</p> | <p>Greenwood Avenue N, Fremont Avenue N from N 165<sup>th</sup> Street to NW 205<sup>th</sup> Street, and NW Innis Arden Way</p>   |  <p style="text-align: center;">Greenwood Avenue N</p> |
| <p><b>Local Primary</b></p>      | <p>Local Primary roadways connect traffic to Arterials, accommodate short trips to neighborhood destinations and provide local access. They generally do not have transit service, sidewalks, or bicycle facilities. The speed limit on Local roadways in Shoreline is 25 mph.</p>  | <p>25th Avenue NE from Ballinger Way NE to NE 205<sup>th</sup> Street, N 167th Street from Ashworth Ave N to Meridian Ave N, and 10<sup>th</sup> Ave NE from NE 155<sup>th</sup> St to NE 175<sup>th</sup> Street.</p> |  <p style="text-align: center;">10th Avenue NE</p>    |

|                        |  |   |  |
|------------------------|--|---|--|
| <b>Local Secondary</b> | Local Secondary roadways provide local access. They generally do not have transit service, sidewalks, or bicycle facilities. The speed limit on Local roadways in Shoreline is 25 mph. | Wallingford Avenue N, 11th Avenue NE, 12th Avenue NE, NE 158 <sup>th</sup> Street |  <p data-bbox="1019 541 1182 571">NE 158<sup>th</sup> Street</p> |
|------------------------|--|---|--|

Source: Shoreline TMP, 2011; Google Maps, 2020

1 Speed limits for specific facilities can be found in the Shoreline Municipal Code 10.20.010

### Existing Vehicle Congestion

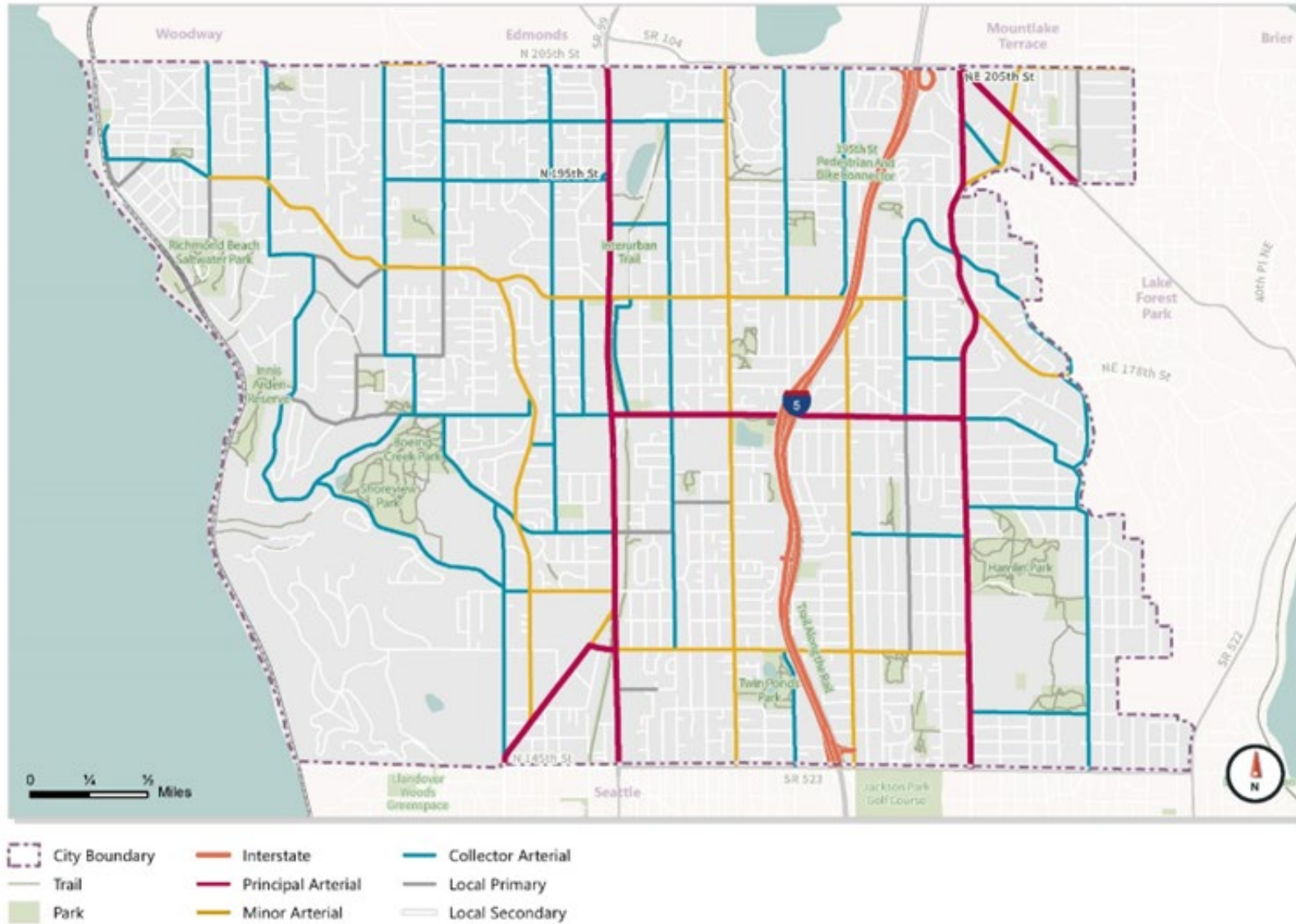
The operational performance of intersections within Shoreline is measured using a standard methodology known as level of service (LOS). LOS represents the degree of congestion at an intersection based on a calculation of average delay per vehicle at a controlled intersection, such as a traffic signal or stop sign. Individual LOS grades are assigned on a letter scale, A-F, with LOS A representing free-flow conditions with no delay and LOS F representing highly congested conditions with long delays. **Table 7-2** shows the definition of each LOS grade from the 6th Edition Highway Capacity Manual (HCM) methodology, which is based on average control delay per vehicle. Signalized intersections have higher delay thresholds compared with two-way and all-way stop-controlled intersections. HCM methodologies prescribe how delay is measured at different types of intersections: for signalized and all-way stop intersections, LOS grades are based on the average delay for all vehicles entering the intersection; for two-way stop-controlled intersections, the delay from the most congested movement is used to calculate LOS. LOS is usually calculated for the busiest hour of the day, or “peak hour”, to represent the worst observed conditions on the roadway.

**Table 7-2 Intersection LOS Criteria Based on Delay**

| Level of Service | Signalized Intersections (seconds per vehicle) | Stop-Controlled Intersections (seconds per vehicle) |
|------------------|--|---|
| A                | <= 10  | <= 10   |
| B                | >10 to 20                                      | >10 to 15   |
| C                | >20 to 35                                      | >15 to 25   |
| D                | >35 to 55                                      | >25 to 35   |
| E                | >55 to 80                                      | >35 to 50   |
| F                | > 80   | > 50  |

Source: 6th Edition Highway Capacity Manual

Figure 7.1 Existing Street Classification Map





The City's 2011 TMP identified LOS standards for the City's roadway network. In general, it required LOS D operations at signalized intersections along arterial streets and at unsignalized intersecting arterials for most streets.

Additionally, the City measures the performance of its roadway system based on the volume to capacity (V/C) ratio of principal and minor arterials. The V/C ratio compares roadway demand (vehicle volumes) with roadway supply (carrying capacity). If a roadway has a V/C of 1.0, the roadway is operating at full capacity. The 2011 TMP set a V/C standard of 0.90 or lower for most principal and minor arterials but recognized certain streets where these standards may not be achievable due to topographical, land ownership, or other feasibility constraints. This Transportation Element revises these standards for City-owned roadway facilities, specifically to allow for LOS E operations at intersections and a higher V/C (1.1) within King County [candidate] Countywide Centers. These revisions recognize that the City must balance the needs of vehicles with the needs of other street users, including people walking and bicycling in urban districts, like the four designated centers.

In addition to City facilities, there are also state-owned roadway facilities in Shoreline. The LOS standards for these facilities are assigned by the Washington State Department of Transportation (WSDOT) and are as follows:

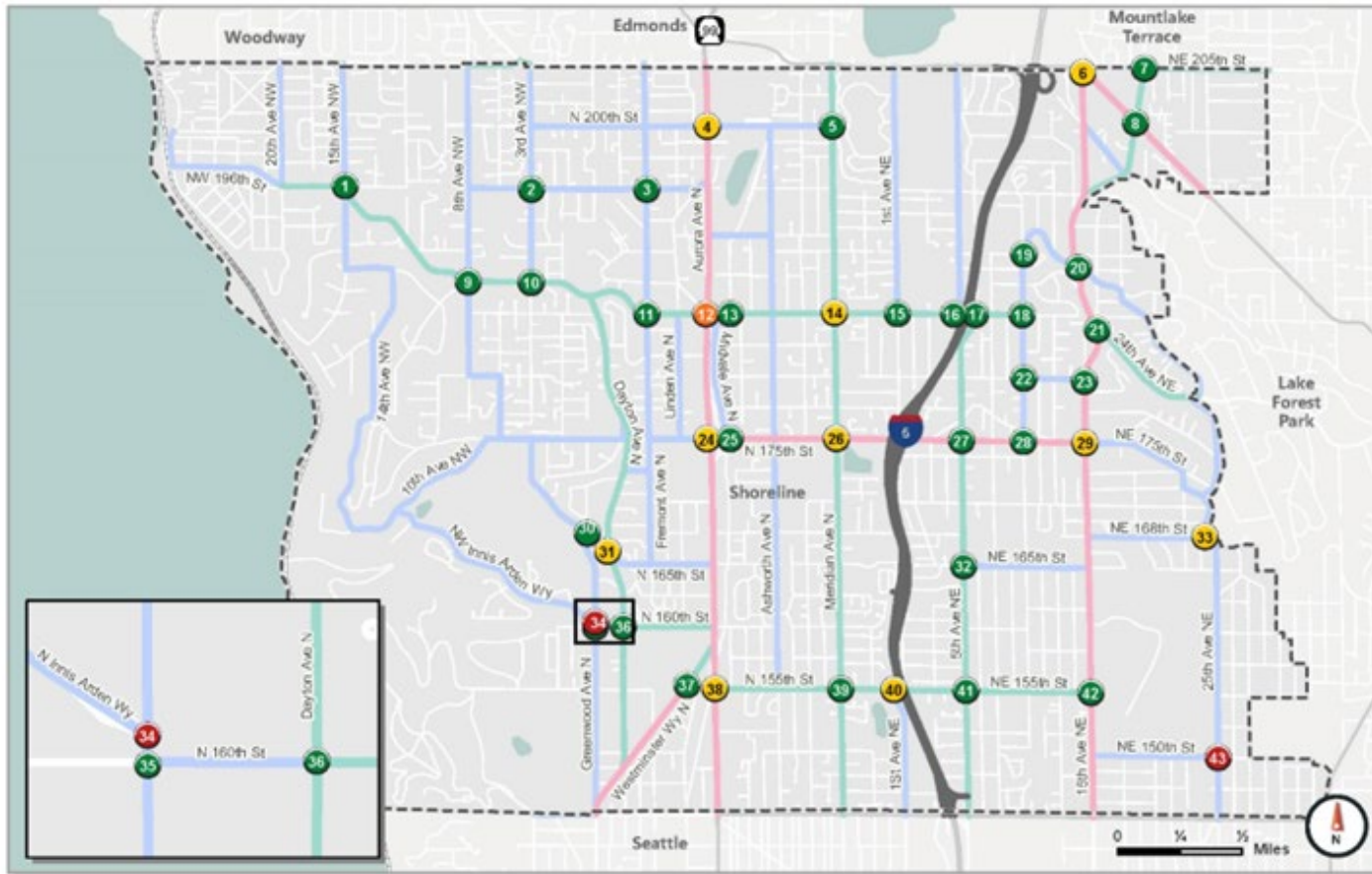
- SR 99 has a LOS standard of D
- SR 523 has a LOS standard of E mitigated<sup>5</sup>
- SR 104 from SR 99 to 15th Ave NE has a LOS standard of D
- SR 104 from 15th Ave NE to the eastern city limits has a LOS standard of E mitigated

**Figure 7.2** and **Table 7-3** show how several intersections in Shoreline are operating today (intersection numbers on map correspond with Map ID# in table).

## Measured Vehicle Speeds

Another way of checking intersection operations with actual travel data is by looking at average vehicle speeds which can be an indicator of congestion. Average vehicle speeds during the PM peak hour were compared to posted speed limits at 134 locations along Shoreline's roadway network. **Figure 7.3** shows that there is minimal congestion during the PM peak hour in Shoreline for locations with available speed data. None of the locations have PM peak period speeds that are more than 50 percent below the posted speed limit. Only about 30 percent of the analyzed locations have congested speeds that are 15 to 50 percent below the posted speed limit. Therefore, most vehicles are traveling at speeds that are close to the posted speed limits. Note that while this map doesn't report on 145<sup>th</sup> Street and 205<sup>th</sup> Street because they are outside of the City's jurisdiction, the City is monitoring their conditions and helping to plan these corridors with neighboring cities and transportation agencies.

Figure 7.2 Existing Level of Service in Shoreline



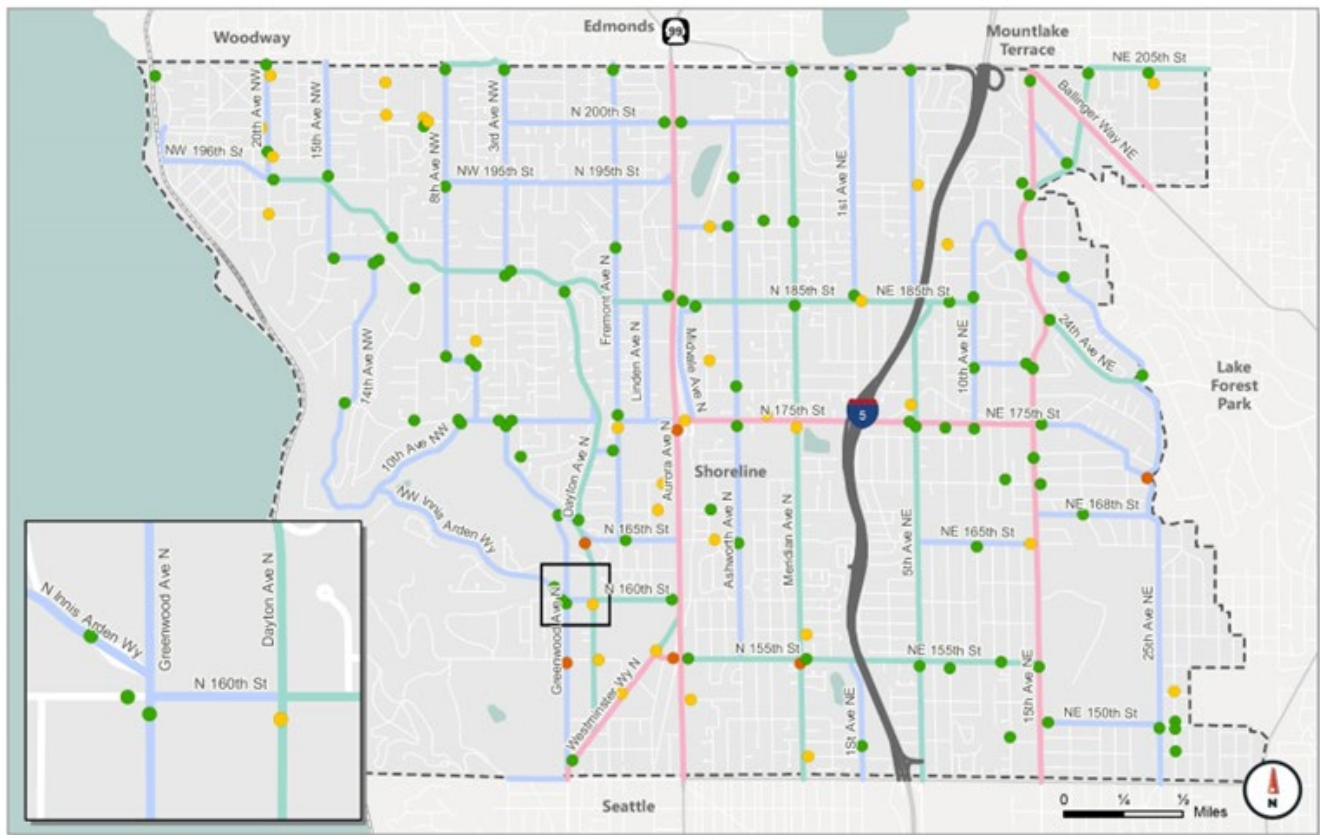
Note: Intersection numbers correspond with the Map ID number in Table 7-3.

**Table 7-3 Existing Level of Service in Shoreline (mapped in the preceding Figure 7.2)**

| Map ID | Intersection Location                        | Delay (seconds) | LOS | Map ID | Intersection Location               | Delay (seconds) | LOS |
|--------|--|-----------------|-----|--------|-------------------------------------|-----------------|-----|
| 1      | 15th Ave NW & NW 195th St                    | 19              | C   | 23     | 15th Ave NE & NE 180th St           | 8               | A   |
| 2      | 3rd Ave NW & NW 195th St                     | 14              | B   | 24     | Aurora Ave N & N 175th St           | 55              | D   |
| 3      | Fremont Ave N & N 195th St                   | 10              | B   | 25     | Midvale Ave N & N 175th St          | 10              | B   |
| 4      | Aurora Ave N & N 200th St                    | 53              | D   | 26     | Meridian Ave N & N 175th St         | 49              | D   |
| 5      | Meridian Ave N & N 200th St                  | 8               | A   | 27     | NE 175th St & 5th Ave NE            | 18              | B   |
| 6      | Ballinger Way NE & NE 205th St & 15th Ave NE | 46              | D   | 28     | NE 175th St & 10th Ave NE           | 6               | A   |
| 7      | NE 205th St & 19th Ave NE                    | 31              | C   | 29     | 15th Ave NE & NE 175th St           | 38              | D   |
| 8      | Ballinger Way NE & 19th Ave NE               | 29              | C   | 30     | Greenwood Ave N & Carlyle Hall Rd   | 17              | C   |
| 9      | NW Richmond Beach Rd & 8th Ave NW            | 26              | C   | 31     | Dayton Ave N & Carlyle Hall Rd      | 26              | D   |
| 10     | 3rd Ave NW & NW Richmond Beach Rd            | 17              | B   | 32     | 5th Ave NE & NE 165th St            | 10              | A   |
| 11     | Fremont Ave N & N 185th St                   | 25              | C   | 33     | 24th Ave NE & NE 168th St           | 26              | D   |
| 12     | Aurora Ave N & N 185th St                    | 59              | E   | 34     | Greenwood Ave N & NW Innis Arden Wy | 97              | F   |
| 13     | Midvale Ave N & N 185th St                   | 7               | A   | 35     | Greenwood Ave N & N 160th St        | 18              | C   |
| 14     | Meridian Ave N & N 185th St                  | 40              | D   | 36     | Dayton Ave N & N 160th St           | 15              | B   |
| 15     | 1st Ave NE & NE 185th St                     | 15              | B   | 37     | Westminster Way N & N 155th St      | 19              | B   |
| 16     | 5th Ave NE & NE 185th St (West Side of I-5)  | 19              | C   | 38     | Aurora Ave N & N 155th St           | 49              | D   |
| 17     | 5th Ave NE & NE 185th St (East Side of I-5)  | 16              | B   | 39     | Meridian Ave N & N 155th St         | 34              | C   |
| 18     | 10th Ave NE & NE 185th St                    | 9               | A   | 40     | 1st Ave NE & N 155th St             | 26              | D   |

| Map ID | Intersection Location                      | Delay (seconds) | LOS | Map ID | Intersection Location     | Delay (seconds) | LOS |
|--------|--|-----------------|-----|--------|---------------------------|-----------------|-----|
| 19     | 10th Ave NE & NE Perkins Way & NE 190th St | 8               | A   | 41     | 5th Ave NE & NE 155th St  | 13              | B   |
| 20     | NE Perkins Way & 15th Ave NE               | 20              | B   | 42     | 15th Ave NE & NE 155th St | 21              | C   |
| 21     | 15th Ave NE & 24th Ave NE                  | 7               | A   | 43     | 25th Ave NE & NE 150th St | 96              | F   |
| 22     | 10th Ave NE & NE 180th St                  | 10              | B   |        |                           |                 |     |

Figure 7.3 Speed Analysis



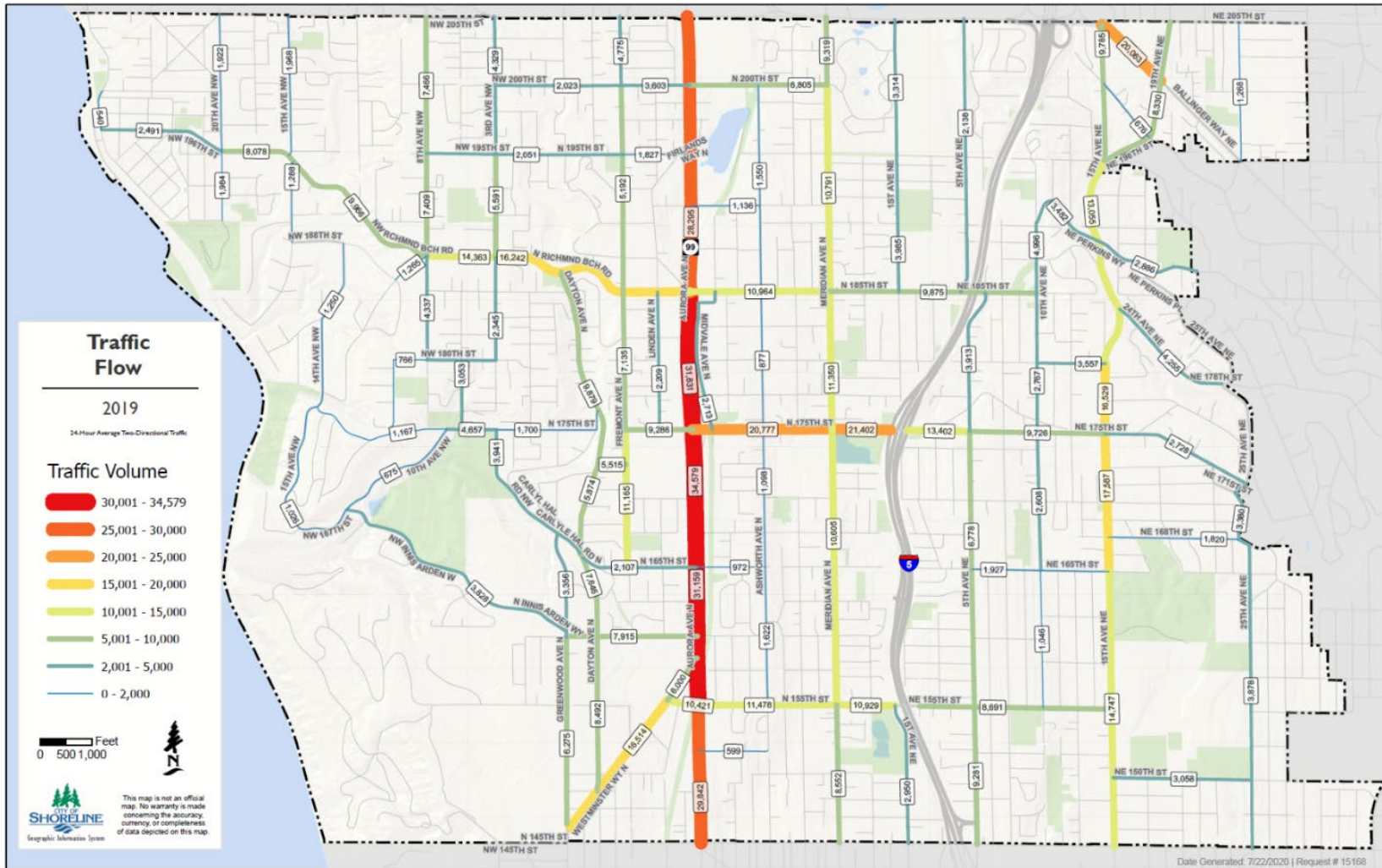
- PM Peak Hour Speed Deviation**
- 0-15% below posted speed
  - 15-25% below posted speed
  - 25-50% below posted speed
- Roadway Functional Classification**
- Interstate
  - Principal Arterial
  - Minor Arterial
  - Collector Arterial

**Speed Analysis**

## Existing Traffic Volumes

Figure 7.4 shows average weekday traffic volumes for roadways in Shoreline as of 2019.

Figure 7.4 Existing Traffic Volumes



### **Future Traffic Growth**

By 2044, the City’s Comprehensive Plan anticipates adding 13,330 additional households and 10,000 new jobs. To understand how this growth (and anticipated regional growth outside of the city) will impact Shoreline’s transportation system, the City must project growth and its impacts into the future using specialized travel models. For this Transportation Element, the City has projected just over 20 years into the future, developing a travel model with horizon year 2044. This travel model was based on the Puget Sound Regional Council (PRSC) regional model, which considers many data points such as local and regional transportation investments (such as extending light rail to Lynnwood), road usage charges, and demographic shifts in household size, income, and composition to understand how travel patterns might change in the future. This modeling effort provides one of the best means to evaluate anticipated traffic congestion in 2044 both on local streets and on state facilities.

### **Future Vehicle Congestion**

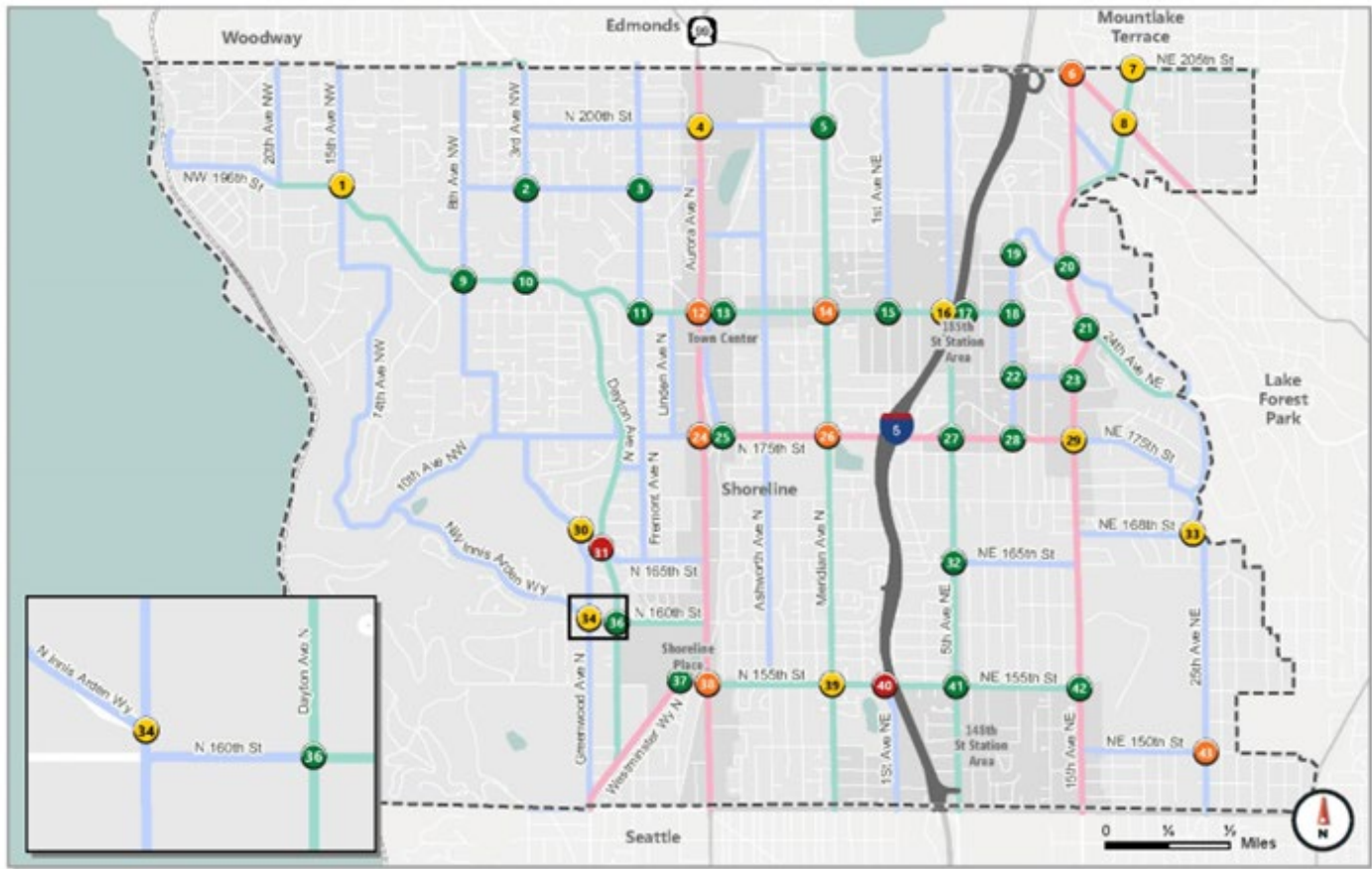
The City must balance the needs of vehicles with the needs of other street users, including people walking and bicycling. This is especially true in urban districts, like the four designated [candidate] Countywide Centers (areas near the 148<sup>th</sup> Street and 185<sup>th</sup> Street light rail stations, Shoreline Place, and “Town Center” along Aurora Avenue) where Shoreline will be concentrating the most growth as these areas will be adjacent to more transportation options. King County’s designated Countywide Centers are locations with zoned densities that can support high-capacity transit and shorter trips on foot to nearby supportive land uses and can serve as a focal point for investment. In part due to more transportation options in these areas, this Transportation Element proposes to revise the City of Shoreline LOS policy to allow more automobile delay (LOS E) at intersections within the Countywide Centers and along state routes but maintain the current LOS policy (LOS D) outside of these areas. State routes serve as important regional connections and are more impacted by regional travel patterns outside of the City’s control. They also carry the highest volumes of traffic within the City, so these facilities often experience higher levels of delay.

This balanced approach allows the City to incentivize growth in the Countywide Centers where infrastructure is available to support more trips by foot, bike, and transit, while upholding a more stringent intersection delay standard in areas where less supportive multimodal infrastructure exists.

Using the projected traffic growth from the City’s travel model, the projected 2044 delay and LOS at key intersections was calculated. The following **Figure 7.5** and **Table 7-4** show the expected LOS for intersections in Shoreline in 2044. It is important to note that not all arterial intersections were studied as part of this effort; as growth occurs, localized impacts to intersections are studied on a project-by-project basis for compliance with LOS standards.

In addition to evaluating traffic growth in local facilities, State guidance requires that this Transportation Element consider estimated traffic impacts to state-owned transportation facilities resulting from land use growth anticipated by 2044. **Table 7-5** summarizes traffic operations projected on state facilities by 2044, based on the modeling assumptions described above. Aurora Ave N is not included in Table 6. The City of Shoreline considers the Aurora Corridor to be mitigated to the extent feasible as it relates to non-transit vehicles. Any future vehicle-oriented improvements to the Aurora Corridor will focus on transit speed and reliability rather than adding general capacity improvements to encourage more trips through the City by single occupant vehicles.

**Figure 7.5 Future Automobile Level of Service in Shoreline by 2044**



**Level of Service**  
 ● A - C   ● D   ● E   ● F

**Roadway Functional Classification**  
 — Interstate   — Minor Arterial  
 — Principal Arterial   — Collector Arterial

*Note: Intersection numbers correspond with the information in Table 7-4.*

**Table 7-4 Future Level of Service in Shoreline (Mapped in Figure 7.5)**

| Map ID | Intersection Location                        | Delay (seconds) | LOS | Map ID | Intersection Location                            | Delay (seconds) | LOS |
|--------|--|-----------------|-----|--------|--|-----------------|-----|
| 1      | 15th Ave NW & NW 195th St                    | 26              | D   | 23     | 15th Ave NE & NE 180th St                        | 22              | C   |
| 2      | 3rd Ave NW & NW 195th St                     | 17              | C   | 24     | Aurora Ave N & N 175th St                        | 72              | E   |
| 3      | Fremont Ave N & N 195th St                   | 12              | B   | 25     | Midvale Ave N & N 175th St                       | 12              | B   |
| 4      | Aurora Ave N & N 200th St                    | 54              | D   | 26     | Meridian Ave N & N 175th St                      | 73              | E   |
| 5      | Meridian Ave N & N 200th St                  | 9               | A   | 27     | NE 175th St & 5th Ave NE                         | 23              | C   |
| 6      | Ballinger Way NE & NE 205th St & 15th Ave NE | 62              | E   | 28     | NE 175th St & 10th Ave NE                        | 8               | A   |
| 7      | NE 205th St & 19th Ave NE                    | 37              | D   | 29     | 15th Ave NE & NE 175th St                        | 42              | D   |
| 8      | Ballinger Way NE & 19th Ave NE               | 43              | D   | 30     | Greenwood Ave N & Carlyle Hall Rd                | 30              | D   |
| 9      | NW Richmond Beach Rd & 8th Ave NW            | 30              | C   | 31     | Dayton Ave N & Carlyle Hall Rd                   | 53              | F   |
| 10     | 3rd Ave NW & NW Richmond Beach Rd            | 26              | C   | 32     | 5th Ave NE & NE 165th St                         | 13              | B   |
| 11     | Fremont Ave N & N 185th St                   | 32              | C   | 33     | 24th Ave NE & NE 168th St                        | 26              | D   |
| 12     | Aurora Ave N & N 185th St                    | 79              | E   | 34     | Greenwood Ave N & NW Innis Arden Wy <sup>1</sup> | 31              | D   |
| 13     | Midvale Ave N & N 185th St                   | 8               | A   | 35     | Greenwood Ave N & N 160th St <sup>1</sup>        |                 |     |
| 14     | Meridian Ave N & N 185th St                  | 59              | E   | 36     | Dayton Ave N & N 160th St                        | 17              | B   |
| 15     | 1st Ave NE & NE 185th St                     | 18              | B   | 37     | Westminster Way N & N 155th St                   | 25              | C   |
| 16     | 5th Ave NE & NE 185th St (West Side of I-5)  | 28              | D   | 38     | Aurora Ave N & N 155th St                        | 78              | E   |
| 17     | 5th Ave NE & NE 185th St (East Side of I-5)  | 29              | C   | 39     | Meridian Ave N & N 155th St                      | 52              | D   |
| 18     | 10th Ave NE & NE 185th St                    | 14              | B   | 40     | 1st Ave NE & N 155th St                          | 55              | F   |
| 19     | 10th Ave NE & NE Perkins Way & NE 190th St   | 9               | A   | 41     | 5th Ave NE & NE 155th St                         | 19              | B   |
| 20     | NE Perkins Way & 15th Ave NE                 | 27              | C   | 42     | 15th Ave NE & NE 155th St                        | 25              | C   |
| 21     | 15th Ave NE & 24th Ave NE                    | 7               | A   | 43     | 25th Ave NE & NE 150th St                        | 43              | E   |
| 22     | 10th Ave NE & NE 180th St                    | 15              | C   |        |  |                 |     |

Source: Fehr & Peers, 2021

<sup>1</sup> The intersections of Greenwood Ave N & NW Innis Arden Wy and Greenwood Ave N & N 160th St are planned as a single roundabout intersection in 2044.



**Table 7-5 Future Level of Service on State Facilities not Discussed Above**

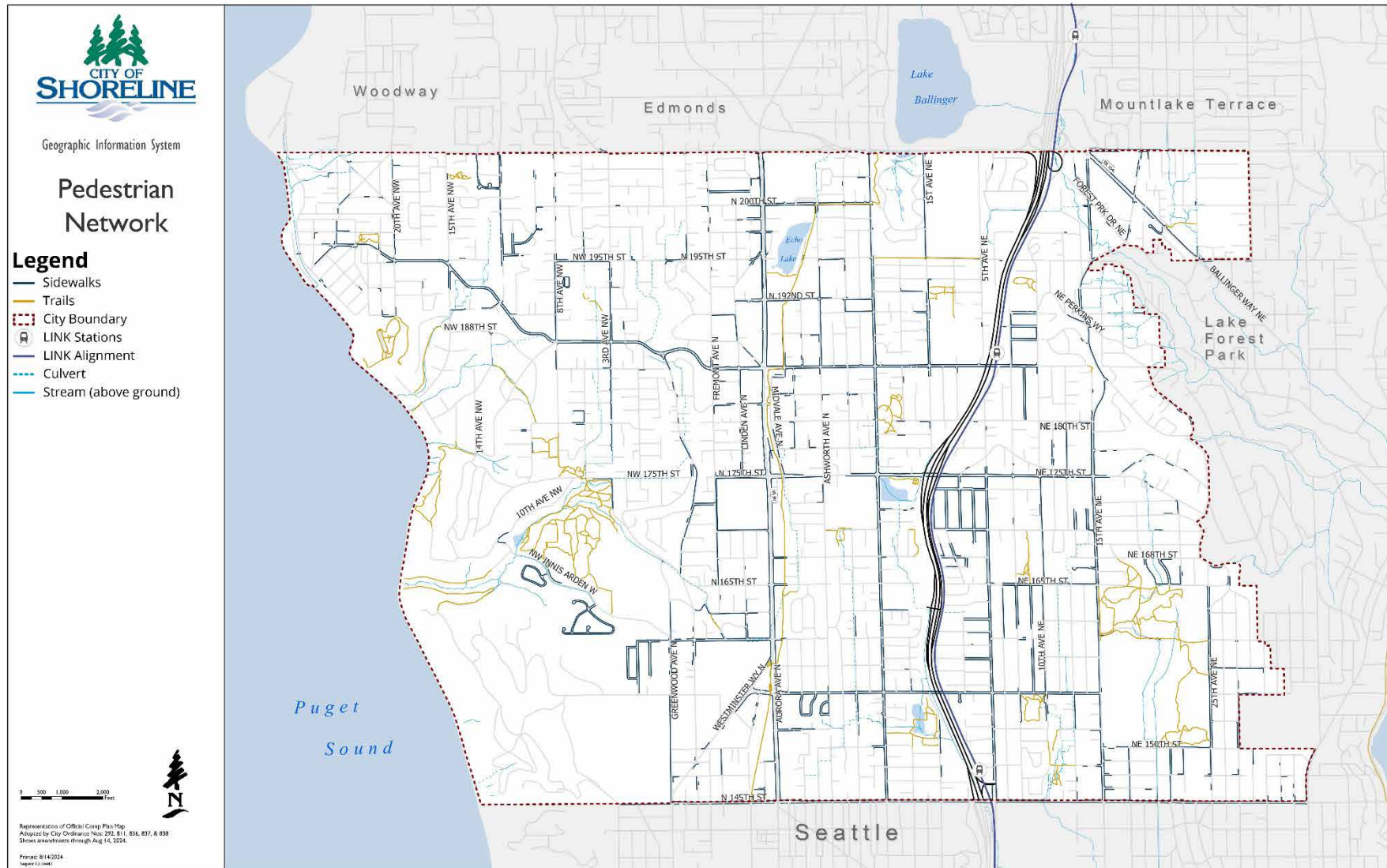
| ID | Facility                        | From        | To          | LOS Standard    | V/C Ratio (2019) |       | V/C Ratio (2044) |       | Notes on Impacts under 2044 Conditions               |
|----|---------------------------------|-------------|-------------|-----------------|------------------|-------|------------------|-------|--|
|    |                                 |             |             |                 | NB/EB            | SB/WB | NB/EB            | SB/WB |  |
| 1  | Interstate 5                    | NE 145th St | NE 175th St | LOS D           | 0.89             | 0.75  | 0.90             | 0.74  | SB meets LOS D standard; NB exceeds LOS D standard   |
| 2  | Interstate 5                    | NE 175th St | SR 104      | LOS D           | 0.80             | 0.72  | 0.81             | 0.73  | Meets LOS D standard along both directions           |
| 3  | SR 104                          | west of I-5 | -           | LOS D           | 0.50             | 0.54  | 0.51             | 0.57  | Meets LOS D standard along both directions           |
| 4  | SR 104                          | east of I-5 | -           | LOS E Mitigated | 0.36             | 0.27  | 0.36             | 0.26  | Meets LOS E Mitigated standard along both directions |
| 5  | N/NE 145 <sup>th</sup> (SR 523) | west of I-5 | -           | LOS E Mitigated | 0.47             | 0.40  | 0.41             | 0.53  | Meets LOS E Mitigated standard along both directions |
| 6  | NE 145 <sup>th</sup> (SR 523)   | east of I-5 | -           | LOS E Mitigated | 0.56             | 0.54  | 0.63             | 0.52  | Meets LOS E Mitigated standard along both directions |

## Walking and Bicycling

Facilities for walking and bicycling are essential components of the City’s multimodal transportation system. Safe and convenient pedestrian infrastructure makes it easier and more convenient to take short trips by foot or wheelchair. Pedestrian infrastructure includes a range of treatments spanning from sidewalks and crosswalks, to trails and shared-use paths. Most of the City’s principal and minor arterials have sidewalks; some lower classified roadways (including local streets) also have sections of sidewalk. Even where sidewalks are present, they are not always wide enough to accommodate passing another person comfortably or provide a buffer from fast-moving traffic. Many sections have insufficient lighting, and some sections are in substandard condition or not ADA compliant. An inventory of all existing sidewalks and shared-use paths is shown in **Figure 7.6**.

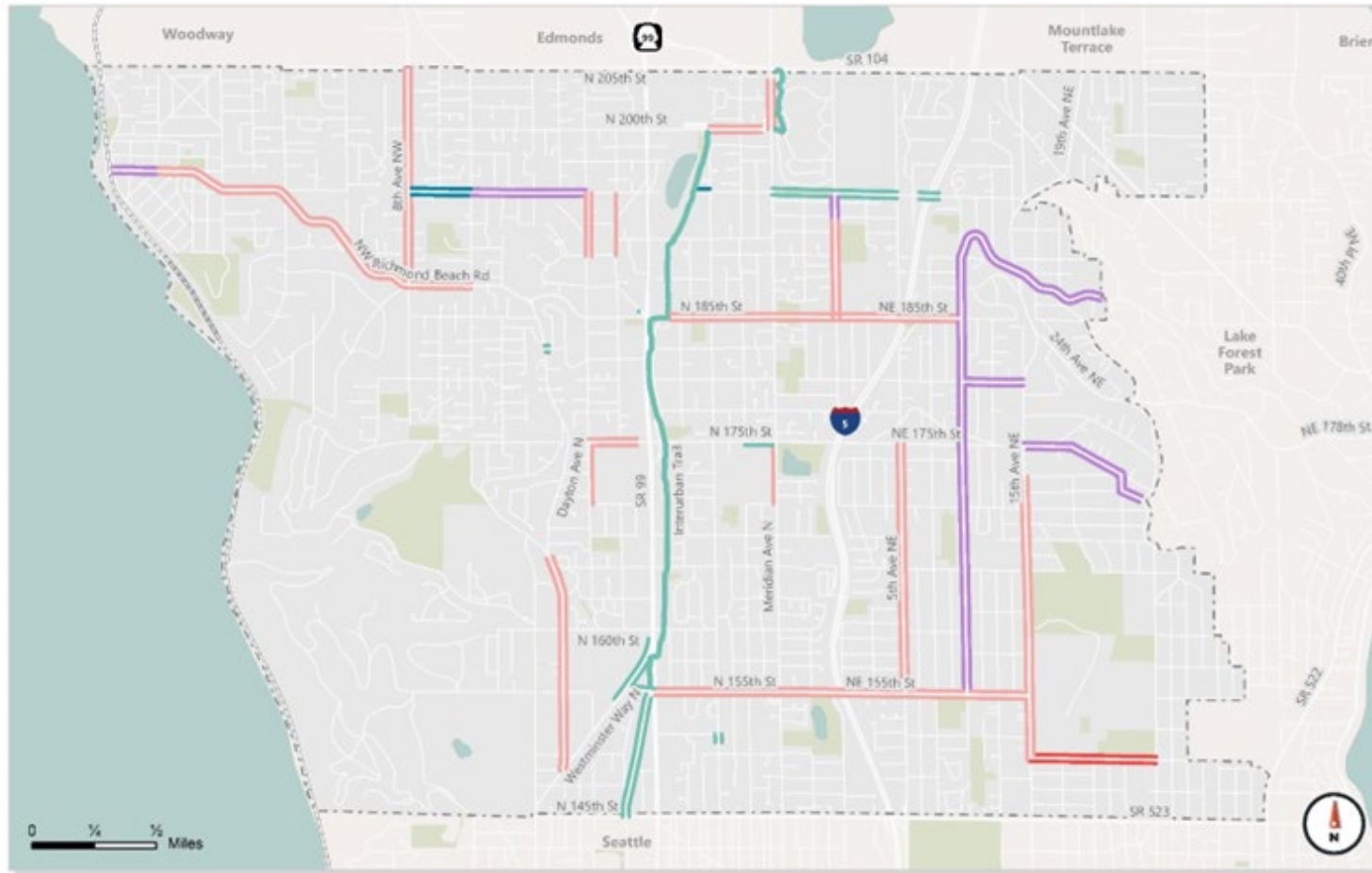
Bicycling facilitates longer trips than walking with similar benefits to the environment, individuals, and the community. Electric bikes and scooters provide even more mobility options for longer trips and make trips in difficult terrain easier. There is a variety of different bicycling infrastructure types that can appeal to bicyclists and riders of electric bikes and scooters with varying levels of experience and confidence. Bicycle facilities currently found in Shoreline include shared-use paths/trails, bike lanes, sharrows, and signed bicycle routes. While there are bike lanes on some key roadways, such as sections of NE 155<sup>th</sup> Street, NE 185<sup>th</sup> Street, NW Richmond Beach Road, 15<sup>th</sup> Avenue NE, and 5<sup>th</sup> Avenue NE, there are many gaps in the bicycle network and many of the facilities are not comfortable for users of all ages and abilities. Shoreline’s existing bicycle network is shown in **Figure 7.7**.

Figure 7.6 Existing Sidewalks



Source: City of Shoreline

Figure 7.7 Existing Bicycle Facilities



- Existing Bike Facilities**
- Bike Facility - Horizontal and Vertical Separation
  - Bike Facility - Horizontal Separation
  - Bike Facility - No Horizontal or Vertical Separation
  - Bike Facility - Vertical Separation
  - Shared Lane/Sharrow
- City Boundary
- Park

City of Shoreline  
**Existing Bike Facilities**

## Transit

To provide convenient and equitable connections to transit for Shoreline residents, employees, and visitors, the City must support access to transit by all modes of travel and ensure that street infrastructure enables transit to operate safely, efficiently, and reliably. While transit has historically been made up of fixed route bus and light rail services, flexible microtransit is another important service that can provide first and last mile connections to fixed route transit and key local destinations.

King County Metro Transit (KC Metro), Community Transit (CT), and Sound Transit (ST) all serve travelers in Shoreline. Additionally, travelers have access to KC Metro paratransit service, Community Van and Ride Share programs, and Transportation Network Companies (TNCs) such as Uber and Lyft. KC Metro connects Shoreline through bus transit service to destinations throughout King County; CT provides service to destinations throughout Snohomish County; and ST offers regional bus service from Shoreline to Seattle, Mountlake Terrace, Lynnwood, and Everett via I-5. **Figure 7.8** shows KC Metro's service plan (as of March 2022) and **Figure 7.9** shows CT and ST routes.

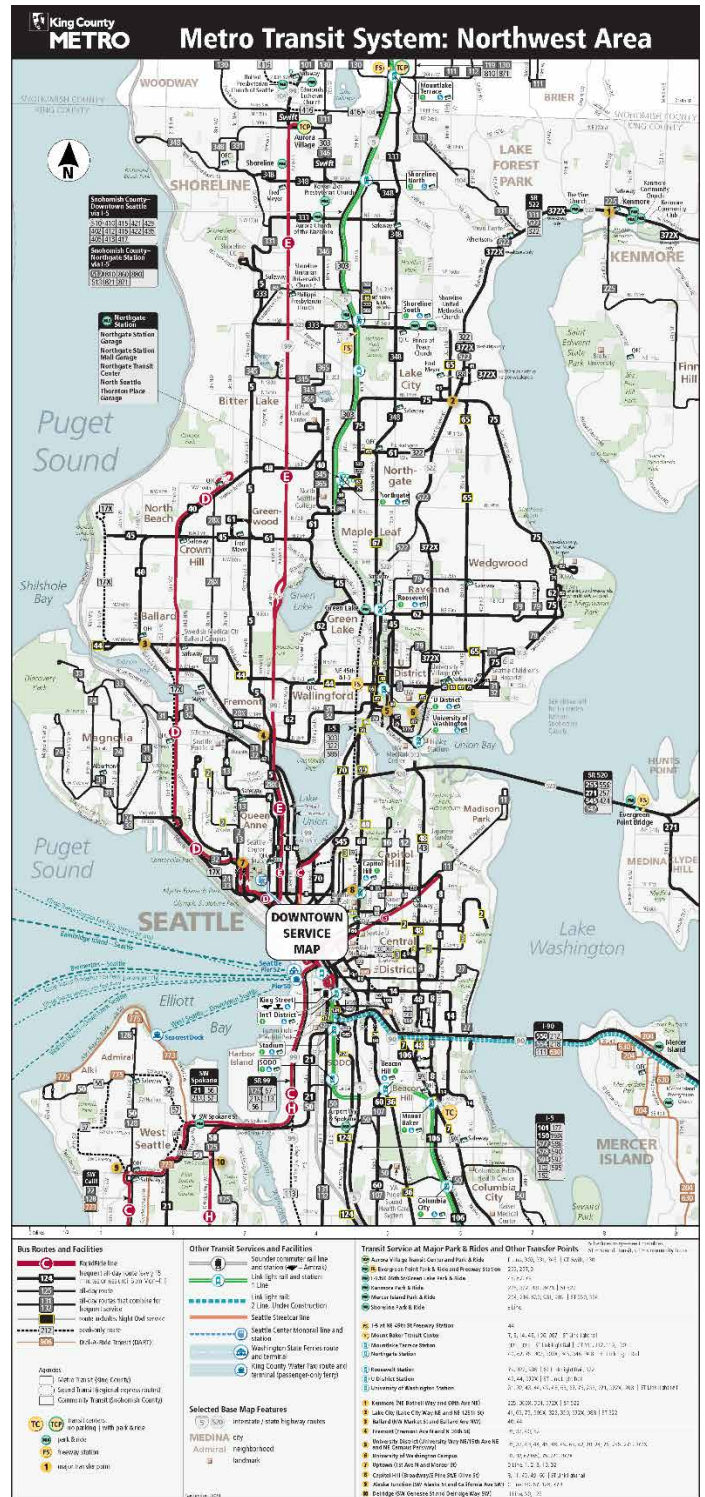
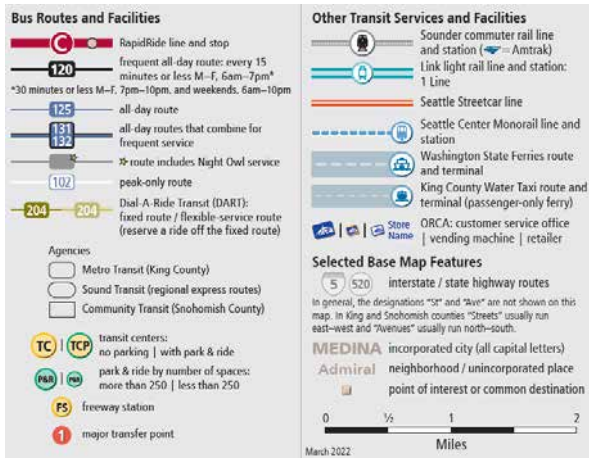
The Aurora Village Transit Center is located on the north side of N 200th Street and just east of Aurora Avenue. The facility serves as a multi-modal transfer point which connects CT and KC Metro transit service. The City of Shoreline also has nine Park & Ride facilities, ranging in size from 20 to 393 parking spaces.

There are various factors that act as deterrents and/or limit the use of transit in Shoreline including:

- Gaps in active transportation infrastructure.
- Lack of safe and comfortable access to transit facilities, such as missing, narrow, or deteriorated pedestrian facilities and lack of lighting; and/or busy intersections or a lack of crosswalks.
- Potential transit riders may find deficiencies in the network or feel uncomfortable or at risk while riding on transit.

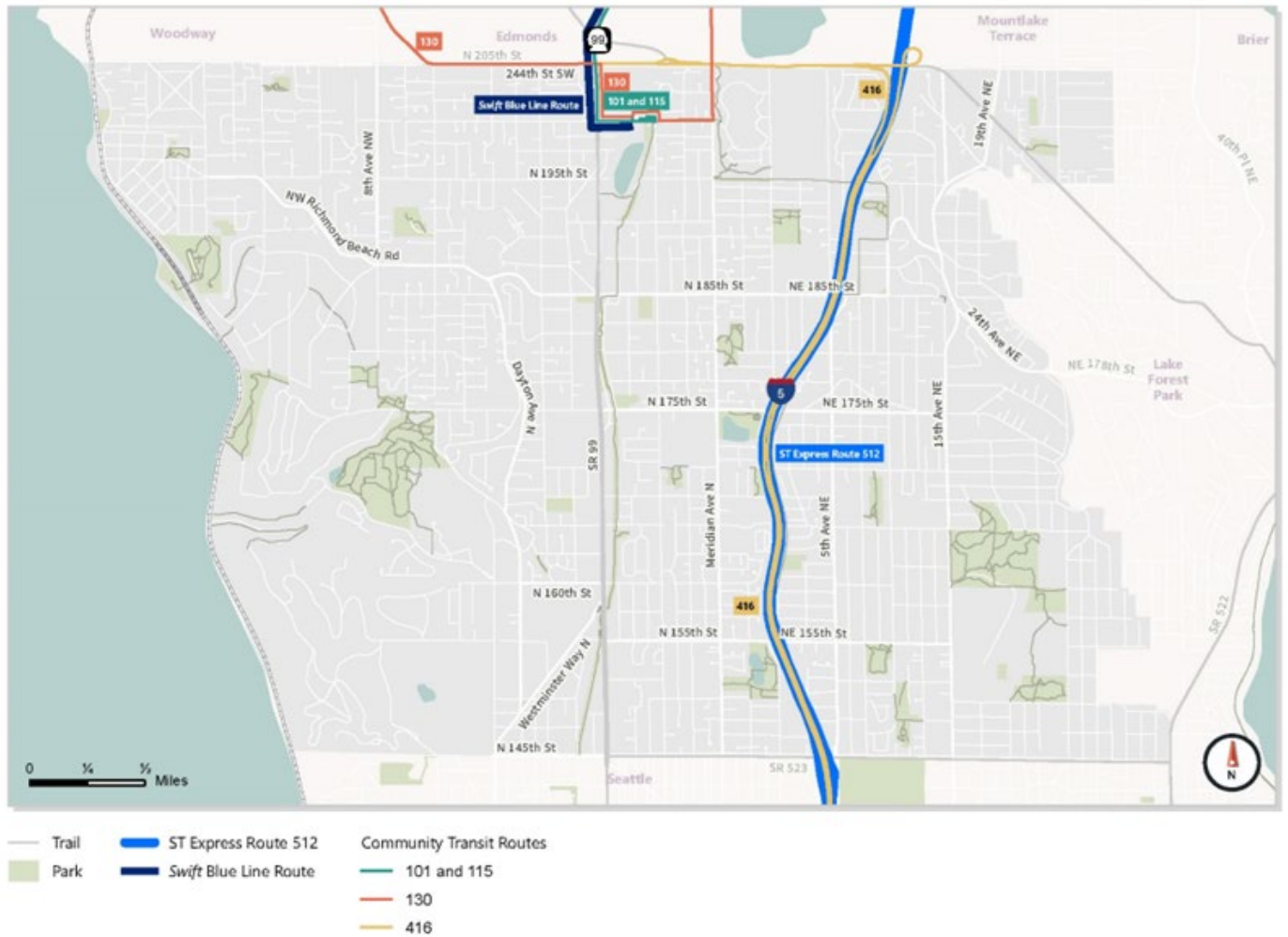
KC Metro, CT, and ST are currently implementing long range planning efforts to provide reliable, consolidated services throughout Shoreline and the Puget Sound region. The adoption of Sound Transit plans (ST2, ST3) by regional voters and the development of the KC Metro Connects Plan lay groundwork that establishes a roadmap for fixed-route transit service over the next 25 years. Based on known information in 2022 from transit service providers and their plans, **Figure 7.10** provides a look at what future transit service in Shoreline will look like, including KC Metro routes, and Sound Transit light rail and bus rapid transit (BRT) service. Additionally, CT is working on extending transit service provided by Swift Blue Line to integrate with the region's long-range plans.

Figure 7.8 2021 King County Metro Route Network\*



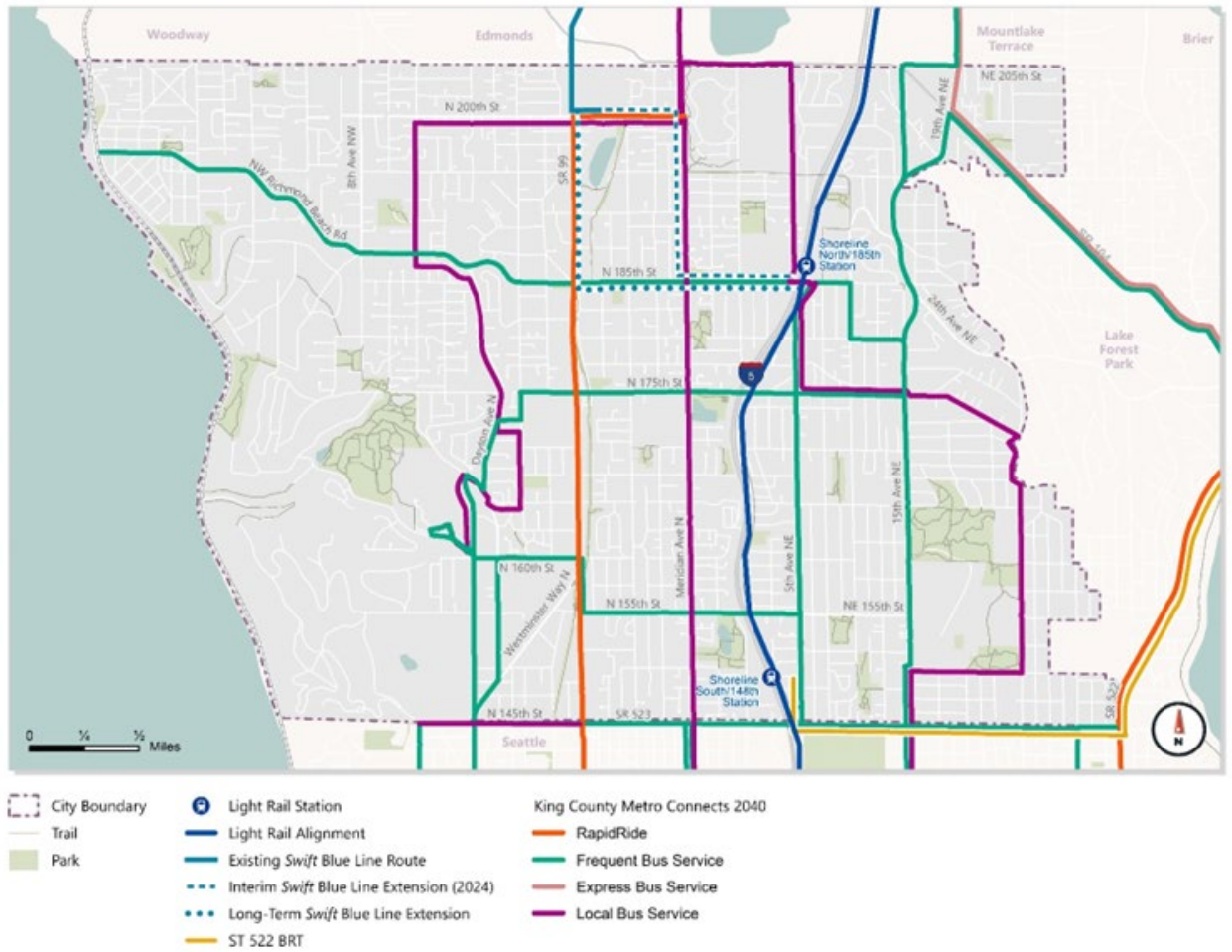
The route network is current as of 2024. Individual routes have the potential to change based on agency discretion.

**Figure 7.9 Existing Community Transit and Sound Transit Routes**



The route network is current as of 2021. Individual routes have the potential to change based on agency discretion.

**Figure 7.10 Future Fixed Route Transit Service**



## Freight and Truck Mobility

Freight plays a critical role in the economic vitality of Shoreline; businesses and residents rely on freight shipped via trucks. Truck sizes range from single-unit trucks (such as package delivery, moving, and garbage trucks that navigate through neighborhoods), to large semi-truck trailers delivering vehicles and freight to local businesses. Trucks delivering wholesale and retail goods, business supplies, and building materials throughout Shoreline contribute to and are impacted by traffic congestion. The City partners with regional agencies and the State to build and maintain Freight and Goods Transportation System (FGTS) routes. Designated FGTS routes aim to prevent heavy truck traffic on lower volume streets and promote the use of adequately designed roadways. WSDOT classifies roadways using five freight tonnage classifications, which are described in **Table 7-6**.

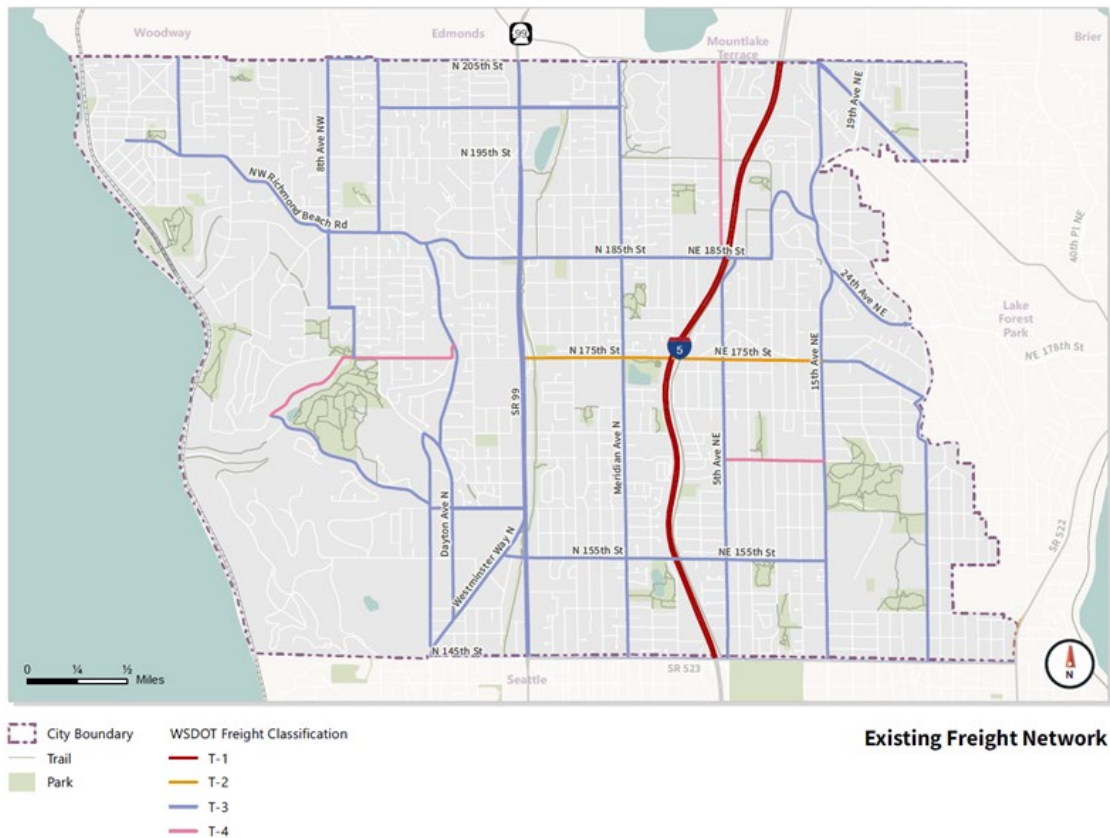
**Table 7-6 WSDOT Freight Classification**

| Freight Corridor | Description  |
|------------------|--|
| T-1              | More than 10 million tons of freight per year                                  |
| T-2              | Between 4 million and 10 million tons of freight per year                      |
| T-3              | Between 300,000 and 4 million tons of freight per year                         |
| T-4              | Between 100,000 and 300,000 tons of freight per year                           |
| T-5              | At least 20,000 tons of freight in 60 days and less than 100,000 tons per year |

Source: WSDOT Washington State Freight and Goods Transportation System (FGTS) 2019 Update, 2020

As shown in **Figure 7.11**, I-5, which is part of the national Interstate Highway system, is a T-1 corridor that runs north/south through Shoreline and moves more than 10 million tons of freight per year. The only T-2 corridor within city limits is 175th Street, on both sides of I-5. Several roadways in Shoreline are classified as T-3 corridors, as they facilitate the movement of between 300,000 and 4 million tons of freight per year.

**Figure 7.11 WSDOT Classified Freight Routes**





## Air and Water Facilities

There are no airports located in Shoreline. The closest public airports are Paine Field, located approximately 12 miles north which provides limited passenger flights, and Seattle-Tacoma International Airport located approximately 25 miles south.

Puget Sound makes up Shoreline's western border, so residents do have access to the water for recreation though there is no boat ramp access. There are no ferry terminals in Shoreline, but the Edmonds/ Kingston ferry dock is located five miles north of the City.

## Modal Network and Plans

The City of Shoreline recognizes that a complete, safe, and equitable transportation system includes facilities that support all travelers, regardless of which mode they choose: walking, biking, taking transit, using a shared mode, or driving. To do this, the City takes a layered network approach to focus on how Shoreline's transportation network can function as a system to meet the needs of all users. With a layered network approach, the City aims to both build a connected network for each mode of travel and also consider how the modes can safely share the streets. While Shoreline aims to develop "complete streets," which address the needs of all users, providing accommodations that serve all modes well on every street can be an unattainable goal in practice, given constraints such as limited rights-of-way and funding for capital (improvements?).

To practically address this challenge, the City considers adjacent land uses in developing plans for its layered, multimodal transportation network. By considering the function of multiple streets and transportation facilities together, this approach allows for certain transportation facilities (such as streets, trails, and intersections) to emphasize specific modes or user types. These plans will help the City identify future improvement projects to be implemented.

The following sections outline the City of Shoreline's modal networks.

### Pedestrian Plan

The Pedestrian Plan is intended to optimize the comfort of individuals on foot and those using mobility devices, such as wheelchairs. The fundamental expectations for physical space, modal separation, and street crossing amenities are informed by the neighborhood and land use context of a given street; low volume/low speed neighborhood streets may require fewer facilities while pedestrians traveling on a higher speed street may feel safer with more space and separation from vehicles. Therefore, pedestrian facility standards are tailored to different neighborhood/street contexts.

Previously listed **Policy T-60** states to, "Establish a connected and complete pedestrian network by constructing the sidewalks outlined in the Sidewalk Prioritization Plan (SPP)." The Pedestrian Plan includes existing sidewalks and future sidewalks that were identified in the 2018 Sidewalk Prioritization Plan, existing and future pedestrian/bicycle bridges, existing and future trails, and areas with public access known as "unimproved right of way" that could accommodate a future pathway connection to expand the walking network. The Pedestrian Plan shows unimproved ROW broken into two categories:

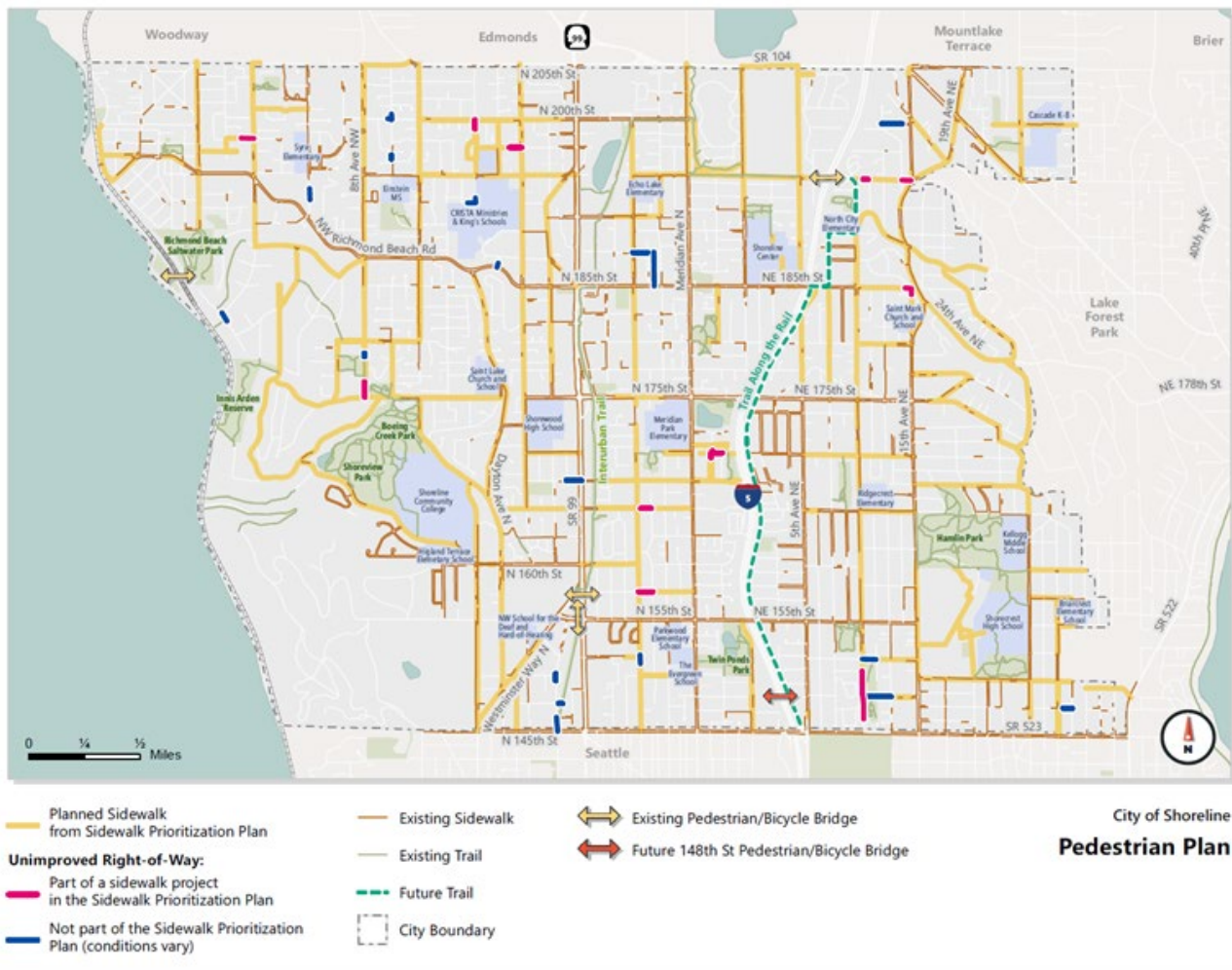
- Unimproved ROW associated with a future sidewalk project in the Sidewalk Prioritization Plan (in red)
- Unimproved ROW that is not part of the Sidewalk Prioritization Plan (in blue).

The 2018 Sidewalk Prioritization Plan (SPP) was developed as early work for the Transportation Element and TMP updates. The SPP differs from the Pedestrian Plan in that the SPP prioritizes the implementation of roughly 75 miles of new sidewalk projects whereas the Pedestrian Plan is a comprehensive map of the City’s existing and future planned sidewalks as well as unimproved right of way, trails, and pedestrian/bicycle bridges.

The SPP lives and is updated outside of the Transportation Element as its level of specificity is too detailed to be included in the Transportation Element, which is a high-level, 20-year guidance document. The City intends to update the data inputs into the SPP approximately every five years and to revisit the prioritization criteria and metrics every 10 years in coordination with each TE update.

Existing and future planned sidewalk can be viewed in **Figure 7.12**. The map indicates areas where sidewalk exists but does not specify if the sidewalk meets standards set forth in **Policy T60.1** of this document. Shared-use paths, trails, and facilities such as pedestrian lighting help to enhance the planned network.

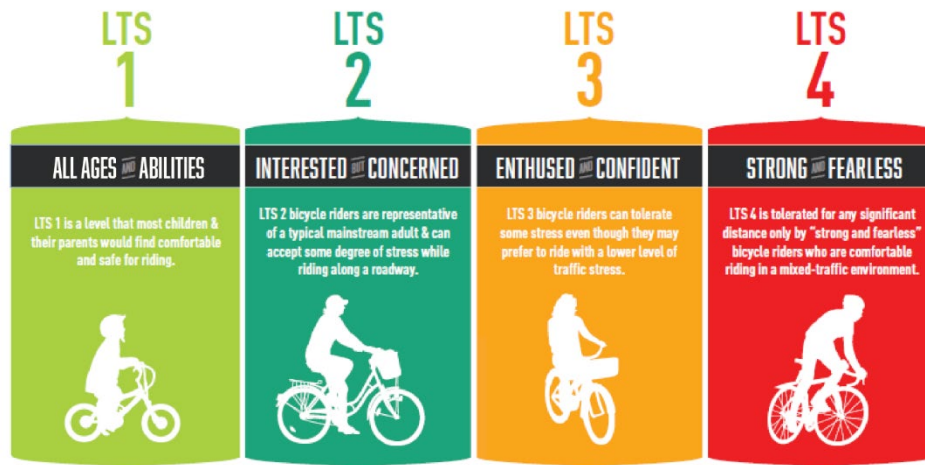
**Figure 7.12. Pedestrian Plan**



## Bicycle Plan

Level of traffic stress (LTS) is the current industry recognized practice for planning bicycle facilities and was developed by the Mineta Institute and San Jose State University in 2012. This approach provides a framework for designing bicycle facilities that meet the needs of the intended users of the system. The following **Figure 7.13** describes the four typical categories of bicyclists, each of which requires different levels of accommodation to feel comfortable using the system.

**Figure 7.13 Bicycle Level of Traffic Stress Categories**



Source: Fehr & Peers, 2022

**Figure 7.14** identifies the City’s vision for a connected network of low-stress (LTS 1 and 2) routes in Shoreline. This network considers variables like grade and freeway crossings, in addition to the typical variables that impact the roadway comfort for bicycling, such as traffic speeds and traffic volumes. These variables help to determine an appropriate type of separation.

**Figure 7.15** defines how LTS is measured on specific streets and can guide the identification of capital treatments to provide the City’s desired LTS level on individual streets.

It is important to provide bicycle facilities on a range of street types, including busy arterial streets, not just lower volume neighborhood streets. Bicyclists need to be able to connect to key destinations and commercial corridors which are often located along arterial streets. A successful modal network for bicycles will also consider how facilities are connected. When a bicycle facility along an arterial corridor comes to an intersecting arterial, the corridor LOS and associated intersection treatments should be carried across the arterial. Otherwise, the arterial intersection may become a barrier to bicycle travel.

As noted in **Policy T-61**, the City seeks to establish a low-stress bicycle network that connects major destinations, transit stops and stations, and residential and employment centers. **Figure 7.16** shows the Bicycle Modal Plan for the City of Shoreline.

## Transit Plan

Many Shoreline residents rely on public transit for their commuting needs; some must rely solely on this means of transportation to make local and broader regional connections. Since King County Metro, Community Transit, and Sound Transit operate the transit service in Shoreline, the City's role in transit service is focused on providing access to transit, supporting flexible microtransit options, and hosting transit service on Shoreline streets.

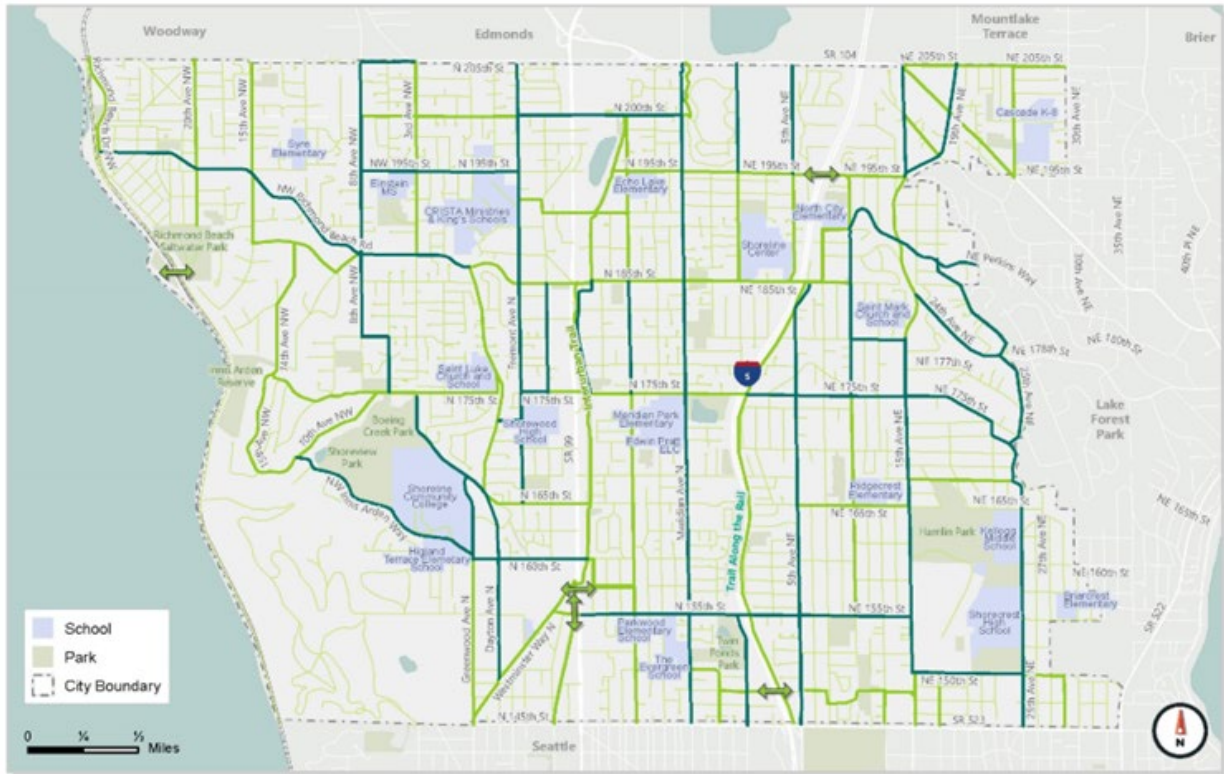
Although transit agencies are responsible for determining route locations, frequency, and bus stop treatments, the City is empowered to advocate for additional transit service (to enhance speed and reliability, and support connectivity and planned growth) and for transit stops and stations along City roadways. The City can also explore and advocate for microtransit services, either run by the transit agencies or other providers, which support first and last mile connections to the fixed route system.

The City actively engages with transit operators in developing priority connections and service standards. This process involves identifying the following:

- Priority connections between key destinations (including neighborhood centers and major regional destinations) based on travel needs and demand, and desired connections between transit services.
- Frequent transit service that could connect Shoreline's growth centers to the region, and neighborhoods to urban centers and the regional transit spine. Each connection is designed to meet a wide variety of user groups and trip purposes and meet the needs of multiple markets.
- Preferred travel paths that represent a balance between transit travel speed and coverage (access to transit) for Shoreline's growth centers and neighborhoods.
- Appropriate "Service Families" that define the desired level of service in terms of the frequency of service by time of day. These standards are established by identifying potential transit demand based on population and employment density measures (persons and jobs per acre), as well as overall travel demand measures (all-day person trips) along each corridor.

As noted in **Policy T-62**, the City will advocate for transit service that is aligned with Shoreline's land use and demographics, which is outlined in the Transit Modal Plan described in **Table 7-7** and shown in **Figure 7.17**.

Figure 7.14 Bike LTS Vision



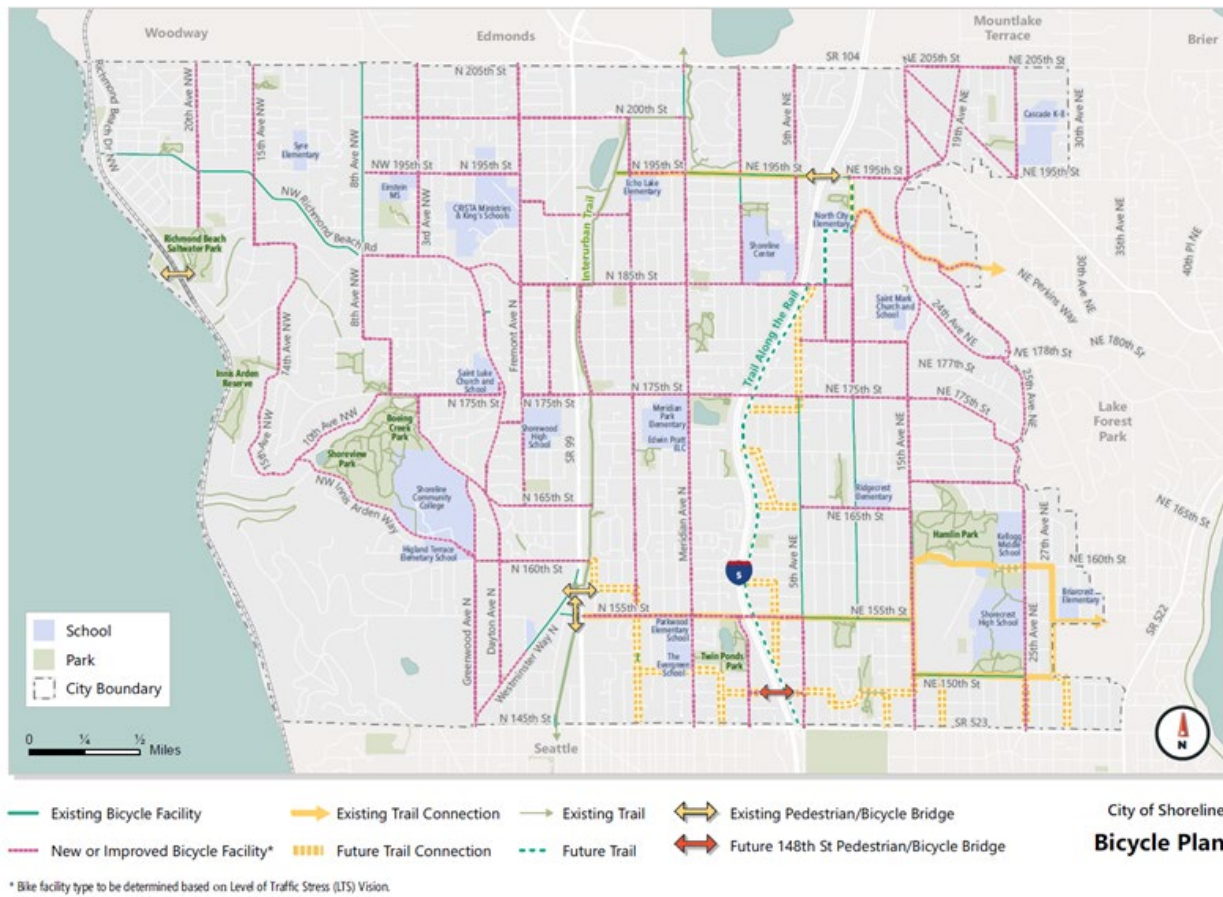
- |   |                                   |
|---|-----------------------------------|
| Desired Minimum Level of Traffic Stress (LTS) | Local Road (LTS 1)                |
| 1   | Pedestrian/Bicycle Bridge (LTS 1) |
| 2   |                                   |

City of Shoreline  
**Bicycle Level of Traffic Stress (LTS) Vision**

**Figure 7.15 LTS Designations by Posted Speed Limit, Traffic Volume, and Bicycle Infrastructure**

| Speed Limit<br>(mph) | Traffic Volume | Bicycle Infrastructure |                         |                      | Buffered<br>Bike<br>Lane | Protected<br>Bike Lane | Physically<br>Separated<br>Bike Path |
|----------------------|----------------|------------------------|-------------------------|----------------------|--------------------------|------------------------|--------------------------------------|
|                      |                | No Marking             | Sharrow Lane<br>Marking | Striped Bike<br>Lane |                          |                        |                                      |
| ≤25                  | Local streets  | 1                      | 1                       | 1                    | 1                        | 1                      | 1                                    |
|                      | Up to 7k       | 3                      | 3                       | 2                    | 2                        | 1                      | 1                                    |
|                      | ≥7k            | 3                      | 3                       | 2                    | 2                        | 1                      | 1                                    |
| 30                   | <15k           | 4                      | 3                       | 2                    | 2                        | 1                      | 1                                    |
|                      | 15-25k         | 4                      | 4                       | 3                    | 3                        | 3                      | 1                                    |
|                      | ≥25k           | 4                      | 4                       | 3                    | 3                        | 3                      | 1                                    |
| 35                   | <25k           | 4                      | 4                       | 3                    | 3                        | 3                      | 1                                    |
|                      | ≥25k           | 4                      | 4                       | 4                    | 3                        | 3                      | 1                                    |
| 40                   | Any volume     | 4                      | 4                       | 4                    | 4                        | 3                      | 1                                    |

Figure 7.16 Bicycle Plan

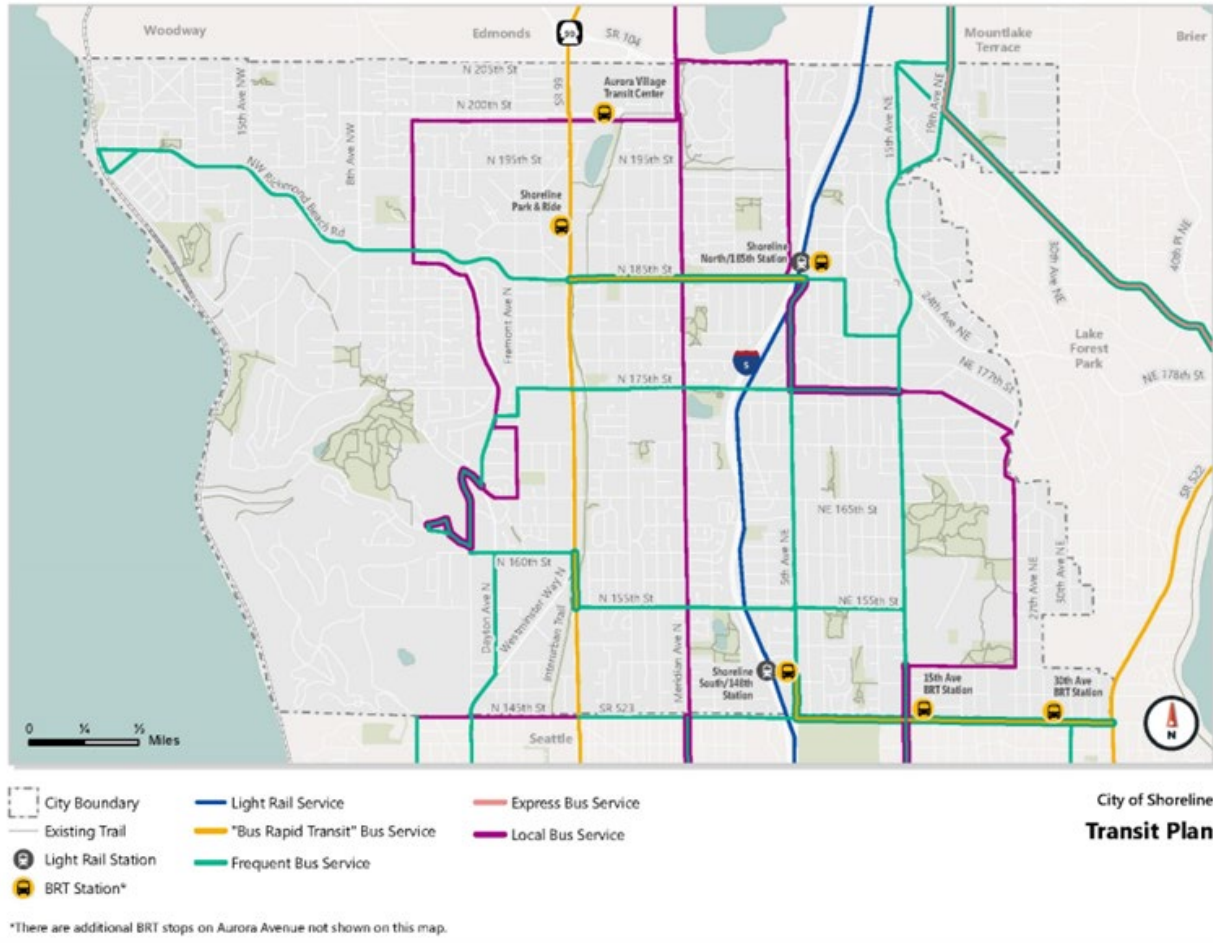


**Table 7-7 Transit Accommodation**

| Policy  | Performance Measure   | Potential Projects/Actions  |
|---|---|---|
| <b>Tier 1: Light Rail, BRT, Frequent, and Express Bus Service</b> |   |   |
| Support frequent and reliable light rail/bus service.             | Strive for target travel speeds along key transit routes.   | <ul style="list-style-type: none"> <li>• Speed and reliability treatments, such as transit signal priority and queue jumps.</li> <li>• Advocate for increased service/reduced headways.</li> </ul>  |
| Strive to maximize rider comfort and security.                    | Bus stop/sub shelter amenities.   | <ul style="list-style-type: none"> <li>• Investments in comfort/amenities at major stops and stations; e.g., lighting; seating; comfortable shelters; real time transit information.</li> </ul>   |
| Strive to maximize rider access.                                  | <p>Number of people that can access stops on a low stress network. cur</p> <p>High quality connections to light rail and BRT.</p> | <ul style="list-style-type: none"> <li>• Sidewalks/trails connecting to stops and stations.</li> <li>• Enhanced street crossings.</li> <li>• Bike parking and amenities.</li> <li>• Curb space management considerations.</li> <li>• Develop shared-use mobility hubs.</li> <li>• Advocate for increased transit service to light rail stations.</li> </ul> |
| <b>Tier 2: Local Bus Service</b>                                  |   |   |
| Support continuous service.                                       | Strive for continuous service based on hours/day and days/week; minimum headways.   | <ul style="list-style-type: none"> <li>• Advocate for continuous service.</li> </ul>  |
| Strive to maximize rider comfort and security.                    | Bus stop/bus shelter amenities.   | <ul style="list-style-type: none"> <li>• Investments in comfort/amenities at major stops and stations; e.g., lighting; seating; comfortable shelters.</li> </ul>  |
| Strive to maximize rider access.                                  | Number of people that can access stops on a low stress network.   | <ul style="list-style-type: none"> <li>• Accessible sidewalks/trails connecting to stops.</li> <li>• Enhanced street crossings.</li> <li>• Develop shared-use mobility hubs.</li> </ul>   |



**Figure 17.7 Transit Plan**



### Shared-Use Mobility Hub Plan

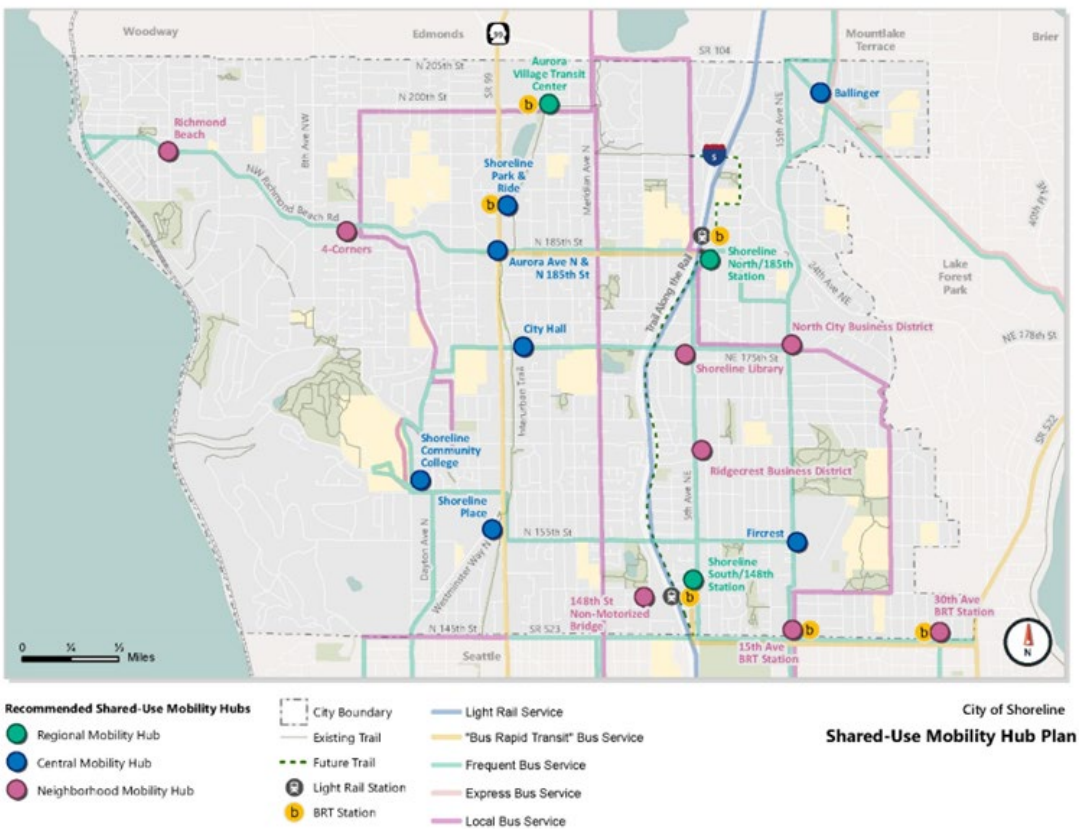
The City of Shoreline is interested in creating “mobility hubs” in strategic locations throughout the City to help people make trips without using personal cars. The hubs would provide centralized points throughout Shoreline where people could readily access “shared-use mobility” services, such as scootershare, bikeshare, carshare, rideshare (e.g., Uber and Lyft), carpool, vanpool, and micro/flexible transit forms of public transit such as bus and light rail. Mobility hubs can offer a range of services, such as bike parking and lockers, charging stations for personal and shared e-bikes, public art, Wi-Fi, bus shelters, and more. The City is particularly interested in integrating mobility hubs into mixed-use development surrounding the upcoming light rail stations and frequent bus service/Bus Rapid Transit, and connecting residents to neighborhoods, commercial services, and other key destinations.

**Policy T-64** states that Shoreline will provide mobility hubs at locations that support the City’s land use vision. Shoreline envisions having three “types” of mobility hubs, each with a range of features and amenities appropriate for the neighborhood and location. These are classified as:

- **Regional hubs** - A robust type of mobility hub co-located with major transit hubs, providing the most features and amenities. They will support the largest number of people from within and outside of Shoreline.
- **Central hubs** - A medium size mobility hub, providing sufficient amenities to support commuting, leisure, and recreation at and around hubs. They will connect people to key locations in Shoreline.
- **Neighborhood hubs** - The smallest type of mobility hub, providing simple and comfortable amenities to accommodate active transportation and transit access for local communities.

Figure 7.18 shows the Shared-Use Mobility Hub Plan for the City of Shoreline. Table 7-8 lists potential features and amenities by mobility hub type. Each hub would be analyzed and designed with public input to help determine the right amenities to include at each location.

Figure 7.18 Shared-Use Mobility Hub Plan



**Table 7-8 Mobility Hub Potential Amenities**

| Typology   | Potential Features and Amenities  |
|--|---|
| <p><b>Regional Hubs</b></p> <p><i>Example: Shoreline South/148th Station</i></p> | <p>Amenities listed for Neighborhood Hubs and Central Hubs, and:</p> <ul style="list-style-type: none"> <li>• Bus layover zones*</li> <li>• Wi-Fi &amp; cell phone charging stations</li> </ul>   |
| <p><b>Central Hubs</b></p> <p><i>Example: Shoreline Place</i></p>                | <p>Amenities listed for Neighborhood Hubs, and:</p> <ul style="list-style-type: none"> <li>• Covered bus stops with real-time arrival and departure information*</li> <li>• Bike/scooter parking (lockers for long-term, racks in front of cafes and retail)</li> <li>• Well-marked sidewalks, pedestrian signals</li> <li>• Rideshare pick-up/drop-off zones and kiss-and-ride</li> <li>• EV car charging stations</li> <li>• Greenspace or retail/residential integration</li> <li>• Carshare parking</li> <li>• Drinking fountain</li> <li>• Portland Loo-style bathrooms</li> </ul> |
| <p><b>Neighborhood Hubs</b></p> <p><i>Example: 4-Corners</i></p>                 | <ul style="list-style-type: none"> <li>• Covered bus stops*</li> <li>• Seating/lean rail, garbage and recycling cans</li> <li>• Pedestrian-scale lighting</li> <li>• Universal wayfinding signs</li> <li>• Bike/scooter parking (racks with the potential for lockers)</li> <li>• Bike repair station</li> <li>• EV bike charging station</li> <li>• Scootershare and bikeshare pick-up/drop-off zones</li> <li>• Public art</li> <li>• Crosswalk improvements</li> </ul>   |

\*Agency coordination/partnership opportunity

**Automobile Plan**

The Automobile Plan for the City of Shoreline sets the standard for vehicle traffic flow on its main roadways compared to the level of delay acceptable to the City. The operational performance of intersections within Shoreline is measured using a standard methodology known as level of service (LOS). LOS represents the degree of congestion at an intersection based on a calculation of average delay per vehicle at the intersection. These measurements generally represent morning or afternoon “rush hour” delays and are often referred to as a.m. or p.m. “peak” hour. Individual LOS grades are assigned on a letter scale, A-F, with LOS A representing free-flow conditions with no delay and LOS F representing highly congested conditions with long delays. It is not standard practice to strive for

LOS A conditions as this may represent an overbuilt roadway with too much investment in vehicle capacity at the expense of other travel modes.

**Table 7-9** shows the definition of each LOS grade from the 6th Edition Highway Capacity Manual (HCM) methodology, which is based on average control delay per vehicle. Signalized intersections have higher delay thresholds compared with two-way and all-way stop-controlled intersections. Highway Capacity Manual methodologies prescribe how delay is measured at different types of intersections: for signalized and all-way stop intersections, LOS grades are based on the average delay for all vehicles entering the intersection; for two-way stop-controlled intersections, the delay from the most congested movement is used to assess LOS.

**Table 7-9 Intersection LOS Criteria Based on Delay**

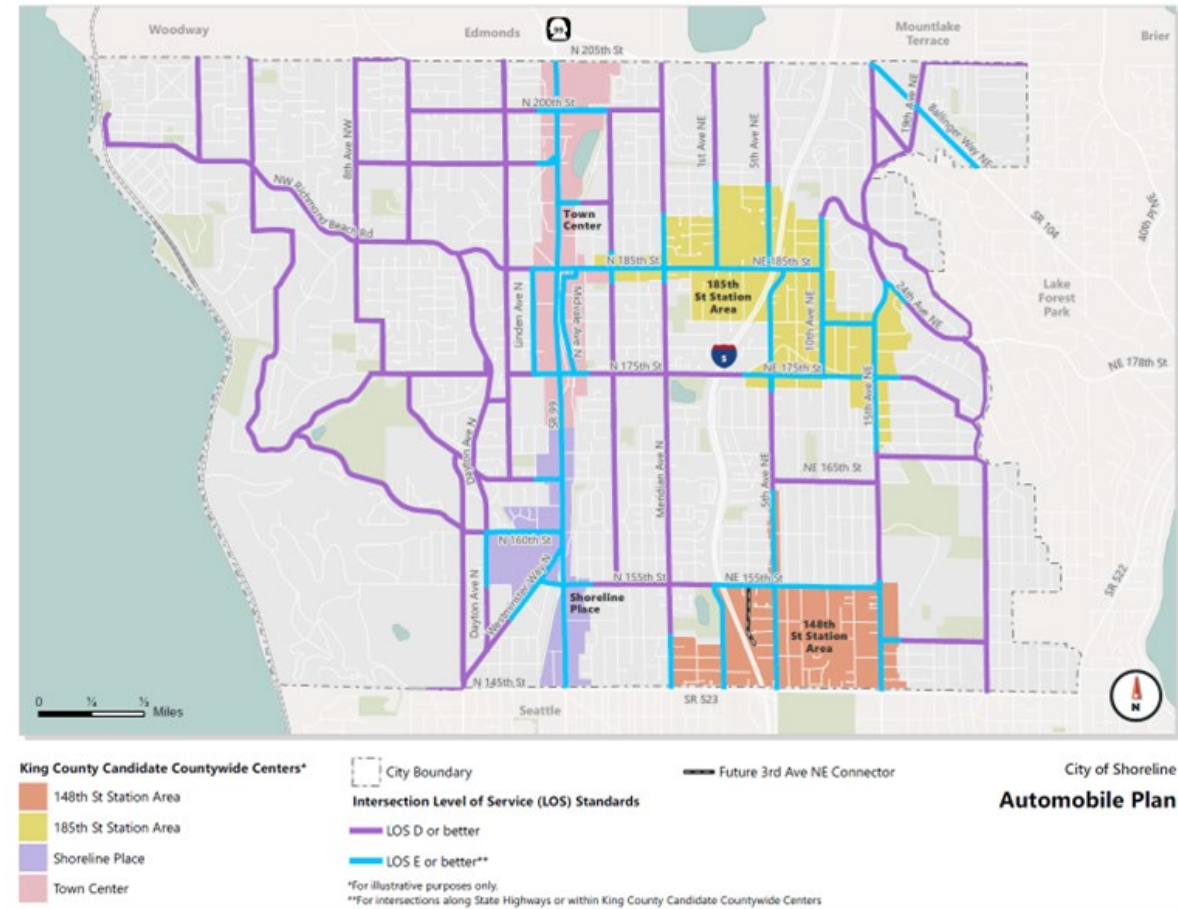
| Level of Service | Signalized Intersections<br>(seconds per vehicle) | Stop-Controlled Intersections<br>(seconds per vehicle) |
|------------------|---|--|
| <b>A</b>         | <= 10   | <= 10  |
| <b>B</b>         | >10 to 20   | >10 to 15  |
| <b>C</b>         | >20 to 35   | >15 to 25  |
| <b>D</b>         | >35 to 55   | >25 to 35  |
| <b>E</b>         | >55 to 80   | >35 to 50  |
| <b>F</b>         | > 80  | > 50   |

Source: 6th Edition Highway Capacity Manual

As noted in **Policy T-60**, the City of Shoreline Automobile Plan allows more automobile delay (LOS E) along State Routes and at intersections within the four designated King County [candidate] Countywide Centers in areas near the 148<sup>th</sup> Street and 185<sup>th</sup> Street light rail stations, Aurora Square, and “Town Center” along Aurora Avenue where Shoreline will be concentrating the most growth in coming years. Intersections outside of these areas will be held to an LOS D standard (see **Figure 7.19**).

This balanced approach allows the City to incentivize growth in the Centers where denser land use and multimodal infrastructure is available to support more trips by foot, bike, and transit, while upholding a more stringent intersection delay standard in areas where less supportive multimodal infrastructure exists. As growth occurs and congestion increases in our denser land use areas, the City will continue to monitor traffic safety Citywide through its Annual Traffic Report. Additionally, the City will work proactively with redevelopment projects to identify potential safety impacts of increased traffic and mitigation where appropriate.

**Figure 7.19 Automobile Plan**



## Potential Impacts and Mitigation Measures

Growth under the alternatives would result in the need and demand for improvements to Shoreline’s multimodal transportation system. Specific Transportation Element project needs are listed in the following section, which if addressed, would provide a safer and more connected multimodal system utilizing a Complete Streets approach to improvements to address identified needs. Under Action Alternative 3, it would be expected that the need for improvements would occur at much faster pace, in step with faster paced growth (achieving growth targets by 2034 rather than 2044). The same level of improvements would be needed as listed; however, if growth continues at this pace from 2034 to 2044, there would be a need for additional improvements beyond those analyzed and listed in this chapter. The City will be proactively monitoring growth on an annual basis to determine if a faster pace may necessitate the need to update transportation planning, analysis, modelling, and definition of needed improvements and projects.

Refer to the plans described previously under Model Networks for proposed level of service standards and refer to the Transportation Element of the Draft 2044 Comprehensive Plan update document for a

discussion of opportunities and constraints around realizing the vision and goals for transportation in Shoreline. Also refer to the Transportation Element and Capital Facilities Element for the City's anticipated financial resources over the next 20 years to implement projects that address these needs.

During the Transportation Element development process, many transportation needs and project ideas to meet those needs were identified across the City. Project ideas came from a variety of sources including community ideas shared during the three outreach series, projects carried forward from past plans, projects identified as needed to provide sufficient capacity to accommodate Shoreline's planned growth, as well as projects that would help construct the modal networks presented in the previous section.

Overall, well over 100 ideas were identified (see **Table 7-10**, which further describes these project ideas). These project ideas are high-level, not prioritized or financially constrained, but encompass the complete list of possible project needs identified through this planning process. Project ideas are grouped into the following categories:

### **Intersection (I) and Multimodal Corridor (MMC) Project Ideas**

These project ideas provide capacity to accommodate anticipated future travel demand and build out pedestrian, bicycle, and transit modal networks to safely accommodate all users on Shoreline streets. Notably, concepts include future capacity projects that the City has previously committed to:

- N 160<sup>th</sup> St / Greenwood Ave N / N Innis Arden Way – Roundabout to be installed.
- Meridian Ave N from N 155<sup>th</sup> St to N 175<sup>th</sup> St – Restripe with two-way left turn lane in key locations.
- N 185<sup>th</sup> St from 1<sup>st</sup> Ave NE to 5<sup>th</sup> Ave NE (west of I-5) – Sound Transit to rechannelize to three-lane cross section by station opening.
- 8<sup>th</sup> Ave NE and NE 185<sup>th</sup> Street – Sound Transit to install a Roundabout.
- 5<sup>th</sup> Ave NE and NE 185<sup>th</sup> Street – Sound Transit to install a signal.
- 5<sup>th</sup> Ave NE and NE 148<sup>th</sup> Street – Sound Transit to install a signal.
- 5<sup>th</sup> Ave NE and I-5 NB on ramp – Sound Transit to install a signal.

Project ideas also include the following additional capacity projects needed to meet the City's proposed LOS standard by 2044:

- Dayton Ave N & Carlyle Hall Road – Realign intersection geometry and signalize.
- 1st Ave NE & N 155<sup>th</sup> St – Redesign as urban compact roundabout.
- 25th Ave NE & NE 150<sup>th</sup> St – Redesign as urban compact roundabout.
- Meridian Ave N & N 175<sup>th</sup> St – Lane reconfigurations and signal phase changes to improve capacity.
- Meridian Ave N from N 155<sup>th</sup> St to N 175<sup>th</sup> St (NB) – Either widen or provide a segment LOS exemption.
- Meridian Ave N from N 175<sup>th</sup> St to N 185<sup>th</sup> St (NB) – Either widen or provide a segment LOS exemption.

The City has already begun design on two major corridors, 175th Street (Stone Ave to I-5) and 145th Street (Aurora Ave/Interurban Trail to I-5). These projects do not appear on the project ideas list, but the City is committed to securing funding to implement their construction.

### **Unimproved Right-of-Way (R)**

Areas with public access known as “unimproved right of way” that could accommodate a future pathway connection to expand the walking network.

### **Trail Along the Rail (TAR)**

An approximately 2.5 mile shared-use trail running roughly parallel to the planned Lynnwood Link Light Rail Extension alignment between 145th Street and 195th Street.

### **Trail Connection (T)**

Future on-street trail connections including the planned 145th Street Off-Corridor Bike Network and planned on-street connections to the Trail Along the Rail. These connections will help bicyclists navigate from trails to their final destinations. While these routes have various bicycle facility types, they tend to be on low-speed, low volume local streets.

### **Bridge Project (B)**

The only bridge concept is the 148th Street Non-Motorized Bridge, which will provide pedestrian and bicycle access across Interstate 5 to the Shoreline South/148th light rail station. The bridge is currently under design with several funding sources.

### **Shared-Use Mobility Hubs (SUM)**

Shared-use mobility hubs are places of connectivity where different modes of transportation come together seamlessly at concentrations of employment, housing, shopping, and recreation; and at major transit facilities. Shared-use mobility hubs can include space for bike share, scooter share, car share, as well as curb space for ride hailing services/pickups like Uber and Lyft. They also can provide creature comforts like public bathrooms, information kiosks, outdoor seating, bike parking, public art, and cell-phone recharging stations. There are 18 proposed locations for shared-use mobility hub projects which are categorized into the following three typologies:

- **Regional hubs** are near light rail stations or major bus stations and should have the most features and amenities, as they will support the largest quantity of people from within and outside of Shoreline.
- **Central hubs** connect to key locations in Shoreline and should have sufficient amenities to support commuting, leisure, and recreation at and around hubs.
- **Neighborhood hubs** are the smallest type of mobility hubs and should focus on simple, pedestrian-friendly, and comfortable amenities for local communities.

**Table 7-10** describes the full list of project ideas. It is important to note that these project ideas are high-level only. Specific details, including specific designs and project termini, are subject to change.

**Table 7-10 Project Ideas List**

| Street   | From               | To                   | Description  |
|--|--------------------|----------------------|--|
| <b>Multimodal Corridors</b>                            |                    |                      |  |
| <b>20th Ave NW</b>                                     | NW 205th St        | NW 190th St          | 20th Ave NW from NW 205th St to NW 190th St improve to bike LTS 1 and fill Sidewalk Gaps   |
| <b>15th Ave NW</b>                                     | N 205th St         | NW 188th St          | 15th Ave NW from N 205th St to NW 188th St improve to bike LTS 1 and fill sidewalk gaps  |
| <b>NW 188th St</b>                                     | 15th Ave NW        | Springdale Ct NW     | NW 188th St from 15th Ave NW to Springdale Ct NW improve to bike LTS 1   |
| <b>14th Ave NW /<br/>15th Ave NW /<br/>NW 167th St</b> | NW 188th St        | NW Innis Arden Way   | 14th Ave NW / 15th Ave NW from NW 188th St to NW Innis Arden Way improve to bike LTS 1 and fill sidewalk gaps  |
| <b>10th Ave NW</b>                                     | NW Innis Arden Way | NW 175th Street      | <a href="#">10th Ave NW from NW Innis Arden Way to NW 175th Street improve to bike LTS 1 and fill sidewalk gaps</a>                                  |
| <b>NW/N 175th St/St<br/>Luke Pl N</b>                  | 10th Ave NW        | Dayton Ave N         | NW/N 175th St from 10th Ave NW to St Luke Pl N/Dayton Ave N improve to bike LTS 1 and fill sidewalk gaps   |
| <b>6th Ave NW</b>                                      | NW 175th St        | NW 180th St          | 6th Ave NW from NW 175th St to NW 180th St improve to bike LTS 2 and fill sidewalk gaps  |
| <b>NW 180th St</b>                                     | 8th Ave NW         | 6th Ave NW           | NW 180th St from 8th Ave NW to 6th Ave NW improve to bike LTS 2 and fill sidewalk gaps   |
| <b>8th Ave NW</b>                                      | NW 180th St        | NW Richmond Beach Rd | 8th Ave NW from NW 180th St to NW Richmond Beach Rd improve to bike LTS 2 and fill sidewalk gaps   |
| <b>NW Innis Arden<br/>Way</b>                          | 10th Ave NW        | Greenwood Ave N      | NW Innis Arden Way from 10th Ave NW to Greenwood Ave N improve to bike LTS 1 and fill sidewalk gaps  |
| <b>Greenwood Ave N</b>                                 | N 145th St         | N 160th St           | Greenwood Ave N from N 145th St to N 160th St improve to bike LTS 1 and fill sidewalk gaps   |
| <b>Greenwood Ave N</b>                                 | N 160th St         | Carlyle Hall Rd N    | Greenwood Ave N from N 160th St to Carlyle Hall Rd N improve to bike LTS 2 and fill sidewalk gaps  |
| <b>Westminster Way<br/>N</b>                           | N 145th St         | Fremont Ave N        | <a href="#">Westminster Way N from N 145th St to Fremont Ave N improve to bike LTS 1 and fill sidewalk gaps and accommodate frequent bus service</a> |
| <b>Dayton Ave N</b>                                    | Westminster Way N  | N 160th St           | Dayton Ave N from Westminster Way N to N 160th St improve to bike LTS 2 and fill sidewalk gaps and accommodate                                       |



|  |                   |                     |  |
|--|-------------------|---------------------|--|
|  |                   |                     | frequent bus service   |
| <b>Dayton Ave N</b>                    | N 160th St        | Carlyle Hall Rd N   | Dayton Ave N from N 160th St to Carlyle Hall Rd N improve to bike LTS 2 and fill sidewalk gaps   |
| <b>Dayton Ave N</b>                    | Carlyle Hall Rd N | N 171st St          | Dayton Ave N from Carlyle Hall Rd N to N 171st St improve to bike LTS 1 and fill sidewalk gaps and accommodate frequent bus service                |
| <b>Dayton Ave N</b>                    | N 171st St        | N Richmond Beach Rd | <a href="#">Dayton Ave N from N 171st St to N Richmond Beach Rd improve to bike LTS 1 and fill sidewalk gaps and accommodate local bus service</a> |
| <b>N 160th St</b>                      | Greenwood Ave N   | SR 99               | N 160th St from Greenwood Ave N to SR 99 improve to bike LTS 2 and accommodate frequent bus service  |
| <b>N 165th St</b>                      | Dayton Ave N      | SR 99               | N 165th St from Dayton Ave N to SR 99 improve to bike LTS 1 and fill sidewalk gaps   |
| <b>Carlyle Hall Rd NW / 3rd Ave NW</b> | Dayton Ave N      | NW 175th St         | Carlyle Hall Rd NW / 3rd Ave NW from Dayton Ave N to NW 175th St improve to bike LTS 2 and fill sidewalk gaps                                      |
| <b>N 155th St</b>                      | SR 99             | Meridian Ave N      | <a href="#">N 155th St from SR 99 to Meridian Ave N to provide bike LTS 2 and accommodate frequent bus service</a>                                 |
| <b>N 155th St</b>                      | Meridian Ave N    | 5th Ave NE          | N 155th St from Meridian Ave N to 5th Ave NE improve to bike LTS 2 and accommodate frequent bus service  |
| <b>Ashworth Ave N</b>                  | N 145th St        | N 155th St          | Ashworth Ave N from N 145th St to N 155th St improve to fill sidewalk gaps and build future trail connection                                       |
| <b>N 150th St</b>                      | Ashworth Ave N    | Meridian Ave N      | N 150th St from Ashworth Ave N to Meridian Ave N improve to fill sidewalk gaps and build future trail connection                                   |
| <b>Ashworth Ave N</b>                  | 155th St          | N 157th St          | Ashworth Ave N from 155th St to N 157th St improve to bike LTS 1 and fill sidewalk gaps and build future trail connection                          |
| <b>Ashworth Ave N</b>                  | N 157th St        | N 175th St          | Ashworth Ave N from N 157th St to N 175th St improve to bike LTS 1 and fill sidewalk gaps  |
| <b>Ashworth Ave N</b>                  | N 175th St        | N 185th St          | Ashworth Ave N from N 175th St to N 185th St improve to bike LTS 2 and fill sidewalk gaps  |
| <b>Ashworth Ave N</b>                  | N 185th St        | N 200th St          | Ashworth Ave N from N 185th St to N 200th St improve to bike LTS 1 and fill sidewalk gaps  |
| <b>Meridian Ave N</b>                  | N 145th St        | N 175th St          | Meridian Ave N from N 145th St to N 175th St improve to bike LTS 2 and accommodate local bus service   |

|                             |                      |                |  |
|-----------------------------|----------------------|----------------|--|
| <b>Meridian Ave N</b>       | N 175th St           | N 185th St     | <a href="#">Meridian Ave N from N 175th St to N 185th St reconfigure the intersection of Meridian Ave N and 175<sup>th</sup> St and provide bike LTS 2 and accommodate local bus service</a> |
| <b>Meridian Ave N</b>       | N 185th St           | N 195th St     | Meridian Ave N from N 185th St to N 195th St improve to bike LTS 2 and accommodate local bus service   |
| <b>Meridian Ave N</b>       | N 195th St           | N 200th St     | Meridian Ave N from N 195th St to N 200th St improve to bike LTS 2 and fill sidewalk gaps and accommodate local bus service  |
| <b>Meridian Ave N</b>       | N 200th St           | N 205th St     | Meridian Ave N from N 200th St to N 205th St improve to fill sidewalk gaps and accommodate local bus service   |
| <b>NW Richmond Beach Rd</b> | 8th Ave NW           | Dayton Ave N   | <a href="#">NW Richmond Beach Rd from 8th Ave NW to Dayton Ave N to provide bike LTS 2 and accommodate frequent bus service</a>  |
| <b>N Richmond Beach Rd</b>  | Dayton Ave N         | Fremont Ave N  | N Richmond Beach Rd from Dayton Ave N to Fremont Ave N improve to bike LTS 2 and accommodate frequent bus service  |
| <b>3rd Ave NW</b>           | NW Richmond Beach Rd | NW 195th St    | 3rd Ave NW from NW Richmond Beach Rd to NW 195th St improve to bike LTS 1 and fill sidewalk gaps and accommodate local bus service   |
| <b>3rd Ave NW</b>           | NW 195th St          | N 205th St     | <a href="#">3rd Ave NW from NW 195th St to N 205th St improve to bike LTS 1 and fill sidewalk gaps and accommodate local bus service</a>   |
| <b>NW 200th St</b>          | 8th Ave NW           | 3rd Ave NW     | NW 200th St from 8th Ave NW to 3rd Ave NW improve to bike LTS 1  |
| <b>NW/N 200th St</b>        | 3rd Ave NW           | Fremont Ave N  | NW/N 200th St from 3rd Ave NW to Fremont Ave N improve to bike LTS 2 and fill sidewalk gaps and accommodate local bus service  |
| <b>N 200th St</b>           | Fremont Ave N        | SR 99          | N 200th St from Fremont Ave N to SR 99 improve to bike LTS 2 and fill sidewalk gaps and accommodate local bus service  |
| <b>N 200th St</b>           | SR 99                | Ashworth Ave N | N 200th St from SR 99 to Ashworth Ave N improve to bike LTS 2 and accommodate local bus service  |
| <b>Fremont Ave N</b>        | N 165th St           | N 172nd St     | Fremont Ave N from N 165th St to N 172nd St improve to bike LTS 2 and fill sidewalk gaps and accommodate local bus service   |
| <b>Fremont Ave N</b>        | N 172nd St           | N 205th St     | Fremont Ave N from N 172nd St to N 205th St improve to bike  |

|  |                          |                          |   |
|--|--------------------------|--------------------------|---|
|  |                          |                          | LTS 2 and fill sidewalk gaps  |
| <b>N 172nd St</b>                          | Dayton Ave N             | Fremont Ave N            | N 172nd St from Dayton Ave N to Fremont Ave N improve to LTS 2 and accommodate local bus service  |
| <b>N 193rd St</b>                          | Fremont Ave N            | Firlands Way N           | N 193rd St from Fremont Ave N to Firlands Way N improve to bike LTS 1   |
| <b>Firlands Way N</b>                      | N 193rd St               | N 192nd St               | Firlands Way N from N 193rd St to N 192nd St improve to bike LTS 1 and fill sidewalk gaps   |
| <b>N 192nd St</b>                          | Firlands Way N           | Ashworth Ave N           | N 192nd St from Firlands Way N to Ashworth Ave N improve to bike LTS 1  |
| <b>N 195th St</b>                          | Ashworth Ave N           | Meridian Ave N           | N 195th St from Ashworth Ave N to Meridian Ave N improve to bike LTS 1  |
| <b>Linden Ave N</b>                        | N 185th St               | N 175th St               | Linden Ave N from N 185th St to N 175th St improve to bike LTS 2 and fill sidewalk gaps   |
| <b>Midvale Ave N</b>                       | N 185th St               | N 175th St               | Midvale Ave N from N 185th St to N 175th St improve to bike LTS 2   |
| <b>N 185th St</b>                          | Fremont Ave N            | SR 99                    | N 185th St from Fremont Ave N to SR 99 improve to bike LTS 1 and accommodate frequent bus service                                       |
| <b>N 185th St</b>                          | SR 99                    | 5th Ave NE (west of I-5) | <a href="#">N 185th St from SR 99 to 5th Ave NE improve to bike LTS 1 and accommodate Bus Rapi Transit</a>                              |
| <b>N 185th St</b>                          | 5th Ave NE (west of I-5) | 10th Ave NE              | N 185th St from 5th Ave NE to 10th Ave NE improve to bike LTS 1 and accommodate frequent bus service                                    |
| <b>N 175th St</b>                          | Fremont Ave N            | Stone Ave N              | N 175th St from Fremont Ave N to Stone Ave N improve to bike LTS 1 and fill sidewalk gaps and accommodate frequent bus service          |
| <b>N 175th St</b>                          | Stone Ave N              | Meridian Ave N           | N 175th St from Stone Ave N to Meridian Ave N improve to bike LTS 1 and fill sidewalk gaps and accommodate frequent bus service         |
| <b>N 175th St</b>                          | Meridian Ave N           | I-5                      | N 175th St from Meridian Ave N to I-5 improve to bike LTS 1 and accommodate frequent bus service  |
| <b>N 175th St</b>                          | I-5                      | 15th Ave NE              | <a href="#">N 175th St from I-5 to 15th Ave NE improve to bike LTS 2 and accommodate frequent bus service, address safety concerns.</a> |
| <b>N 175th St / 22nd Ave NE / NE 171st</b> | 15th Ave NE              | 25th Ave NE              | N 175th St / 22nd Ave NE / NE 171st St from 15th Ave NE to 25th Ave NE improve to bike LTS 2 and fill sidewalk gaps and                 |

| <b>St</b>                |               |               | accommodate local bus service  |
|--------------------------|---------------|---------------|--|
| <b>1st Ave NE</b>        | NE 195th St   | NE 205th St   | 1st Ave NE from NE 195th St to NE 205th St improve to bike LTS 2 and fill sidewalk gaps                                      |
| <b>1st Ave NE</b>        | N/NE 185th St | N/NE 193rd St | 1st Ave NE from N/NE 185th St to N/NE 193rd St improve to bike LTS 2   |
| <b>5th Ave NE</b>        | NE 185th St   | NE 205th St   | 5th Ave NE from NE 185th St to NE 205th St improve to bike LTS 2 and fill sidewalk gaps and accommodate local bus service    |
| <b>10th Ave NE</b>       | NE 175th St   | NE 180th St   | 10th Ave NE from NE 175th St to NE 180th St improve to bike LTS 2 and fill sidewalk gaps                                     |
| <b>10th Ave NE</b>       | NE 180th St   | N 185th St    | 10th Ave NE from NE 180th St to N 185th St improve to bike LTS 2 and fill sidewalk gaps and accommodate frequent bus service |
| <b>10th Ave NE</b>       | N 185th St    | NE 190th St   | 10th Ave NE from N 185th St to NE 190th St improve to bike LTS 2 and fill sidewalk gaps                                      |
| <b>8th Ave NE</b>        | NE 180th St   | N 185th St    | 8th Ave NE from NE 180th St to N 185th St improve to bike LTS 1 and fill sidewalk gaps                                       |
| <b>NE 180th St</b>       | 5th Ave NE    | 10th Ave NE   | NE 180th St from 5th Ave NE to 10th Ave NE improve to bike LTS 1   |
| <b>NE 180th St</b>       | 10th Ave NE   | 15th Ave NE   | NE 180th St from 10th Ave NE to 15th Ave NE improve to fill sidewalk gaps and accommodate frequent bus service               |
| <b>NE 205th St</b>       | 15th Ave NE   | 19th Ave NE   | NE 205th St from 15th Ave NE to 19th Ave NE improve to bike LTS 1 and accommodate frequent bus service                       |
| <b>NE 205th St</b>       | 19th Ave NE   | 25th Ave NE   | NE 205th St from 19th Ave NE to 25th Ave NE improve to bike LTS 1  |
| <b>15th Ave NE</b>       | NE 205th St   | NE 196th St   | 15th Ave NE from NE 205th St to NE 196th St improve to bike LTS 2 and accommodate frequent bus service                       |
| <b>Forest Park Dr NE</b> | 15th Ave NE   | NE 196th St   | Forest Park Dr NE from 15th Ave NE to NE 196th St improve to bike LTS 1 and fill sidewalk gaps                               |
| <b>Ballinger Way NE</b>  | 15th Ave NE   | 19th Ave NE   | Ballinger Way NE from 15th Ave NE to 19th Ave NE improve to bike LTS 1 and accommodate frequent bus service                  |
| <b>Ballinger Way NE</b>  | 19th Ave NE   | 25th Ave NE   | Ballinger Way NE from 19th Ave NE to 25th Ave NE improve to bike LTS 1 and fill sidewalk gaps and accommodate frequent       |

|                                  |                |                |   |
|----------------------------------|----------------|----------------|---|
|                                  |                |                | bus service   |
| <b>19th Ave NE / NE 196th St</b> | NE 205th St    | NE 195th St    | 19th Ave NE / NE 196th St from NE 205th St to NE 195th St improve to bike LTS 2 and fill sidewalk gaps and accommodate frequent bus service |
| <b>25th Ave NE</b>               | NE 205th St    | NE 195th St    | 25th Ave NE from NE 205th St to NE 195th St improve to bike LTS 1 and fill sidewalk gaps  |
| <b>15th Ave NE</b>               | NE 195th St    | 24th Ave NE    | 15th Ave NE from NE 195th St to 24th Ave NE improve to bike LTS 1 and fill sidewalk gaps and accommodate frequent bus service               |
| <b>24th Ave NE</b>               | 15th Ave NE    | 25th Ave NE    | 24th Ave NE from 15th Ave NE to 25th Ave NE improve to bike LTS 2 and fill sidewalk gaps  |
| <b>25th Ave NE</b>               | NE 178th St    | NE Perkins Way | 25th Ave NE from NE 178th St to NE Perkins Way improve to bike LTS 2 and fill sidewalk gaps   |
| <b>25th Ave NE</b>               | NE 178th St    | NE 171st St    | 25th Ave NE from NE 178th St to NE 171st St improve to bike LTS 2 and fill sidewalk gaps  |
| <b>25th Ave NE</b>               | NE 171st St    | NE 150th St    | 25th Ave NE from NE 171st St to NE 150th St improve to bike LTS 2 and fill sidewalk gaps and accommodate local bus service                  |
| <b>25th Ave NE</b>               | NE 150th St    | NE 145th St    | 25th Ave NE from NE 150th St to NE 145th St improve to bike LTS 2 and build future trail connection   |
| <b>15th Ave NE</b>               | 24th Ave NE    | NE 180th St    | 15th Ave NE from 24th Ave NE to NE 180th St improve to bike LTS 1 and fill sidewalk gaps and accommodate frequent bus service               |
| <b>15th Ave NE</b>               | NE 180th St    | Hamlin Park Rd | 15th Ave NE from NE 180th St to Hamlin Park Rd improve to bike LTS 2 and accommodate frequent bus service                                   |
| <b>NE 168th St</b>               | 15th Ave NE    | 25th Ave NE    | NE 168th St from 15th Ave NE to 25th Ave NE improve to bike LTS 1 and fill sidewalk gaps  |
| <b>NE 165th St</b>               | 5th Ave NE     | 15th Ave NE    | NE 165th St from 5th Ave NE to 15th Ave NE improve to bike LTS 1 and fill sidewalk gaps   |
| <b>15th Ave NE</b>               | Hamlin Park Rd | NE 155th St    | 15th Ave NE from Hamlin Park Rd to NE 155th St improve to fill sidewalk gaps and accommodate frequent bus service                           |
| <b>15th Ave NE</b>               | NE 155th St    | NE 150th St    | 15th Ave NE from NE 155th St to NE 150th St to fill sidewalk gaps and accommodate frequent bus service                                      |

|  |  |                              |  |
|--|--|------------------------------|--|
| <b>15th Ave NE</b>   | NE 150th St  | N 145th St                   | 15th Ave NE from NE 150th St to N 145th St to provide bike LTS 1 and accommodate frequent bus service                                  |
| <b>NE 150th St</b>   | 15th Ave NE  | 25th Ave NE                  | NE 150th St from 15th Ave NE to 25th Ave NE improve to fill sidewalk gaps and accommodate local bus service                            |
| <b>NE 150th St</b>   | 25th Ave NE  | 28th Ave NE                  | NE 150th St from 25th Ave NE to 28th Ave NE improve to fill sidewalk gaps and build future trail connection                            |
| <b>28th Ave NE</b>   | NE 150th St  | NE 145th St                  | 28th Ave NE from NE 150th St to NE 145th St to build future trail connection   |
| <b>17th Ave NE</b>   | NE 150th St  | NE 145th St                  | 17th Ave NE from NE 150th St to NE 145th St to build future trail connection   |
| <b>5th Ave NE</b>  | NE 155th St  | NE 145th St                  | 5th Ave NE from NE 155th St to NE 145th St improve to bike LTS 2 and accommodate frequent bus service                                  |
| <b>1st Ave NE</b>  | N 155th St   | N 145th St                   | 1st Ave NE from N 155th St to N 145th St improve to bike LTS 2 and fill sidewalk gaps  |
| <b>Triangle formed by Richmond Beach Dr NW / NW 195th Pl / NW 196th St</b> |  |                              | Triangle formed by Richmond Beach Dr NW / NW 195th Pl / NW 196th St improve to fill sidewalk gaps and accommodate frequent bus service |
| <b>NW 196th St</b>   | 23rd Ave NW  | 20th Ave NW                  | NW 196th St from 23rd Ave NW to 20th Ave NW improve to fill sidewalk gaps and accommodate frequent bus service                         |
| <b>NE 174th St</b>   | 1st Ave NE   | 5th Ave NE                   | NE 174th St from 1st Ave NE to 5th Ave NE to build future trail connection   |
| <b>Unimproved Right-of-Way</b>   |  |                              |  |
| <b>N 148th St</b>  | Linden Ave N   | Interurban Trail             | Unopened Right of Way  |
| <b>3<sup>rd</sup> Ave NE Connector</b>                                     | NE 149 <sup>th</sup> St  | NE 151 <sup>st</sup> St      | Unopened Right of Way  |
| <b>Linden Ave N</b>  | N 150th St   | 150 feet south of N 150th St | Unopened Right of Way  |
| <b>Linden Ave N</b>  | Southern termini of Linden Ave N (between N 148th St and N 145th St) | N 145th St                   | Unopened Right of Way  |

|  |  |  |                       |
|--|--|--|-----------------------|
| <b>Ashworth Ave N</b>  | N 152nd St   | Ashworth Ave N<br>(northern termini<br>south of N 152nd St)            | Unopened Right of Way |
| <b>N 157th St</b>  | Ashworth Ave N   | Densmore Ave N   | Unopened Right of Way |
| <b>N 165th St</b>  | Ashworth Ave N   | Densmore Ave N   | Unopened Right of Way |
| <b>Corliss Ave N<br/>connection</b>                            | Corliss Ave N<br>(northern termini<br>south of N 171st St) | Corliss Ave N<br>(southern termini<br>south of N 171st St)             | Unopened Right of Way |
| <b>Corliss Pl N<br/>connection</b>                             | Corliss Pl N   | Corliss Ave N<br>(southern termini<br>south of N 171st St)             | Unopened Right of Way |
| <b>NE 147th St</b>   | 27th Ave NE  | 28th Ave NE  | Unopened Right of Way |
| <b>Near 15th Pl NE</b>   | NE 185th St  | NE 184th Pl  | Unopened Right of Way |
| <b>NE 195th St</b>   | 10th Ave NE  | 11th Ave NE  | Unopened Right of Way |
| <b>Near NE 195th St</b>  | 14th Ave NE  | 15th Ave NE  | Unopened Right of Way |
| <b>Near NE 200th Ct</b>  | 12th Ave NE  | 15th Ave NE  | Unopened Right of Way |
| <b>N 188th St</b>  | Ashworth Ave N   | Densmore Ave N   | Unopened Right of Way |
| <b>Near N 193rd St</b>   | Palatine Ave N   | Greenwood Ave N  | Unopened Right of Way |
| <b>N 198th St</b>  | Near Dayton Ave N  | Fremont Ave N  | Unopened Right of Way |
| <b>Greenwood Pl N</b>  | Near NW 200th St   | Greenwood Pl N<br>(northern termini<br>south of NW 200th<br>St)        | Unopened Right of Way |
| <b>5th Ave NW</b>  | NW 197th St  | NW 196th Pl  | Unopened Right of Way |
| <b>Near intersection<br/>of NW 200th St<br/>and 5th Ave NW</b> | NW 200th St  | 5th Ave NW   | Unopened Right of Way |
| <b>12th Ave NW</b>   | Southern termini of<br>12th Ave NW south of<br>NW 196th St | Northern termini of<br>12th Ave NW north of<br>NW Richmond Beach<br>Rd | Unopened Right of Way |
| <b>NW 198th St</b>   | 15th Ave NE  | Eastern termini of<br>NW 198th St west of                              | Unopened Right of Way |

|  |                              |                        |  |
|--|------------------------------|------------------------|--|
|  |                              | 15th Ave NE            |  |
| <b>17th Ave NW</b>                       | 17th Pl NW/16th Ave NW       | 17th Ave NW            | Unopened Right of Way  |
| <b>8th Ave NW</b>                        | Near Sunset Park             |                        | Unopened Right of Way  |
| <b>8th Ave NW</b>                        | NW 177th Pl                  | NW 175th St            | Unopened Right of Way  |
| <b>Daytona Pl N</b>                      | N 188th St                   | N Richmond Beach Rd    | Unopened Right of Way  |
| <b>Near 148th St</b>                     | through Paramount Open Space |                        | Unopened Right of Way  |
| <b>N 167th St</b>                        | Whitman Ave N                | Aurora Ave N           | Unopened Right of Way  |
| <b>NE 152nd St</b>                       | 10th Ave NE                  | 11th Ave NE            | Unopened Right of Way  |
| <b>West side of Paramount Open Space</b> |                              |                        | Unopened Right of Way  |
| <b>Trail Connections</b>                 |                              |                        |  |
| <b>near 148th St</b>                     | I-5                          | 15th Ave NE            | Eastside Off-Corridor Bike Network   |
| <b>5th Ave NE/ NE 174th St</b>           | NE 185th St                  | NE 174th St/1st Ave NE | Eastside Off-Corridor Bike Network   |
| <b>NE 150th St</b>                       | 15th Ave NE                  | 17th Ave NE            | Eastside Off-Corridor Bike Network   |
| <b>N 150th St/Corliss Ave N</b>          | Meridian Ave N               | N 145th St             | 145th Street Off-Corridor Bicycle Network  |
| <b>12th Ave NE</b>                       | NE 148th St                  | NE 145th St            | Eastside Off-Corridor Bike Network   |
| <b>25th Ave NE</b>                       | 25th Ave NE                  | NE 150th St            | Off-Corridor Trail Network   |
| <b>multiple local streets</b>            | Interurban Trail             | N 145th St             | Off-Corridor Trail Network   |
| <b>near NE 160th St</b>                  | near Hamlin Park             | west of 25th Ave NE    | Trail Network  |
| <b>NE 165th St</b>                       | I-5                          | 5th Ave NE             | Off-Corridor Trail Network   |
| <b>3rd Ave NE</b>                        | NE 170th St                  | NE 165th St            | Off-Corridor Trail Network   |
| <b>NE 158th St / 3rd Ave NE</b>          | 1st Ave NE                   | NE 149th St            | NE 158th St / 3rd Ave NE from 1st Ave NE to NE 149th St to build on-street future trail connection |
| <b>Trail Along the Rail</b>              |                              |                        |  |
| <b>TAR Segment</b>                       | NE 195th St                  | NE 189th St            | Trail Along the Rail; Phase 1  |
| <b>TAR Segment</b>                       | NE 155th St                  | NE 149th St            | Trail Along the Rail; Phase 2  |



|   |             |             |                               |
|---|-------------|-------------|-------------------------------|
| <b>TAR Segment</b>  | NE 159th St | N 155th St  | Trail Along the Rail; Phase 3 |
| <b>TAR Segment</b>  | NE 163rd St | NE 161st St | Trail Along the Rail; Phase 3 |
| <b>TAR Segment</b>  | NE 170th St | NE 163rd St | Trail Along the Rail; Phase 3 |
| <b>TAR Segment</b>  | N 175th St  | NE 174th St | Trail Along the Rail; Phase 3 |
| <b>TAR Segment</b>  | NE 180th St | N 175th St  | Trail Along the Rail; Phase 4 |
| <b>Shared Use Mobility Hubs</b>                                       |             |             |                               |
| <b>Ashworth Avenue<br/>N &amp; N 200<sup>th</sup> Street</b>          | -           | -           | Aurora Village Transit Center |
| <b>NE 185<sup>th</sup> Street &amp;<br/>5<sup>th</sup> Avenue NE</b>  | -           | -           | Shoreline North/185th Station |
| <b>NE 151<sup>st</sup> Street &amp;<br/>5<sup>th</sup> Avenue NE</b>  | -           | -           | Shoreline South/148th Station |
| <b>Westminster Way<br/>N &amp; N 155<sup>th</sup> Street</b>          | -           | -           | Shoreline Place               |
| <b>N 160<sup>th</sup> Street &amp;<br/>Dayton Avenue N</b>            | -           | -           | Shoreline Community College   |
| <b>N 185<sup>th</sup> Street &amp;<br/>Aurora Avenue N</b>            | -           | -           | Aurora Ave N & N 185th St     |
| <b>Aurora Avenue N<br/>&amp; N 192<sup>nd</sup> Street</b>            | -           | -           | Shoreline Park & Ride         |
| <b>NW Richmond<br/>Beach Road &amp; 3<sup>rd</sup><br/>Avenue NW</b>  | -           | -           | 4-Corners                     |
| <b>NE 175<sup>th</sup> Street &amp;<br/>15<sup>th</sup> Avenue NE</b> | -           | -           | North City Business District  |
| <b>NE 165<sup>th</sup> Street &amp;<br/>5<sup>th</sup> Avenue NE</b>  | -           | -           | Ridgecrest Business District  |
| <b>N 149<sup>th</sup> Street &amp;<br/>1<sup>st</sup> Avenue NE</b>   | -           | -           | 148th St Non-Motorized Bridge |
| <b>15<sup>th</sup> Avenue NE &amp;<br/>NE 146<sup>th</sup> Street</b> | -           | -           | 15th Ave BRT Station          |
| <b>NE 155<sup>th</sup> Street &amp;<br/>15<sup>th</sup> Avenue NE</b> | -           | -           | Fircrest                      |

|   |                    |                   |  |
|---|--------------------|-------------------|--|
| <b>Ballinger Way NE &amp; 19<sup>th</sup> Avenue NE</b>           | -                  | -                 | Ballinger  |
| <b>NE 145<sup>th</sup> Street &amp; 30<sup>th</sup> Avenue NE</b> | -                  | -                 | 30th Ave BRT Station                             |
| <b>N 175<sup>th</sup> Street &amp; Midvale Avenue N</b>           | -                  | -                 | City Hall  |
| <b>NW 195<sup>th</sup> Street &amp; 20<sup>th</sup> Avenue NW</b> | -                  | -                 | Richmond Beach                                   |
| <b>N 175<sup>th</sup> Street &amp; 5<sup>th</sup> Avenue NE</b>   | -                  | -                 | Shoreline Library                                |
| <b>Bridges</b>  |                    |                   |  |
| <b>NE 148<sup>th</sup> Street</b>                                 | -                  | -                 | 148th St Bridge                                  |
| <b>Intersections</b>  |                    |                   |  |
| <b>Meridian Avenue N &amp; N 175th Street</b>                     | -                  | -                 | Meridian Avenue N & N 175th Street               |
| <b>Dayton Avenue N &amp; Carlyle Hall Road</b>                    | -                  | -                 | Dayton Avenue N & Carlyle Hall Road              |
| <b>1st Ave NE &amp; N 155th Street</b>                            | -                  | -                 | 1st Ave NE & N 155th Street                      |
| <b>25th Ave NE &amp; NE 150th Street</b>                          | -                  | -                 | 25th Ave NE & NE 150th Street                    |
| <b>N 160th St &amp; Greenwood Ave N &amp; N Innis Arden Way</b>   | -                  | -                 | N 160th St & Greenwood Ave N & N Innis Arden Way |
| <b>145th Corridor</b>   |                    |                   |  |
| <b>N 145<sup>th</sup> Street</b>                                  | Greenwood Avenue N | Interurban Trail  | Greenwood to the Interurban Trail                |
| <b>N 145<sup>th</sup> Street</b>                                  | Interurban Trail   | Wallingford Ave N | Interurban Trail to Wallingford Ave N            |
| <b>N 145<sup>th</sup> Street</b>                                  | Wallingford Ave N  | Corliss Ave N     | Wallingford to Corliss Ave N                     |

## **Funding and Implementation**

The previous section presents an expansive list of the types of projects that would be needed to complete the City of Shoreline’s overall transportation vision. A key planning requirement of the Growth Management Act is the concept of fiscal restraint in transportation planning. A fiscally-constrained Transportation Element must first allow for operation and maintenance of existing facilities, and then capital improvements. To introduce fiscal constraint into the plan, an inventory of past revenues and costs was undertaken to identify funds that are likely to be available for capital construction and operations.

Revenues that fund transportation operations and capital in Shoreline include those from outside sources and grants, general city funds, real estate excise taxes, vehicle license fees, sales tax, impact fees, and gas tax receipts. Each of these funding sources has different eligibility requirements, in terms of activities they can fund. For example, the City of Shoreline collects vehicle license fees, which are dedicated to the maintenance and rehabilitation of existing streets.

## **Significant, Unavoidable Adverse Impacts**

Under any of the alternatives, traffic congestion would be mitigated to varying degrees through implementation of the transportation improvements identified in this chapter, as well as through compliance with City codes and standards, significant unavoidable adverse impacts generally would not be expected to occur.

However, significant unavoidable adverse impacts could result if one or more planned improvement projects identified to address expected impacts are not implemented. It is expected that all of the new roadway connections and intersection improvements identified in this chapter would be implemented over time through capital funding, the City’s traffic impact fee program, grants, and/or as part of a proposed development. Projects will be prioritized and updated through regular capital facilities and transportation improvements planning, as required under the Growth Management Act. Over periods between updates, transportation concurrency is intended to manage the transportation system and ensure that development cannot be approved without suitable associated mitigation.

# Public Services

8



# Chapter 8 – Public Services

## Introduction

This chapter of the Final Environmental Impact Statement (FEIS) covers public services, including the affected environment (existing conditions) as well as potential impacts associated with growth under the alternatives and mitigation measures to address potential impacts. Public services analyzed include:

- Public Safety and Police Services
- Fire and Emergency Services
- Parks, Recreation, Open Space, and Arts
- Municipal Services and Public Facilities
- Public Schools
- Library Services
- Solid Waste Management and Recycling Services

Impacts of the alternatives would be considered significant if they result in:

- Increased demand for public services that cannot be accommodated through regular planning and staffing programs and processes.
- Insufficient capacity to serve expected population based on standard levels of service metrics as applicable under each area of service.

## Affected Environment

### Public Safety and Police Services

The Shoreline Police Department is located at City Hall, at 17500 Midvale Avenue N, within a portion of the building that was added in 2017. Police services are provided to Shoreline through a year-to-year contract with King County in three major areas:

- **City Police Services:** staff is assigned to and works within the City. In 2024, there were 50 commissioned FTEs and 3 non-commissioned FTEs dedicated to the City.
- **Regional Police Services:** staff is assigned within the King County Sheriff's Office and deployed to the City on an as needed basis (e.g., criminal investigations and special response teams).
- **Communications/Dispatch:** The City contracts with King County for dispatch services through the King County 911 Communications Center.

There are no City-managed jail cells located within the city. The Shoreline Police maintain two holding cells at the precinct and contracts with South Correctional Entity (SCORE) for jail facilities.

### Fire and Emergency Services

The Shoreline Fire Department (SFD) is an independent special purpose district that provides fire and rescue

services to the District’s 13 square miles of predominantly urban areas. Services include; fire protection, fire prevention and code enforcement, basic life support (BLS) emergency medical service (EMS), advanced life support (ALS) EMS in cooperation with King County EMS, public education in fire prevention and life safety, and technical rescue including high/low angle, confined space, and trench rescue. The current service area includes all of the City of Shoreline as well as the Town of Woodway under service contract. Furthermore, SFD provides ALS service to the Cities of Lake Forest Park, Kenmore, Bothell, and parts of Woodinville.

The Shoreline Fire Department maintains four stations located at 17525 Aurora Avenue N, 719 N 185th Street, 145 NE 155th Street, and 1410 NE 180th Street.

Capital resources for SFD consist of the previous listed fire stations, fire apparatus (vehicles used for fire and rescue work), staff vehicles and the related equipment, tools, and associated personal protection equipment needed to safely and legally provide fire and rescue services. Current inventories of all SFD resources are listed in the Shoreline Fire Department Capital Facilities and Equipment Plan.

### **City of Shoreline Emergency Operations Center (EOC)**

RCW 38.52.070 authorizes and directs the City to assume responsibility of emergency management for their jurisdiction. The City has established its Emergency Operations Center at the Shoreline Fire Headquarters through a Memorandum of Understanding (MOU) signed by the City Manager and Fire Chief. The City supports the equipment needed to operate from the Fire Department’s community room. The need for a more permanent EOC was also discussed in the Hazard Mitigation Planning process. This could potentially be included in the planning for a new police facility and is considered a “critical facility” during emergencies.

### **Parks, Recreation, Open Space, and Arts**

Shoreline has 42 public parks with 412 acres of open spaces, trails and community facilities, including 38 owned by the City and 4 others operated through formal interagency agreements. See **Figure 8.1** and **Table 8-1**.

Shoreline’s most recent version of the plan, the Parks, Recreation, Open Space, and Arts (PROSA) Plan, was adopted in May 2024. This PROSA plan update highlights and focuses the City’s commitment to equity and anti-racism in all aspects of service delivery to residents. It is a comprehensive plan for the future development of the City’s parks, open spaces, public art, recreation, and cultural services in a way that supports the vision of the City to be a “Welcoming Place for All”.

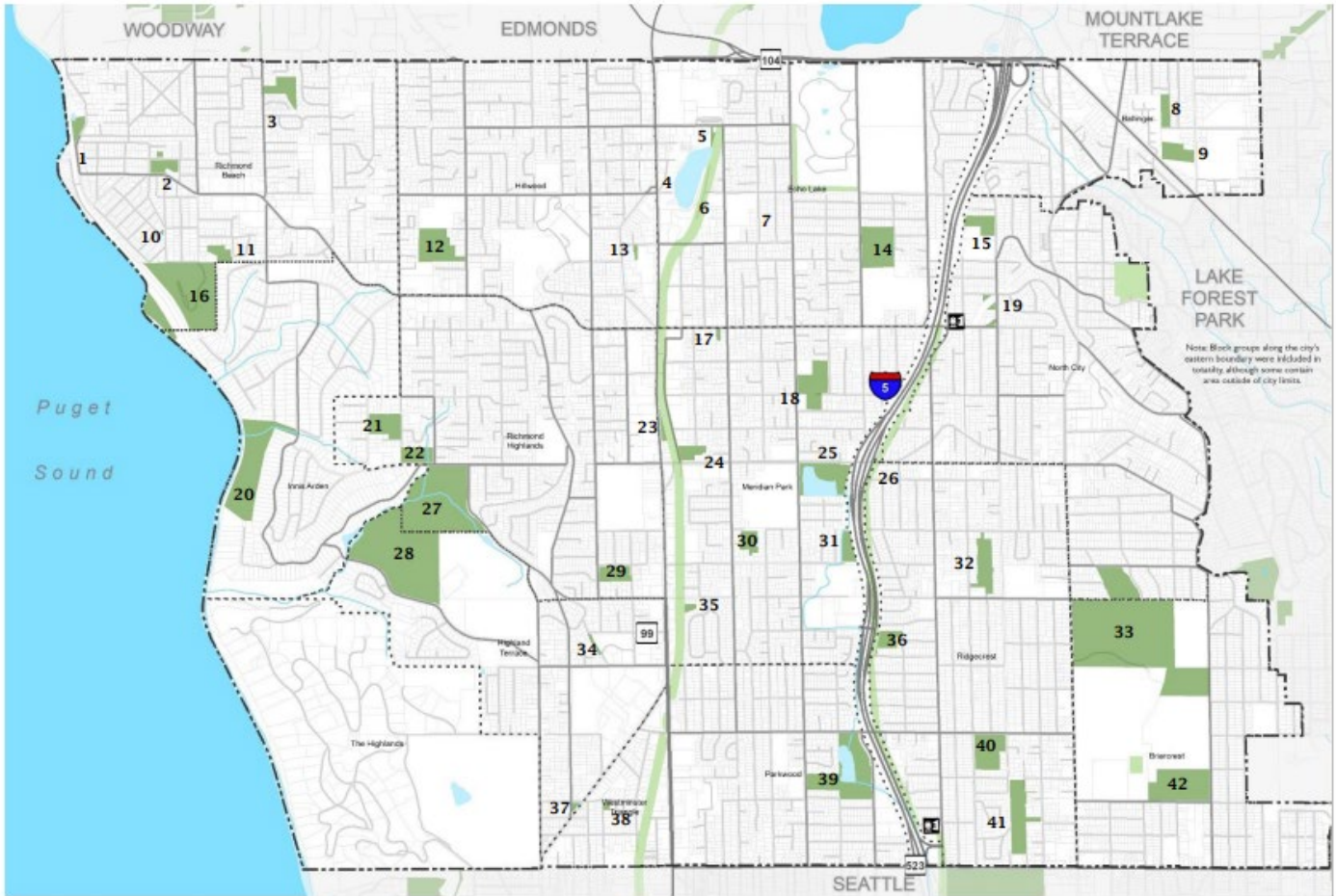
The PROSA Plan assesses current levels of services (LOS), projected needs, and community feedback to create goals and strategies targeted at providing high quality, equitable services to all current and future residents. It identifies capital project recommendations, based on the LOS analysis, projected needs, and community feedback, and describes a strategic plan for implementation of these projects. These recommendations are implemented through the City of Shoreline Capital Improvement Plan and voter-approved capital improvement bonds. The PROSA Plan contains a thorough analysis and inventory of Shoreline’s parks, recreation, open space, and arts facilities, and can be found here:

<https://www.shorelinewa.gov/home/showpublisheddocument/61077/638519077574700000>

The PROSA plan includes a new classification type from previous plans, titled “Land Banked Properties.” These

properties are acquired with future growth needs in mind. They remain undeveloped until a determination of funding, purpose and scope of parcel is determined. This is done through a combination of utilizing the property acquisition and development framework outlined in Chapter 4 of the PROSA plan alongside equity focused neighborhood engagement. Land acquisition to meet projected growth and serve currently underserved communities is noted as one of the key themes.

**Figure 8.1 Shoreline Parks, Recreation, and Open Space Facilities**



|  |   |                            |                          |
|--|---|----------------------------|--------------------------|
| 1 Kayu Kayu Ac Park                    | 12 Hillwood Park                        | 23 Park at Town Center     | 34 Gloria's Path         |
| 2 Richmond Beach Community Park        | 13 192 <sup>nd</sup> & Hemlock Landbank | 24 Shoreline Civic Park    | 35 Darnell Park          |
| 3 Kruckeberg Botanic Garden            | 14 Shoreline Park                       | 25 Ronald Bog Park         | 36 Ridgecrest Park       |
| 4 West Echo Lake Landbank              | 15 North City Park                      | 26 Light Rail Trail        | 37 Westminister Triangle |
| 5 Echo Lake Park                       | 16 Richmond Beach Saltwater Park        | 27 Boeing Creek Park       | 38 Westminister Park     |
| 6 Interurban Trail                     | 17 Edwin Pratt Memorial Park            | 28 Shoreview Park          | 39 Twin Ponds Park       |
| 7 North 195 <sup>th</sup> Street Trail | 18 Cromwell Park                        | 29 Richmond Highlands Park | 40 Paramount School Park |
| 8 Ballinger Open Space                 | 19 Rotary Park                          | 30 Meridian Park           | 41 Paramount Open Space  |
| 9 Brugger's Bog Park                   | 20 Innis Arden Reserve Park             | 31 James Keough Park       | 42 South Woods Park      |
| 10 Richmond Reserve                    | 21 Sunset School Park                   | 32 Northcrest Park         |                          |
| 11 Strandberg Preserve                 | 22 Boeing Creek Open Space              | 33 Hamlin Park             |                          |

**Table 8-1 Types of Parks, Recreation, and Open Space Facilities in Shoreline**

|  |    |        |
|--|----|--------|
| <p><b>Open Space/Natural Areas</b><br/>Undeveloped parkland established to protect wildlife habitat and preserve natural assets. These areas provide a wide variety of ecological benefits and allow limited impact access to natural experiences in the urban environment.</p>  | 12 | 114.73 |
| <p><b>Trails</b><br/>Provide off-road walk, bike, and ADA access between parks, schools, commercial districts, and light rail stations across the city.</p>  | 3  | 23.63  |
| <p><b>Pocket Parks</b><br/>Provide green gathering space in densely developed areas typically between 0.10 - 0.25 acres.</p>   | 2  | .61    |
| <p><b>Neighborhood Parks</b><br/>Serve as the recreational and social focus of a neighborhood within a 15-minute walk. They provide for picnic areas, playgrounds, and sports courts within walkable access of residential neighborhoods of between 0.25-9.0 acres.</p>  | 9  | 35.3   |
| <p><b>Community Parks</b><br/>Meet community-based active, structured recreation needs and to preserve unique landscapes, amenities, and open spaces. They are designed for organized activities and sports, although individual and group activities are also encouraged. Generally, the size of a community park ranges between ten and 50 acres. Community parks serve a one and one-half mile radius, and are often accessed by vehicle, bicycle, public transit, or other means, so the walking distance to the park is not as critical as neighborhood or community parks.</p> | 7  | 71.87  |
| <p><b>Regional Parks</b><br/>Often large areas that include a special feature that makes them unique. Typically, regional parks include a mixture of active and passive activities and may offer a wide range of amenities. The geographic service area for a regional park is Citywide and beyond. The regional parks in Shoreline, which comprise 159 acres, include Richmond Beach Saltwater Park, Shoreview Park, and Hamlin Park.</p>   | 3  | 159.11 |
| <p><b>Special Use Parks</b><br/>Provide a unique special amenity for the community. They may include historic or natural interpretive centers..</p>  | 1  | 4.3    |
| <p><b>Land Banked Properties</b><br/>Land banked properties are acquired properties for future park uses that are yet to be developed. The future use is determined and prioritized by community need identified in the PROSA Plan with the goal of developing these parcels into publicly accessible park space that may also include pocket parks and natural areas. There are currently five properties which are considered land banked, including the Echo Lake West and N 192nd and Hemlock parcels.</p>   | 5  | 2.95   |

The PROSA Plan provides a detailed Level of Service (LOS) analysis that evaluates the demand and need for parks, recreation, and open space facilities based on several determination factors and considerations. Refer to the PROSA Plan for more information, as well as discussion later in this chapter under Potential Impacts and Mitigation Measures.

### **Municipal Services and Public Facilities**

The City of Shoreline offices provide a wide variety of services and functions, which are provided at a variety of facilities. The City of Shoreline Civic Center, which includes the City Hall building at 17500 Midvale Avenue N, provides approximately 62,000 square feet of office space where governmental services are available. These services include, but are not limited to, customer response, administration, permitting, environmental and human services, road and park maintenance, and neighborhood coordination. The campus also includes a 21,000 square foot auditorium, a 75-car elevated parking structure, and a one-acre public park and plaza. Refer

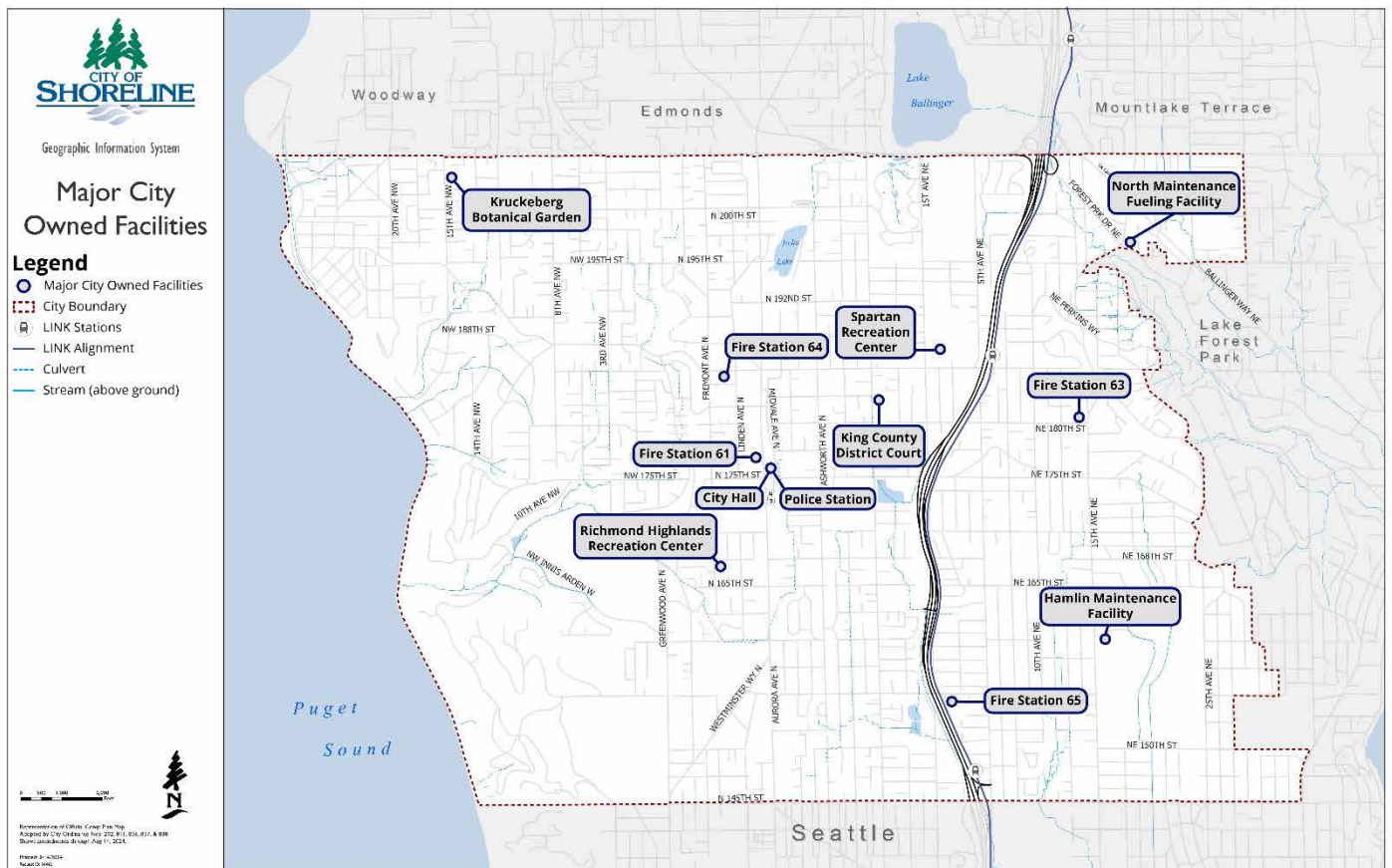


to **Figure 8.2** for existing major city owned public facilities in Shoreline.

In addition, the City owns and maintains approximately 28,765 square feet of facilities to support the park system, including the Spartan Recreation Center, the Richmond Highlands Recreation Center, Kruckeberg Botanic Garden, the Richmond Beach Saltwater Park Pedestrian Bridge, numerous park shelters, and outdoor restrooms. The City operates a maintenance facility at Hamlin Park, located at 16006 15th Avenue NE. This location serves as a storage yard for various City vehicles, including a street sweeper and road maintenance equipment, as well as offices for street and park maintenance crews. The City is evaluating the relocation and expansion of this facility as part of possible utility acquisitions.

In 2024, there are 204.4 regular full-time-equivalent employees and 6.5 limited term employees.

**Figure 8.2 Major City Owned Facilities in Shoreline**



## Public Schools

Shoreline School District 412 is the public school district serving the City of Shoreline and nearby communities of Lake Forest Park and a portion of north Seattle. There is one preschool/daycare center (early learning center), one K-8 home school center, nine elementary schools, two middle schools, two high schools, one alternative school, the Shoreline Center and two additional surplus properties. In addition to these facilities, the District maintains a Transportation Center, and a warehouse with a central kitchen. See **Table 8-2** for the District’s owned and operated facilities.

According to the Washington Office of Superintendent of Public Instruction, 9,641 students were enrolled in the Shoreline School District for the 2023-2024 school year. The average class size for the 2022-2023 school year was 23.2 students, and there was a total teacher count of 550. The cost per student for the same school year was calculated to be \$18.114.

Shoreline Community College (SCC) is the only higher education facility located within the City. It is a public, two-year institution offering a range of academic, professional, and technical programs. According to the school website, about 8,000 students attend SCC every year.

**Table 8-2 Shoreline School District 412 Facilities**

| Facility Name & Type               | Location   |
|------------------------------------|--|
| Early Learning Centers:            |  |
| Edwin Pratt Early Learning Center  | 1900 N 170th Street, Shoreline, WA 98133                     |
| Elementary Schools:                |  |
| Briarcrest Elementary School       | 2715 NE 158 <sup>th</sup> Street Shoreline, WA 98155         |
| Brookside Elementary School        | 17447 37 <sup>th</sup> Avenue NE, Lake Forest Park, WA 98155 |
| Echo Lake Elementary School        | 19345 Wallingford Avenue NE Shoreline, WA 98133              |
| Highland Terrace Elementary School | 100 N 160 <sup>th</sup> Street Shoreline, WA 98133           |
| Lake Forest Park Elementary School | 18500 37 <sup>th</sup> Avenue NE Lake Forest Park, WA 98155  |
| Meridian Park Elementary School    | 17077 Meridian Avenue NE Shoreline, WA 98133                 |
| Parkwood Elementary School         | 1815 N 155 <sup>th</sup> Street Shoreline, WA 98133          |
| Ridgecrest Elementary School       | 16516 10 <sup>th</sup> Avenue NE Shoreline, WA 98155         |
| Syre Elementary School             | 19545 12 <sup>th</sup> Avenue NE Shoreline, WA 98177         |
| Middle Schools:                    |  |
| Einstein Middle School             | 19343 3 <sup>rd</sup> Avenue NW Shoreline, WA 98177          |
| Kellogg Middle School              | 16045 25 <sup>th</sup> Avenue NE Shoreline, WA 98155         |
| High Schools:                      |  |
| Shorecrest High School             | 15343 25 <sup>th</sup> Avenue NE Shoreline, WA 98155         |
| Shorewood High School              | 17300 Fremont Avenue N Shoreline, WA 98133                   |
| Other Facilities:                  |  |

| Facility Name & Type          | Location   |
|-------------------------------|--|
| Cascade K-8 Community School  | 2800 NE 200 <sup>th</sup> Street Shoreline, WA 98155 |
| The Shoreline Center          | 18560 1 <sup>st</sup> Avenue NE, Shoreline, WA 98155 |
| Transportation Center         | 124 NE 165 <sup>th</sup> Street Shoreline, WA 98155  |
| Warehouse and Central Kitchen | 2003 NE 160 <sup>th</sup> Street Shoreline, WA 98155 |

## Library Services

The Shoreline Library is located at 345 NE 175<sup>th</sup> St and is part of the King County Library System. The Richmond Beach Library is located at 19601 21<sup>st</sup> Ave NW and is also part of the King County Library System. King County Library System’s Strategic Framework (2023-2027) reflects its commitment to public services that enhances lives, forges connections, and strengthens communities. Building on the Strategic Framework, a five-year plan, the Library System’s 2024 budget funds key strategic initiatives and projects that further expand programs and services to support operational improvements. It creates internal efficiencies and enhances experiences for patrons and staff, all developed through an equity lens. The Library System strategically plans decades ahead for operational budgeting and capital investments, monitoring its service areas and related needs.

## Solid Waste Management and Recycling Services

The City of Shoreline is currently served by Recology King County for all residential curbside solid waste and recycling, and compost collection, and for commercial solid waste collection. Shoreline maintains an interlocal agreement with King County for use of the Shoreline Recycling and Transfer Station. In addition to solid waste collection, the City also operates a household battery recycling program and works with Recology on special item recycling collection.

The City plans to continue solid waste collection through contract services, and to continue its agreement with King County for the use of the Shoreline Recycling and Transfer Station. The facility no longer accepts plastic, glass, cardboard, or mixed paper for recycling. Curbside recycling for these materials is provided by Recology. The City continues to encourage recycling and composting and models these practices in all City-owned facilities, as well as through environmental education and stewardship programs.

## Potential Impacts and Mitigation Measures

For public services, potential impacts and mitigation measures are discussed together below and on the following pages for the three alternatives studied in the DEIS (and republished in this FEIS).

## Future Levels of Growth and Change Under the Alternatives

One of the purposes of the EIS analysis was to provide an understanding of what the future demands would be under the alternatives studied. Population growth and related demands for public services would increase under all alternatives. Similarly to the analysis of potential impacts for public services, understanding the projected population levels for the alternatives provides insight into the potential per capita increased demand for public services. Estimated growth of housing units and population under each of the alternatives is shown in

**Table 8-3**

All three alternatives assume increasing levels of growth and related new development and redevelopment over the next 20 years. Alternatives 1 and 2 assume the same level and pace of growth and development would occur, reaching allocated targets in 20 years, while Alternative 3 assumes that growth and development would happen at a more rapid pace, reaching allocated targets in 10 years.

**Table 8-3 Estimated Growth Projections for Population Under Each Alternative**

|  | 2024<br>Baseline<br>Population <sup>1</sup> | Future<br>Population <sup>2</sup>  | Population<br>Change from<br>2024                  |
|--|---|--|--|
| <b>Alternative 1</b> —No Action (No Adoption of the Comprehensive Plan); Growth is Consistent with Allocated Targets | 61,910                                      | <b>2044:</b><br>86,202 to<br>91,789+   | +24,292 to<br>29,879+                              |
| <b>Alternative 2</b> —Growth is Consistent with Allocated Targets  | 61,910                                      | <b>2044:</b><br>86,202 to<br>91,789+   | +24,292 to<br>29,879+                              |
| <b>Alternative 3</b> —Growth Occurs More Rapidly, Meeting Targets by 2034 Rather than 2044                           | 61,910                                      | <b>2034:</b><br>86,202 to<br>91,789+<br><br><b>2044:</b><br>118,942 to<br>124,529+<br>(if the pace of<br>growth doubles) | +24,292 to<br>29,879+<br><br>+57,032 to<br>62,619+ |

1 Washington State Office of Financial Management, April 1, 2024

2 2044 estimates ranging from 86,202 (Puget Sound Regional Council LUV-IT Model) to 91,789+ (37,372 x 2020 census household size of 2.4561 with the household size trending upward in Shoreline)

Alternatives 1 and 2 assume a population growth over the next 20 years, from the 2024 population of 61,910 (Washington State Office of Financial Management, April 1, 2024) to 2044 estimates ranging from 86,202 (Puget Sound Regional Council LUV-IT Model) to 91,789+ (37,372 x 2020 census household size of 2.4561 with the household size trending upward in Shoreline). That results in an increase in population of 24,292 to 29,879 more people or 39.23 percent to 48.26 percent over the 20 year period. The allocated targets for household units and jobs for that 20 year period are an additional 13,330 housing units and an additional 10,000 jobs.

Alternative 3 assumes that the same level of growth and development and related increases in population, housing units, and jobs will occur more rapid pace—occurring over 10 years instead of over 20 years. This means that if the same pace of growth were to continue over a 20 year pace, the level of population, housing units, and jobs and related development would double that projected under Alternative 1 and Alternative 2.

While the levels of growth and development under Alternative 1 or Alternative 2 could occur under existing zoning, the level of growth and development under Alternative 3 likely would require adjustments in zoning, particularly related to expanding the capacity for jobs in the future. The rate of growth and extent of new development and redevelopment would be influenced by market changes and property owner decisions, and as such, cannot be accurately predicted. However, growth would be expected to occur incrementally, year upon year under any of the alternatives.

The City of Shoreline will be monitoring growth closely on an annual basis in the coming years to determine how plans, capital improvements, transportation improvements, services, programs, and other pieces may need to be adjusted to respond to growth. While the next full periodic update of the Comprehensive Plan would occur in 2034, the City will complete a five-year review on growth trends and will make interim updates to the Comprehensive Plan as needed.

In summary, under Alternative 3 there would be more potential for increased demand for public services, requiring more mitigation measures than under Alternative 1 and Alternative 2 given that more growth and development would occur under Alternative 3 during the 20-year planning period. Alternative 1 would be disadvantaged as the “No Action” alternative, because “No Action” assumes the updated Comprehensive Plan would not be adopted, and as such, citywide planning would not be in alignment with the most recent state, regional, county, and local planning policies, provisions, and requirements—which could mean a lack of coordination and alignment with planning for public services.

Public services are primarily funded through property tax revenues and capital budgeting. With population increases, additional revenues are generated to support increases in services. Shoreline's biennial budget is the City's plan for allocating resources to a variety of programs necessary to keep the community safe, enhance the quality of life, and maintain and develop quality facilities, parks, roads and storm drainage systems. This includes capital facilities and capital improvements planning that addresses public safety and police services; parks, recreation, and open space services; municipal services; transportation, utilities, and other services and facilities that the City manages, operates, and funds on an ongoing basis. More information can be found here, including information about the current budget that is under review at the City at this time:

<https://www.shorelinewa.gov/government/departments/administrative-services/budget-and-capital-improvement-plan>.

## **Public Safety and Police Services**

Public safety and police services provided by the City are evaluated on a regular basis to determine increases in demand and needs, and improvements in service and to facilities are funded through the City's budget and capital improvements planning process. Increases in population under the alternatives will result in increased demand for public safety and police services in Shoreline. The increase in demand will be highest under Alternative 3 within the 20-year planning period given the faster pace of growth.

## **Fire and Emergency Services**

Similarly to increased demand discussed above based on population growth and new development, the demand for fire and emergency services will increase under all the alternatives, with the highest level of demand

occurring under Alternative 3. The Shoreline Fire Department opened a new, two-story, approximately 16,650 square-foot station on 1.5 acres of land to replace the old station at 1410 NE 180<sup>th</sup> Street in 2022. The Shoreline Fire Department also is designing a “satellite station” to replace the existing facility at 1851 NW 195<sup>th</sup> Street, which has not been operating as a fire station, but as an education center; with construction expected to start in 2028. Other stations will require various asset preservation/maintenance projects over the next 20 year planning horizon to ensure adequate service.

### **Parks, Recreation, Open Space, and Arts**

As with other areas of public service, there will be increased demand for parks, recreation, open space, and arts services and facilities under the alternatives, with the greatest level of demand generated by Alternative 3. The PROSA Plan addresses Shoreline’s expected population growth through 2050 (with the population projected to increase to 101,279 people by that time). Shoreline currently provides more parks per resident than most peer reported agencies. The residents per park benchmark comparisons is for the low, median, and upper quartiles for cities of 50,000-99,000 population, with lower being a lower ratio of people to park, which represents a sufficient level of service. See **Table 8-4**.

Beyond the NRPA measure, Shoreline’s PROSA Plan addresses more specific needs for parks, recreation, and open space facilities based on several factors (equity, walkability, and other specific needs). To address the City’s equity goals, the PROSA Plan proposes an addition of nine (9) parks with picnic, playground, and sports courts to fill 5–10-minute walkability gaps as noted in the community needs maps in the North Hillwood, Westminster Triangle, Parkwood, and North City neighborhoods and along the Interurban Trail, as well as two (2) parks with amenities at the Light Rail Stations at NE 185<sup>th</sup> and NE 148<sup>th</sup> Streets, and one (1) joint venture park with Shoreline School District at Cedarbrook School. By doing this this, the City would provide by 2050 a park for every 1,085 persons, providing a standard for future residents and exceed NRPA metrics.

The PROSA Plan provides more in-depth descriptions of each type of parkland and associated improvement proposals to meet the future needs of the community over the next 20 years and through 2050. These proposals were developed by integrating the community preferences and comprehensive LOS Analysis. The proposals are just that, proposals, and these will be used to inform the Capital Facilities Plan and Park Impact Fees. Implementation of these proposals will be guided by the equity focused park acquisition and development framework laid out later in this chapter. All proposed amenities and facilities noted in the PROSA Plan. are subject to funding and other resource availability.

**Table 8-4 Level of Service /Residents per Park (NRPA Measure)**

| Lower   | Median | Upper | Shoreline 2020      | Shoreline 2050                        |
|---|--------|-------|---------------------|---------------------------------------|
| 1,461   | 2,240  | 3,655 | 1,395               | 1,085                                 |
| <i>Quartiles for cities of 50-000-99,000 population –</i> |        |       | <i>Source: 2023</i> | <i>NRPA Agency Performance Review</i> |

## Public Schools

Increased demand for public schools would occur under any of the alternatives, with the highest level of demand projected under Alternative 3 related to the faster pace of population growth within the 20 year planning period.

The School District has been keeping pace with demand for facilities and substantially renovated Shorecrest and Shorewood High Schools in 2012 to meet standards of the Washington Sustainable Schools Protocol. Generally, the School District can take the following steps to expand capacity at individual sites:

- Site a portable at an affected school. The District owns several portables for this purpose; if all are being utilized, the District could purchase or lease more;
- Alter/shift special program assignments to available space to free up space for core programs: gifted programs, special education, arts, activities, and others.
- Boundary adjustments: the areas from which individual schools draw may be adjusted; in more extreme cases, the district boundary could be modified; and/or
- Expansion of affected schools (if feasible without eliminating required playfields or parking).

## District Planning Initiatives 2023-24 and Beyond

Shoreline School District has three initiatives that guide district planning through the short and long term future. The strategic plan provides long-term visioning, the direction to achieve a mission, and the indicators of success. This clarity and the priorities that emerge from the strategic plan help guide the budgeting process. Lastly, as part of the budgeting process, school capacity and the potential of a school closure will be considered.

- **Budget Advisory Team**—The Budget Advisory Team (BAT) is a diverse group of parents/guardians, staff, students, and community members who represent a wide range of perspectives. The team reviews the district’s current and projected budget challenges and the factors that influence school funding and spending, and they monitor the progress of the annual budget.
- **Envision Shoreline: Strategic Planning**—A strategic plan is an important tool for school districts, especially given the current complex educational landscape, and the significant budget challenges in the Shoreline School District. Envision Shoreline helps the district plan for the future while keeping the mission and vision alive.
- **School Capacity Review and Closure Consideration**—Shoreline School District examines the most effective and efficient ways to deliver the best educational services to the community. Many factors including declining enrollment, school funding limitations, and required resources and supports must be inventoried. A School Capacity Review and Closure Consideration (SCRCC) task force is working toward making a recommendation in fall 2024 of the most viable elementary school for possible closure for the 2025-26 school year.

## Library Services

As noted above, the King County Library System plans according to its Strategic Framework (most recent planning period is for 2023-2027). Through this five-year plan, the Library System’s 2024 budget funds key

strategic initiatives and projects that further expand programs and services to support operational improvements. The City of Shoreline will continue to coordinate with the King County Library System as it monitors growth and change in the coming years. Given that funding for the library system is based on property tax revenues, increased population would generate increased tax revenue to support serving the increased demand for service.

### **Solid Waste Management and Recycling**

Customer service charges for solid waste management, permit applications and reviews, and other public services also would help to support funding of additional services to support growth over time.

### **Significant, Unavoidable Adverse Impacts**

In considering the two action alternatives, Alternative 2 and Alternative 3, no significant unavoidable adverse impacts to public services would be anticipated if ongoing levels of service can keep pace with population growth and related demand. Each public service provider would need to continue to proactively plan for, fund, and implement staffing levels, facility improvements, and equipment purchases to serve growth in the coming years. With regular coordination, proactive planning of services and programs, capital facility plan updates, and applications of code requirements for adequate facilities and other standards, potential impacts should be addressed as growth continues in the future. However, it should be noted that the pace of growth under Alternative 3 would place much more intensive demand on public services over the next 20 years. The City will be closely monitoring the pace of growth and will coordinate with other public services providers in monitoring these trends.

Alternative 1, No Action, is not a viable alternative from the City's perspective, because Shoreline must have an up-to-date, adopted comprehensive plan to guide future growth and planning. Under Alternative 1, the no action alternative, public services planning would continue, but service providers would lack the advantages of having an up-to-date plan aligned with state, regional, and county policies and reflecting and addressing the most recent allocated growth targets.



# Utilities

9



# Chapter 9 – Utilities

## Introduction

This chapter of the Final Environmental Impact Statement/FEIS (as previously published in the Draft Environmental Impact Statement/DEIS) covers utilities, including the affected environment (existing conditions) as well as potential impacts associated with growth under the alternatives and mitigation measures to address potential impacts. Utilities analyzed include:

- Water
- Sanitary Sewer/Wastewater
- Surface and Stormwater Management
- Power and Communications

Impacts of the alternatives would be considered significant if they result in:

- Increased demand for public utilities that cannot be accommodated through regular systems planning and funding of future improvements.
- Insufficient capacity to serve expected population based on levels of service metrics as applicable under each area of utility service, as applicable.

## Affected Environment

The Shoreline 2044 Comprehensive Plan includes all goals and policies relevant to these service areas, including the provision of utility services in the city. The Capital Facilities Element serves as a guide to the City's financial commitment in providing those facilities desired by the community by monitoring planned investments relative to adopted levels of service in key areas.

The Growth Management Act (GMA) requires that communities plan for both utilities and capital facilities to ensure there is an adequate level of facilities and services in place to support development at time of occupancy or use. The overall goal is to ensure that new development does not exceed a jurisdiction's ability to pay for needed utilities, public services, and facilities or that new development does not decrease current service levels below locally established minimum standards.

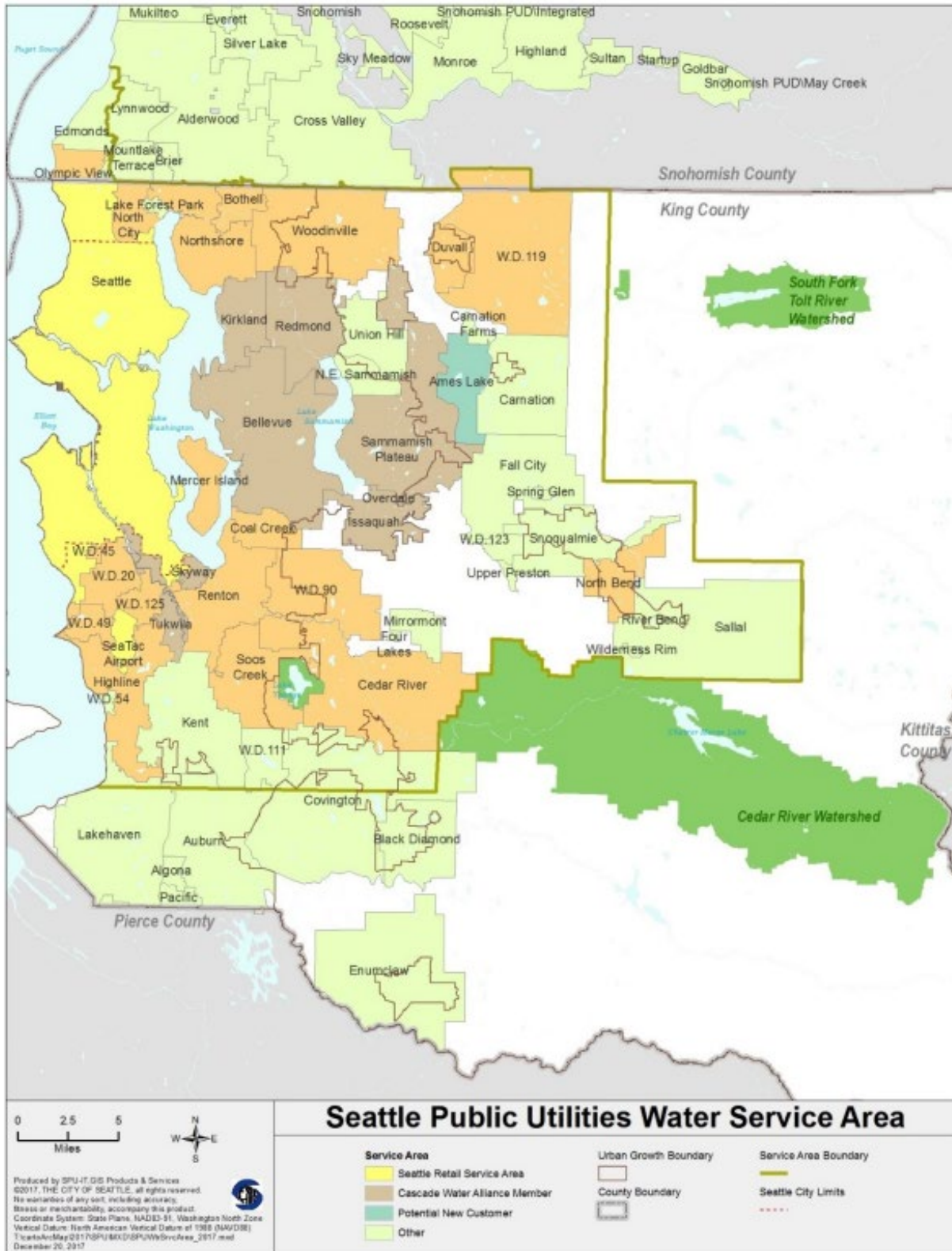
Affected environment is described for each area of utility service—water, sanitary sewer/wastewater, surface and stormwater management, and power and communications—in the text below and on the following pages.

### Water

The City of Shoreline is served by two public water utilities and maintains franchise agreements with each entity:

- Seattle Public Utilities (SPU), which serves the portion of the city located generally west of I-5 (see **Figure 9.1**)
- North City Water District which serves the portion of the city generally east of I-5

Figure 9.1 Seattle Public Utilities Water Service Area



SPU is a direct provider of water, servicing about 58 percent of the city’s population. The other 42 percent of the city is serviced by the North City Water District, which purchases water wholesale from SPU.

### **Seattle Public Utilities (SPU) Water Services and Facilities**

SPU facilities in the City of Shoreline are serviced under the “Seattle Retail Service Area” which encompasses 98 square miles some of which is located within the City of Shoreline. In addition, SPU has the following four major facilities within the City:

- Richmond Highlands Tanks at the Southwest corner of N 195th Street & Fremont Avenue N;
- Foy Standpipe at the northeast corner of Dayton Avenue N and N 145th Street;
- Foy Pump Station at the northeast corner of 5th Avenue NE and NE 145th Street; and
- North Pump Station located east of 8th Avenue NE on NE 185th Street.

The earliest portion of the water distribution system included 27,882 feet of waterline, which was built in 1933. The water system is now distributed throughout the SPU service area in Shoreline. In 1995, an estimated 2,640 feet of new pipe was built, generally to replace existing water mains.

The water system provides water conveyance and fire flow service to hydrants, single- and multi-family residences, commercial customers, and fire suppression systems. This water is supplied by Seattle Public Utilities via the 60+inch transmission main located along 8th Avenue NE. The Seattle Public Utilities’ primary sources of water are the Cedar and Tolt Rivers.

### **North City Water District**

The North City Water District’s administrative offices are located at 15th Avenue NE and NE 177th Street. The District was formed in 1931 and has operated as North City Water District since 1991. The majority of the system was constructed between 1948 and 1975. In 1982, 27 cities, water districts, and associations signed 30-year contracts to buy some or all of their water from SPU on a wholesale basis; North City Water was one of these districts. The contract signed by North City in 1982 was effective until January 1, 2012. In November 2001, North City was one of nine associations that signed a new 60-year water service agreement with SPU; this new contract extends to January 1, 2062. This contract allows North City to acquire all of its water from metered connections from SPU’s Tolt Transmission Pipeline.

The North City Water District system contains more than 96 miles of water main, ranging in size from 2 to 20 inches. Transmission capability for the system is primarily provided by 12-inch diameter pipelines from the supply stations to various points within the service area. The transmission pipelines are located primarily along the major transportation corridors. Some transmission capability is also provided by looped, 8-inch diameter pipelines in the heavily developed residential areas of the system. Over 50 percent of the mains were installed between 1966 and 1968.

The North City Water District storage capacity is composed of a 3.7 million gallon reservoir, a 2.0 million gallon reservoir, four supply stations, two booster stations, and one pump station. A detailed inventory of the system’s existing facilities is included in the District’s 2020-2030 Water System Plan completed in 2019.

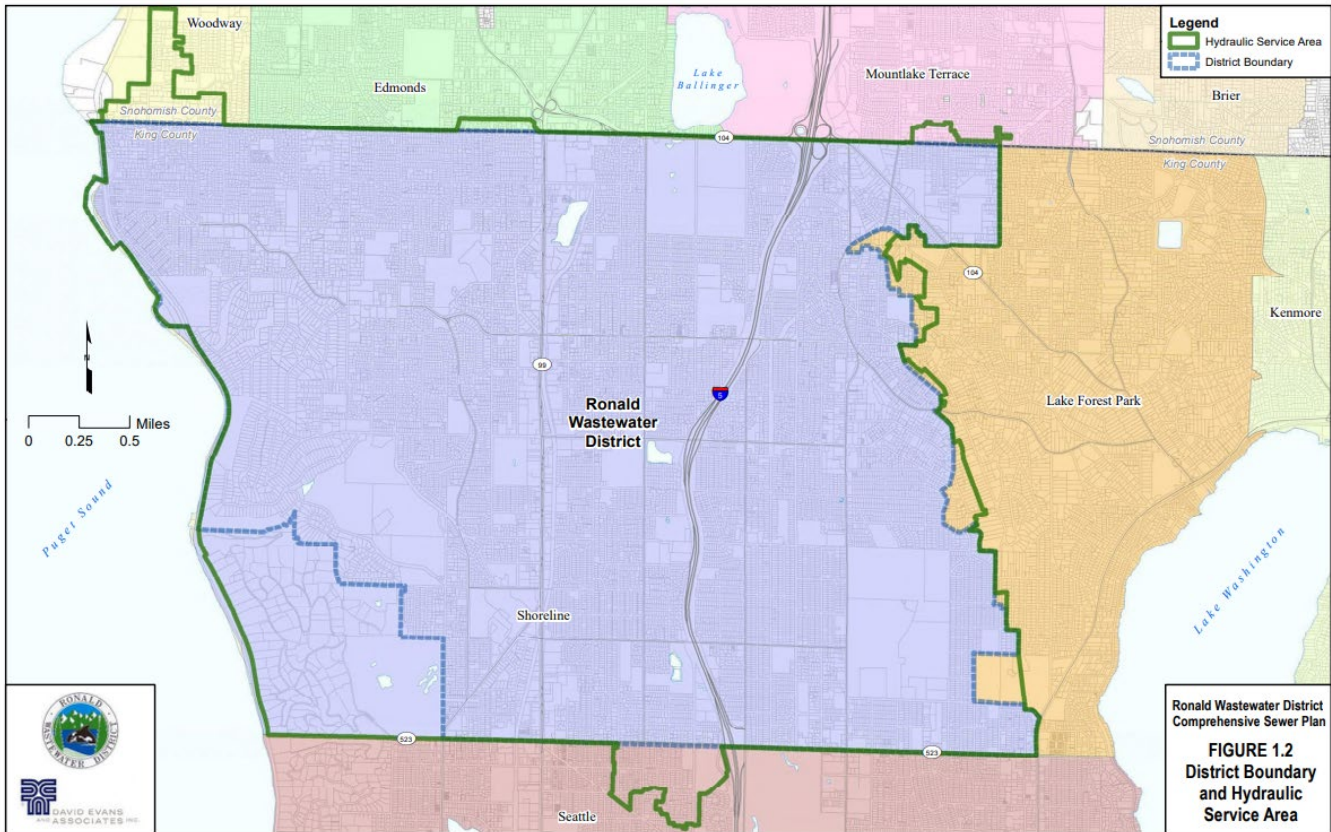
## **Sanitary Sewer/Wastewater**

Ronald Wastewater District (RWD) was formed in 1951 and served as the primary wastewater service provider for the City of Shoreline, and in October 2002 the City executed a franchise agreement with the District to construct, maintain, operate, replace, and repair the sanitary sewer within the city. In 2021, the City assumed jurisdiction and ownership of the Ronald Wastewater District's service areas, assets, facilities, responsibility, property, and equipment. The Highlands Sewer District serves a small part of the city in the Highlands neighborhood. See **Figure 9.2**.

There are 31 known lots scattered individually throughout the District with onsite sewage disposal systems. Many of the lots have sewer available, but the property owners have not chosen to connect for a variety of reasons. The Shoreline Wastewater Utility service area includes the entire City of Shoreline, with the exception of the Highlands neighborhood (see below). In October 2002, RWD purchased the portion of sewer system owned by Seattle Public Utilities known as the Lake City Sewer District. This area covers most of the I-5 corridor, along with the southeastern portion of the city. The City of Shoreline presently owns, operates, and maintains a domestic wastewater collector and interceptor system consisting of 16 lift stations, 21 individual grinder pumps, and approximately 194.3 miles of gravity sanitary sewer mains, not including private sewers. Sewer service is generally provided to customers by gravity flow through the City system, or by gravity flow to City owned and operated lift stations.

The wastewater collected from within the City is treated at two facilities, King County Wastewater Division's West Point Treatment Plant and the City of Edmonds Treatment Plant, under contract arrangements. The Highlands Sewer District discharges wastewater flow into the City system. The existing collection system is detailed in the District's 2021 Comprehensive Sewer Plan (CSP), which became the City's CSP upon the City's assumption of Ronald Wastewater.

**Figure 9.2 Ronald Wastewater District Service Area, Assumed by City of Shoreline in 2021**



**Highlands Sewer District (HSD) Services and Facilities**

The Highlands Sewer District maintains a sanitary sewer collection system that conveys wastewater from approximately 200 lots in the Highlands Neighborhood to the City of Shoreline Wastewater Utility. There are no known changes to future provision of service within the Highlands Sewer District.

**Treatment Facilities**

Wastewater treatment services are provided by the City of Edmonds and the King County Department of Natural Resources Wastewater Division (formerly Metro). King County DNR also provides gravity and pumped interceptor service.

King County maintains a system of interceptor sewers and 3 pumping stations within the City of Shoreline. King County transfers the majority of the flows from within the city via gravity and pumping to the West Point Treatment Plant. The West Point Treatment Plant currently has the capacity to treat up to 133 million gallons of wastewater per day.

The majority of the wastewater flows in the District’s sewer pipes are generated by the citizens of Shoreline. Flows are also transferred from areas in Lake Forest Park, Highlands Sewer District, and from Woodway,

Mountlake Terrace, and Olympic View in Snohomish County through the District’s sewer mains into either King County or City of Edmonds interceptors.

A small area within the City of Shoreline (approximately 2,200 households) is served via gravity and pumping into Snohomish County and to the City of Edmonds Wastewater Treatment Plant. The Edmonds Wastewater Treatment Plant currently has capacity to treat approximately 20 million gallons per day.

In response to increased growth in our region, King County constructed a regional wastewater treatment plant, called Brightwater. Construction started in 2006. Treatment plant start-up and operations began in September 2011.

Brightwater serves portions of King and Snohomish counties. The facilities include a treatment plant, conveyance (pipes and pumps taking wastewater to and from the plant), and a marine outfall (at Point Wells). The capacity needed to treat future wastewater flows from Shoreline will be accommodated by this facility. The existing Shoreline Sewer District service area is as shown below.

## **Surface and Stormwater Management**

The [Surface Water Master Plan](#), adopted in 2018, provides a detailed discussion of the stormwater facilities in Shoreline. The plan responds to both state and federal requirements for managing surface water in the city. The plan reviews current and anticipated regulatory requirements, discusses current stormwater management initiatives, identifies flooding and water quality programs, and discusses the resources needed for the City to fully implement the plan. Management of surface waters in the city is funded through the City’s Surface Water Utility. The plan also provides a detailed inventory of the existing stormwater facilities and necessary capital facility upgrades.

## **Power and Communications**

### **Electrical Service**

Electrical service is provided within the City of Shoreline by Seattle City Light. The City has a non-exclusive franchise agreement with Seattle City Light through August 31, 2029 (Ordinance #686). Based on current forecast projections detailed in their 2022 Integrated Resource Plan and 2024 Progress Report, Seattle City Light will need to expand their resource profile in order to accommodate the projected electric demands. The 2024 Progress Report outlines several avenues for this expansion.

### **Natural Gas Service and Facilities**

Puget Sound Energy is a power and natural gas utility serving King and four other Counties. Puget Sound Energy purchases gas from other regions and manages the distribution of natural gas to customers within its service area. This involves pressure regulation, and the development and maintenance of distribution lines. The City maintains a franchise agreement (Ordinance #860) with Puget Sound Energy through July 31, 2034.

Natural gas is currently supplied to most areas within the city through 136 miles of natural gas mains. Gas flows

through the system under high pressure in the main located along 5th Avenue NE and along Fremont Avenue N, from N 185th Street down to N 155th Street, over to Dayton Avenue N, then down Dayton Avenue N to N 150th Street, over to Fremont Avenue N, and down to N 145th Street.

Washington State Utilities and Transportation Commission (WUTC) does not define natural gas as an essential service. Therefore, Puget Sound Energy is not required to provide services.

Extension of service is based on individual requests and the results of a market analysis to determine if revenues from an extension will offset the cost of construction. Overall, Puget Sound Energy does not foresee any problems that would limit the supply of natural gas to the city in the future.

## **Telecommunications**

As telecommunication technologies have evolved, merging of these technologies has occurred, resulting in multiple communication services migrating into consolidated networks. This typically involves the merging of previously distinct media, such as telephone, video, and data communications being transmitted over fiber optic or other infrastructure. This section describes both the current infrastructure used to provide telecommunication services in Shoreline, as well as future services and facilities (as they can best be described now, given the rapid changes in how telecommunication services are provided and regulated).

Local telephone service in Shoreline, referred to as Public Switched Telephone Network (PSTN), is provided by CenturyLink east of Meridian Avenue N and south of N 160 Street/NW Innis Arden Way, and by Zply west of Meridian Avenue N and north of N 160 Street/NW Innis Arden Way. The City does not have franchise agreements with CenturyLink or Zply for local telephone service.

CenturyLink and Zply collectively provide telephone service to about 15,000 customers in the City of Shoreline. Of these 15,000 customers, 12,000 are residential and 3,000 are commercial. CenturyLink and Zply do not provide estimates of local capacity due to the proprietary nature of this information.

In addition to the PSTN telephone service provided in Shoreline, Voice over Internet Protocol (VoIP) telephone service, also known as digital telephone service, is locally available. This service is provided by Xfinity (Comcast), which provides service throughout the entire city. CenturyLink and Zply also provide this service in addition to their PSTN services. CenturyLink provides this through their Digital Subscriber Line [DSL] internet service; and Zply, provides this service in the same areas as their PSTN telephone service. VoIP telephone uses technology that allows phone calls to be made over an Internet Protocol (IP) network, such as the Internet.

Finally, mobile (cellular) telephone services are widely available in Shoreline and are operated by many different cellular networks, including Verizon, Cingular Wireless(AT&T), Sprint Communications, and T-Mobile USA, among others. Mobile telephones make and receive telephone calls over a radio link by connecting to a cellular network provided by a mobile phone operator, allowing access to the public telephone network. All of Shoreline is serviced by multiple cellular networks, although some areas of Shoreline, particularly on in the western portion of the City, do not have reliable access to cellular networks.



Washington Utilities Trade Commission (WUTC) regulations require CenturyLink and Zply to provide adequate PTSN telecommunications service on demand, and Section 480-120-086 of the Washington Administrative Code (WAC) requires CenturyLink and Zply to maintain adequate personnel and equipment to handle reasonable demand and traffic. Because CenturyLink and Zply provide service on demand, there are no limits to future capacity. Additionally, VoIP telephone service should only be restricted by bandwidth constraints on fiber optic networks that provide this digital service.

### **Cable Television Service**

Land-line Cable Television service is provided in the city by Zply, CenturyLink, and Xfinity (Comcast). The City maintains franchise agreements with these providers for use of the City's rights-of-way to maintain and operate their cable network. The city is also served by two satellite Cable Television providers: Dish Network and Direct TV. The franchise agreements for land-line cable television services expire on November 4, 2023; June 16, 2025; and November 17, 2030, respectively.

Comcast serves the entire city of Shoreline. Zply serves the same area as their PTSN telephone network - west of Meridian Avenue N and north of N 160 Street/NW Innis Arden Way. Dish Network and Direct TV serve all of Shoreline, depending on the geography and satellite line-of-site access of individual properties.

Although the demand for cable television is likely to continue to increase as population grows, access to cable television in Shoreline is extensive, and thus, growth in cable subscribers is likely to increase at the same pace as population growth. However, the demand for broadband services, whether they be cable television, VoIP telephone or data/internet services, is likely to continue to grow as networks are bolstered with additional bandwidth. This growth will most likely occur relative to data/internet service, as more content become accessible online, and as we continue to communicate and interact online. These broadband services can be provided over fiber optic networks, cable networks, or DSL telephone networks.

The City maintains franchise agreements with Zayo Group, Astound Broadband, and Version Access Transmission Services for their fiber optic data networks in Shoreline. These fiber optic networks, which primarily serve commercial or institutional users, pass through Shoreline, but there are currently very few end users in Shoreline. Given that these networks utilize City streets and rights-of-way, franchise agreements are required for these service providers. These franchise agreements expire on July 24, 2026; April 21, 2025; and January 29, 2033, respectively.

## **Potential Impacts and Mitigation Measures**

One of the purposes of the EIS analysis has been to support an understanding of what the future demands would be under the alternatives studied. Population growth and related utility service demands would increase under all alternatives. Similarly to the analysis of potential impacts for public services, understanding the protected population levels for the alternatives provides insight into the potential per capita increased demand for utilities. Estimated growth of housing units and population under each of the alternatives is shown in **Table 9-1**.

**Table 9-1 Estimated Growth Projections for Population Under Each Alternative**

|  | 2024<br>Baseline<br>Population <sup>1</sup> | Future<br>Population <sup>2</sup>  | Population<br>Change from<br>2024                      |
|--|---|--|--|
| <b>Alternative 1</b> —No Action (No Adoption of the Comprehensive Plan); Growth is Consistent with Allocated Targets | 61,910                                      | <b>2044:</b><br>86,202 to<br>91,789+   | +24,292 to<br>29,879+                                  |
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| <b>Alternative 3</b> —Growth Occurs More Rapidly, Meeting Targets by 2034 Rather than 2044                           | 61,910                                      | <b>2034:</b><br>86,202 to<br>91,789+<br><br><b>2044:</b><br>118,942 to<br>124,529+<br>(if the pace of<br>growth doubles) | +24,292 to<br>29,879+<br><br><br>+57,032 to<br>62,619+ |

1 Washington State Office of Financial Management, April 1, 2024

2 2044 estimates ranging from 86,202 (Puget Sound Regional Council LUV-IT Model) to 91,789+ (37,372 x 2020 census household size of 2.4561 with the household size trending upward in Shoreline)

All three alternatives assume increasing levels of growth and related new development and redevelopment over the next 20 years. Alternatives 1 and 2 assume the same level and pace of growth and development would occur, reaching allocated targets in 20 years, while Alternative 3 assumes that growth and development would happen at a more rapid pace, reaching allocated targets in 10 years.

Alternatives 1 and 2 assume a population growth over the next 20 years, from the 2024 population of 61,910 (Washington State Office of Financial Management, April 1, 2024) to 2044 estimates ranging from 86,202 (Puget Sound Regional Council LUV-IT Model) to 91,789+ (37,372 x 2020 census household size of 2.4561 with the household size trending upward in Shoreline). That results in an increase in population of 24,292 to 29,879 more people or 39.23 percent to 48.26 percent over the 20 year period. The allocated targets for household units and jobs for that 20 year period are an additional 13,330 housing units and an additional 10,000 jobs.

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While the levels of growth and development under Alternative 1 or Alternative 2 could occur under existing zoning, the level of growth and development under Alternative 3 likely would require adjustments in zoning,

particularly related to expanding the capacity for jobs in the future. The rate of growth and extent of new development and redevelopment would be influenced by market changes and property owner decisions, and as such, cannot be accurately predicted. However, growth would be expected to occur incrementally, year upon year under any of the alternatives.

The City of Shoreline will be monitoring growth closely on an annual basis in the coming years to determine how plans, capital improvements, transportation improvements, services, programs, and other pieces may need to be adjusted to respond to growth. While the next full periodic update of the Comprehensive Plan would occur in 2034, the City will complete a five-year review of growth trends and will make interim updates to the Comprehensive Plan as needed.

In summary, under Alternative 3 there would be more potential for increased demand for utilities, requiring more mitigation measures than under Alternative 1 and Alternative 2 given that more growth and development would occur under Alternative 3 during the 20-year planning period. Alternative 1 would be disadvantaged as the “No Action” alternative, because “No Action” assumes the updated Comprehensive Plan would not be adopted, and as such, citywide planning would not be in alignment with the most recent state, regional, county, and local planning policies, provisions, and requirements—which could mean a lack of coordination and alignment with planning for utilities.

### **Comprehensive Plan Goals and Policies Related to Utilities**

Refer to the Shoreline 2044 Comprehensive Plan (draft posted for public review for goals and policies from the Utilities Element that would be in effect under Alternatives 2 and 3. These provisions would be in addition to the planned facility improvements.

## **Water**

A comprehensive Water System Plan update was completed by the North City Water District in 2019. It identifies numerous project needs to serve projected growth, including:

- Equipment replacement and maintenance,
- Pressure zone improvements, main replacements,
- New booster pump station to increase fire flows, and
- Continued monitoring of water quality.

Currently, rate and management decisions are made solely by the City of Seattle. It will be important for the City to study and solicit input regarding the best course of action as North City Water District’s franchise nears expiration in 2027.

## **Sanitary Sewer/Wastewater**

To further the goal of consolidating services, the City and the Ronald Wastewater District entered into an Interlocal Operating Agreement in 2002, which facilitates assumption of the Ronald Wastewater District in October 2017. On February 19, 2021, the King County Superior Court entered an Order of Dissolution of the Ronald Wastewater District (Case No. 21-2-01276-7 SEA). The Order provides in pertinent part that as of 12:01

a.m. on April 30, 2021, the Ronald Wastewater District “shall be dissolved and all the functions performed by the Ronald Wastewater District within its boundaries ... shall be performed by the City of Shoreline.” Therefore, by operation of law, the City of Shoreline became the owner and operator of the sanitary sewer system.

Currently the City maintains a 10-year capital improvement program for its original sewer system and the old Lake City Sewer District system. The Capital Improvement Program includes an ongoing infiltration and inflow monitoring and reduction program. The City would re-evaluate the capital improvement plans as part of the unification process. As per the 2021 comprehensive Sewer Plan completed by CHS Engineers, there were two lift stations (Lift station 15 and 12) that were identified as needing improvements with Lift station 15 being identified as needing to be abandoned and relocated outside WSDOT right of way. In addition, it was identified that Lift Stations 3,6,7,11, and 14 were needing back-up generators, with other minor modifications needed for Lift station 12 and 5. These repairs and upgrades were deemed necessary to handle current capacity and account for future growth.

## **Surface and Stormwater Management**

Surface and stormwater management must support the natural environment while also managing growth predictions and impervious surface allowances within the adopted zoning within the City. Utilization of low impact development techniques, best management practices, and environmental code requirements will ensure the City can achieve goals of minimizing flooding, promoting fish habitat, enhancing surface water and stream health, and supporting the health and safety of all residents now and into the future.

The City’s Storm and Surface Water Master Plan referenced earlier in this chapter includes more discussion of future needs, including a catalogue of known issues associated with the water flow, surface water quality, and habitat elements of the basins within the Shoreline City limits. Proposed capital improvements in the plan are being integrated into the City’s Comprehensive Plan.

### **Common to All Alternatives**

Due to larger and more intense rain events which are happening on a more frequent basis, more runoff volume from the same amount of impervious surface would be expected. Existing conveyance and flow detention systems that were sized based on more gradual 25-year storms could become more frequently overwhelmed, leading to more frequent localized flooding.

***Benefits of redevelopment for flow control and water quality improvement:*** If strict stormwater development regulations, based on best available science, are sufficient to mitigate the negative impacts of development on stormwater runoff, redevelopment could have a positive impact on runoff quantity and quality. If requirements to provide flow control and water quality during development are not decreased or waived, redevelopment aligned with Department of Ecology size thresholds would construct flow control and water quality features to mitigate the amount of new and replaced hard surface added. If the new systems work as they are designed, peak flows should remain constant or even decrease. Water quality metrics should increase, since pollutants will be captured before leaving the site.

***Level of inspection:***

As more privately-owned flow control and water quality systems are installed during redevelopment, the City's obligation to inspect new facilities annually and the follow-up required to have property owners maintain them also would increase.

***Pollutant loading on roads increases:*** 2024 Department of Ecology stormwater permit requirements may lower new and replaced surface thresholds for roads that require water quality treatment. This will in turn drive more regional water quality treatment projects, both for retrofits and for new roads.

Under Action Alternative 2, with anticipated system and facility improvements/upgrades, as well as development permit requirements and improvements on a project by project basis, there would generally be low to moderate level increases in flooding risk and risk of impacts to local water quality. Action Alternative 3 would result in a higher risk of increase in flooding and impacts to local water quality than under Alternative 2, due to the higher level of development and redevelopment anticipated across the city.

Under either action alternative, future systems and facilities would be designed and sized to address urban development with anticipated system and facility improvements/upgrades, as well as development permit requirements and improvements on a project by project basis. It is anticipated that these measures would sufficiently mitigate potential impacts. More analysis would be needed related to each new project, and on an ongoing basis to address potential deficiencies and determine future mitigation.

## **Power and Communications**

As noted above, there would be an increased demand for power and communications services under the alternatives. The City would continue to maintain service agreements as applicable with service providers. These services are supported by customer charges across the service areas. Given that power and communications services are customer funded and service providers proactively plan infrastructure to serve future growth, it is anticipated that service levels would be able to keep pace with demand based on population growth under any of the alternatives studied.

## **Significant, Unavoidable Adverse Impacts**

Under all the alternatives, growth would increase demand for utilities, with the highest level of demand occurring under Alternative 3 during the 20 year planning period. With regular coordination, proactive planning of utilities services, capital facility plan updates, and applications of code requirements for adequate facilities and other standards, potential impacts should be addressed as growth continues in the future. As such, it is anticipated that provision of and capacity of utilities services would be able to keep pace with growth and demand. However, Action Alternative 3 would place a high intensity of demand on utilities within the 20 year period—approximately double that of Action Alternative 2. The City will be closely monitoring the pace of growth and will coordinate with utilities providers in monitoring these trends.

Under Alternative 1, without adoption of the Comprehensive Plan and related capital improvement planning, there would be a lack of policy updates to meet state, regional, and county planning mandates regarding growth

targets. Under Alternatives 2 and 3, Comprehensive Plan amendments would address these limitations, and with ongoing implementation of services and improvements keeping pace with growth, significant unavoidable adverse impacts would be avoided.

# Responses to DEIS Comments

# 10



# Chapter 10—Responses to DEIS Comments

| Commenter  | Date Received    | Comments  | Responses  |
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| <p><b>Commenter #1</b><br/> <b>Duwamish Tribal Historic Preservation, Duwamish Tribe</b><br/>                     4705 W. Marginal Way<br/>                     SW, Seattle, WA 98106<br/>                     (206) 431-1582<br/>                     www.duwamishtribe.org</p> | <p>9/14/2024</p> | <p>Thank you for the opportunity to comment on the Shoreline 2044 - Comprehensive Plan - Picture It! Plan It! Build It! to create a new plan that guides growth in Shoreline for the next 20 years and to accommodate growth targets allocated by King County in line with Washington State's GMA (Growth Management Act). Shoreline (the City) and its environs are an area that the Duwamish Tribe considers culturally significant, and near its many waterways and marshes, has a High probability of having unknown archaeological deposits. Shoreline was one of our usual and accustomed places that we have inhabited since time immemorial through today. We note that there are at least 4 historical and ancestral Duwamish place names, Boeing Creek and its headwaters, the headwaters and upper course of McAleer Creek, Echo Lake, Ronald Bog Park and Lake Balinger all near or within the current bounds of the City of Shoreline. These bodies of waters created pathways and resources for our Tribe as well as our Sister Tribes, the Snoqualmie, sduk<sup>w</sup>albix<sup>w</sup>, the Snohomish, sduhubš and the Suquamish, x<sup>w</sup>saq̓ <sup>w</sup>əbš.</p> <p>The Duwamish Tribe supports Shoreline’s 2044 Comprehensive Plan and commends the City for including discussions on environment, housing choices, transit access, open space protection and sustainability. We also commend the City for their efforts in community engagement to increase participation in the Plan that includes historically underrepresented people from the BIPOC community as well as the Duwamish Tribe. The Tribe appreciates the continued communication on development projects within the City of Shoreline. Recognizing the many voices that have contributed to Shoreline, is a positive way for the City to invite economic growth, create a welcoming destination place for visitors, to become a leader among the surrounding central Puget Sound, and to uplift its citizens by fostering a sense of community.</p> <p>Our comments will focus primarily on land use, the natural environment, and cultural resources after a narrative of the Duwamish Tribe’s continued existence.</p> | <p>Thank you for your comments and for expressing support for the 2044 Comprehensive Plan—Picture It! Plan It! Build It! Following are specific responses to your comments.</p> <p><b>Response 1A:</b> The City of Shoreline will follow requirements related to archaeological and cultural resources preservation in alignment with any applicable federally funded or federally related permitting. These requirements include notification of the Duwamish Tribe when site archaeology is proposed. In addition, State law requires an <u>Inadvertent Discovery Plan</u> (IDP) in the event of an unanticipated discovery of human remains, historic or prehistoric resources. A permit condition will be placed on a permit stating: “State law requires an Inadvertent Discovery Plan (IDP) in the event of an unanticipated discovery of human remains, historic or prehistoric resources. This plan is required at the project site at all times.”</p> |



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|  |  | <p>The Duwamish Tribe originated along the shores of the Black and Duwamish Rivers near the modern-day cities of Renton, Tukwila and Seattle. This location is the home of our ancestral village and our people, dxʷdəwʔabš, The People of the Inside. The Black and Duwamish Rivers hold numerous Duwamish ancestral and historical place names including the location of our creation story at North Wind’s Weir.</p> <p>The Duwamish and our Sister Tribes had villages around our major waterways and lakes. We have been here since at least the end of the Vashon Stade of the Fraser Glaciation about 10 to 12 thousand years ago. Like other tribes around Lake Washington (ḡačuʔ) and Puget Sound, ḡʷəlč, we managed and respected our land, rivers and resources that held abundant diversity in floral and fauna. Our longhouses were many and populated the shores of the Duwamish River, Puget Sound, Shilshoe, Lake Washington, the Sammamish River, Lake Sammamish, Issaquah Creek and the Cedar River. One of our old village sites, čətčal, was at the mouth of McAleer Creek, sʔacusucid, along the shore of Lake Washington belonging to the ḡačuʔabš or Lake People, a band of the Duwamish. McAleer Creek was also a pathway for many tribes to take from the lake to the upland wetlands for hunting and gathering resources at places like Lake Ballinger, S'a'tsu, and across to the shores of Puget Sound.</p> <p>After European contact, the land we once knew was artificially divided and most of our people were forced to leave our ancestral lands. At the turn of the 20th century, our last traditional longhouses and gathering places (potlatch homes) were burned and the land regraded to make a port in downtown Seattle, and the Duwamish River armored and straightened to create a waterway for industrial traffic. In addition, the Montlake Cut was created to make ship passage from Shilshoe Bay via the newly created Ballard (Hiram M. Chittenden) Locks into Lake Washington. The cut and waterways through Lake Union were never a permanent passageway during our ancestors’ time. It was a seasonal place to put our canoes as well as a burial place for our ancestors. These changes effectively cut us off from our access to water, our food sources, transportation and trade, and our way of life by lowering Lake Washington and drying up the Black River, a river which helped mitigate seasonal tides coming up from Elliott Bay through the Duwamish River. The Duwamish Tribe and our sister Tribes have experienced the same adverse effects of climate change on our ancestral lands many years before the documentation of global warming. Our Tribe</p> | <p><b>Response 1B:</b> The City will continue to actively engage the community in planning and projects, including seeking participation and providing outreach to the Duwamish Tribe.</p> <p><b>Response 1C:</b> The City’s Critical Areas Ordinance and provisions protecting critical areas in the Shoreline Municipal Code (<a href="https://www.codepublishing.com/WA/Shoreline/html/Shoreline20/Shoreline2080.html">https://www.codepublishing.com/WA/Shoreline/html/Shoreline20/Shoreline2080.html</a>) require enhancement with native vegetation along stream corridors and in wetland areas as part of project permitting. In addition, the City sponsors a variety of programs that encourage environmental protection and enhancement and assessment, monitoring, and expanding the citywide tree canopy. In 2023, Shoreline completed an Urban Tree Canopy Assessment and adopted its Urban Forest Strategic Plan, which can be found here: <a href="https://www.shorelinewa.gov/government/departments/parks-recreation-cultural-services/projects-and-plans/urban-forest-strategic-plan">https://www.shorelinewa.gov/government/departments/parks-recreation-cultural-services/projects-and-plans/urban-forest-strategic-plan</a></p> |
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|  |  | <p>struggled to exist, but through our council leadership and continued governance of our Tribal Members, we have rediscovered and maintained our traditional life pathways.</p> <p>In 2009’ the Duwamish Tribe finished construction of our first modern Longhouse north of Tukwila in West Seattle along the west side of the Duwamish River. We are active in our local community, with surrounding local governments (Seattle, Tukwila, Renton, Kirkland, Shoreline, Lake Forest Park, King County and various Washington State agencies), and we have many local community partners which include the Duwamish River Community Coalition (DRCC), Duwamish Alive Coalition, Heron’s Nest, West Duwamish Greenbelt Trails, Delridge Neighborhood Development Association (DNDA), Puget Sound keepers, the Duwamish Ridge to River Executive Steering Committee (DRRESC), South Seattle College, Shoreline Historical Society, the Log House Museum, the Renton Historical Society and the Newcastle Historical Society.</p> <p>The Duwamish Tribe would like to make the following observations and suggestions as it relates to the Shoreline Comprehensive Plan:</p> <ul style="list-style-type: none"> <li>• The Duwamish Tribe requests that any archaeological work or monitoring is performed on a development or project, we would like notification. Cultural and archaeological resources are non-renewable and are best discovered prior to ground disturbance. The Tribe would also like the opportunity to be present if or when an archaeologist is on site. We appreciate the current engagement that allows us to comment via the SEPA process and are encouraged by the City’s notifications. <a href="#">See Response 1A.</a></li> <li>• The Duwamish Tribe supports community engagement and encourages the City to continue to do so by acknowledging its indigenous heritage and present city make-up. <a href="#">See Response 1B.</a></li> <li>• The Duwamish Tribe strongly recommends native plantings in and around waterways and streams to encourage native habitat and slow down run-off in urban areas during significant rain events that</li> </ul> | <p>More information about the City’s tree-related regulations, SMC 20.50.290-370.</p> <p><b>Response 1D:</b> The City concurs with and supports this comment, and a fundamental purpose of updating the Comprehensive Plan is to be mindful of land uses and growth so that it continues to occur in a way that avoids or minimizes impacts to the natural environment. The City will continue to observe stream and wetland buffers and to create safe, viable passage for fish and wildlife. We agree with the need to manage and respect the waterways and land, so that Shoreline will continue to be a healthy, productive, and sustainable place to live.</p> <p><b>Response 1E:</b> Thank you for your support of the growth scenarios studied in the DEIS. Either Alternative 2 or 3 could occur in the future depending on the rate of growth in the future. The City will continue to proactively plan for growth, and the Comprehensive Plan and supporting Environmental Impact Statement will serve as tools in addressing the potential infrastructure and improvement needs and other</p> |
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|  |  | <p>have above average precipitation amounts and/or prolonged duration. We also encourage homeowners and developers to plant native vegetation for the same reason and to encourage native pollinators. It would also be beneficial to have native plants easily accessible and available for everyone along with planting guides (in the form of digital guides and/or native plant experts) for those not familiar with native plants. The Duwamish and other tribes see food as medicine. Lack of access to our traditional foods leads to an increased rate of decline in our mental and physical health. The Duwamish Tribe would like the opportunity to work with the City on such a project.</p> <p>We are encouraged by the City’s goals and policies as stated under the Natural Environment Element in the plan. The land, waterways, wetlands and bogs are all natural resources that can be sustainably harvested, used and contribute to Shoreline’s natural beauty. The Duwamish Tribe encourages maintaining a healthy and robust tree canopy. A healthy tree canopy should be supported by clean air, water, soil and an understory of native vegetation. <b>See Response 1C.</b></p> <ul style="list-style-type: none"> <li>• The Duwamish Tribe strongly encourages the City to be mindful of its land use. We believe and hope that the City will continue to observe stream and wetland buffers and to create safe, viable passage for fish and wildlife. The City of Shoreline and its surrounding areas were and can still be a sustainable place of resources. Our ancestors fished and harvested plants for consumption, trade, clothing, shelter and building materials. The Duwamish encourages the City to do the same. We believe if you manage and respect your waterways and land, it will continue to provide a healthy place for its citizens to live a healthy, productive and sustainable life. <b>See Response 1D.</b></li> <li>• The Duwamish Tribe supports Alternative 2 or 3 as presented in the Plan. The Tribe understands the need for increased population growth targets and the need for housing choices, especially near transit corridors. We do show concern for the neighborhoods near the shoreline, stream and wetland areas - particularly those near Ronald Bog, Boeing Creek, Storm Creek, Echo Lake, the headwaters</li> </ul> | <p>mitigation measures related to growth as it occurs.</p> <p>The City of Shoreline regulates shoreline protections through its Shoreline Master Program (<a href="https://www.shorelinewa.gov/home/showpublisheddocument/18579/635496587381230000">https://www.shorelinewa.gov/home/showpublisheddocument/18579/635496587381230000</a>) and streams and wetland areas through the Surface Water Master Plan (<a href="https://www.shorelinewa.gov/government/departments/public-works/surface-water-utility/get-involved/2017-master-plan-update">https://www.shorelinewa.gov/government/departments/public-works/surface-water-utility/get-involved/2017-master-plan-update</a>) and critical areas provisions in the Shoreline Municipal Code, including Ronald Bog, Boeing Creek, Storm Creek, Echo Lake, the headwaters of Thornton, and McAleer Creek and Lyon Creek. (<a href="https://www.codepublishing.com/WA/Shoreline/html/Shoreline20/Shoreline2080.html">https://www.codepublishing.com/WA/Shoreline/html/Shoreline20/Shoreline2080.html</a>).</p> <p>Learn about Shoreline’s Environmental Programs, including the Salmon Safe program that helps to prevent water pollution and improve the health of Puget Sound and provides guidance to the public about how to be Salmon-Safe at home or work here:</p> |
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|  |  | <p>of Thornton, McAleer and places proximal to Lyon Creeks. We ask that the City continue to inform the Tribe of development projects and archaeological surveys as growth continues for Shoreline. <a href="#">See Response 1E.</a></p> <ul style="list-style-type: none"> <li>• The Duwamish Tribe supports the many modes of transportation the City has outlined in the Plan. The Duwamish were the first peoples to provide transportation to the European settlers and we understand that transportation is important to the economy and for social and cultural gatherings. We support the mobility hubs that provide alternatives for single use automobile trips. <a href="#">See Response 1F.</a></li> <li>• The Duwamish Tribe supports the City’s housing policies. We are also encouraged by the City to allow clustering of residential units to promote low impact on the environment and preserve open spaces. Our ancestors understood this concept and clustered their villages and houses along waterways allowing for resources inland and on the water. <a href="#">See Response 1G.</a></li> </ul> <p>The Duwamish Tribe also has some additional remarks regarding Shoreline’s environment.</p> <ul style="list-style-type: none"> <li>• The Duwamish Tribe strongly recommends the ban of harmful or toxic fertilizers and insecticides to further increase water quality for fish, wildlife, native birds and pollinators and humans. Fertilizers increase nitrate pollution and soil acidification leading to dead zones through water run-off. <a href="#">See Response 1H.</a></li> <li>• For aesthetics and light pollution, the Duwamish Tribe would request that the City provide responsible outdoor lighting as outlined in Dark Sky International   Protecting the night skies for present and future generations. The night sky was important to the Duwamish and other tribes and allowed us to understand and verify our seasonal calendars. Darkened skies were also favorable conditions to practice traditional life pathways. <a href="#">See Response 1I.</a></li> <li>• Also, for aesthetics we would encourage the City to construct buildings including housing that reflect the Coast Salish design of</li> </ul> | <p><a href="https://www.shorelinewa.gov/our-city/environment">https://www.shorelinewa.gov/our-city/environment</a>.</p> <p>The City will continue to inform the Duwamish Tribe of development projects and archaeological surveys as growth continues for Shoreline as is our typical practice.</p> <p><a href="#">Response 1F:</a> Thank you for your support of the multimodal transportation plan. The City will continue to work to encourage less vehicle miles traveled in single person occupied automobiles.</p> <p><a href="#">Response 1G:</a> Thank you for your support of the City’s housing policies and the City’s allowance for clustering of residential units.</p> <p><a href="#">Response 1H:</a> Surface water run-off is stringently protected through federal, Washington State, and City of Shoreline water quality provisions, including permitting requirements related to the National Pollutant Discharge Elimination System (NPDES).</p> <p><a href="#">Response 1I:</a> Shoreline regulates lighting by requiring all light sources, such as a lamp or bulb, shall be shielded within a fixture, and fixtures</p> |
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|  |  | <p>our ancestors - for reference view the web pages for the Duwamish Longhouse and Cultural Center, the Intellectual House on the University of Washington campus or a similar design like The Hanger in Kenmore. The designs were not only functional and adapted to our climate conditions, but also aesthetically pleasing. <a href="#">See Response 1J.</a></p> <ul style="list-style-type: none"> <li>• We also strongly recommend that mature native trees in and around development projects are evaluated culturally. Mature trees can be of profound cultural significance to the Duwamish Tribe and other Tribes and provide innumerable benefits for people, climate, and wildlife. If a tree is suspected to be culturally modified, the Duwamish Tribe would like to be notified and would like the opportunity to come to the site to ensure its protection. <a href="#">See Response 1K.</a></li> <li>• The Tribe would like to see wildlife protected during times of migration. Oftentimes waterfowl and mammals cross major urban roadways at their lives' expense and contribute to vehicle damage.</li> <li>• The Duwamish Tribe would also like to have the opportunity to be involved in interpretive signage within the City. The Tribe is working to restore the place names along the Duwamish River and to reintroduce our native language. We would like to see this trend continue in Shoreline. <a href="#">See Response 1L.</a></li> </ul> <p>Lastly the Duwamish Tribe wishes the City of Shoreline success in adopting its Comprehensive Plan. We hope it can be a vibrant place for citizens, visitors and its ancestral people. We hope that The Tribe can be a community partner with the City. We would also like to extend to you an invitation to meet with the Tribe at our Longhouse to discuss the comprehensive plan or to discuss other topics at any time. <a href="#">See Response 1M.</a></p> | <p>shall be located, aimed or shielded to prevent direct light trespassing across property lines.</p> <p><b>Response 1J:</b> Thank you for this comment. New design standards will be incorporated into the Shoreline Development Code as part of the Comprehensive Plan update.</p> <p><b>Response 1K:</b> In 2023, Shoreline completed an Urban Tree Canopy Assessment and adopted its Urban Forest Strategic Plan, which can be found here: <a href="https://www.shorelinewa.gov/government/departments/parks-recreation-cultural-services/projects-and-plans/urban-forest-strategic-plan">https://www.shorelinewa.gov/government/departments/parks-recreation-cultural-services/projects-and-plans/urban-forest-strategic-plan</a></p> <p><b>Response 1L:</b> Comment noted. The City will consider opportunities to collaborate on signage for upcoming parks and trails projects.</p> <p><b>Response 1M:</b> Thank you again for your comments. We are honored by your invitation to the City to meet with the Tribe at your Longhouse to discuss the comprehensive plan and other topics.</p> |
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| <p><b>Committer #2</b><br/> <b>Patrick Ducey</b><br/> <a href="mailto:plducey@gmail.com">plducey@gmail.com</a><br/> 19502 14<sup>th</sup> Avenue NE<br/> (206) 794-1048</p> | <p>10/16/2024</p> | <p>Maps used in the Comprehensive Plan continue to show errors.</p> <p>On Figure 7.6, Existing Sidewalks, there is a pathway indicated between 14th Ave and 15th Ave NE on 195th street, This city right-of-way is fenced off, is overgrown with blackberries, and is not actually a pathway. There is no through access. In Table 7-10, it is actually indicated as an unopened right-of-way. Does anybody in your office actually read the Plan? <b>See Response 2B:</b></p> <p>On Figure 7.6, Existing Sidewalks, there is a pathway indicated between 10th Ave and 11th Ave NE on 195th street. This is an extremely steep and muddy slope that is quite treacherous. I don't know how the City can safely call this a pathway. What is the city's liability if someone gets hurt on this pathway? <b>See Response 2B:</b></p> <p>On Figure 7.6, Existing Sidewalks, there is a pathway indicated between 12th Ave and 15th Ave NE on 200th street. While this pathway exists, the map shows a connection from 12th to 15th, This pathway terminates at McAleer creek. There is no bridge, and it's too wide to jump. The bottom of 200 court is completely covered in blackberries, there is no way through, even if you waded across the creek. <b>See Response 2B:</b></p> <p>Figure 7.8, 2021 Metro Transit. It's 2024, the routes have been updated, Light Rail service has begun, maps are available of updated routes. Maybe it's time to update the Comp Plan. Isn't that what this Comp Plan review is about? <b>See Response 2C:</b></p> <p>Figure 7.16, Bicycle plan. A ground level crossing of 15th Ave NE at 195th would be a dangerous intersection. There is a reason that 195th between 14th and 15th is blocked off. Why don't you come out and actually look at the intersection, and maybe plan for a safer crossing? I would be happy to meet with you and show you some of the issues. <b>See Response 2D:</b></p> <p>Figure 7.17, Transit Map. Same comment as on Fig 7.8. Click copy paste from old data. Aren't you supposed to be updating the plan to 2024? <b>See Response 2E:</b></p> | <p><b>Response 2A:</b> Your comments are acknowledged and pertain to maps contained within the Comprehensive Plan, as well as the supporting Draft Environmental Impact Statement.</p> <p><b>Response 2B:</b> Map has been updated in the FEIS.</p> <p><b>Response 2C:</b> The King County Metro Transit network map has been updated in the FEIS to show the 2024 network map. This map is updated regularly by King County Metro and cannot always be accurately reflected in adopted documents.</p> <p><b>Response 2D:</b> Figure 7.16 shows a network of future conditions. Individual intersection needs would be identified during the planning of a specific project.</p> <p><b>Response 2E:</b> Figure 7.17 shows a network of planned future conditions which remain the same as the ones adopted in 2022 Transportation Element.</p> |
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|  |  | <p>I have commented on some of these errors previously, and they continue to show up on the Comp Plan. Is there any review of citizen comments, or do you just ignore public comments and continue to publish wrong information? Does anyone actually check these maps? Does anybody actually make a site visit, or do you use Google maps and just phone it in?</p> <p><b>See Response 2A.</b></p>  |  |
| <p><b>Commenter #2</b><br/> <b>Patrick Ducey</b><br/> <a href="mailto:plducey@gmail.com">plducey@gmail.com</a><br/> 19502 14<sup>th</sup> Avenue NE<br/> (206) 794-1048<br/> (second correspondence)</p> |  | <p>On 7/25/23, my property was designated to be in a potential landslide area, a potential flood area and a potential liquefaction area. Why doesn't Figure 6.1 show these potential seismic hazard areas? Why don't you use the soils maps from the City of Shoreline Hazard Mitigation Plan (figure 4.9 on page 4-27 or figure 4-12 on page 4-30)? Note, the Hazard Mitigation Plan I am able to access is in draft form and was published in 2004. I can't find an updated version.</p> <p>Figure 6.3 is missing. Does anybody review these documents prior to releasing them?</p> <p><b>See Response 2B.</b></p> | <p><b>Response 2B:</b> City GIS data indicates the property has a moderate to high-risk landslide hazard are on the western portion of the lot which is reflected in figure 6.1. Maps showing seismic and liquefaction hazards have been added to the FEIS. Additional mapping and information related to seismic hazards and preparedness is available online at:<br/> <a href="https://www.shorelinewa.gov/services/emergency-services/emergency-management/hazards-in-shoreline/earthquake">https://www.shorelinewa.gov/services/emergency-services/emergency-management/hazards-in-shoreline/earthquake</a><br/> Figure 6.3 showing tree canopy mapping for Shoreline has been added to the FEIS in Chapter 6.</p> |

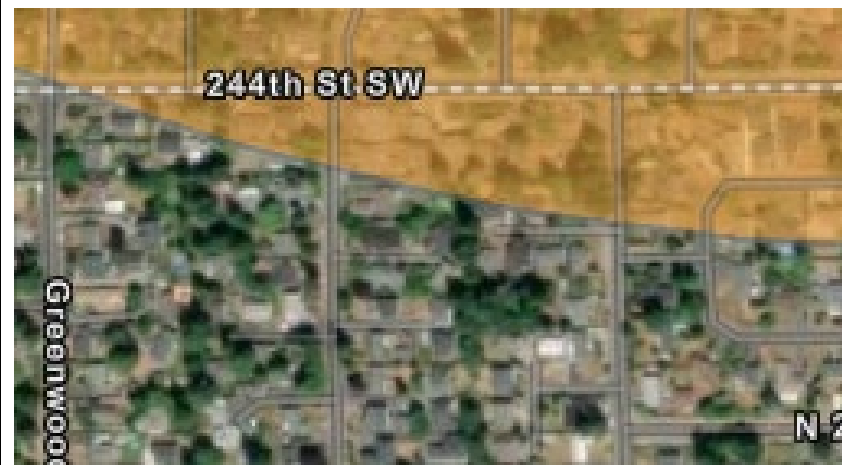
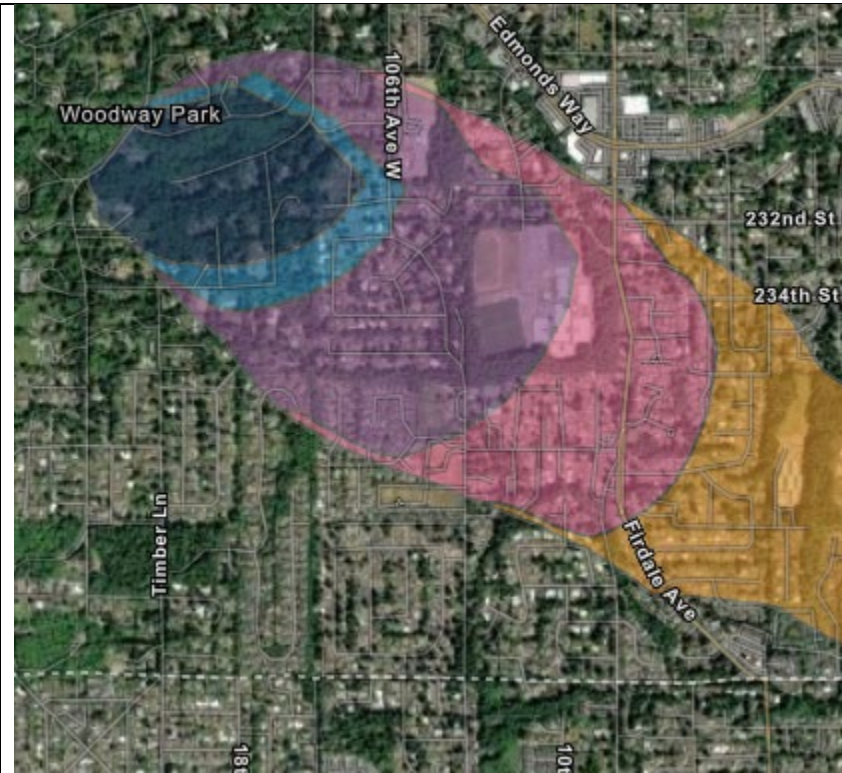
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| <p><b>Commenter #2</b><br/> <b>Patrick Ducey</b><br/> <a href="mailto:plducey@gmail.com">plducey@gmail.com</a><br/> 19502 14<sup>th</sup> Avenue NE<br/> (206) 794-1048<br/> (third correspondence)</p>          |                   | <p>Figure 8.2, City Owned Facilities indicates a pool next to the Spartan Gym. That pool was demolished in 2020.</p> <p>On Table 8.2, School District Facilities, why is the Shoreline Center listed twice? Does the Edwin Pratt Early Learning Center have an address.</p> <p><b>See Response 2C.</b></p>   | <p><b>Response 2C:</b> The label for Shoreline Pool has been removed from Figure 8.2. The second listing of the Shoreline Center has been removed from Table 8.2. The Edwin Pratt Early Learning Center address is: 1900 N 170th St, Shoreline, WA 98133, and this has been added to Table 8.2.</p>   |
| <p><b>Commenter #3</b><br/> <b>Bob Danson</b>, General Manager, Olympic View Water and Sewer District<br/> 8128 228th Street SW<br/> Edmonds, WA 98026-8449<br/> <b>bobd@ovwater.com</b><br/> (425) 774-7769</p> | <p>10/25/2024</p> | <p>Thank you for bringing the Draft Environmental Impact Statement (DEIS) for the 2024 Comprehensive Plan to our attention. After reviewing the document, we appreciate that it acknowledges Olympic View’s identification of a Critical Aquifer Recharge Area (CARA) buffer crossing into Shoreline. However, we did notice the statement that Shoreline does not have any CARAs, which raises major concerns for us.</p> <p>We respectfully request that the final version of the Comprehensive Plan more clearly state the presence of the CARA within Shoreline, as defined by Olympic View using Best Available Science, and that appropriate CARA protections be put in place as soon as possible. We believe it’s important to consult with Olympic View on any development proposed in the CARA to ensure that critical groundwater resources are protected. If additional analysis is required by the City, we hope it will not delay the necessary protections based on the current Best Available Science that can be found at this link <a href="https://olympicviewwater.com/wp-content/uploads/2023/04/2023-watershed-protection-plan.pdf">https://olympicviewwater.com/wp-content/uploads/2023/04/2023-watershed-protection-plan.pdf</a>.</p> <p>Thank you again for notifying us about this. We look forward to submitting more detailed comments and continuing the conversation to ensure this important resource is properly safeguarded.</p> | <p><b>Response 3A:</b> As noted in the comment letter from Deborah Johnson, Department of Health (Commenter #4), below, while it is accurate that Shoreline does not have any currently designated critical aquifer recharge areas (CARAS) per SMC 20.80.430 (reflecting work adopted in 2015), the City does intend to update its Critical Areas Ordinance and corresponding provisions in the Shoreline Municipal Code in 2025. The City acknowledges that while a specific wellhead protection area (WHPA) does not exist in Shoreline, mapping provided by the Olympic View Water and Sewer District shows a buffer zone for the Deer Creek Springs Wellhead extending into the city limits of Shoreline. City of Edmonds recognizes this WHPA as a CARA. As part of the 2025</p> |



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|  |  |   | <p>updates to the City’s critical areas provisions, the City will evaluate the area of the CARA and WHPA within Shoreline city limits and make updates to the critical areas code as needed to comply with the Growth Management Act.</p> |
| <p><b>Commenter #3</b><br/> Bob Danson, General Manager, Olympic View Water and Sewer District<br/> 8128 228th Street SW<br/> Edmonds, WA 98026-8449<br/> bobd@ovwater.com<br/> (425) 774-7769</p> |  | <p>I am writing on behalf of the Olympic View Water &amp; Sewer District to formally comment on the City of Shoreline’s 2024 Comprehensive Plan Draft Environmental Impact Statement (DEIS). While we appreciate the acknowledgment of Olympic View’s identification of a Critical Aquifer Recharge Area (CARA) buffer crossing into Shoreline, we strongly oppose the DEIS statement that "Shoreline does not have any CARAs."</p> <p>In 2023, Shoreline was informed and invited to comment on the update to Olympic View’s Watershed Protection Plan. The City made no comments, which implied Shoreline’s acceptance that the plan represented the Best Available Science (BAS). Additionally, in our ongoing communication with Shoreline, Olympic View provided a list of affected properties with a request for protections be added to these areas, and to inform Olympic View of any proposed developments within them. This communication has ensured that Shoreline is fully aware of the Wellhead Protection Area, which by definition should be designated as a CARA.</p> <p>The Wellhead Protection Area (WHPA) is clearly defined in our Watershed Protection Plan, based on BAS, and recognized by the Washington State Department of Health. The lack of full recognition of the CARA in the DEIS raises significant concerns regarding water protection and future development.</p> <p>The hydrologic modeling used in our Watershed Protection Plan is a delineation method recognized and encouraged by the Department of Health to identify Wellhead Protection Areas (WHPAs). Through this modeling, buffer areas are included in WHPAs when needed to protect vulnerable drinking water aquifers. Additionally, last year, the Department of Commerce broadened the definition of WHPAs in WAC 365-190-030(23) to include buffer zones when identified by the water system, defining</p> | <p><b>Response 3B:</b> Comment acknowledged – also, please see <b>Response 3A</b>, above.</p>   |

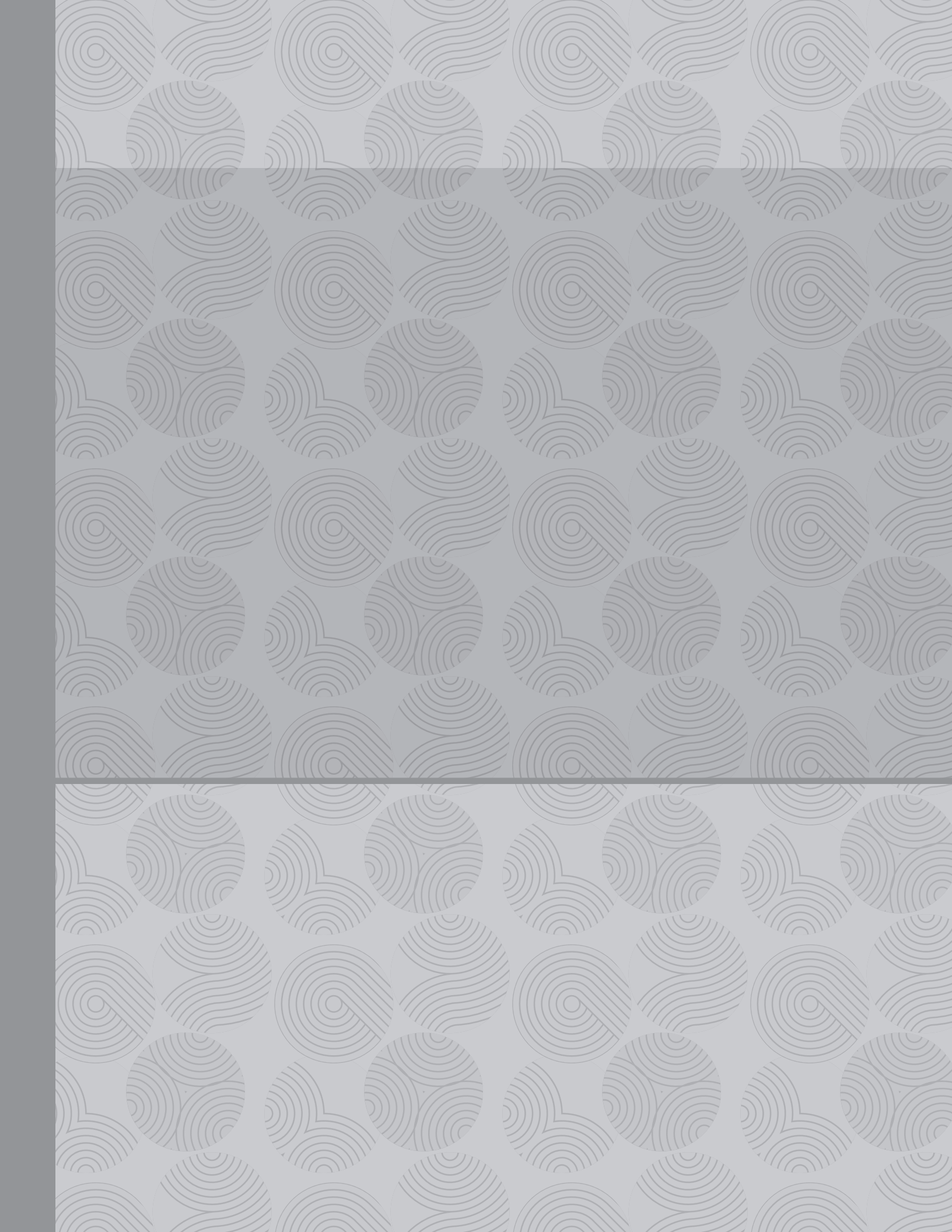
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|   |                   | <p>WHPAs as “protective areas associated with public drinking water sources established by water systems and approved or assigned by the state department of health.”</p> <p>We respectfully request that the final version of the Comprehensive Plan clearly state the presence of the CARA within Shoreline, defined by Olympic View, and that CARA protections be put in place promptly. This includes consulting with Olympic View on any development proposed in the CARA to ensure that critical groundwater resources are protected. If additional analysis is necessary, it should not delay the implementation of protections based on the current BAS.</p> <p>We look forward to working with the City of Shoreline to ensure that this important resource is properly protected.</p> <p><a href="#">See Responses 3A and 3B.</a></p>   |   |
| <p><b>Commenter #4</b><br/>Deborah Johnson<br/>Wellhead Protection<br/>Program Coordinator<br/>Office of Drinking Water<br/>Environmental Public<br/>Health Division<br/>deborah.johnson@doh.wa.gov<br/>doh.wa.gov   253-433-4054</p> | <p>10/28/2024</p> | <p>Good afternoon,</p> <p>Olympic View Water &amp; Sewer has forwarded last week’s public meeting notice relating to your draft comp plan update &amp; associated DEIS. These comments expand on the District’s input to the project &amp; its concerns about the DEIS. We will additionally be reviewing the draft GMA work under 60-day notice (RCW 36.70.106) &amp; may provide separate comments at a later time.</p> <p>I believe the section Olympic View is particularly concerned with is found in Chapter 6 of the DEIS, p. 6-5:</p> <p>“Shoreline does not have any critical aquifer recharge areas (CARAs) within the city limits. Olympic View Water and Sewer District has identified a small area of the buffer zone associated with the Deer Creek Springs Wellhead as being located in Shoreline. A more thorough analysis of geologic, topographic, and subsurface conditions in the area of the Deer Creek Springs Wellhead buffer zone extending into Shoreline is needed to determine if additional protections within the wellhead buffer zone would be needed.”</p> | <p><b>Response 4A:</b> Thank you for reaching out to the City of Shoreline on this matter. We would like to confirm the City does intend to update its Critical Areas Ordinance and corresponding provisions in the Shoreline Municipal Code in 2025. The City acknowledges that while a specific wellhead protection area (WHPA) currently does not exist in Shoreline, mapping provided by the Olympic View Water and Sewer District shows a buffer zone for the Deer Creek Springs Wellhead extending into the city limits of Shoreline. City of Edmonds recognizes this WHPA as a critical aquifer recharge area (CARA). As part of the 2025 updates to the City’s critical areas provisions, the</p> |

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|  | <p>It is accurate that Shoreline does not have any <u>currently designated</u> critical aquifer recharge areas (CARAs), per SMC 20.80.430 which reflects on work adopted in 2015.</p> <p>As I understand it, at issue here is whether the small portion of the identified buffer that overlays Shoreline’s corporate limits “counts” as a wellhead protection area (WHPA), which would then constitute a CARA. Separate from but related to GMA planning, WHPAs are a required element of purveyors’ water system plans (WAC 246-290-100 &amp; -135). For the purposes of protecting CARAs under GMA, WHPAs are defined as “protective areas associated with public drinking water sources established by water systems and approved or assigned by the state department of health” (WAC 365-190-030). Olympic View’s source water protection program (entitled <i>2018 Watershed Protection Plan</i>), including delineation of its WHPAs, was submitted as a standalone element of its previously approved water system plan update. The final plan was approved by the District’s Board in June 2019 &amp; by DOH in October 2019. The Deer Creek Springs WHPA, including the buffer, is depicted in Figure 7 of the approved plan (p. 142); the buffer zone in question is a portion of Olympic View’s delineated WHPA.</p> <p>(scroll down; continued below maps)</p> | <p>City evaluate the area of the ARA and WHPA within Shoreline city limits and make updates to the critical areas code as needed to comply with the Growth Management Act.</p> <p>We will coordinate with the Olympic View Water and Sewer District to obtain and review their modelling and mapping of the wellhead protection zone and confirm these conditions for application and treatment within our City’s code as needed.</p> |
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|  |  | <p>Source:<br/> <a href="https://experience.arcgis.com/experience/9dc3fd45206d450f828ebd7ed9cdf7be">https://experience.arcgis.com/experience/9dc3fd45206d450f828ebd7ed9cdf7be</a></p> <p>This may result from a misunderstanding about the process used to identify WHPAs, or confusion because WHPAs in themselves represent buffers. A WHPA developed using a calculated fixed radius (CFR) method results in four “times of travel” (TOTs) outside of the well head. These appear on a map as concentric circles or a “bull’s eye” type image. The overall diameter &amp; intervals will vary depending on the individual well’s operating characteristics, which are used in a math formula that results in the intervals. Theoretically, contaminants in a given area can be expected to travel in ground water for X amount of time before reaching the well. The TOTs include 6 months and 1, 5, and 10 years. There is no outlying buffer zone with the CFR method.</p> <p>Sometimes, the term “zone of contribution” is used synonymously with a WHPA, but the CFR method doesn’t really capture the contribution zone because it doesn’t consider where groundwater is moving. Although the CFR method is very common &amp; is the most frequently used approach statewide, we have been encouraging systems to improve their WHPAs by stepping up to modeling as Olympic View has done. It isn’t unusual for computer modeling to identify an additional buffer zone past the ten-year TOT, because the approach does a better job of identifying a more linear zone of contribution—the “tail of the comet” seen in the Deer Creek Springs WHPA that overlaps Shoreline’s corporate boundary. Honing in on their zones of contribution in turn enables systems to more accurately identify potential contaminant sources, another piece of their required source water protection work. Here is another example of WHPA modeling in a Washington community that includes a buffer area beyond the 10-year TOT.</p> <p>For more information about WPHA delineation methods, see <a href="https://www.epa.gov/sourcewaterprotection/delineate-source-water-protection-area#:~:text=Delineations%20are%20often%20described%20as,contaminants%20to%20reach%20the%20well.">https://www.epa.gov/sourcewaterprotection/delineate-source-water-protection-area#:~:text=Delineations%20are%20often%20described%20as,contaminants%20to%20reach%20the%20well.</a> (Please note, we don’t recognize the “arbitrary radial distance” approach.)</p> |  |
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|  | <p>WHPAs are recognized as one type of CARA (WAC 365-190-100). A local jurisdiction (other than one that operates its own water system, in context of delineating its own system’s WHPAs) does not have a role in determining the location of WHPAs; as explained above, that is up to the water purveyor &amp; DOH. We encourage local jurisdictions to view such delineations as part of their BAS in terms of identifying their CARAs. The DEIS statement calling for a “more thorough analysis” to evaluate whether protections are needed seems to ignore the system’s <i>Watershed Protection Plan</i> as BAS. We encourage the City to modify the CARAs discussion in the DEIS to recognize this small sliver of the duly approved WHPA as a CARA, then to designate &amp; regulate it via the City’s critical areas ordinance update. The text on p. 6-5 should be modified accordingly. It could be added to Fig. 6.2, Water Related Critical Areas in Shoreline (p. 6-7) or inserted as a new Fig. 6.2 while renumbering the rest. The bulk of this area overlays fairly dense, established single-family residential development. Google satellite imagery additionally identifies a couple of adult family homes in the area, &amp; there is a small amount of developed commercial area nearest Aurora.</p> <p>Lastly, I can see from the SEPA Register that the DEIS was issued on October 15, but it doesn’t appear that the DEIS was received in our agency SEPA mailbox. In comparing prior notices to the SEPA Register, it seems that we are receiving some SEPA notices from Shoreline but not others. DOH is among the SEPA lead agencies that should receive notifications. Please ensure that your SEPA notifications are provided to <a href="mailto:SEPA.reviewteam@doh.wa.gov">SEPA.reviewteam@doh.wa.gov</a>.</p> <p>Thank you for considering our comments. Please let me know if you need additional information or if I can answer any questions.</p> |  |
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# Appendix K: Subarea Plans



# Appendix K.1: Aldercrest Subarea Plan

# Aldercrest Annex Subarea Plan

## Planned Area 3

Planned Area 3 is a sixteen acre parcel in the Ballinger Neighborhood that is the former site of the Kellogg Middle School, also referred to as the Aldercrest Annex. It is bound on the west by 25<sup>th</sup> Ave NE and by properties that are developed with single family and multi-family homes, but which are designated on the Future Land Use Map (FLUM) for high density residential development. While these properties along 25<sup>th</sup> Ave NE are not within the Planned Area 3 designation, they may be aggregated with and incorporated into a future-development of lands in Planned Area 3.

Across 25<sup>th</sup> Avenue NE are a mix of multifamily uses, the King County Public Works Yard and Bruggers Bog City Park. Lands abutting Planned Area 3 to the south are developed primarily as multifamily uses and designated on the FLUM for high density residential. Lands along the east edge of Planned Area 3 are developed as single family homes and designated on the FLUM as low density residential. The northern edge of the property is NE 200<sup>th</sup> Street. Across 200<sup>th</sup> Street is land designated for low density residential but developed as a school facility owned by the Shoreline School District.

The topography of Planned Area 3 ranges from 215 feet above sea level at the southwest corner to elevation 260 at the northwest corner and elevation 290 at the northeast corner. Although no perennial streams are present on the site, seasonal flooding occurs at elevations generally below 220. For its historical use as a Junior High School, a series of topographic benches were graded to create several discrete open and built spaces on the site. One of these “benches”, located roughly below elevation 225, is a relatively level area that contains a baseball diamond, tennis courts, and a large grassy area. The next bench up and to the northeast, generally between elevations 230 and 240, is the site of an oval track and soccer field. These two lower benches, a total of approximately half of the site, are generally devoid of trees except along the southern and eastern edges.

The next three topographic benches of the property, proceeding uphill and to the northeast, are the previously developed portions of the site. These areas contain parking areas, a mothballed gymnasium, classrooms, and school office buildings. There are scattered mature trees in the planter strips of the former parking areas and heavy mature trees along the eastern edge of the property. These upper three benches total roughly half of the site.

Since the school use ended, the closed buildings have been a concern due to visual blight and potential hazard to public health and safety. The School District has worked with the City and emergency responders to secure the closed buildings, however, all parties agree that the abatement of these structures should be hastened by the redevelopment of the property.

The lower portion of the property constitutes the largest green and open area in the Ballinger neighborhood and the fields and open grassy areas have been informally used for decades for both passive and active recreation. Neighborhood residents and youth sports teams from the larger community have used the facilities for soccer, baseball and tennis. Other community gathering and recreational activities on this grassy area include kite and frisbee flying, snow

sledding on the slopes between benches, and even outdoor movies hosted by the neighborhood association. There are no City park facilities nearby that can provide such a broad range of opportunities for recreation and community gatherings.

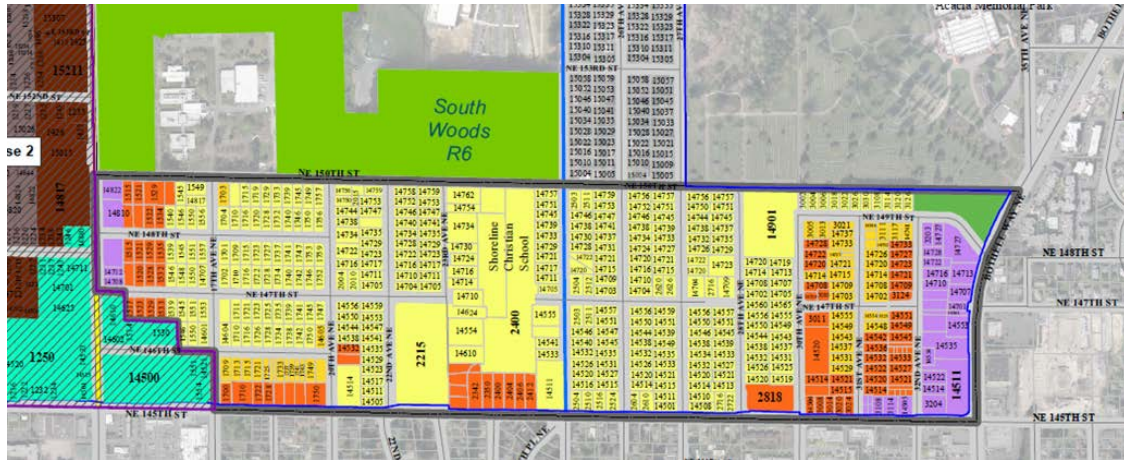
Although the property has been historically designated for single family and institutional uses, the future redevelopment of the Aldercrest Annex site for different uses holds unique and important opportunities for the Ballinger neighborhood, the City and the School District. The School District has declared the property as surplus and would like to direct the proceeds to serve its educational mission. The neighborhood has been very interested in permanently securing the open space and recreational amenities of the lower portions of the site, ideally as a city-owned park. The City wishes to increase the supply of park land in the Ballinger area to better serve the needs of the growing area.

The site is uniquely suited to accommodate more intense development on the upper reaches due to the pattern of mixed housing densities and non-residential uses nearby, its ease of access to Ballinger Way and the regional road network, and the lack of serious environmental constraints on site. These unique circumstances and public policy objectives should be implemented through regulations that cluster more intense redevelopment of the property on the upper portions of the site in exchange for dedication of all or a significant part of the lower portion as a city park.

# Appendix K.2: Southeast Neighborhood Subarea Plan



## Southeast Neighborhoods Subarea Plan December 12, 2016



When it was annexed, most of the subarea was not assigned Comprehensive Plan designations, but given the place-holder “Special Study Area.” The City of Shoreline worked with a Citizen’s Advisory Committee from July of 2008 until November of 2009 to create a vision and craft policy and zoning recommendations. This subarea plan is a condensed version of their report.

The plan is intended to provide direction for the next 20 years. Many things will change in that time period. By 2030, there will likely be a light rail stop near 145<sup>th</sup> St. and Interstate 5. New automotive technology may have transformed the fueling, design, and maybe even necessity of cars. Successive generations may have different preferences for building and neighborhood design and amenities. New technologies may spur new industries and the job base and commercial districts will likely grow and evolve.

Yet while contemplating these uncertainties and determining how to incorporate them into the long-range vision for the subarea, the City wants to preserve existing aspects of these neighborhoods. The single-family character, friendly atmosphere, natural amenities, and other characteristics are all of paramount importance. Change may be inevitable, but it can be channeled to provide amenities and improvements and prevented from negatively affecting the quality of life that is why people choose to live in this part of Shoreline.

## Natural Environment

*Goal: To provide a healthy and flourishing natural environment for the benefit of both human and wildlife residents, utilizing innovative technology and conservation measures*



The community identified a number of natural characteristics that enhanced the quality of life in the neighborhood and were highly valued. These included the extensive tree canopy, vegetative cover, and prevalent wildlife, notably the varied list of bird species. They also acknowledged other existing, natural conditions that could pose problems in the process of development or redevelopment. These included the high groundwater table, poor soil conditions and infiltration rates that exist on some sites. This section attempts to balance natural capital with development.

### **Natural Environment Policy Recommendations:**

NE1: Create incentives to encourage the use of innovative methods of protecting natural resources (solar power for lighting outside space, green storm water conveyance systems, new recycling options).

NE2: Create incentives to encourage innovative strategies to enhance the natural environment on and around developed sites (green roof and green wall techniques, hedgerow buffers, contiguous green zones through neighborhoods, green storm water conveyance systems).

NE3: When redeveloping a site, encourage incorporation of measures that improve or complement the community's natural assets such as its tree canopy, surface water elements, wildlife habitat, and open space.

NE4: Link green open spaces within subarea and then link them to those outside subarea to create trails.

NE5: Support creation of contiguous ecosystems, with attention to wildlife habitat, through development of a "green corridor," as a public/private partnership, including the area between Seattle's Jackson Park, Paramount Park, and Hamlin Park.

NE6: Protect and renew ("daylight") streams in the area.

NE7: Create incentives to encourage enhancement and restoration of wildlife habitat on both public and private property through existing programs such as the backyard wildlife habitat stewardship certification program.

NE8: Use green street designs in south Briarcrest to provide more green space for residents in that area and to link residents to an east-west trail that connects the area to other trails such as the Interurban Trail.

NE9: Develop technical resources for better understanding of overall hydrology, including the locations of covered streams in the subarea, and recommend actions and measures to address existing stormwater drainage problems.

NE10: Create incentives to plan all remodel and new development around substantial trees and groves of trees to preserve tree canopy.

NE11: Retain and establish new trees, open spaces, and green belts.

NE12: Use green buffers of specific buffer area to building height ratio between different land uses, especially where transition zoning is not possible.

## Land Use

***Goal: To promote smart growth, enhancement of local businesses and amenities, connectivity and transition between uses, and compatibility between potential development and the established residential character of the neighborhoods.***



Because the Central Puget Sound region is a desirable place to live, its population is expected to grow over the next 20 years. Shoreline, due to its location and amenities, is likely to grow as well.

In general, the plan preserves the single-family character of the neighborhoods. However, a major focus of the plan is to increase housing choice by encouraging styles of “appropriate” infill development, such as Accessory Dwelling Units and small houses on small lots, rather than zoning large areas for higher density. This way, growth is diffused throughout the area, has minimal visual impact on neighboring houses, and provides extra living space for extended families or rental income.

In addition to encouraging infill development, the subarea plan identifies a few areas where access to transit, business corridors, and park amenities would allow multifamily homes and create areas with commercial and residential uses. To create a transition between single family areas and mixed-use commercial areas, the plan provides for stepping down in zoning intensity from the areas designated for higher density or mixed-use to the single-family core of the neighborhood.

### **Land Use Policy Recommendations:**

- LU1: Promote the analysis of impacts to the full range of systems as part of the planning and development process.
- LU2: Create incentives to use vegetated buffers between types of land use, in addition to transition zoning or open space.
- LU3: Development, as defined in the Comprehensive Plan, should be approached from the perspective of innovative options for increasing density.
- LU4: Establish policies and zoning to provide appropriate transitions between existing and proposed development and dissimilar land uses to minimize conflicts relating to solar access, noise, scale, etc.
- LU5: Place highest-density housing (mixed-use) on transit lines or in already established commercial zones.
- LU6: After updated regulations governing new development and redevelopment have been established, revisit the rules on a regularly scheduled basis for the purpose of enhancing the rules that work and eliminating those that don't work.
- LU7: Consider establishing a neighborhood business zone that would be restricted to non-residential uses, or some other solution to the problem of retail development being overlooked when residential development on the site yields more profit.
- LU8: Establish metrics, targets, baselines and a reporting timeframe to measure progress of social, economic and natural capital when evaluating Comprehensive Plan completeness.
- LU9: As the housing market and transportation technologies evolve to support more options, establish zoning designations for areas that may be appropriate for car-free zones or reduced parking standards.
- LU10: Quality of life for current residents in the subarea should be considered in decision-making processes that involve new development in the community, even though decisions must also take into account overall land use goals and the economic needs of the City as a whole.

## **Housing**

***Goal: To promote housing diversity, affordability and adaptability while respecting and maintaining the identified single-family character of the neighborhoods.***





The subarea is mostly built out, with very few large tracts of raw land remaining, so most expected growth will occur as infill and/or redevelopment. Given that these options include a wide spectrum of styles and quality, how this housing would fit with the surrounding community posed one of the greatest challenges. Through a visual preference survey, a number of infill development concepts were identified as having good potential for being compatible with the existing neighborhood character. These include: Accessory Dwelling Units (ADU), small houses on small lots, cluster development, duplexes on corner lots, etc. Examples of some of these styles of housing and policy recommendations regarding their incorporation into the neighborhoods are included below.



**Housing Policy Recommendations:**

H1: Recognize and continue the area’s history of providing affordable yet diverse housing to a variety of residents across the income spectrum.

H2: New housing development that is added in the center of established neighborhoods of the SE Subarea should be consistent with neighborhood character. Lot size to structure ratios and the scale of building are important.

H3: Distribute low-income housing so that it is not all in one place in the neighborhood, prohibiting the development of large, low-income housing groups or units.

H4: Increase housing stock that attracts new residents by appealing to a diversity of buyers’ and renters’ interests, including:

- Energy efficiency
- Parking options
- Density/size/FAR
- Private/shared outdoor open space
- Affordable/quality/sustainable building materials and construction practices

- Multi-family/multi-generational/single family housing options
- Accessory Dwelling Units
- Adaptability

H5: Because existing housing tends to be more affordable than new construction, remodeling and refurbishing current stock should be encouraged over demolition and redevelopment.

H6: Review existing policies and City code on Accessory Dwelling Units and home businesses to promote low-impact density.

H7: Adopt regulations that would allow “cottage style” housing without compromising quality.

H8: Encourage “green” building through incentives, fees and /or tax policies.

H9: Encourage partnerships with non-profit affordable housing providers, land trusts, Community Development Corporations and other organizations whose mission involves increasing the stock of affordable housing.

## **Transportation**

*Goal: To promote connectivity, safety, alternative transportation and walkability throughout the subarea’s roadways and trail systems*



This subarea faces a number of problems similar to those of other neighborhoods. Certain issues, most notably those related to 145<sup>th</sup> Street and increasing transit service, cannot be addressed on a subarea level because of complicated jurisdictional and funding logistics. Therefore, this subarea plan focuses on improvements to traffic safety, road treatments, and pedestrian and bicycle networks within the City’s boundaries and purview.

### **Transportation Policy Recommendations:**

T1: Encourage “walkable” and “bikeable” neighborhoods and intra-area connections through incorporation of safe pedestrian and bicycle corridors.

T2: Retain, improve, and expand public transit.

T3: Increase local transit service to economic hubs and schools (in addition to service to downtown Seattle) that focuses on east/west connections.

T4: Improve automobile traffic flow on major arterial corridors to accommodate increased density.

T5: Implement traffic calming measures on priority local streets between 145<sup>th</sup> and 150<sup>th</sup> Streets, as well as other local roadways to improve safety and reduce cut through traffic.

T6: Policy deleted by Ordinance No. 766, December 20, 2016.

T7: Work with neighbors to complete more “green street” type projects that will “complete” the street right of way and add pedestrian ways without adding curb-gutter and sidewalk.

T8: Add bus shelters at busy stops.

T9: As part of potential redevelopment of the commercial area on Bothell Way, address the east/west access issues to promote neighborhood connectivity to businesses, while protecting the residential neighborhood from cut-thru traffic.

T10: As part of the update of the Transportation Master Plan, also consider smaller, innovative solutions to reducing automobile dependence, such as circulator busses, car-sharing, bike rentals, etc.

T11: Encourage the City to work with Seattle, King County, Sound Transit, and WSDOT to undertake a corridor study on 145th St. that would result in a plan for the corridor to improve safety, efficiency, and modality for all users. This plan should include adjacent neighborhoods in the process, and should have a proposed funding strategy for implementation.

## **Parks, Recreation & Open Space**

*Goal: To preserve, protect and promote creation of public spaces that balance needs for human recreation, animal habitat, and natural vegetative growth*



The subarea contains or is adjacent to several of Shoreline’s parks, including Hamlin, South Woods, and Paramount Park and Open Space. The following policies are proposals for implementation by the City as resources permit, recognizing that the Parks Department and Board have their own Master Plan and processes. The City has an interest in acquiring lands adjacent to Paramount Park Open Space.

### **Parks, Recreation & Open Space Policy Recommendations:**

PR1: Support development of a trail/designated pathway connecting the Interurban trail and the Burke-Gilman trail with Paramount Park (upper and lower), Hamlin Park, South Woods, and Seattle's Jackson Park.

PR2: Encourage development of sidewalks, footpaths, green streets, and signage on existing walkways near trail areas.

PR3: Use incentives to encourage development of more open/green space.

PR4: For larger-scale developments, establish a standard for proportional area of open space created or green space preserved.

PR5: Provide reasonable signage at main entrances to all parks.

PR6: Policy deleted by Ordinance No. 766; December 20, 2016.

## **Economic Development**

***Goal: To promote development of businesses that serve needs of local residents, add to vibrancy and socially-oriented identity of neighborhoods, and provide jobs***



The neighborhood supports opportunities for establishment of local gathering places and nodes of business activity where needed goods and services are located within walking distance, and could provide employment opportunities for local residents.

### **Economic Development Policy Recommendations:**

ED1: Encourage the creation of community gathering places. Create nodes (indoor & outdoor) for gathering and social interaction.

ED2: Revitalize the local economy by encouraging new business that is beneficial to the community in terms of services, entertainment, and employment.

ED3: Increase small-scale economic development (e.g., retail, office, service) that employs local people and complements residential character.

ED4: Inventory and promote the SE Subarea resources and opportunities, such as redevelopment at Shorecrest, Public Health Labs, and Fircrest.

ED5: Encourage community groups to define specific types of commercial, retail and professional businesses to best serve needs of subarea residents.

ED6: Encourage home-based business within the parameters of the residential zoning to bolster employment without adverse impact to neighborhood character.

ED7: Attract neighborhood businesses with support from the Economic Development Advisory Committee that could be sustained by the community.

ED8: Continue active participation from the City and the neighboring community in determining most beneficial uses, practices, and mitigation in long-term plans for Fircrest.

ED9: Encourage staff to identify potential Capital Improvement Projects that support the adopted subarea plan vision for business areas in the southeast neighborhoods.

ED10: Modify commercial zoning regulations to require that mixed-use buildings be designed to accommodate ground level commercial uses along arterial street frontages.

## **Community Design**

*Goal: To encourage well-planned design of systems and appropriate transitions between different uses so that positive impacts of growth are realized and negative impacts may be minimized*



Over the next 20 years, the community wished to maintain a reputation of supporting a diverse population base and providing some of the City's most affordable housing options. Another priority was to retain green and open space so that a variety of wild flora and fauna would also continue to live in the neighborhood. There was widespread support for a thriving business district and alternative forms of housing, as long as they were visually compatible with existing single-family homes. Concentrating on elements of design and transition and articulating standards could provide an effective method to bring the vision to fruition.

### **Community Design Policy Recommendations:**

CD1: Development regulations applicable to the SE Subarea should be predictable and clear, written in a manner that reduces uncertainty for developers, City staff, and the community.

CD2: Development & Land Use designs and patterns should contribute to the vitality of the area as a whole, serving the broader community and immediately adjacent neighbors, using compatibility criteria and incentives to be determined.

CD3: Encourage planning of local "hubs" for provision of services and gathering places.

CD4: Support development of a plan to implement a network of "feeder" pathways/trails (may also be in the form of green streets) to connect neighborhoods to larger, city-wide walkways (such as a potential trail connecting Interurban, Hamlin, Southwoods & Burke-Gilman) and to encourage walkable neighborhoods.

CD5: Encourage redevelopment and revitalization of existing infrastructure (schools, businesses, single and multi-family structures) by providing incentives.

CD6: Community design should be pedestrian-oriented with incentives for development and redevelopment to open new or enhance existing pedestrian access and green spaces.

CD7: Establish rules and incentives that ensure developments are planned in ways that are consistent with the communities' vision of three-pronged sustainability (economic, environmental and social equity).

CD8: Establish density and zoning regulations and design review processes that are flexible enough to allow for creativity in design, but restrictive enough to ensure the protection of the community, especially the immediately adjacent neighbors.

CD9: Use medium- to low-density, multi-family units as transitional areas from high-density residential or commercial properties to single-family homes.

CD10: Modify the existing R-48 transition regulations to permit a 50 foot height limit (60 feet through a conditional use process) only if the subject site is adjacent to R-24 or R-48 residential zones or commercial zones and not adjacent to residential zones with a density less than R-24.

CD11: Take advantage of city, state, and federal pilot projects whose focus is improvement of the environmental health of the community, such as green streets, innovative housing designs, alternative power generation, etc.

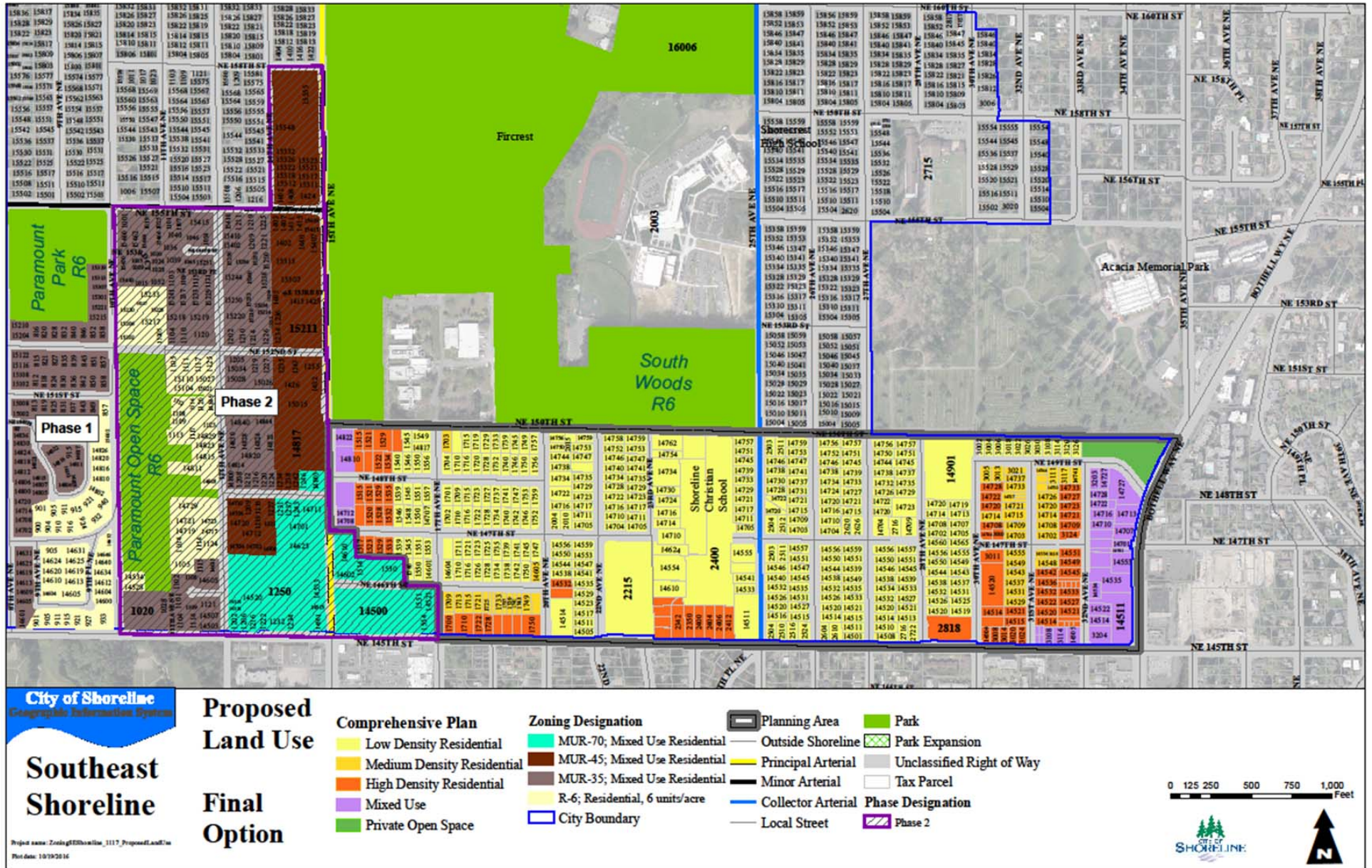
CD12: Establish rules and incentives that ensure actions occur in a manner that is consistent with the community's vision, while still promoting and providing incentives for redevelopment.

CD13: Policy deleted by Ordinance No. 766, December 20, 2016.

CD14: Work with community groups, neighborhoods and outside experts to promote "community gardens" for production of food and recreation.

# Appendix A: Comprehensive Plan Map

Map updated by Ordinance No. 766 – December 20, 2016



# Appendix K.3: Town Center Subarea Plan



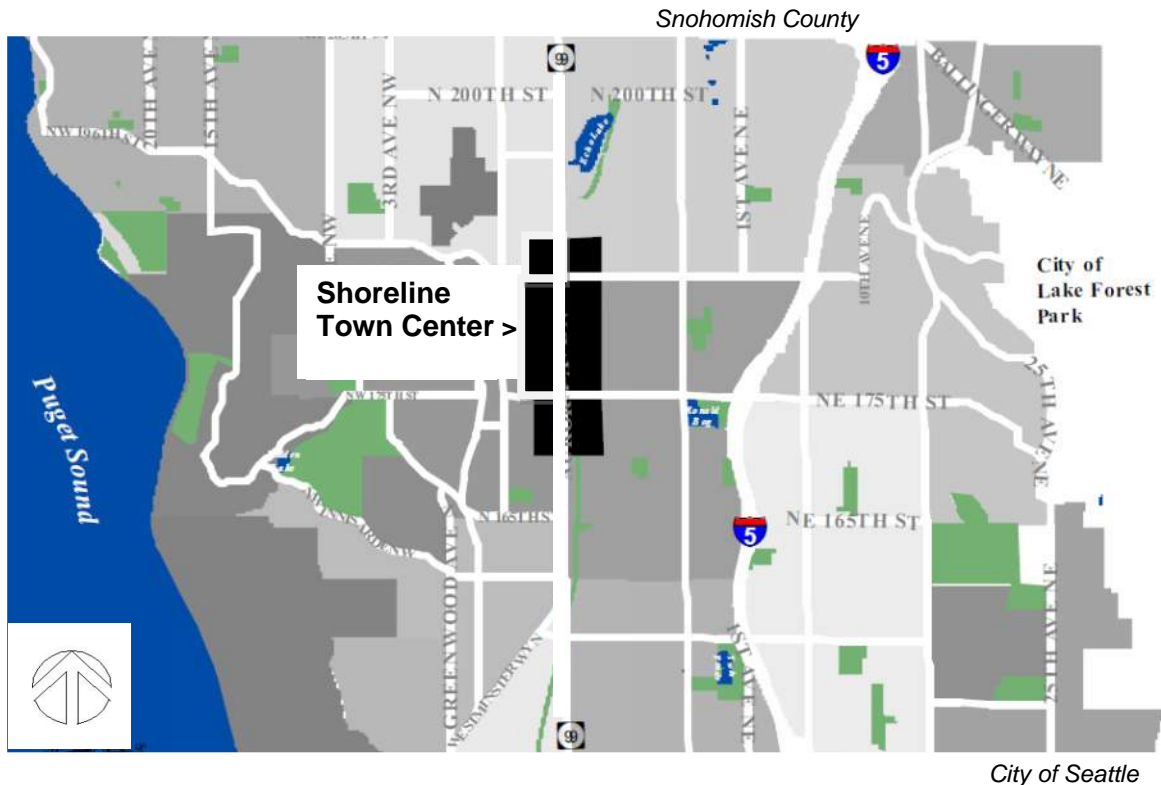


# City of Shoreline Town Center Subarea Plan

Adopted by City Council July 25, 2011

## Introduction

Located on the middle mile of the City's three mile long Aurora corridor (State Route 99), Town Center is the geographic center of the City of Shoreline. It is at the crossroads of three of the City's most heavily traveled roads, N. 175<sup>th</sup> St., N. 185<sup>th</sup> St., and Aurora/SR 99, and serves as the civic and symbolic center of the community. See Fig. 1. Early in the life of the new City of Shoreline, a citizen survey identified this area as the "Heart of Shoreline."



**Fig.1** Town Center is the Heart of Shoreline

Shoreline's settlement began in the early 20<sup>th</sup> century in this area around Judge Ronald's original homestead and the Ronald schoolhouse. In the early 1900's, the North Trunk (red brick) Road and Interurban electric railway traversed this area, linking it to Seattle and Everett. The "Ronald Station" was located in the vicinity of the proposed Park at Town Center.

Growing dramatically after World War II, Shoreline became an auto-oriented suburb characterized by large areas of relatively low residential density, which lacked urban amenities and services such as parks and sidewalks. During the post-war decades, the Aurora/SR 99 corridor developed as a strip commercial highway, with a tremendous diversity of businesses. While these businesses largely met local and regional needs, the highway itself became congested, chaotic, unattractive, and unsafe.



Fig. 2 Town Center boundaries and gateways

Several of the civic facilities typically found in traditional downtowns began to locate in and around the Town Center area in the 1960's. These include the Shorewood High School, the Shoreline Fire Department Headquarters, and the Ronald Sewer District Office and Yard. Commercial and apartment uses also began to locate in this area, including grocery, drug store and other retail stores and personal services. Some of these uses still co-exist with businesses serving a larger market area, such as auto dealerships.

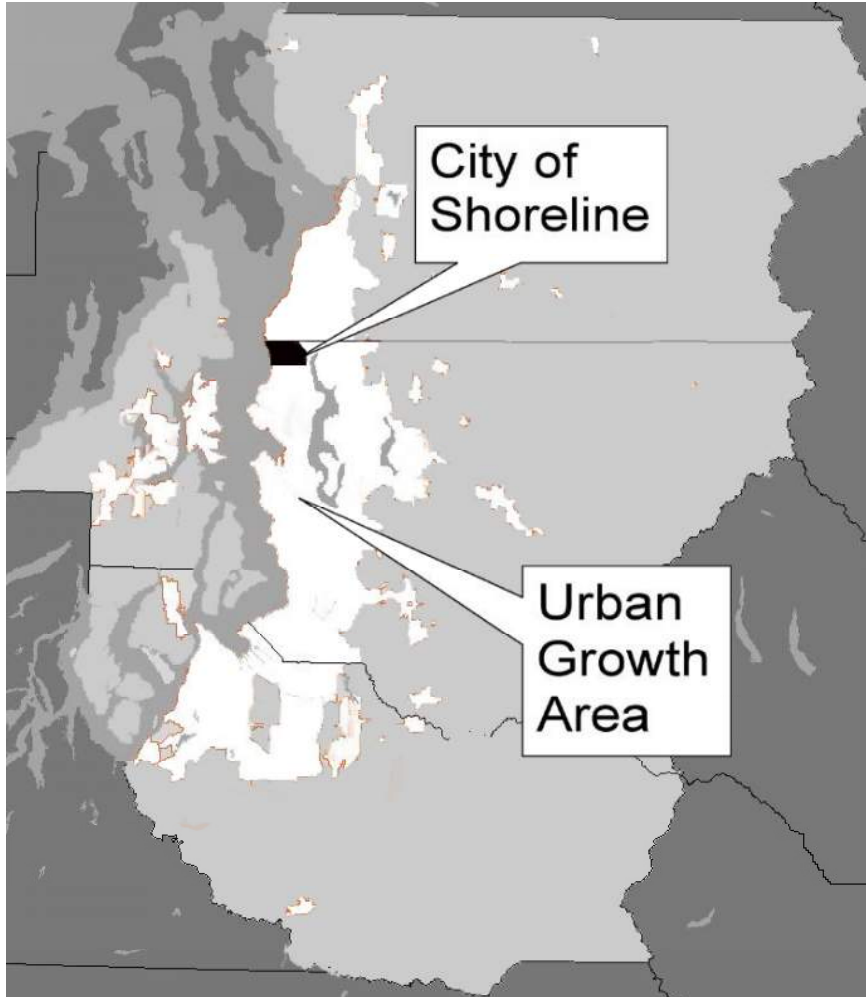
The emergence of regional shopping malls at Alderwood and Northgate in the 1970's began to erode Shoreline's primary market for certain retail goods and services. With the City's incorporation in 1995, additional civic pieces of an emerging Town Center came into being. The Interurban Trail through Town Center was completed in 2005 and the new City Hall opened in 2009. In 2011, Aurora Avenue North through Town Center was rebuilt as a Boulevard, design work began on a new park at Town Center, and construction began on a new Shorewood High School with buildings located immediately adjacent to Town Center.

In 2009, the City adopted a city-wide Vision Statement which articulated the community's preferred future for the year 2029. The Vision integrated many of the policy objectives of the City's adopted strategies for Economic Development, Housing, and Environmental Sustainability. The Vision identifies Town Center as a focal point for much of the City's future growth accommodation, and many of the framework goals provide a broad outline for most of the content of the Town Center Subarea Plan.

Achieving the City's Vision and the objectives of the Town Center Subarea Plan will be influenced by regional market factors, individual investment decisions, and state and regional growth management policies. High capacity transit service will arrive in Shoreline on Aurora by 2013 in the form of bus rapid transit service, while regional light rail service is scheduled for 2023, linking the City to the broader region.

The growth management development strategy for the central Puget Sound region, Vision 2040, forecasts adding 1.7 million people and 1.4 million jobs with only a negligible increase in the size of the region's urban growth area. See Fig. 3. Combined with state climate change targets to reduce greenhouse gas emissions and vehicle miles traveled, there will be strong market and regional public policy pressures on close-in cities such as Shoreline to accommodate 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 major challenge. Implementation of a clearly articulated Town Center Subarea Plan will be one important strategy to help Shoreline meet that challenge.



**Fig. 3** *Shoreline's place within the Vision 2040 Urban Growth Area*

### **Town Center Vision Statement**

*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.*

*Once a crossroads on the Interurban electric railway that connected Seattle and Everett, Shoreline's Town Center has evolved into a signature part of the City. The Center stands out as a unique and inviting regional destination while gracefully fitting in with its surrounding landscape and neighborhoods. Connections to neighborhoods and the region are convenient and accessible through a system of paths, roads, and public transit. Citizens, business owners, and city officials are justifiably proud of the many years of effort to create a special and livable place that exemplifies the best of Shoreline past, present, and future.*

*Town Center is anchored along N. 175<sup>th</sup> St. by the City Hall complex, Shorewood High School, the Shoreline Fire Department Headquarters, and the Ronald Sewer Offices and Yard. The linear park at Town Center between Aurora Boulevard and Midvale Avenue North provides a green thread through the center of the area. City Hall serves not only as the seat of government, but also provides an active venue for many other civic functions. The north end of Town Center includes the revitalized historic five-point interchange at Firlands Way.*

*Town Center is a physically and visually attractive, inviting, and interesting place where form and function come together to promote a thriving environment for residents, businesses, and visitors. Notable features include a number of green open spaces both large and intimate, enclosed plazas, storefronts opening onto parks and wide sidewalks, underground and rear parking, numerous ground-floor and corner retail options within mixed-use buildings, and internal streets within large blocks with other pathways that provide safe, walkable and bikable connections throughout the Center area east, west, north, and south.*

*Building heights range from one to three stories within transition areas adjacent to single-family residential areas along Linden and Stone avenues, up to six stories in mixed-use buildings along sections of Aurora Boulevard, while buildings in the Midvale and Firlands areas are generally four to five-story mixed-use structures. Building materials, facades, designs, landscaped setbacks, as well as public art and green infrastructure features represent a wide variety of styles and functions while maintaining a harmonious look and feel.*

*The City of Shoreline has long been committed to the realization of the three E's of sustainability -- environmental quality, economic vitality and social equity -- and Town Center has successfully integrated these values to achieve sustainable development.*



**Fig. 4** Principles of Sustainable Development

### Environmental Quality

*While respecting elements of its historic character, Town Center has become a model of environmentally sound building and development practices. The buildings themselves are state-of-the-art energy efficient and sustainable structures with zero carbon impacts. Town Center's tree canopy and native vegetation are all part of a strategic system for capturing and treating stormwater on site and protecting and enhancing overall environmental quality. Major transit stops along the mature Aurora Boulevard provide quick and convenient connections to major centers elsewhere in the region. Civic spaces and parks have been designed for daily use and special events.*

### Economic Vitality

*Town Center attracts a robust mix of office, service, and retail development. The boulevard boasts an exciting choice of shops, restaurants, entertainment, and nightlife. The Center is a model of green industry and economic sustainability that generates the financial resources to help support excellent city services, with the highest health and living standards. As a result, Town Center's success helps to make Shoreline one of the most fiscally sound and efficiently run cities on the West Coast.*

### Social Equity

*Town Center offers a broad range of job opportunities and housing choices that attract a diversity of household types, ages, and incomes. Attention to design allows the public gathering places to be accessible to all. People feel safe here day and night. Festivals, exhibits, and performances attract people of all ages and cultural backgrounds.*

### Summary

*Town Center is thoughtfully planned and built, yet all the choices feel organic and natural, as if each feature and building is meant to be here. Town Center is a place people want to be in Shoreline in 2029, and is positioned to continue to grow gracefully and sustainably for decades.*

## **Town Center Goals**

**Goal TC-1** Create a Town Center that embodies the sustainability values of environmental quality, economic vitality, and social equity.

**Goal TC-2** Create a Town Center that is complete, compact, and connected to its neighborhoods and the region.

**Goal TC-3** Create a "sense of place" in Town Center that provides a focal point for Shoreline's civic life and community-wide identity and embraces its unique history.

**Goal TC-4** Create an economically and culturally thriving Town Center through the coordinated efforts of the City, the School District, other public sector organizations, business organizations, community non-profits, and neighborhood associations.

### **Town Center Policies**

**Policy TC-1** Promote a blend of civic, commercial, and residential uses in Town Center.

**Policy TC-2** Create a safe, attractive, and walkable Town Center that links mixed use, mid-rise buildings, a broad range of housing choices, major civic amenities, public gathering places, and bus rapid transit service.



*Fig. 5 Mid-rise, mixed use buildings provide pedestrian scale and access at the street level while accommodating housing and business opportunities above*

**Policy TC-3** Increase the variety of housing choices in Town Center and increase opportunities for moderate cost housing. Reduce new housing construction costs and incentivize affordable housing in Town Center.



**Policy TC-4** Publicize innovative “green infrastructure” including City Hall, Shorewood High School, and Aurora boulevard as models for private projects in Town Center.



**Fig. 6** *The LEED GOLD City Hall*

**Policy TC-5** Encourage additional retail, service, grocery, and restaurant uses to serve both a broader regional market as well as people who live or work in Town Center, or within walking distance of transit routes that serve Town Center.



**Fig. 7** *Aurora Improvements will accommodate Bus Rapid Transit service starting in 2013*

**Policy TC-6** Connect Town Center to other parts of Shoreline and the region by promoting multi-modal transportation choices including high capacity transit on Aurora, frequent local bus service, bicycle paths, and improved pedestrian walkways.

**Policy TC-7** Leverage federal, state, and other investment sources, and market Town Center as a high value location for private investment and business starts.

**Policy TC-8** Enhance the sustainability of adjacent residential neighborhoods through targeted investments in green street links to Town Center, and focused programs to enhance energy conservation and carbon neutrality.



**Fig. 8** *Examples of private investments in alternative energy and public investments in low impact drainage facilities in the right-of-way*

**Policy TC-9** Create a seamless network of safe, convenient, and attractive walkway improvements within Town Center that also connects to all streets, the Interurban Trail, high capacity transit on Aurora, and adjacent neighborhoods.

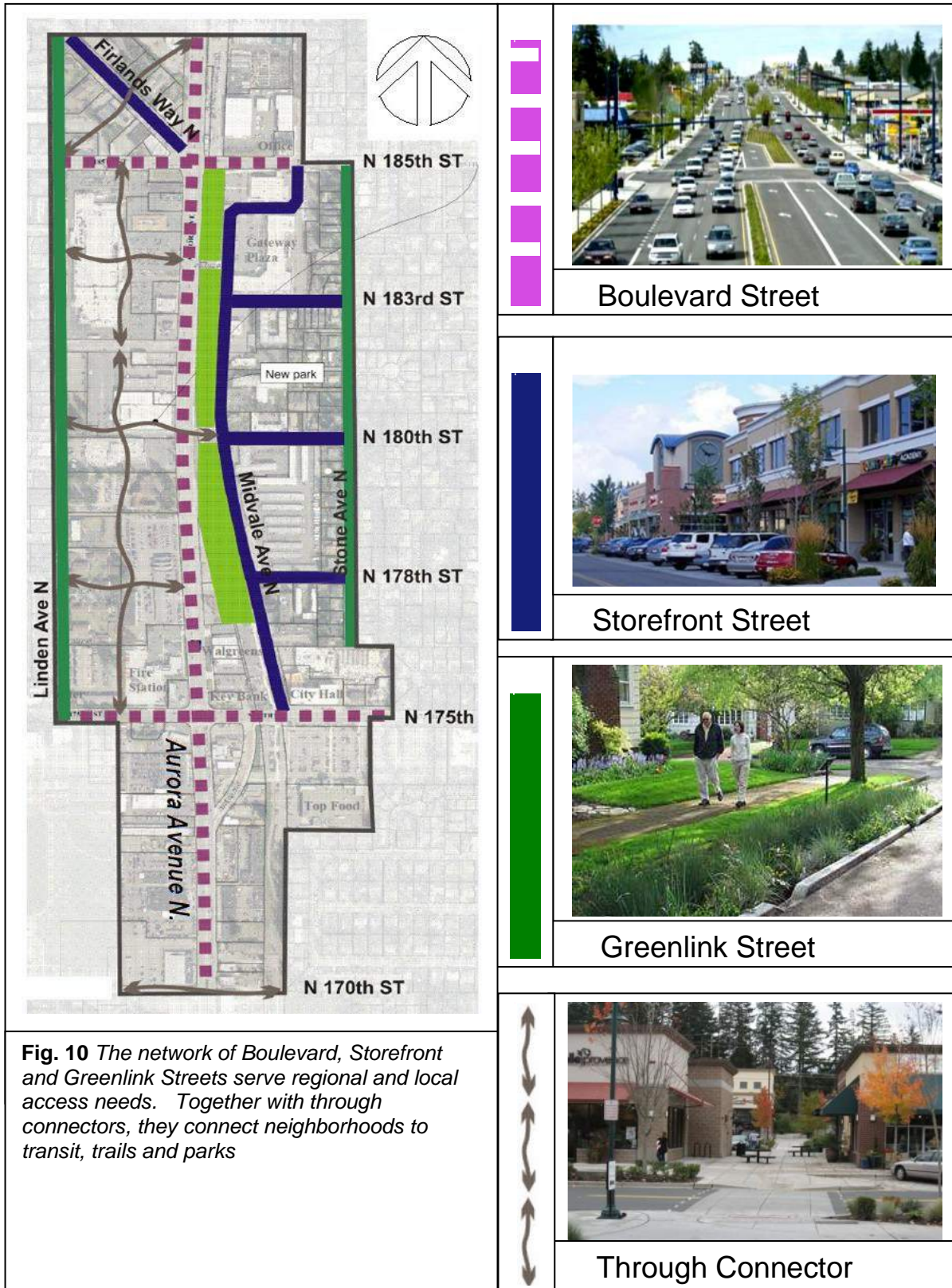
**Policy TC-10** Create safe and attractive pedestrian crossings of Aurora, walkways to better link uses within Town Center, and more direct and attractive walkways from adjacent neighborhoods.

**Policy TC-11** Give clear visual indication of Town Center’s boundaries with gateway treatments, such as signs and landscaping. (See Fig. 2 for location of gateways).

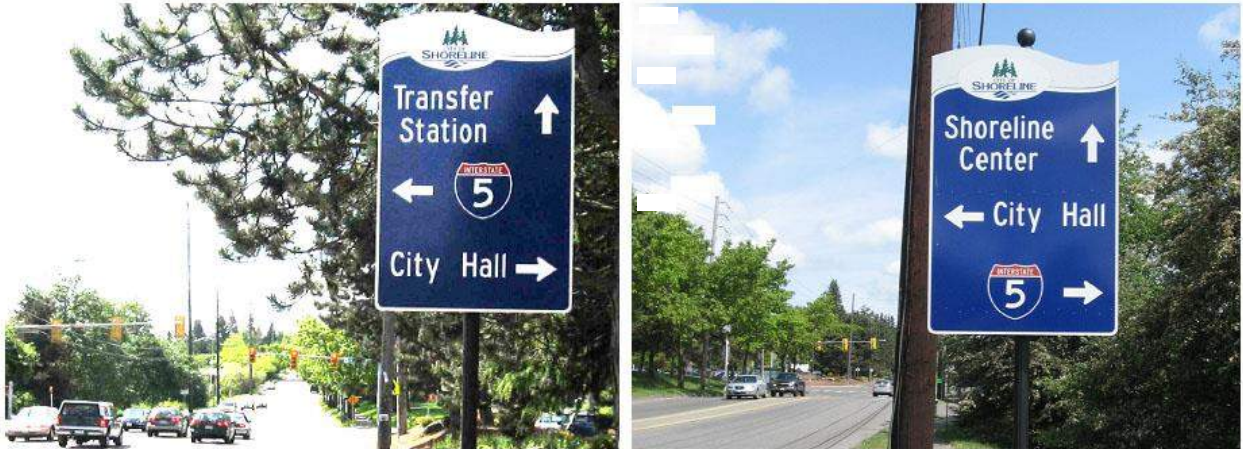


**Fig. 9** *Example of a potential town center gateway sign*

**Policy TC-12** Create a hierarchy of Boulevard, Storefront, and Greenlink streets to serve different mobility and access roles within Town Center.



**Policy TC-13** Post public “wayfinding” signs to direct motorists and bicyclists to public destinations within and near Town Center.



**Fig. 11** Wayfinding signs can be located in medians, behind sidewalks, or on poles

**Policy TC-14** Encourage the removal of the western leg of the intersection at N. 182th and Aurora if re-development of lands at N. 180th and Aurora enables the installation of a fully signalized mid-block intersection at that location.

**Policy TC-15** Consider the creation of new rights-of-way, or the vacation of other rights-of-way in order to facilitate better vehicular and pedestrian circulation. Encourage parcel aggregation and more comprehensive site development designs in order to create a more pedestrian friendly environment, and promote mixed use development.

**Policy TC-16** Protect adjacent residential areas from impacts generated by developments in Town Center. Create a medium density buffer between the commercial uses in Town Center and the single family neighborhoods east of Midvale that limit lighting, signage, and noise impacts. Orient commercial uses west of Aurora so that they have primary access and impacts oriented toward Aurora, rather than to the neighborhood west of Linden.



**Fig. 12** Townhouses provide an effective buffer by backing onto commercial and facing onto residential

**Policy TC-17** Reconfigure Midvale Avenue N. as a low speed, pedestrian-friendly lane to support mixed use development on the east side and public uses in the Town Center Park.



**Fig. 13** *Midvale Ave N., Interurban Trail and City Hall*

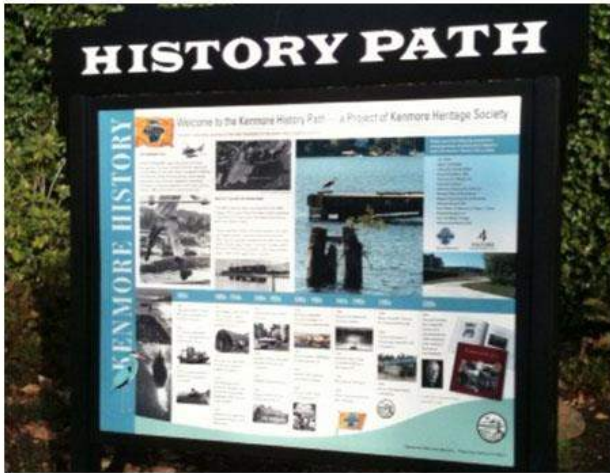
**Policy TC-18** Recognize the environmental and aesthetic value of existing stands of prominent trees and promote a green built environment.

**Policy TC-19** Develop the park at Town Center as a memorable, green, open space and link it to the City Hall Civic Center. Program both of these spaces for celebrations, public gatherings, and informal “third places.”



**Fig. 14** *Farmers' markets and community events are several possible park uses*

**Policy TC-20** Celebrate the heritage of the community through preservation, education, and interpretation of artifacts and places in or near Town Center.



**Fig. 15** *Town Center history: the Interurban Railway, Ronald School House, and Red Brick Road*

**Policy TC-21** Call attention to the unique diagonal orientation of Firlands Way, as well as its history. Encourage a long-term vision for Firlands Way as a pedestrian oriented storefront street. Reclassify the street if necessary to allow the historic road to remain a central part of that vision.

**Policy TC-22** Encourage structured parking for commercial, multifamily, and mixed use developments, and reduce parking requirements in recognition of the availability of transit, on-street parking, walkability, and housing types.

**Policy TC-23** Where feasible, minimize surface parking lots, locate them in rear or side yards and screen them with landscaping, low walls or fences, arbors, and other treatments to soften visual impacts.

**Policy TC-24** Abate the remaining billboards, or re-locate them out of the Town Center, and craft a form-based sign code that orients and sizes commercial signage based on the function and speed of streets and walkways served.

**Policy TC-25** Create a form-based development code and streamlined permit process that consolidates environmental review and design review into a single expedited administrative permit review. Adopt illustrated and clear design standards with a menu of options and opportunities for design flexibility.

**Policy TC-26** Adopt Town Center design standards and a design review process so that new projects are consistent with the vision and goals for Town Center.



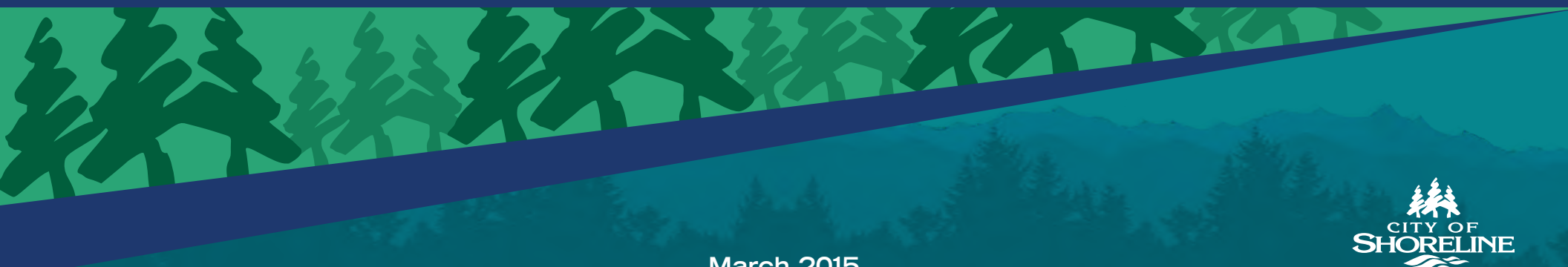
**Fig. 16** A variety of existing roof shapes, materials, and colors in Town Center

# Appendix K.4: 185th Street Station Subarea Plan





# 185<sup>TH</sup> STREET STATION SUBAREA PLAN



March 2015



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# 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 and 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.

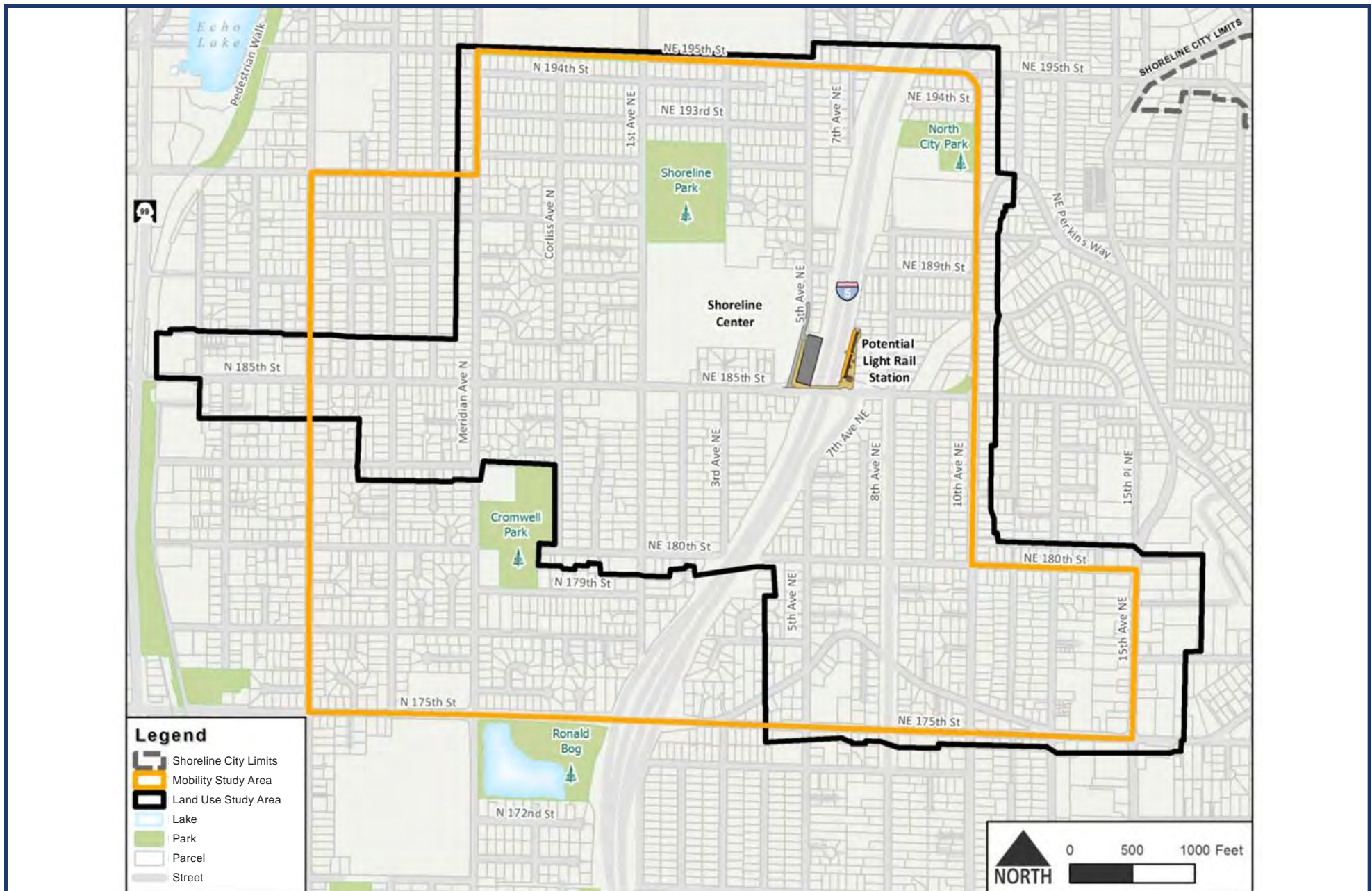


FIGURE 1-1: Subarea Planning Boundaries



# 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

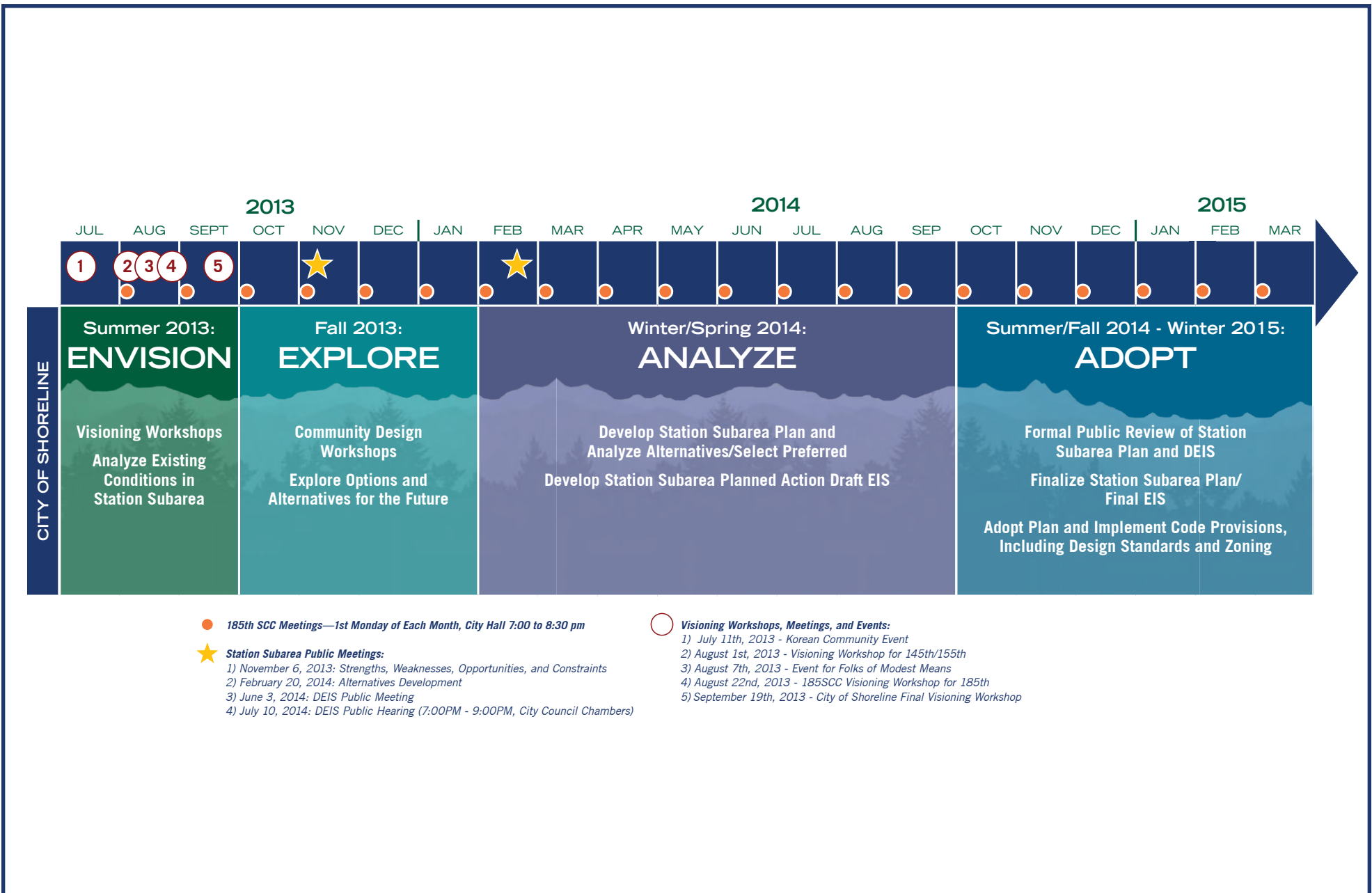


FIGURE 1-2: Planning Process and Schedule



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

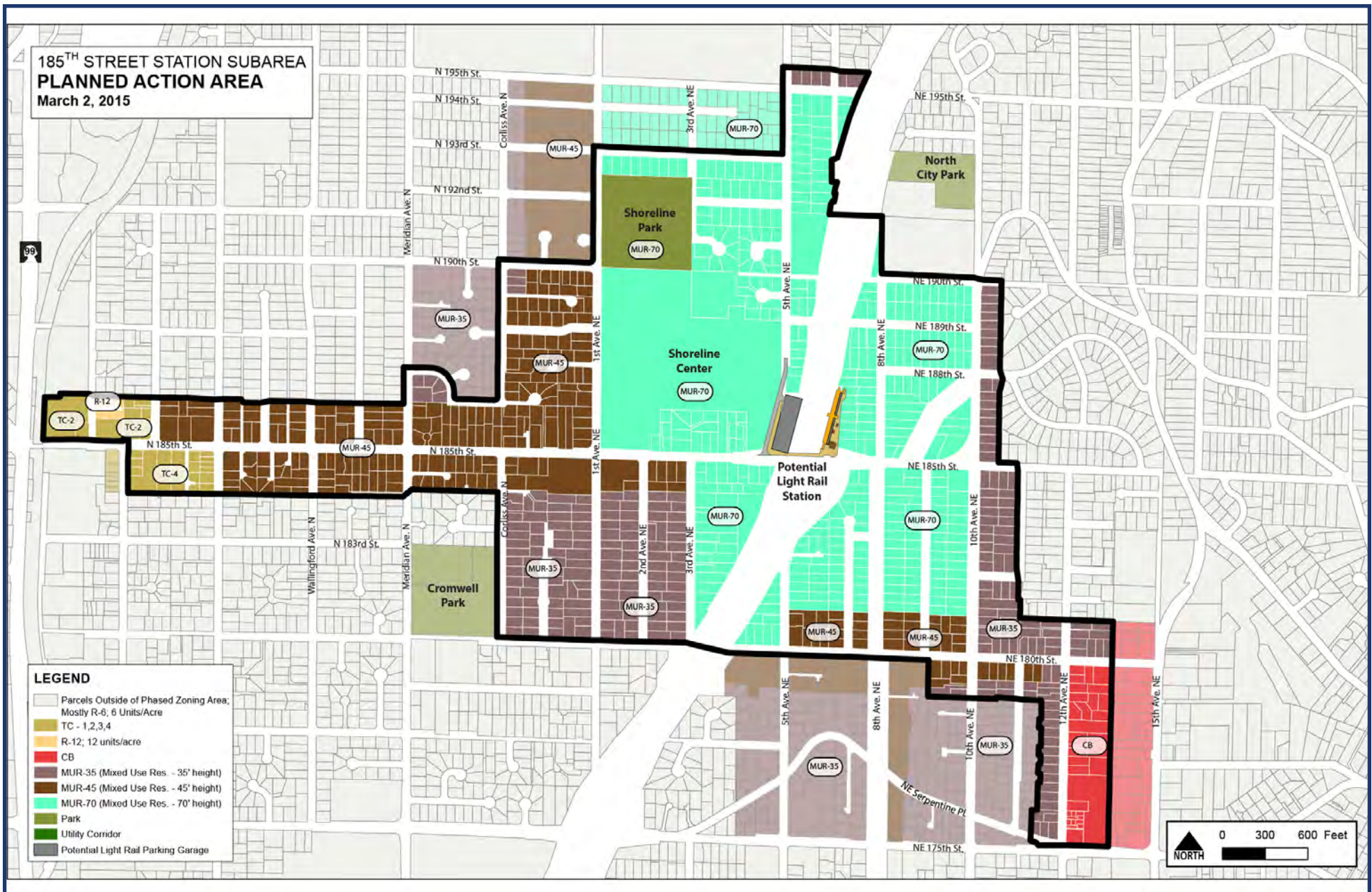


FIGURE 1-4: Planned Action Area

## 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 middle 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*



JOBS/BUSINESS  
don't need station to be a destination  
quick stopover shops (coffee) (restaurant)  
bike shop

## 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 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.

## WHAT ARE THE BENEFITS?



### PLANET

- Reducing carbon footprints and greenhouse emissions
- Mitigating climate change



### REGION

- Preserving recreational and environmental functions of natural resource areas
- Reducing traffic congestion



### COMMUNITY

- Promoting access and connectivity
- Increasing livability, employment, and housing options



### NEIGHBORHOOD

- Enhancing complete streets and walkability
- Encouraging vitality and placemaking
- Providing goods and services

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](http://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](http://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



*Public & Stakeholder Meeting, August 2013*

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.

- **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](http://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](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=mYpNSNalyIA>

- ▶ **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 related 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.



# 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.

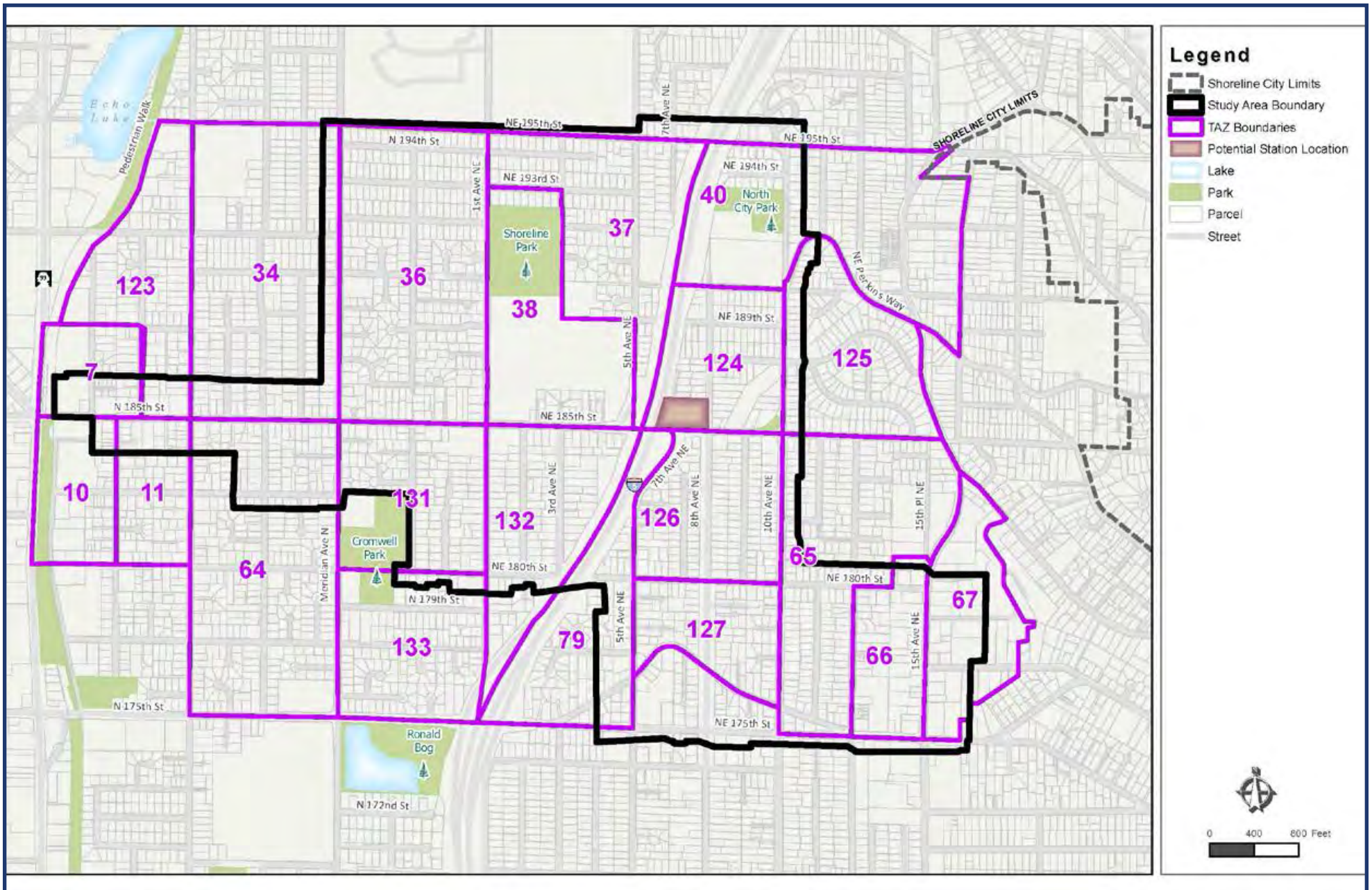


FIGURE 3-1: Traffic Analysis Zone (TAZ) Boundaries

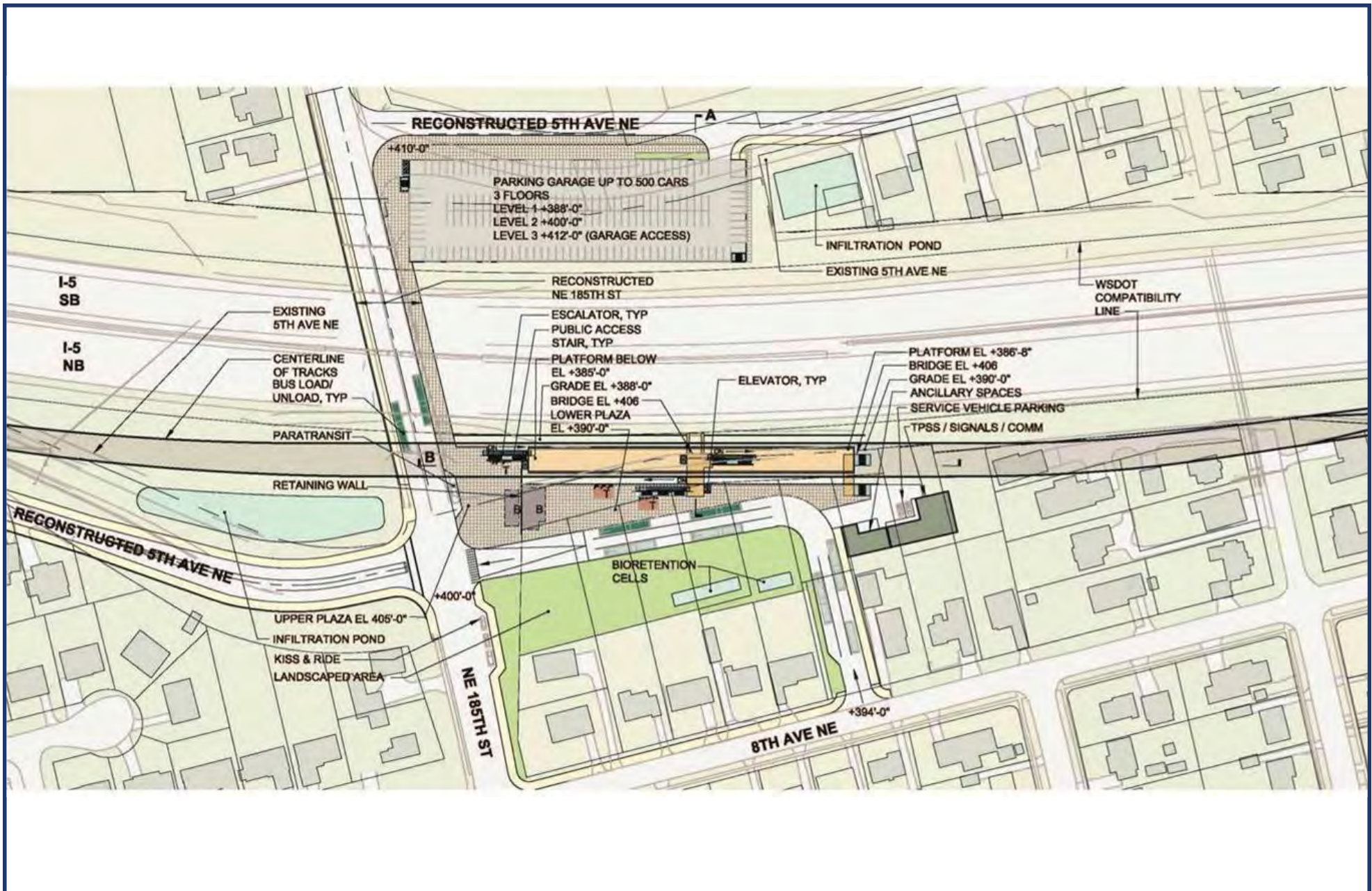


FIGURE 3-2: Sound Transit Concept Plan for the 185th Light Rail Station



*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.



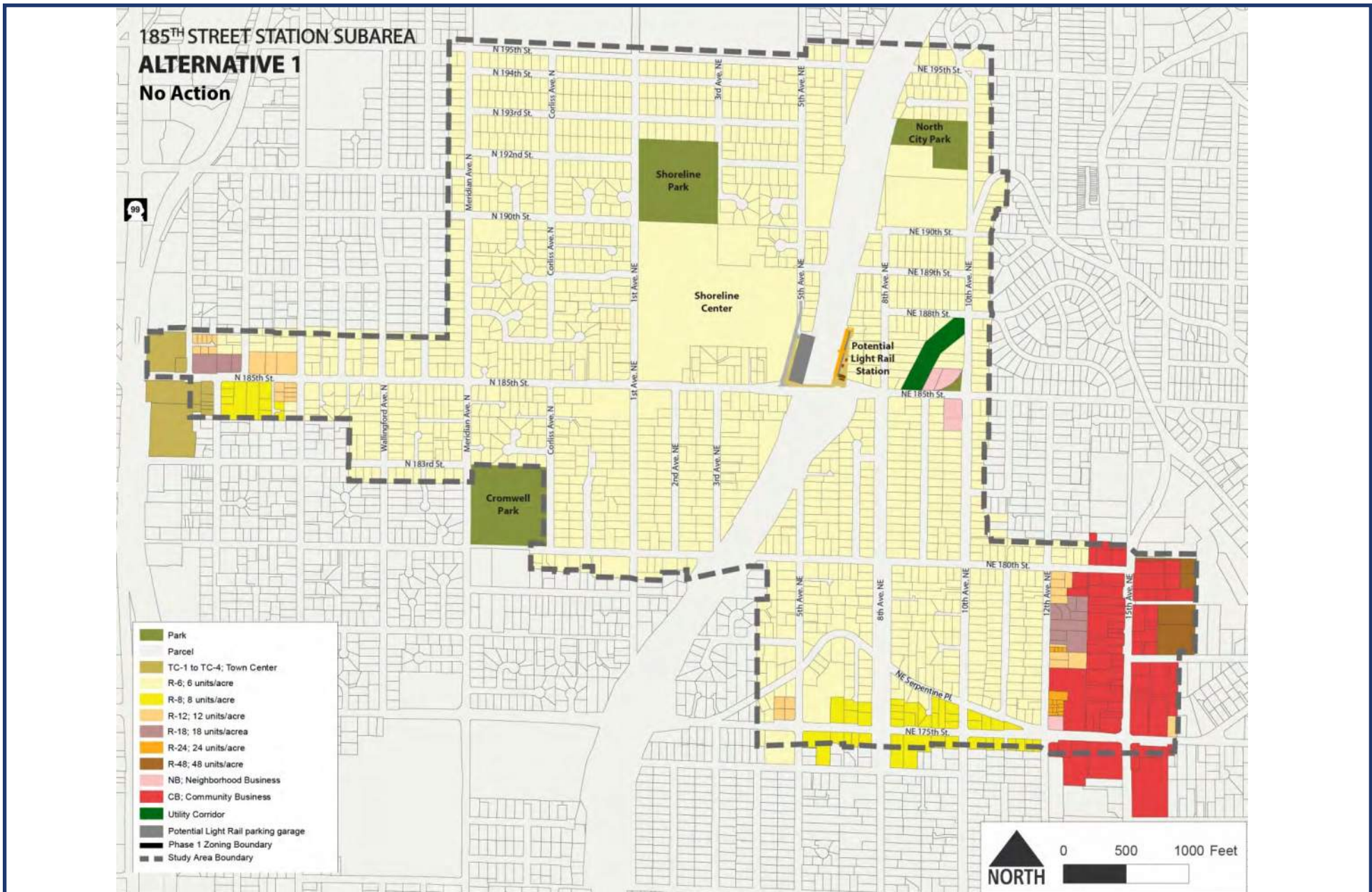


FIGURE 3-3: Existing Zoning Map

## 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.

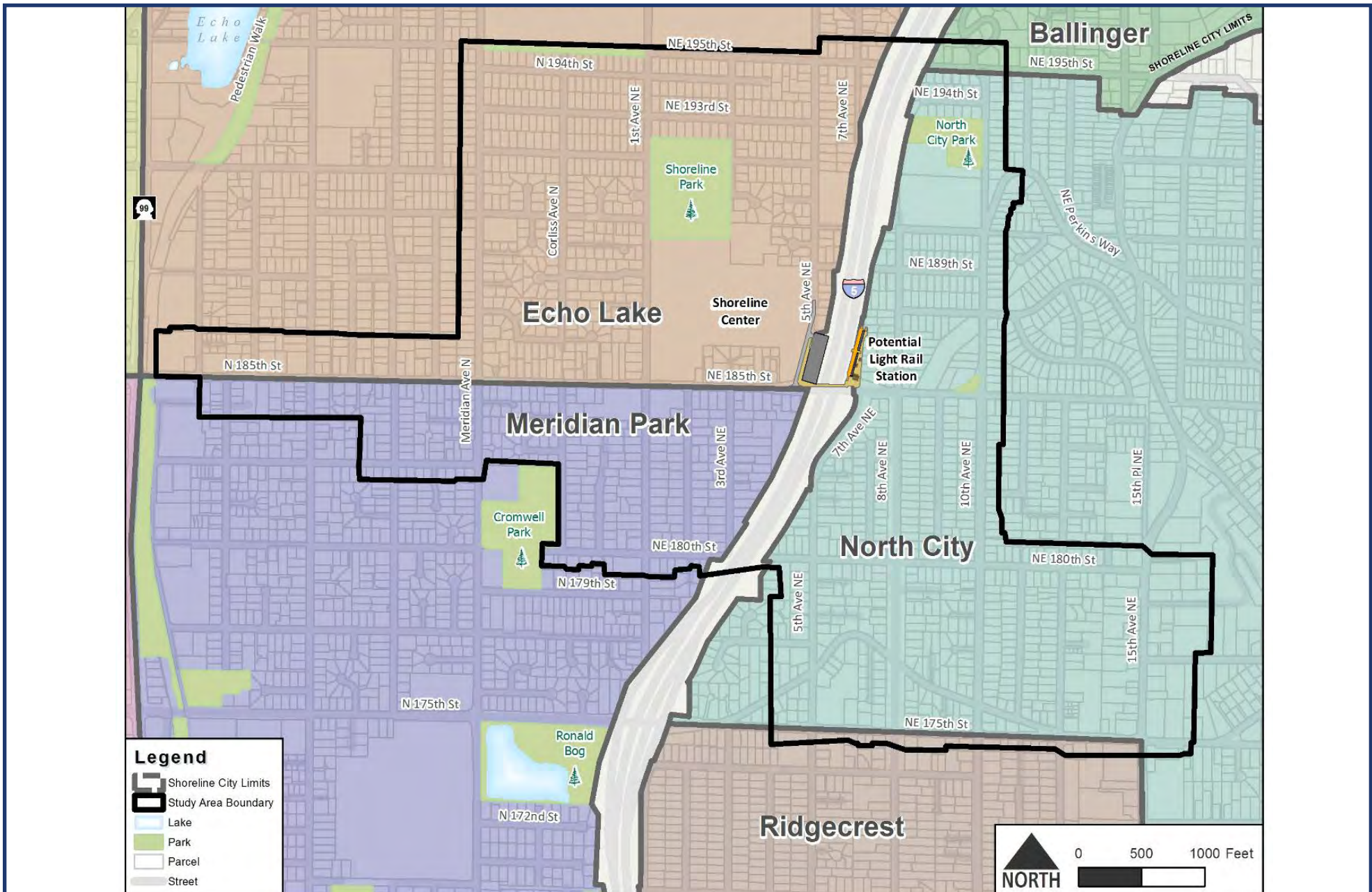
Shoreline's neighborhoods are very engaged in the community and maintain active neighborhood associations. Located in the center of Shoreline, the Meridian Park Neighborhood extends north to south from N 185th Street to N 160th Street and west to east from Aurora Avenue N to Interstate 5. The neighborhood 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



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<sup>1</sup>.

## 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.

<sup>1</sup> 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<sup>2</sup> 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 |
|------------------------------|-------------------------|-----------------------|----------------------|--------------------------|
| <b>EAST-WEST CORRIDORS</b>   |                         |                       |                      |                          |
| 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                      |
| <b>NORTH-SOUTH CORRIDORS</b> |                         |                       |                      |                          |
| 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

<sup>2</sup> Using the HCM 2010 methodology

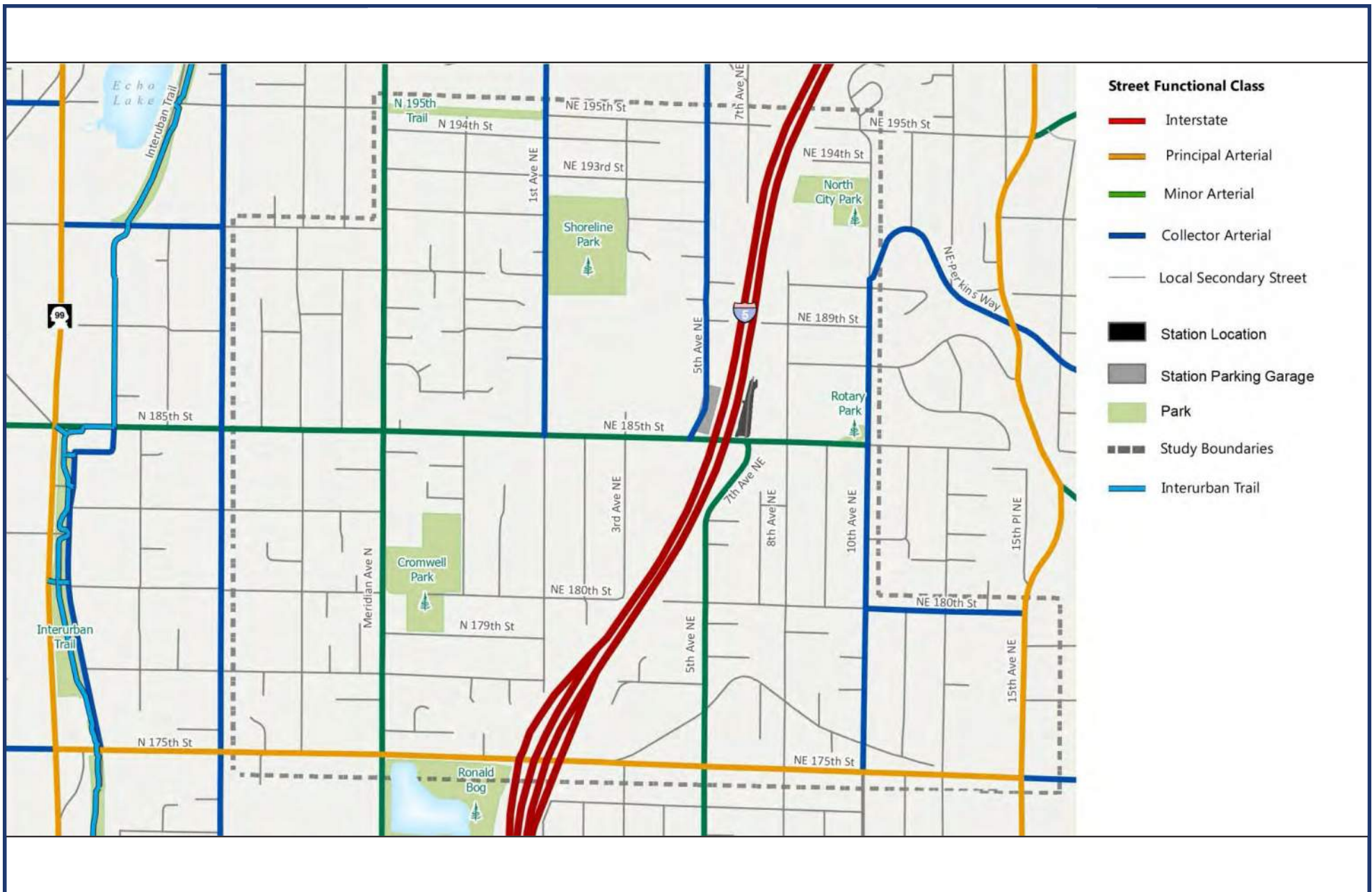


FIGURE 3-5: Street Classifications in the Subarea

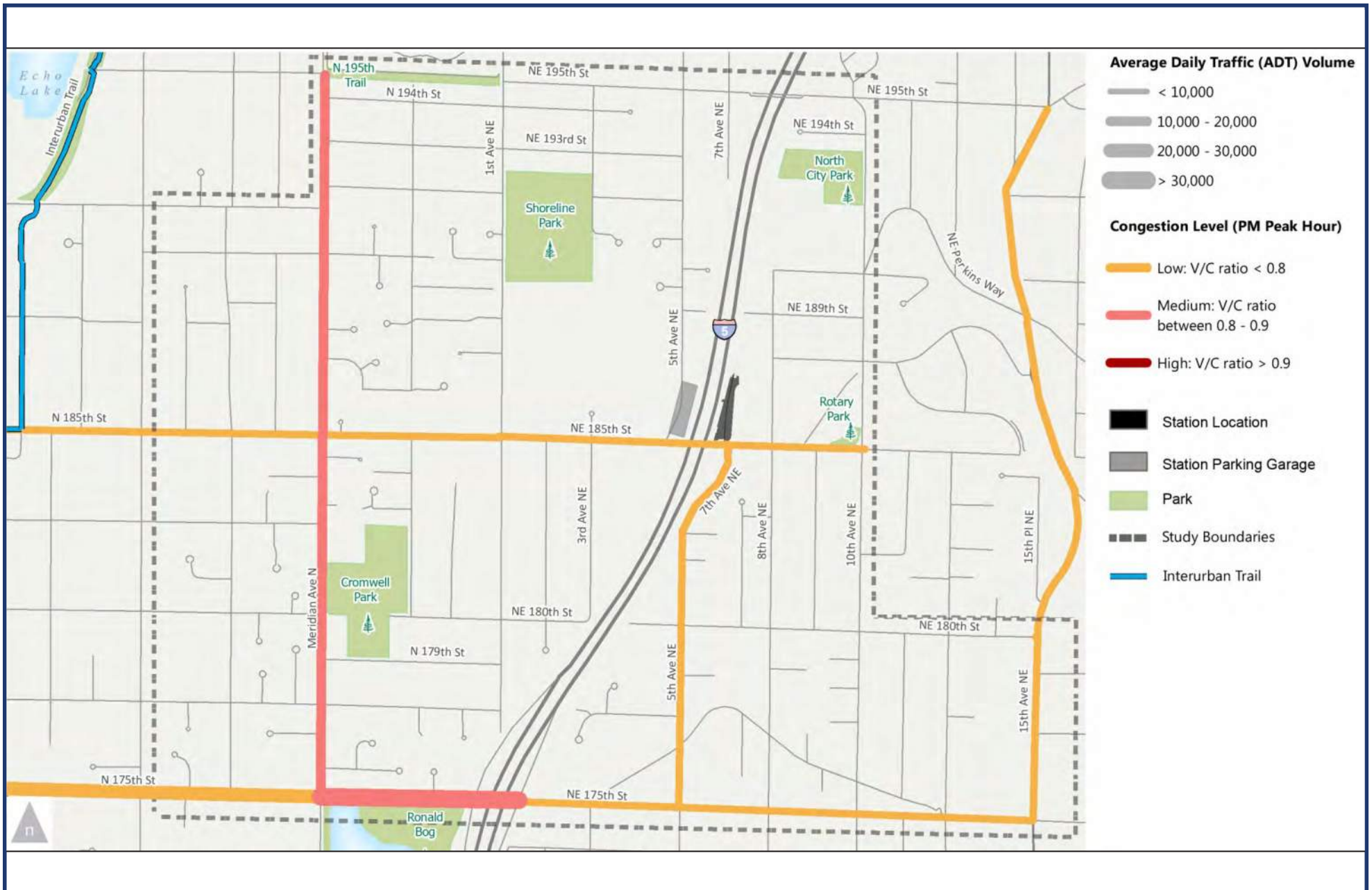


FIGURE 3-6: Average Daily Traffic and PM Peak Congestion (Existing Conditions)

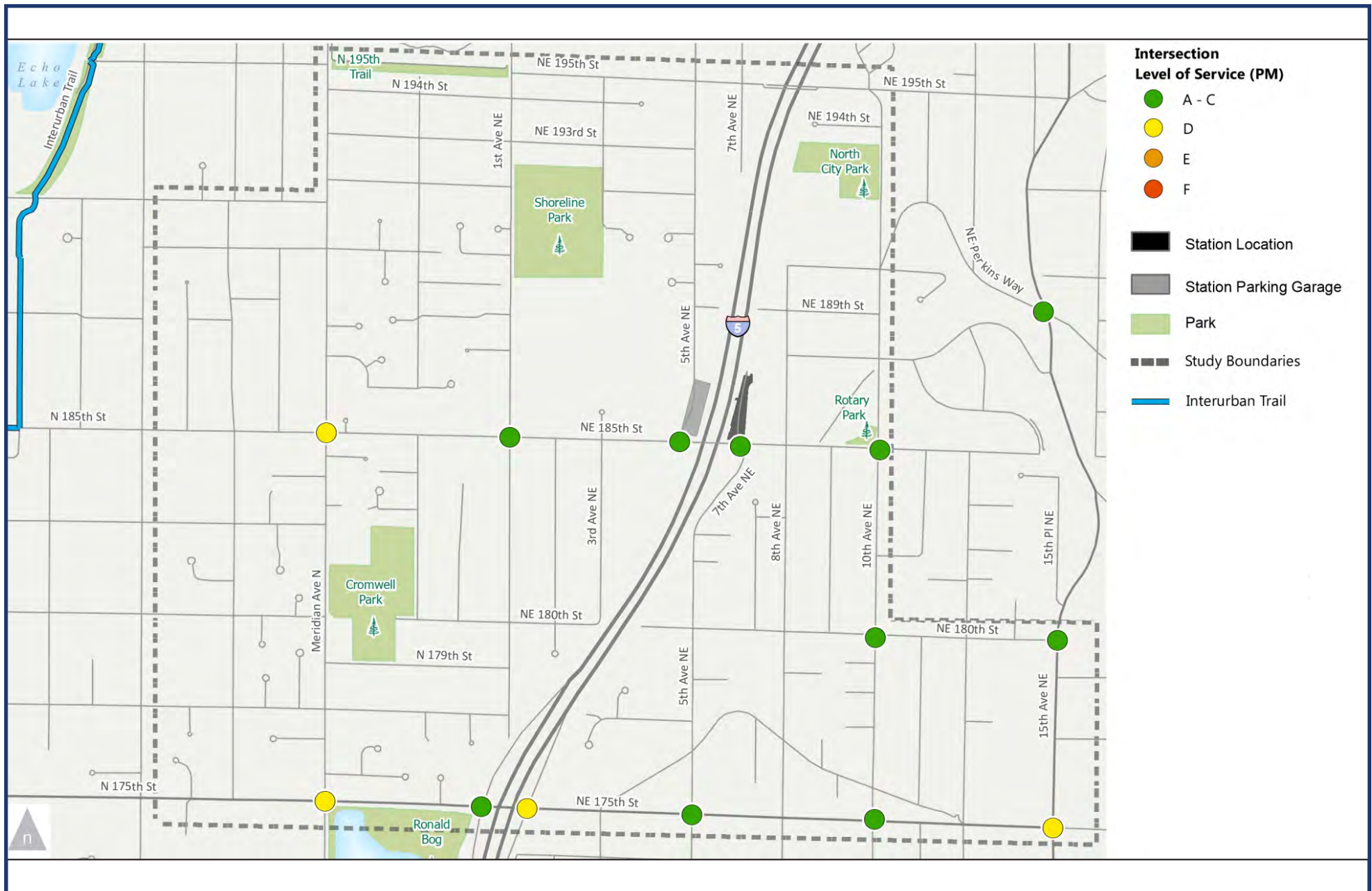


FIGURE 3-7: Intersection Level of Service (Existing Conditions)

## 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<sup>3</sup>.

## 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**

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

<sup>3</sup> Information provided provided by Sound Transit DEIS for the Lynnwood Link Extension

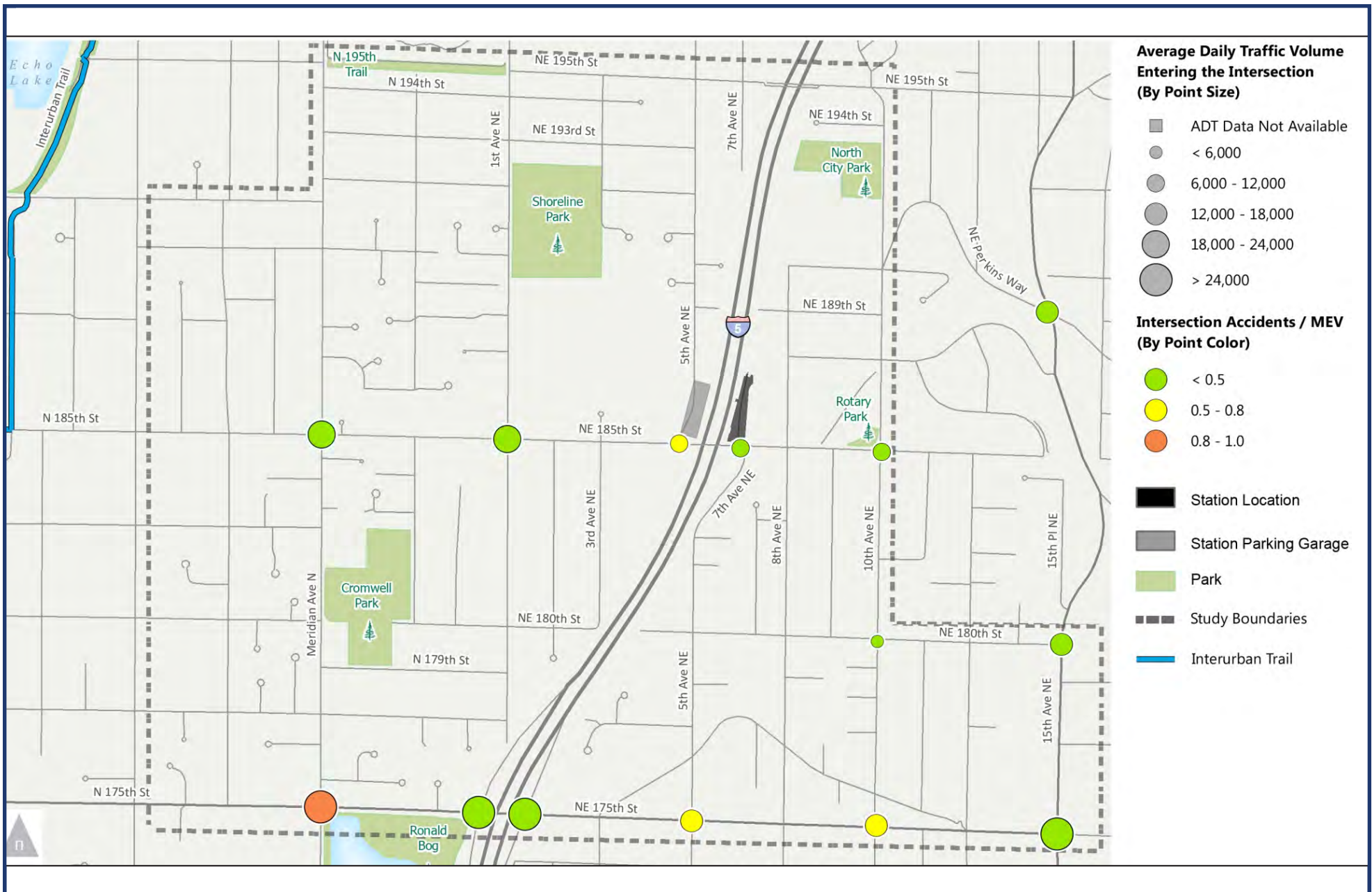


FIGURE 3-8: Accident Rate (Existing Conditions)

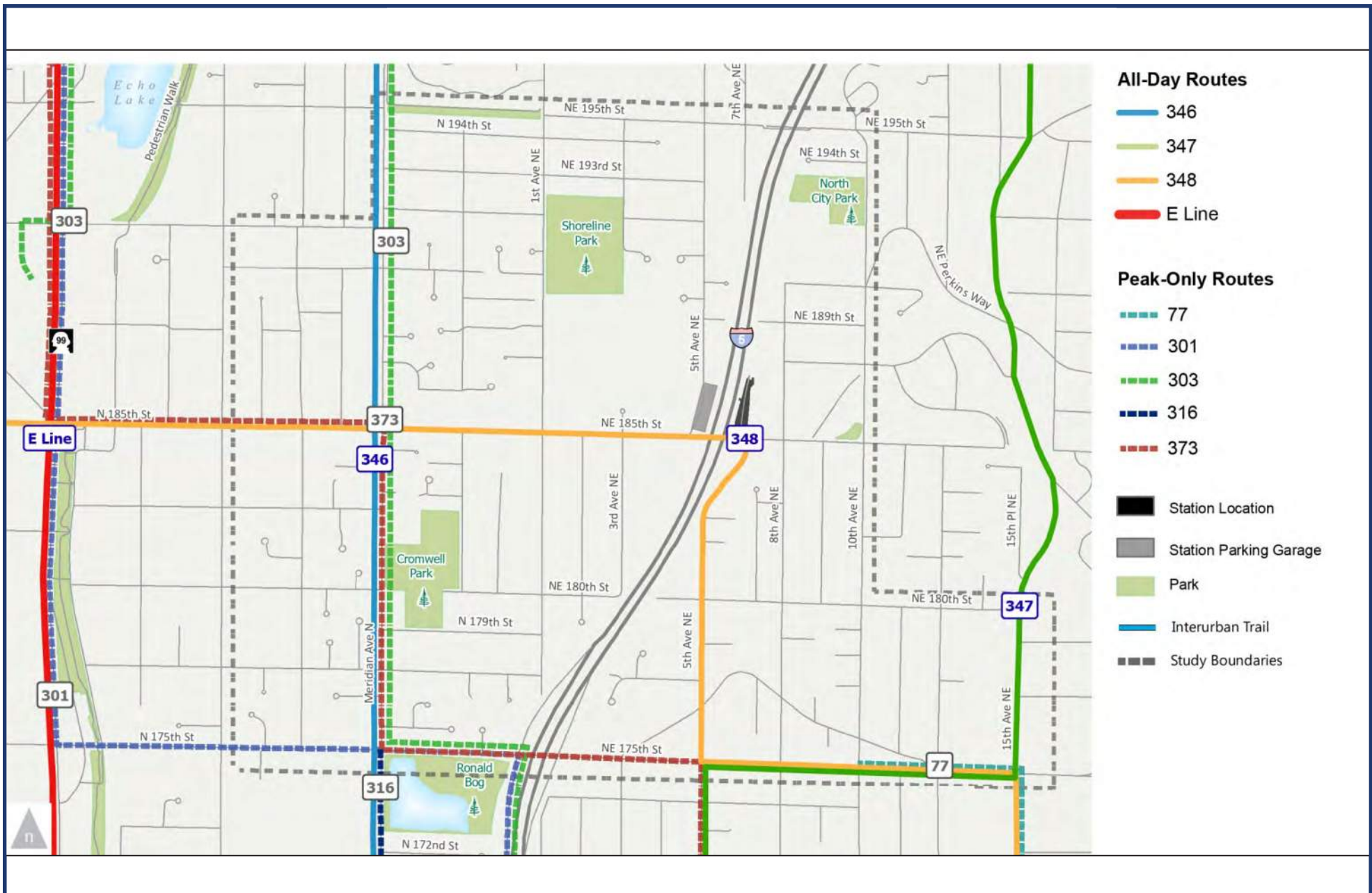


FIGURE 3-9: Existing Transit Service

## 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<sup>4</sup>. 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<sup>5</sup>.

<sup>4</sup> Data were collected mid-week in May 2012. Utilization was counted between 9 am and 11 am and between 1 pm and 4 pm.

<sup>5</sup> 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<sup>6</sup>. 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.

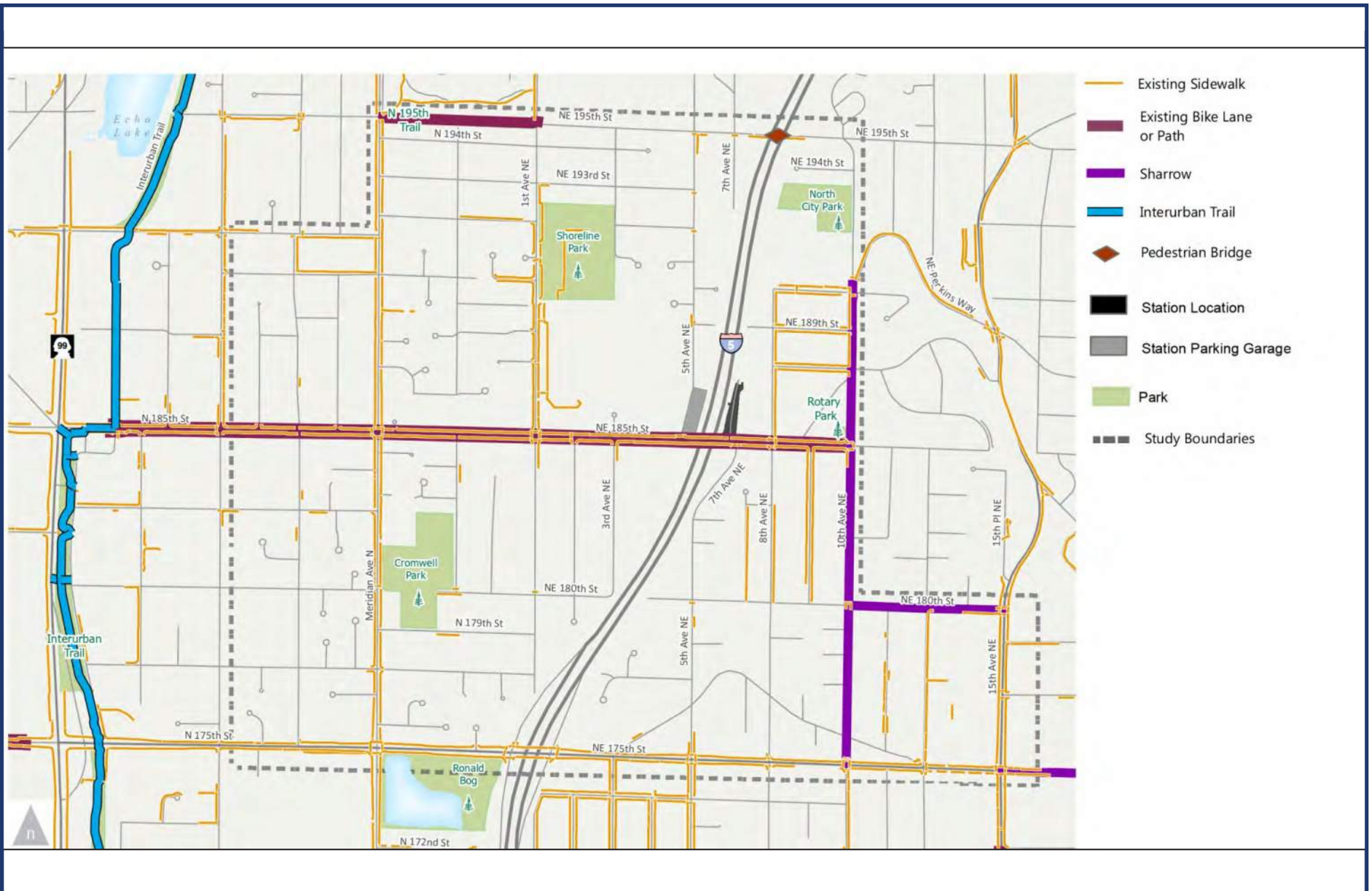
## EXISTING PEDESTRIAN AND BICYCLE FACILITIES

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.

<sup>6</sup> 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                            |

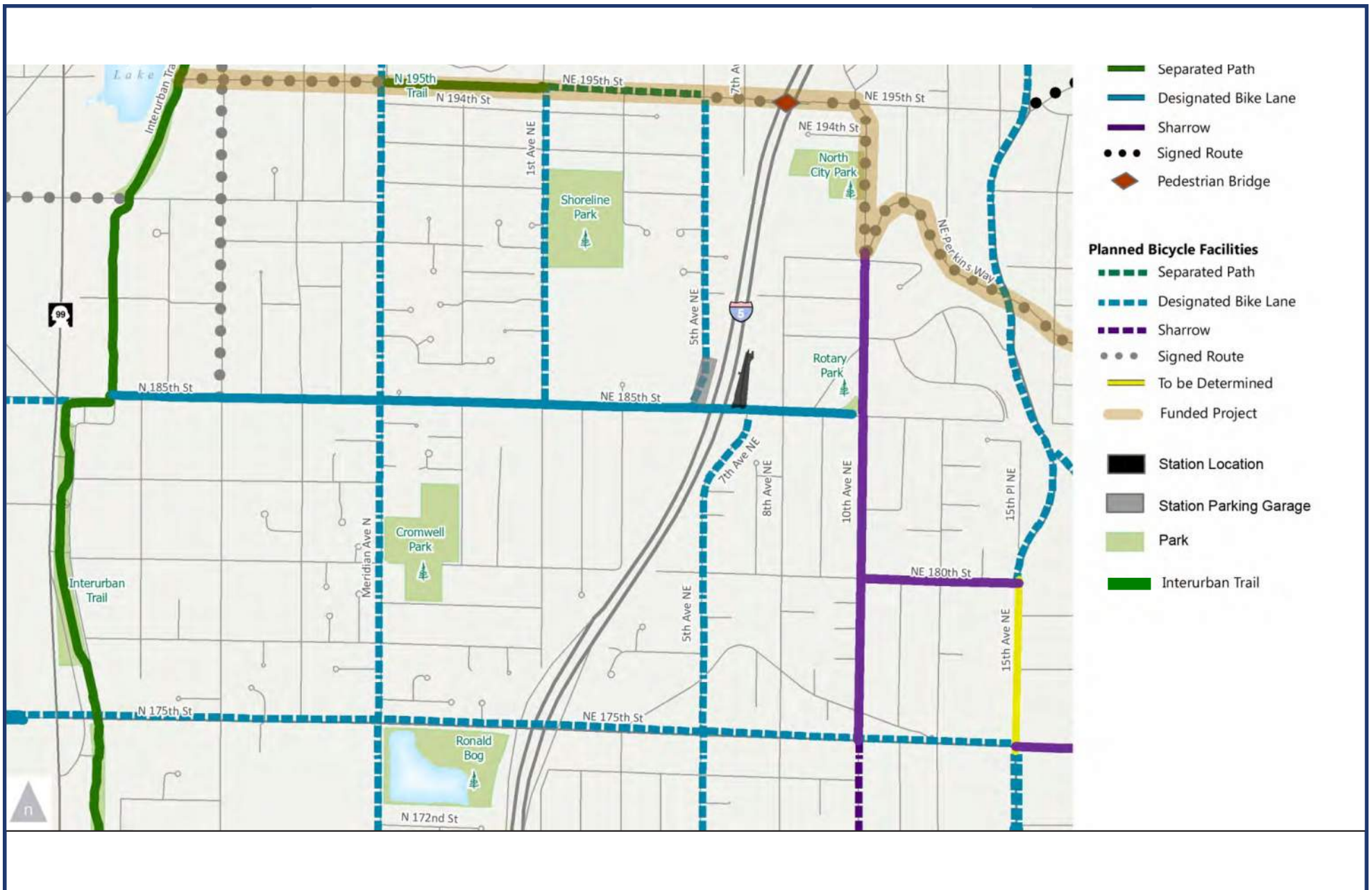


FIGURE 3-11: Bicycle System Plan from the Transportation Master Plan

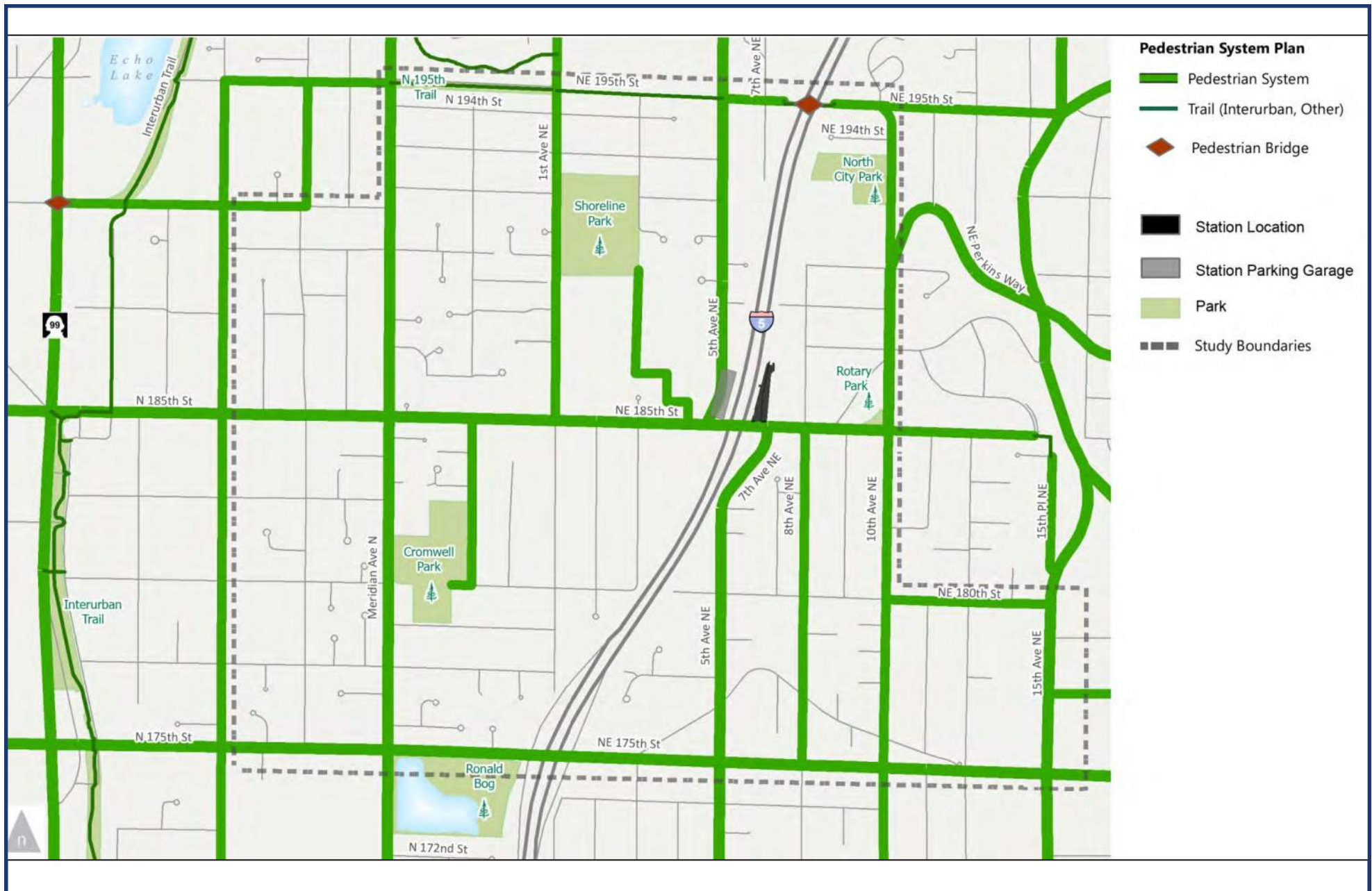


FIGURE 3-12: Pedestrian System Plan from the Transportation Master Plan

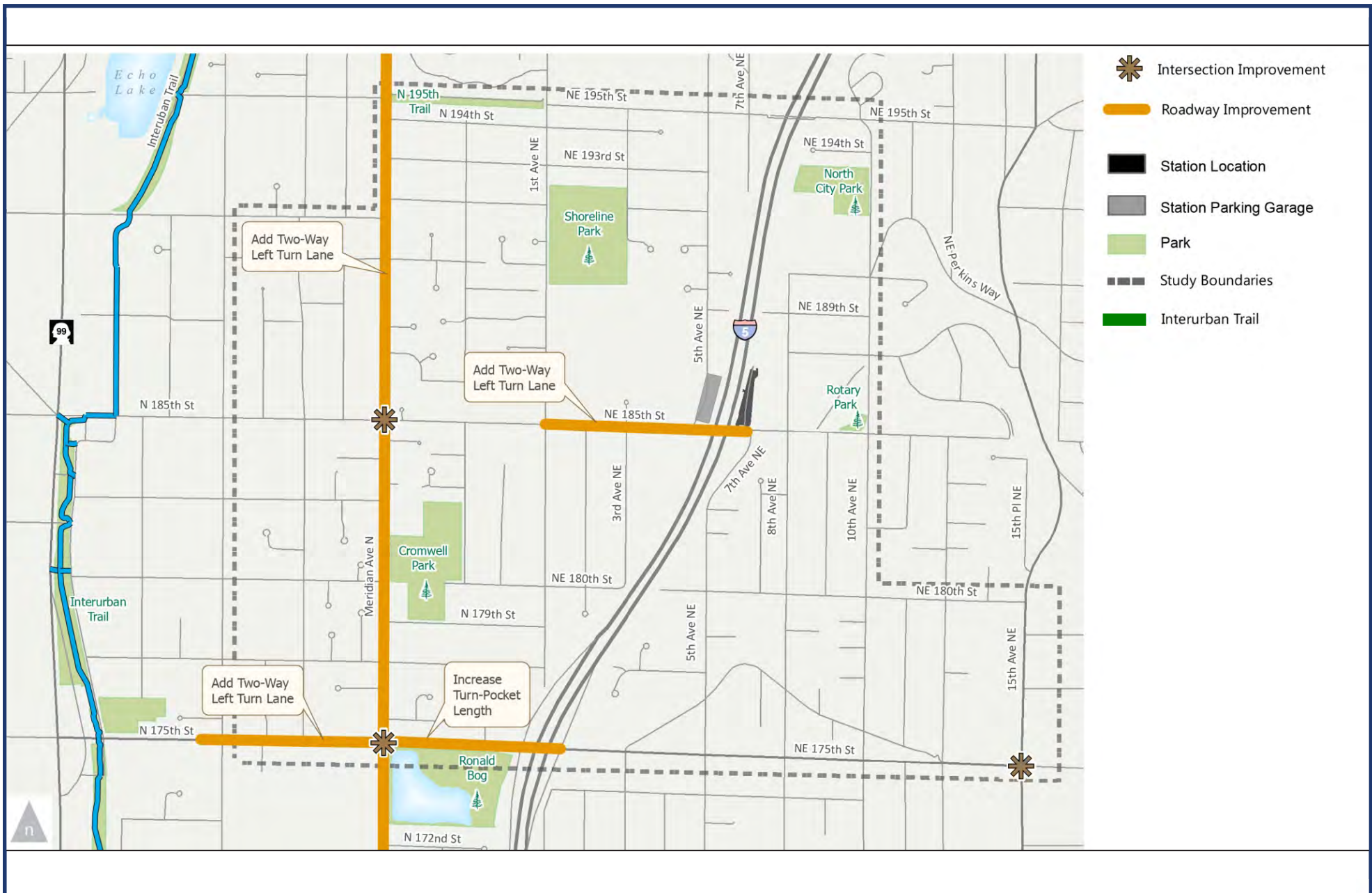


FIGURE 3-13: Roadway Improvements to Accommodate Growth Identified in the Transportation Master Plan

## 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



*Bike lanes help to relieve congestion on local roads.*

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.

## 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).

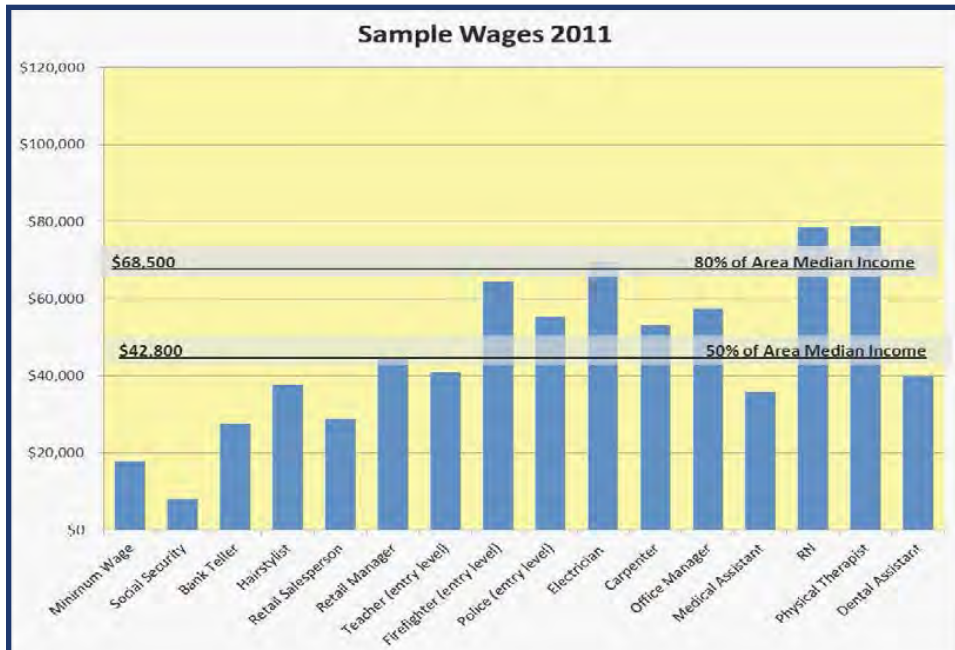
## DEFINITION AND MEASURE OF HOUSING AFFORDABILITY

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

Source: 2000 Census; 2010 Census

**Table 3-8: Changing Household Characteristics in Shoreline**

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

Source: 2000 Census; 2010 Census

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

|                                      | Shoreline   | King County   |
|--------------------------------------|-------------|---------------|
| <b>Very Low Income (&lt;30% AMI)</b> | 3,154 (15%) | 53,784 (13%)  |
| <b>Low Income (30%-50% AMI)</b>      | 2,580 (12%) | 52,112 (11%)  |
| <b>Moderate Income (50%-80%AMI)</b>  | 3665 (17%)  | 76,279 (16%)  |
| <b>80%-120% AMI</b>                  | 4,443 (21%) | 97,116 (19%)  |
| <b>&gt;120% AMI</b>                  | 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 |
|--------------------------------------|---|-------------------|
| <b>Very Low Income (&lt;30% AMI)</b> | 825 (3.9%)                                  | 11%               |
| <b>Low Income (30%-50% AMI)</b>      | 2,116 (10%)                                 | 2%                |
| <b>Moderate Income (50%-80% AMI)</b> | 4,886 (23%)                                 | N/A               |
| <b>80%-120% AMI</b>                  | 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%                           |
| <b>Shoreline</b> | <b>8.6%</b>                   | <b>1.2%</b>                  | <b>N/A</b>                        | <b>N/A</b>                     |
| 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 B-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.

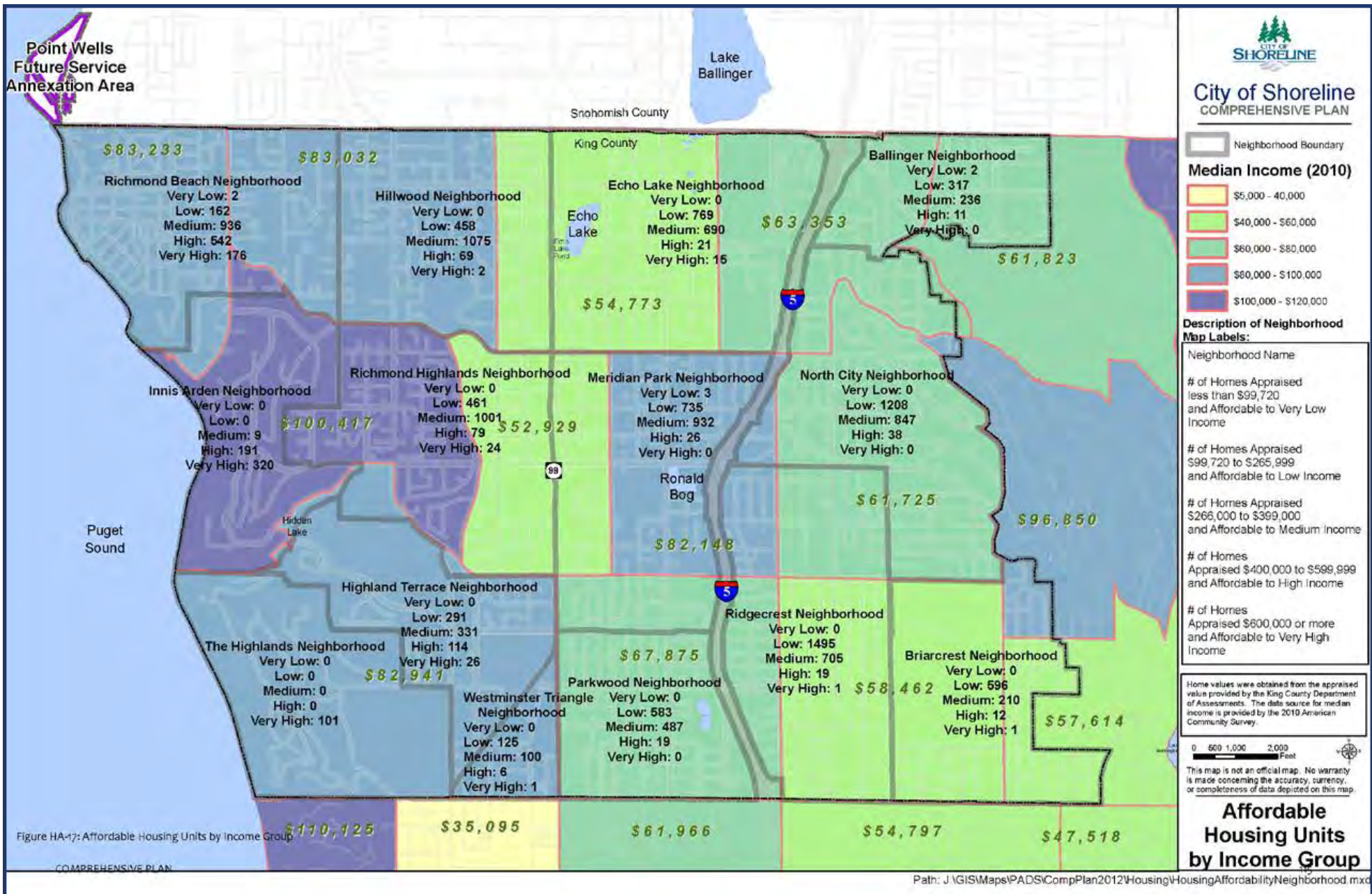
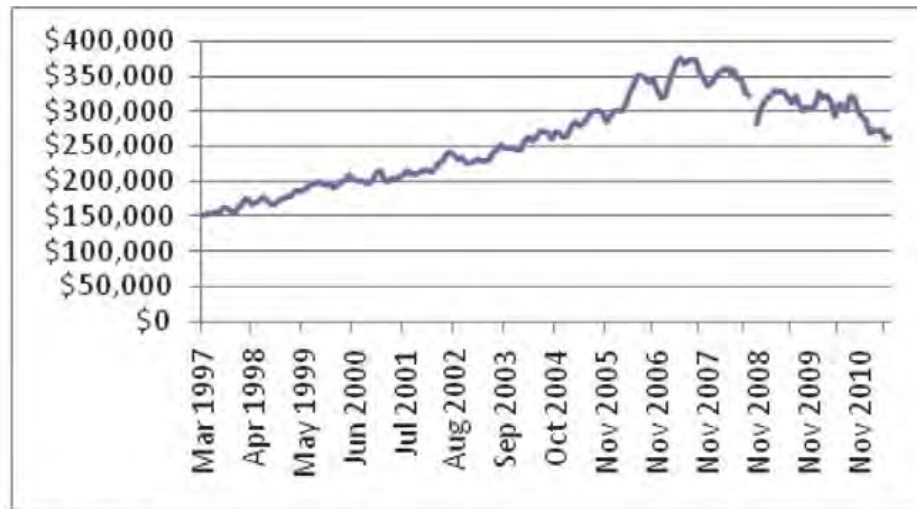


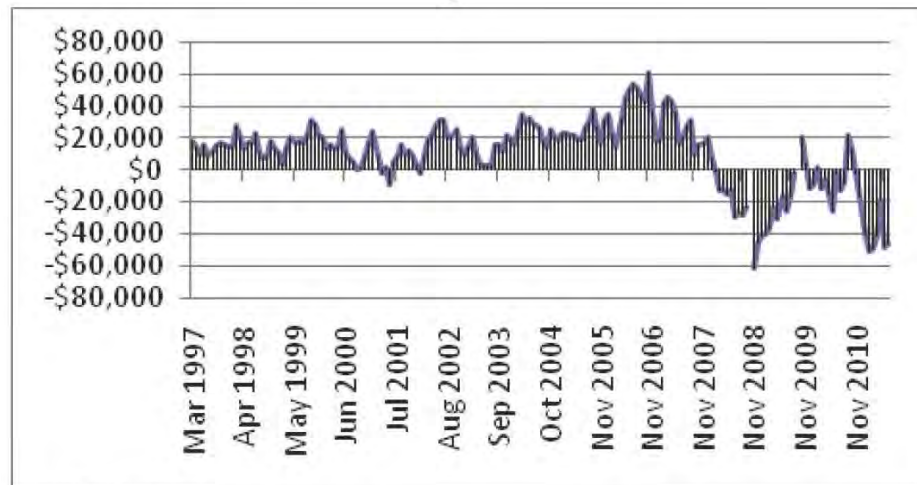
FIGURE 3-15: Affordable Housing Units by Income Group in Shoreline

**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 price. Affordable Housing Costs are based on 30% of monthly income. Figures are approximate. Additional assumptions were made in 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.

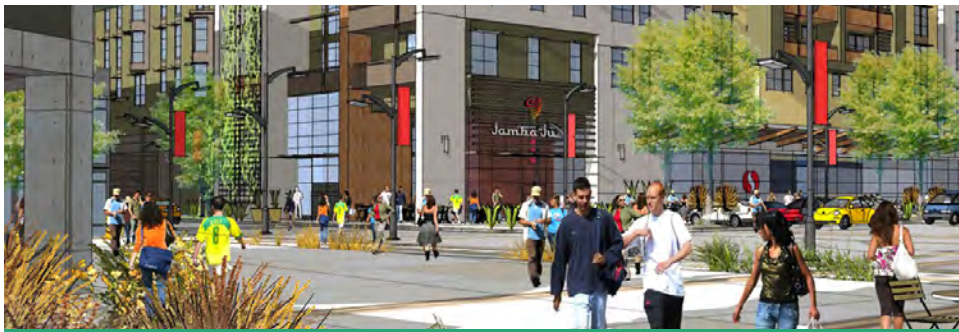
Starting with defined primary and secondary trade areas, the analysis then profiled the local population and household characteristics to define the current economic base for each geography compared to a benchmark geography. This approach provided insight into the differences between the trade areas 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

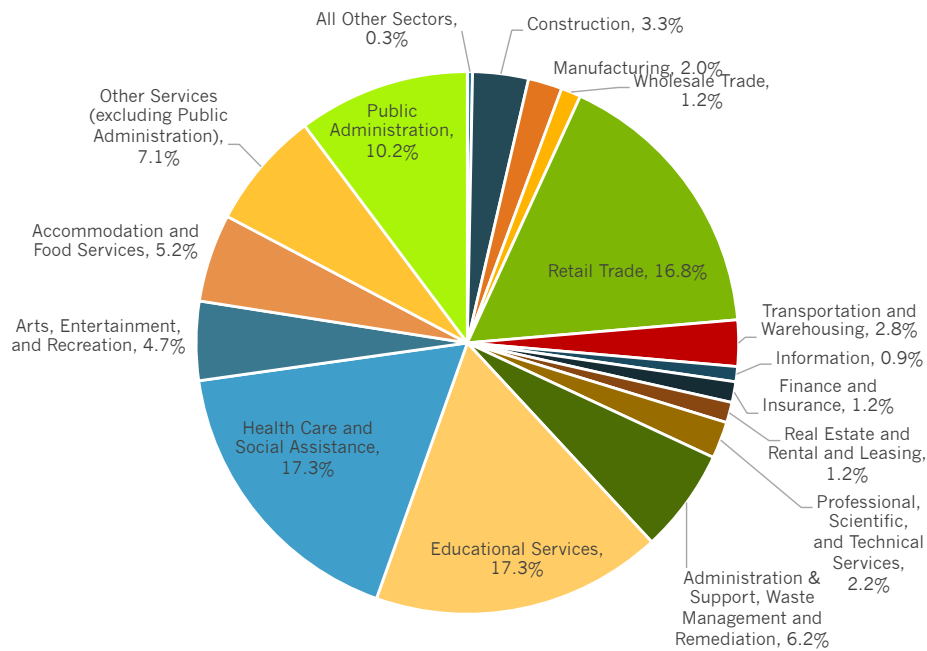
Employment data are derived from the Longitudinal Employer-Household Dynamics (LEHD) program, which is provided by the US Census Bureau. In order to protect the confidentiality of worker and employers, LEHD introduces a small amount of statistical "noise" for smaller geographic units. As a result, LEHD 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**

|                              | <u>2012</u> | <u>2013</u> | <u>% Change<br/>2012-2013</u> | <u>Sales<br/>Volume</u> | <u>% Change</u> |
|------------------------------|-------------|-------------|-------------------------------|-------------------------|-----------------|
| <b>King County</b>           | \$349,772   | \$383,000   | 9.5%                          | 9,982                   | 20.3%           |
| <b>City of Shoreline (a)</b> |             |             |                               |                         |                 |
| 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*

## 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.

### 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.

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

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.

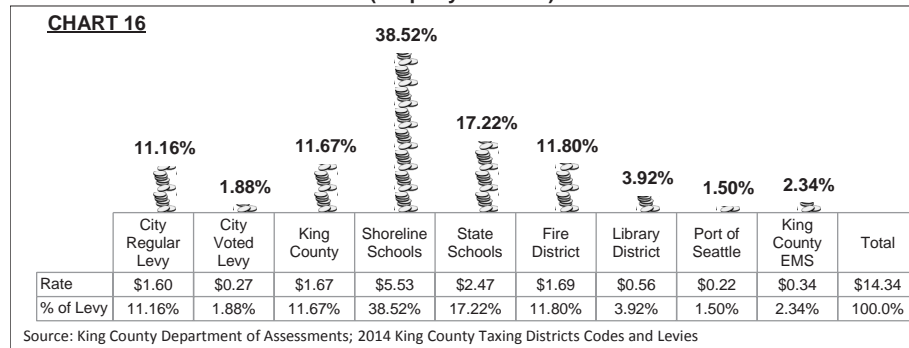
For homeowners who might be severely affected by a property tax increase, King County operates several programs to assist homeowners who may face difficulty paying property taxes for any reason. This includes a property tax exemption for senior citizens and disabled persons, based on household income,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



**Table 4-5**

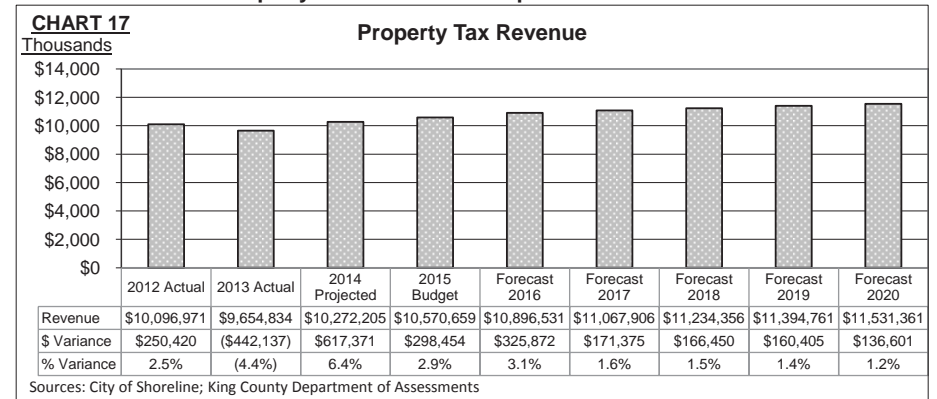
The chart below illustrates the City property tax portion payable in 2014 by an individual owning an average home valued at \$271,000. Based on the 2014 property tax rate, 13% of the homeowner's property tax will be distributed to the City. This includes both the regular and voted City levies.

|                        | 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%          |
| <b>TOTAL</b>           |                |                          | <b>\$14.34</b> | <b>\$3,887</b> | <b>100%</b> |

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**



## 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 throughout 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.

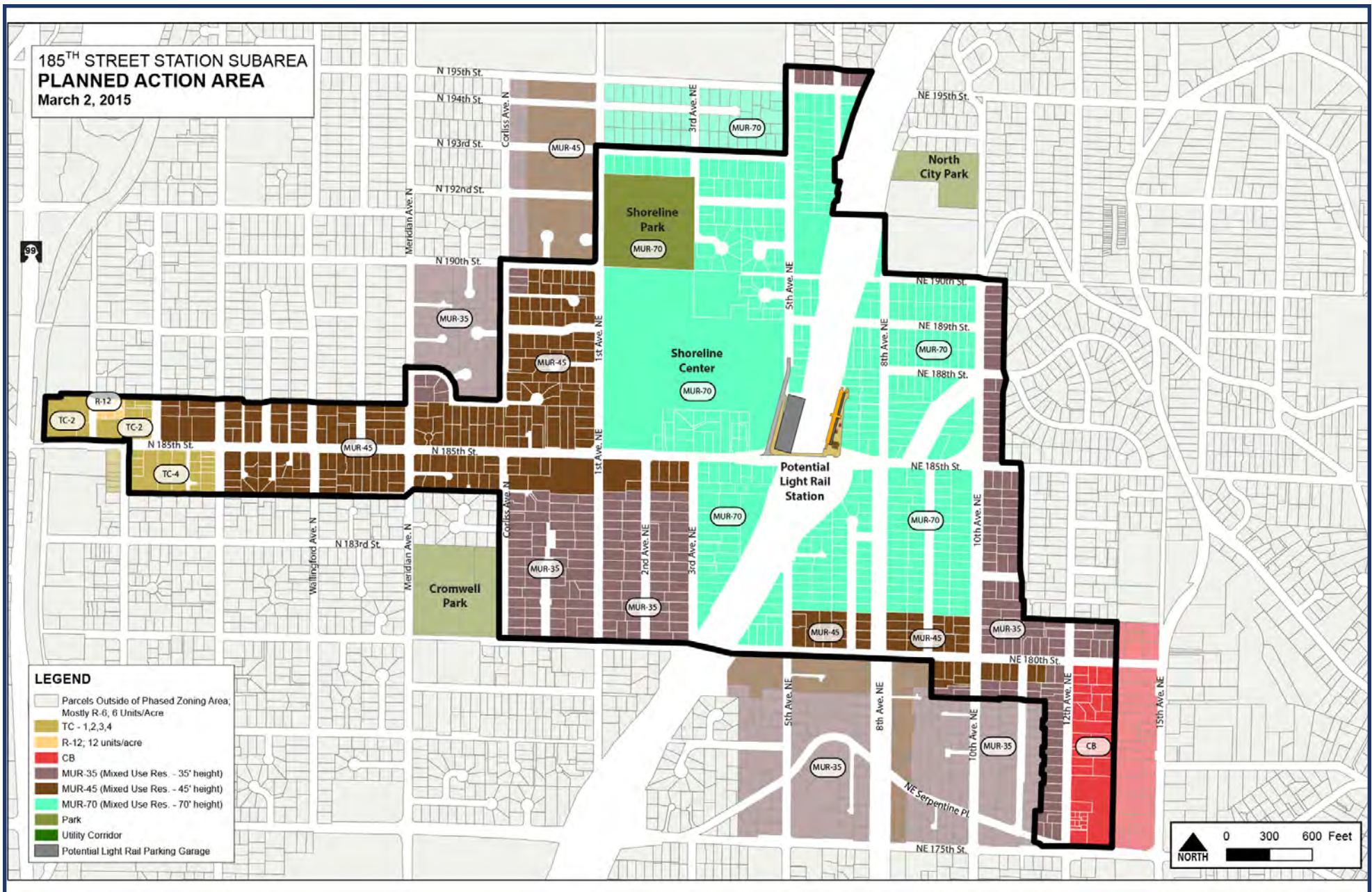


FIGURE 5-1: Map of the Planned Action Area





November 2013 Workshop

## Vision Statement

A vision statement for the station subarea was developed based on community and stakeholder input received 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**

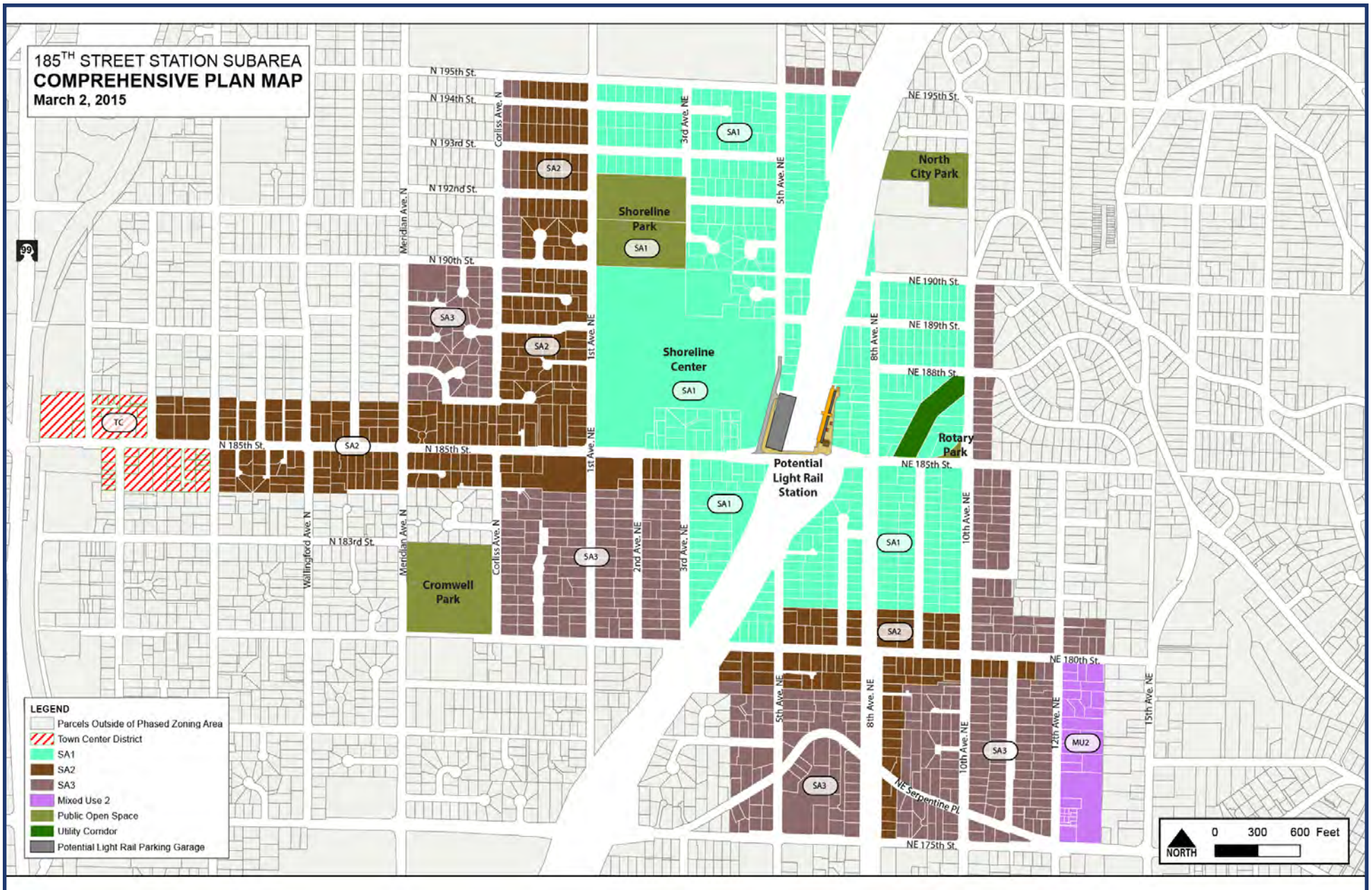
# MUR-35'



## 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**

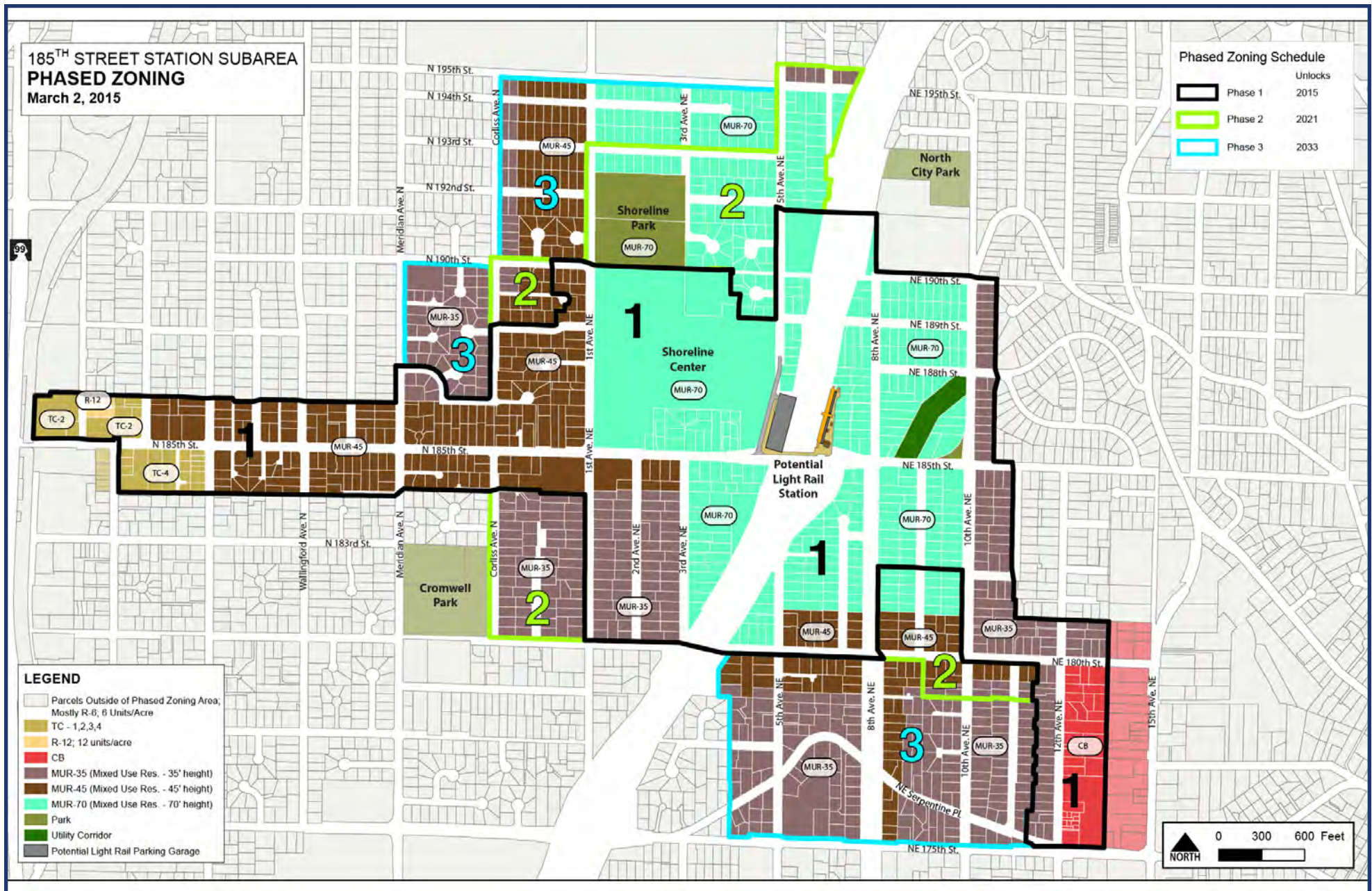


FIGURE 5-6: Phased Zoning for the Subarea

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. Phase 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.

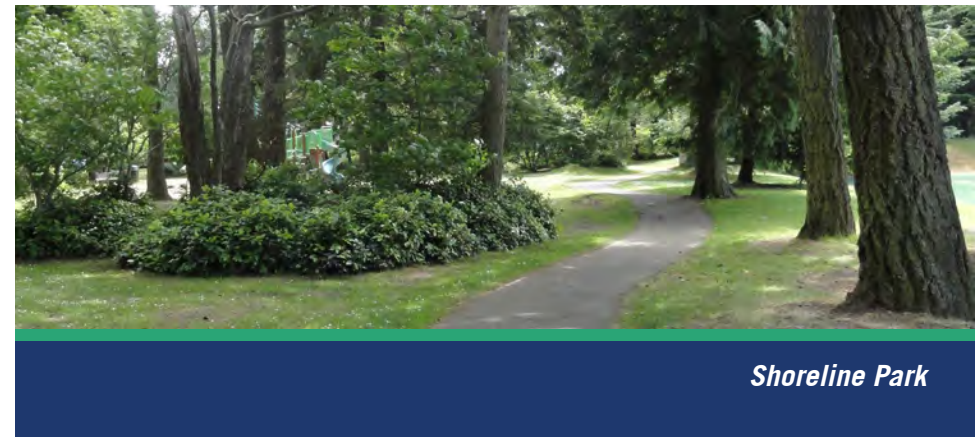
Current population, household, and employment levels in the subarea are shown in the table below. Redevelopment under the proposed zoning of the subarea plan would provide capacity for additional households and businesses (through mixed use development that includes neighborhood retail and services).

## 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



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## 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.

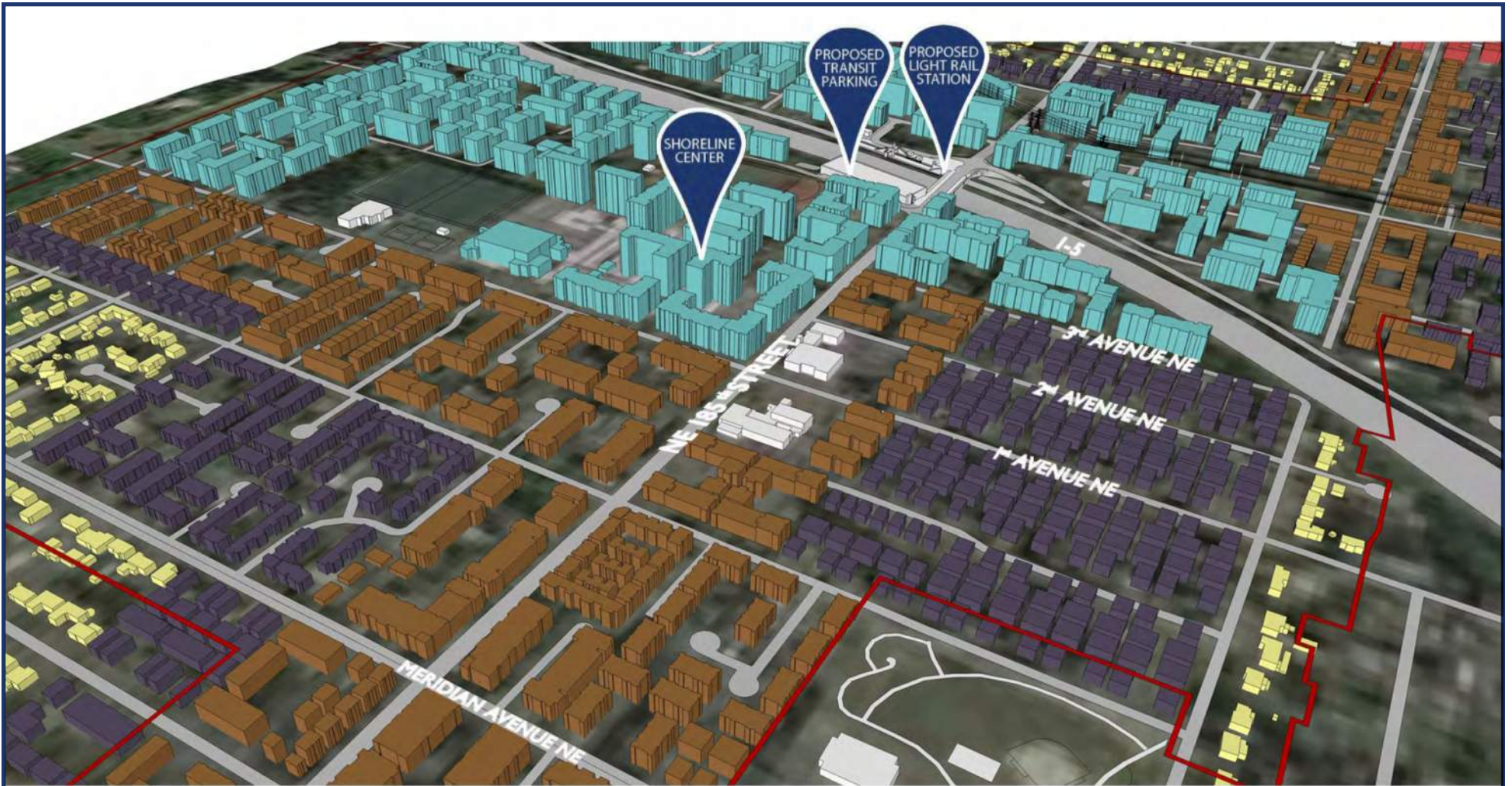
## Conceptual Illustrations of Possible Redevelopment in the Subarea

**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**



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

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DESIGN GROUP PLLC

**FIGURE 5-10: Possible Layout Concept for Redevelopment in the Subarea Showing 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

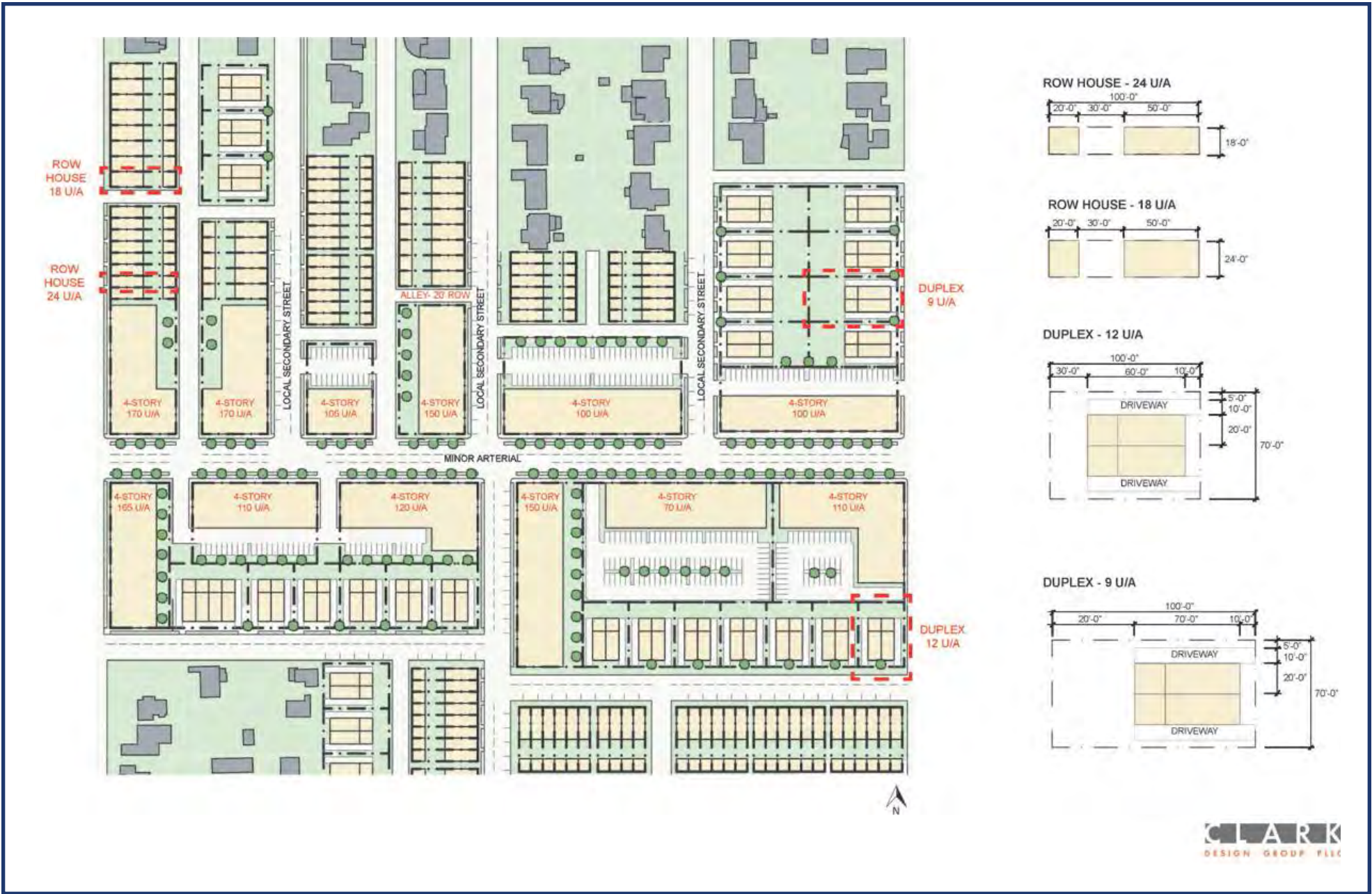
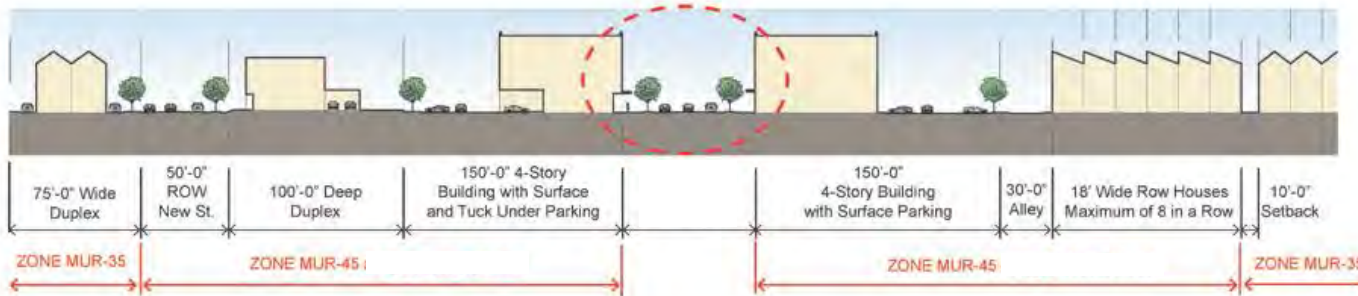
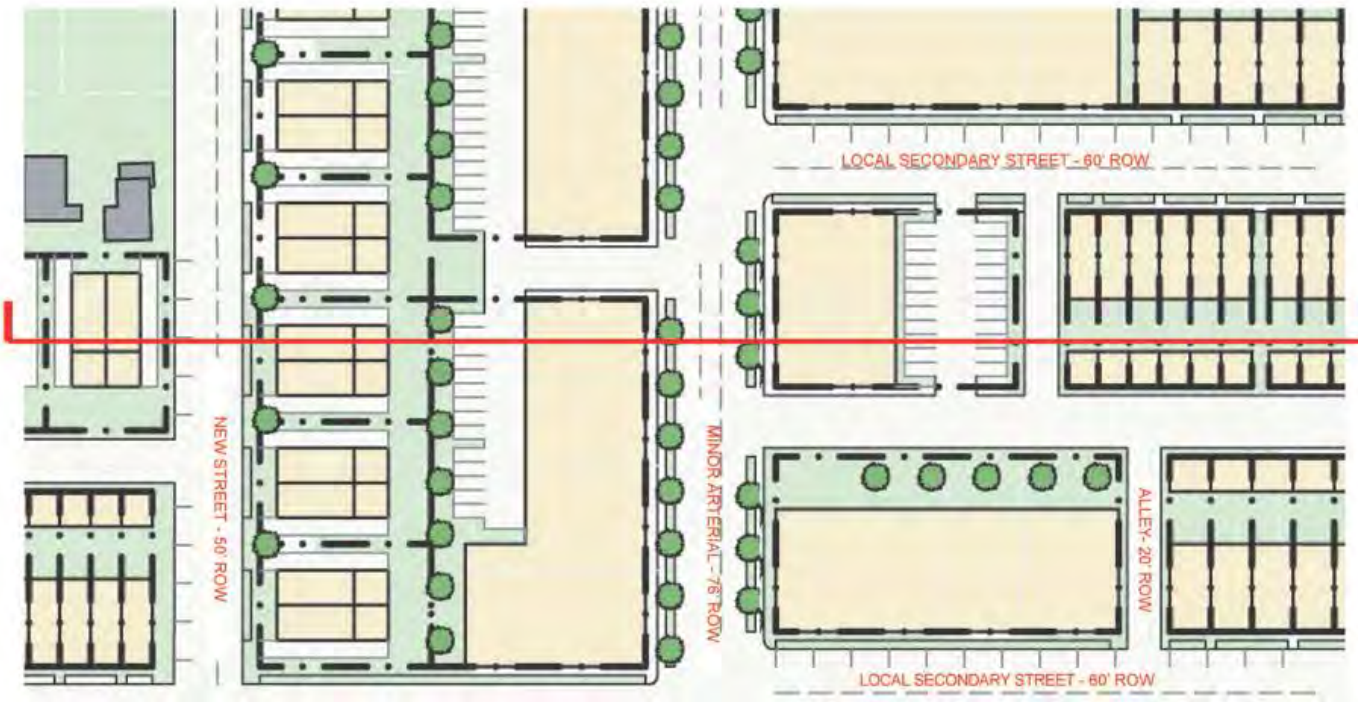


FIGURE 5-13: Possible Layout Concept Showing Various Housing Types and Duplex and Row House Redevelopment as the Transition between MUR-45' Zoning and Single Family



### 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.



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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**

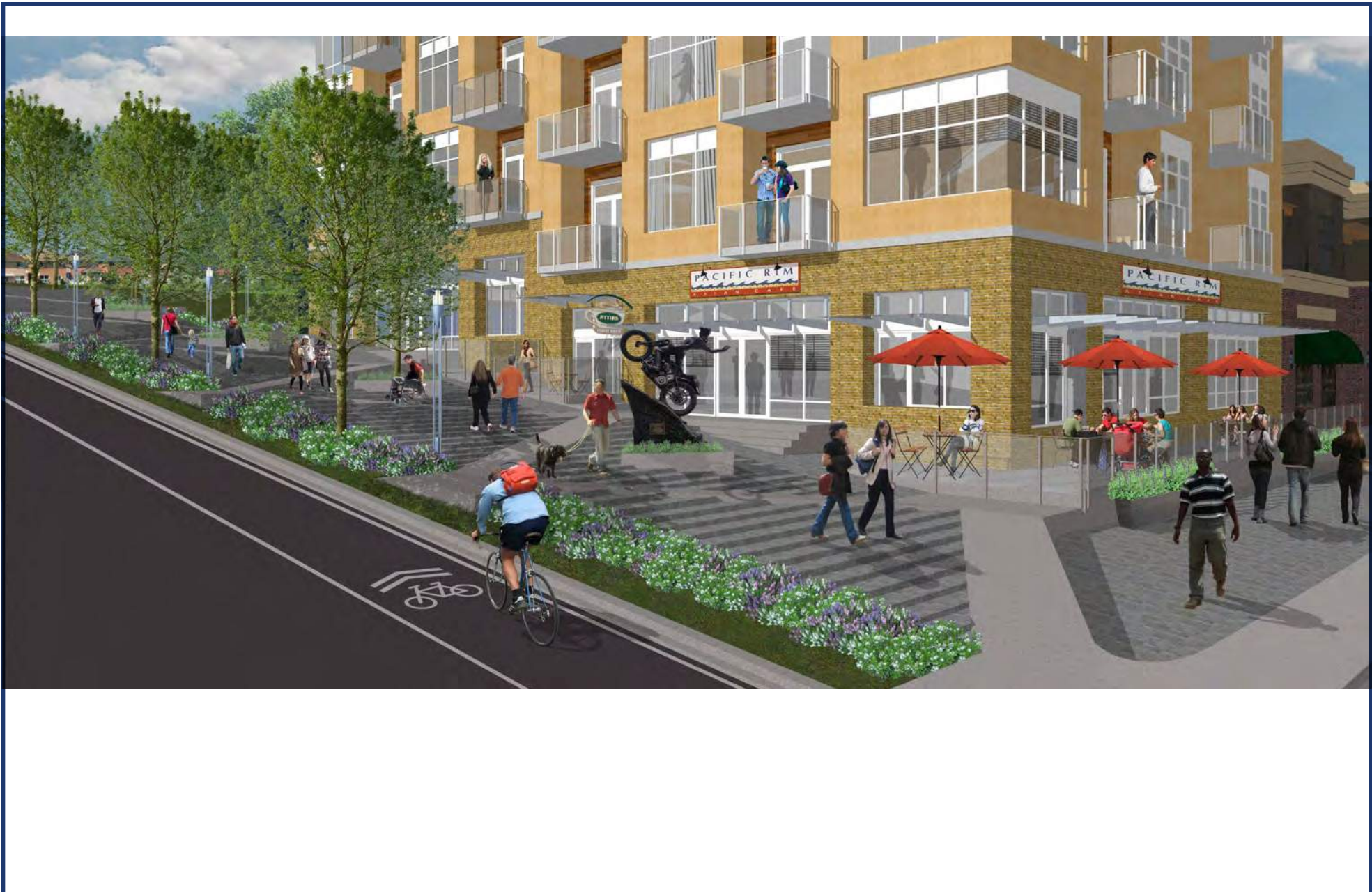


FIGURE 5-20: Possible Layout Concept for NE 180th Street, looking southeast, public art commemorates the “Motorcycle Hill” history of subarea; MUR-70’ building example at the corner



**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).



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- ▶ 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.

## 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



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*

► **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,

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

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

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

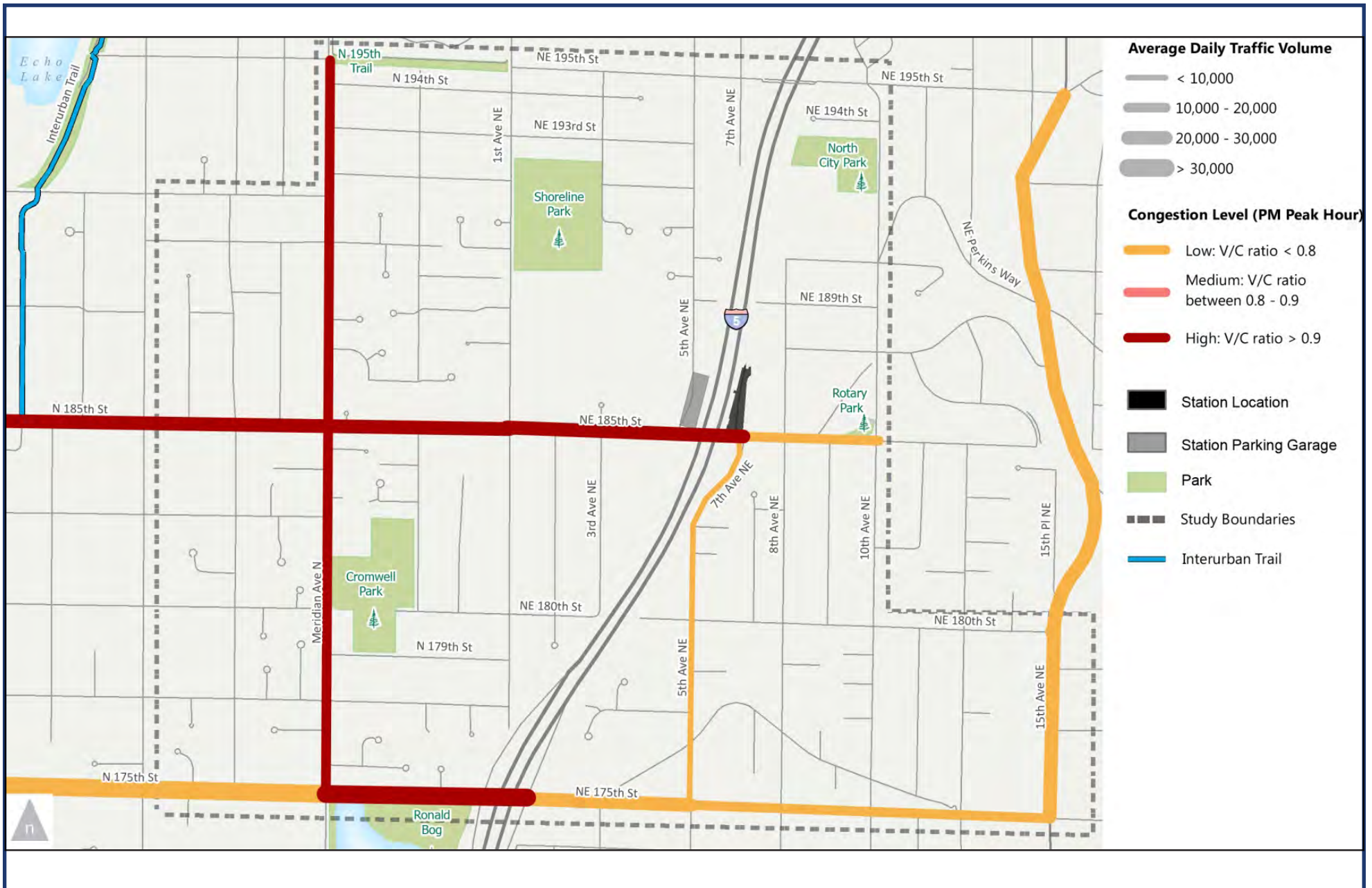
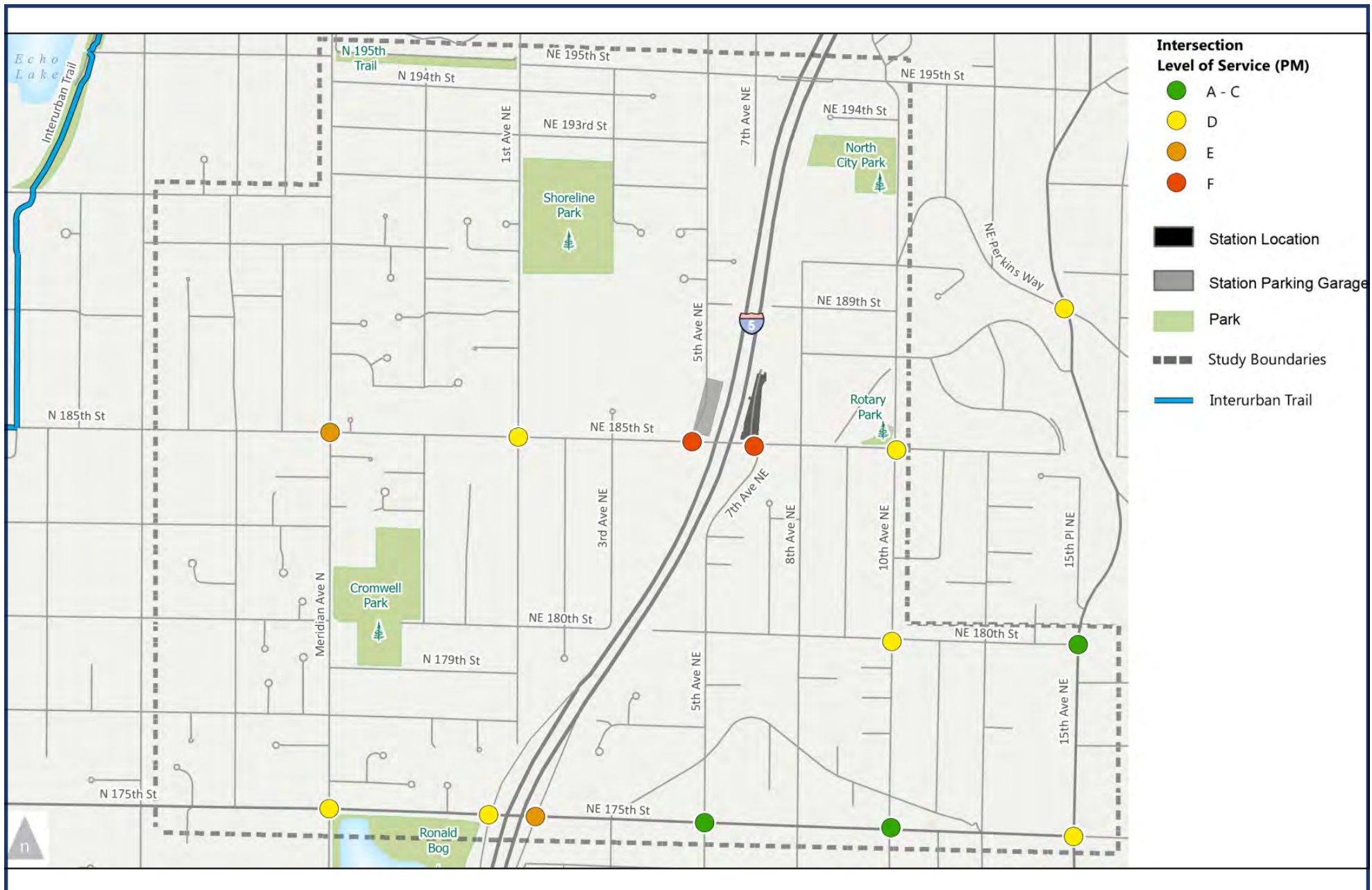


FIGURE 7-1: Average Daily Traffic and PM Peak Congestion for the First Twenty Years (up to 2035)



**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)<sup>1</sup>, 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.

|              |  |             |             |   |
|--------------|--|-------------|-------------|---|
| 185th Street | Street and Meridian Avenue N   | \$1,300,000 | \$1,700,000 | eastbound right-turn storage bay. Contingency included                          |
| 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 conditions                         |
| 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  |
| 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, and other improvements       | \$400,000   | \$500,000   | The corridor plan is a precursor to any capacity studies and other improvements |

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

|        |  |             |             |   |
|--------|--|-------------|-------------|---|
| Street | Street and Meridian Avenue N   | \$1,300,000 | \$1,700,000 | eastbound right-turn storage bay. Contingency for<br>Timing adjustments are assumed under current C |
| Street | southbound left-turn movements at N 185th Street and Meridian Avenue N   | -           | -           |   |
| 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  |
| 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 or other improvements.                             |
| 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<br>Contingency for ROW included                      |
| Street | NE 175th Street and the I-5 Ramps are within WSDOT jurisdiction  | -           | -           | This is assumed to be state funded  |

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.

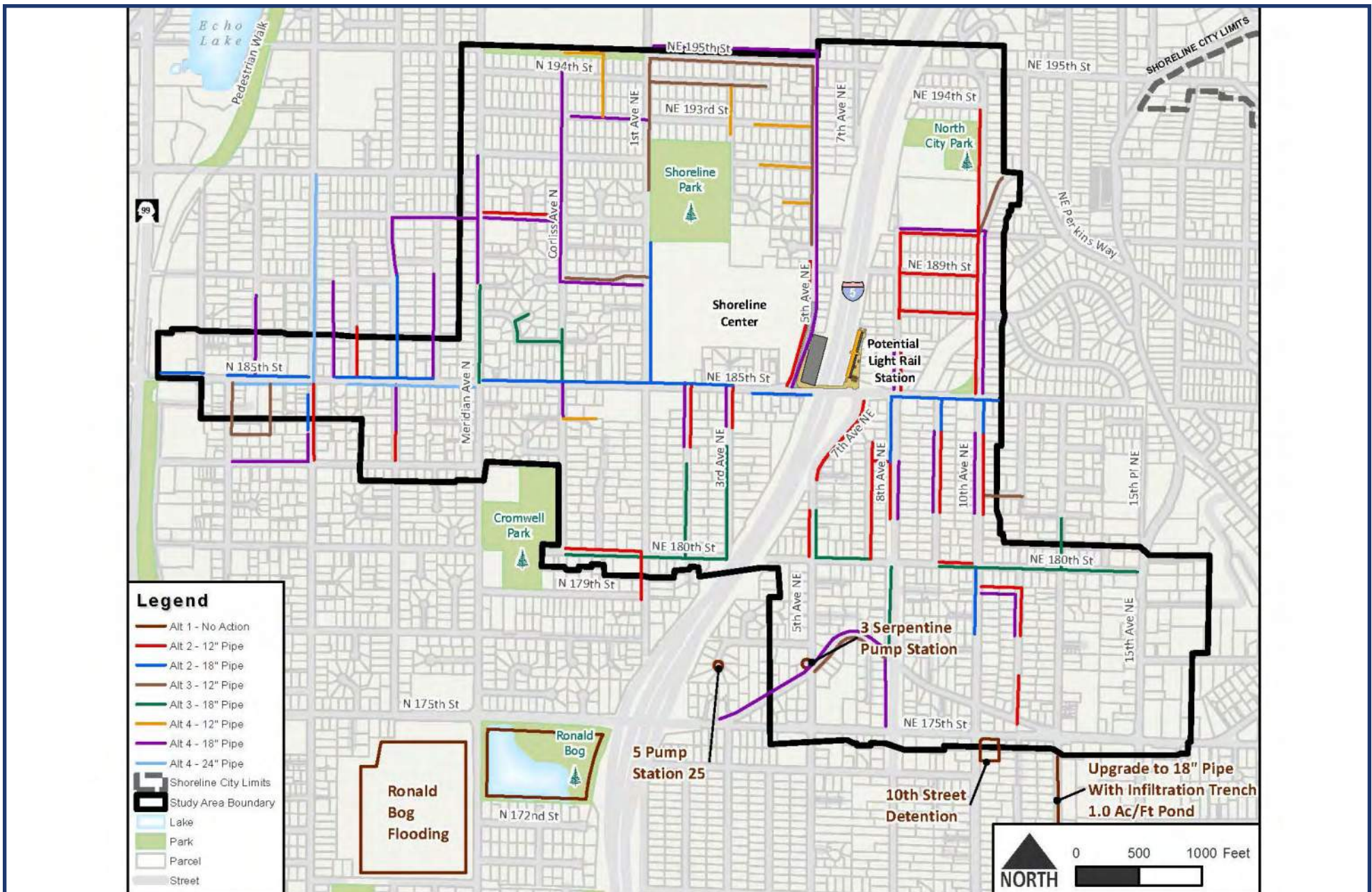


FIGURE 7-4: Planned and Recommended Water Improvements

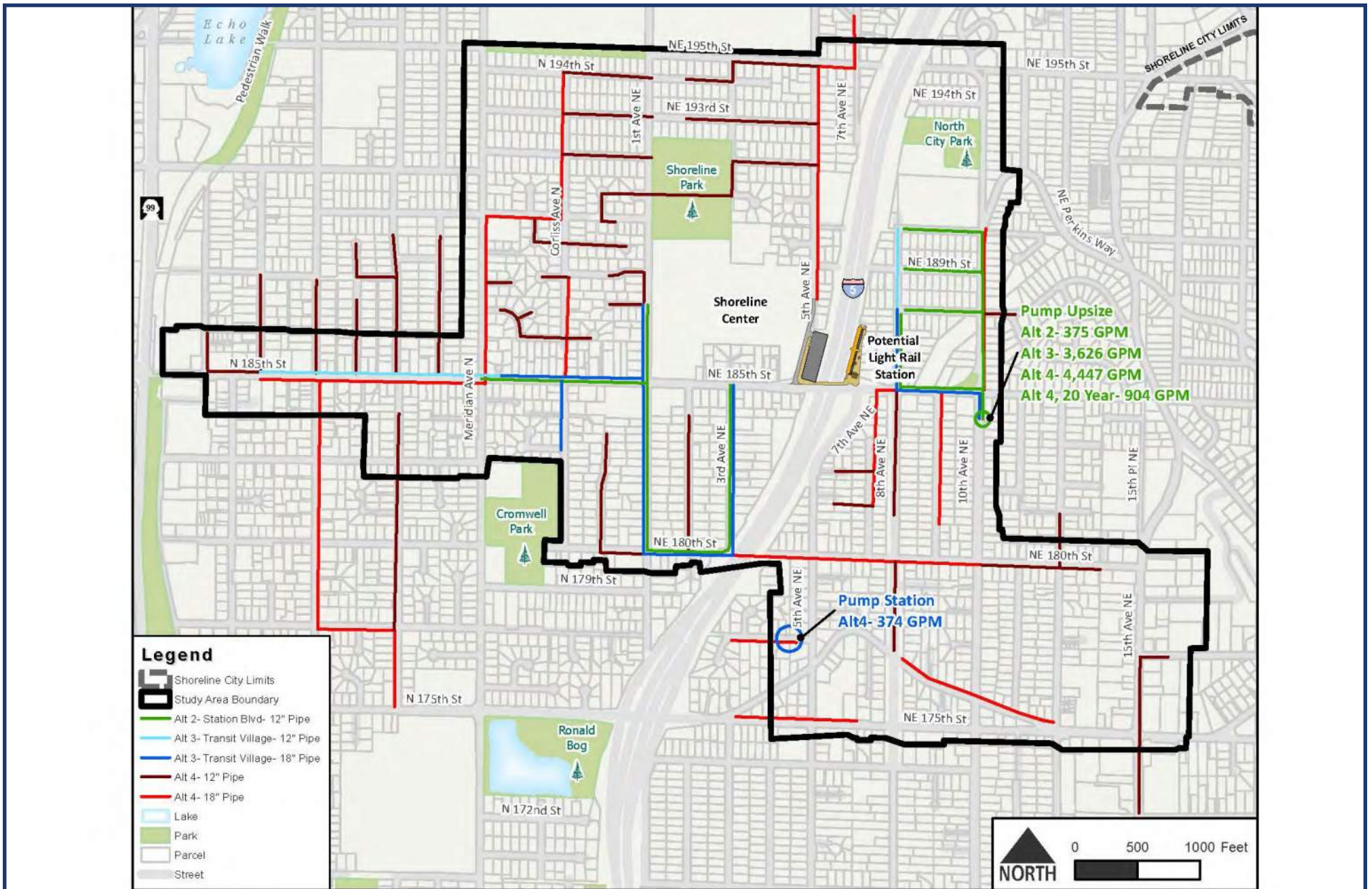


FIGURE 7-5: Planned and Recommended Wastewater Improvements

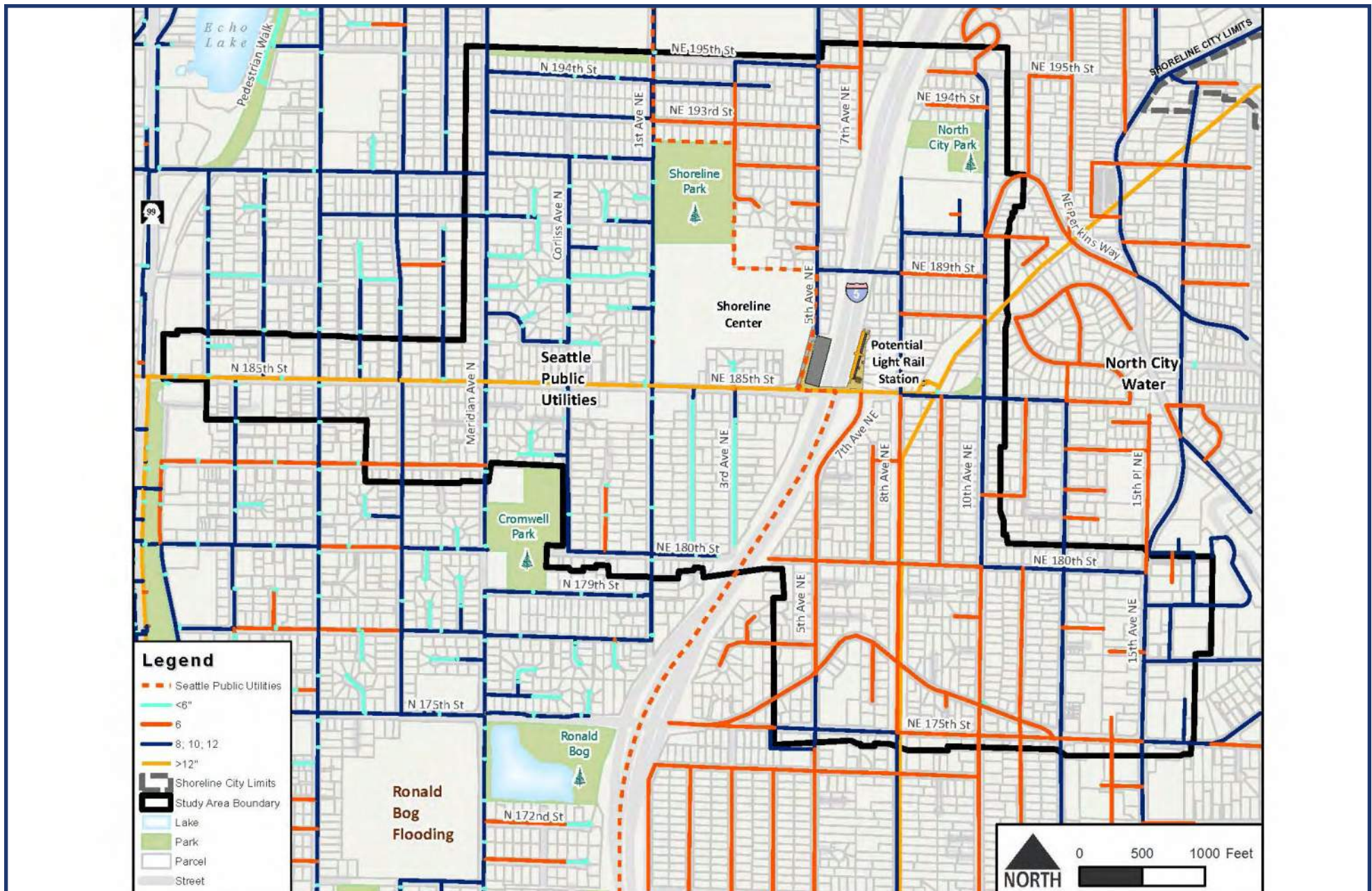


FIGURE 7-6: Planned and Recommended Surface Water Improvements



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          |  |  |
|   | <b>TOTAL</b> | <b>\$3,363,200</b> |  |  |

| 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  |
|  | <b>TOTAL</b> | <b>\$1,407,880</b> |       |           |

**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          |       |             |
| <b>TOTAL</b> |       | <b>\$5,295,000</b> |       |             |

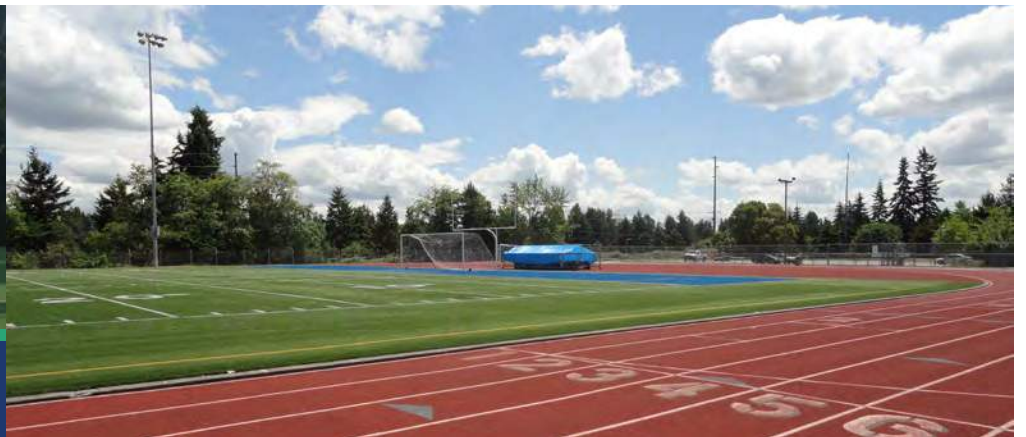
**SURFACE WATER MANAGEMENT SERVICE—ESTIMATED CAPITAL IMPROVEMENT COSTS**

**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  |     |
| <b>TOTAL</b> |       | <b>\$4,501,800</b> |       |           |     |



*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

*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.*

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.

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.

## **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.

## 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



*Shoreline Fire Department*

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 foot 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).

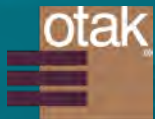
Car travel facilitated settlement, which increased considerably by the mid-1920s. Highway 99 was constructed to stretch from Mexico to Canada, offering more convenient access than ever before to America's new auto travelers. As more people took to the road in automobiles, there was less use of the old 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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Hanmi Global Partner



# Appendix K.5: 145th Street Station Subarea Plan



# 145<sup>TH</sup> STREET STATION SUBAREA PLAN



OCTOBER 2016



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# Introduction

# 1

## 145th Street Station Subarea Plan

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

## Background

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

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

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

The DEIS and FEIS for the 145th Street Station Subarea studied a range of alternatives for future growth and change in the subarea. This included studying a No Action alternative and two action alternatives (Connecting Corridors and Compact Community) in the DEIS. After consideration of elements studied in the DEIS and public and agency comments, the City Council chose to study Alternative 4—Compact Community Hybrid and the potential to phase any of the action alternatives as additional options in the FEIS. The Council did not select any of the potential zoning alternatives as a “Preferred Alternative.” A recommendation was formulated by the City of Shoreline Planning Commission in a public hearing on August 22, 2016 (continued from August 18, 2016) for the City Council to consider adoption of Alternative 4 with amendments made based on public input. After the City Council made further amendments based on additional public comments, the 145th Street Station Subarea Plan package was adopted by City Council on September 26, 2016.

The adopted subarea plan package included the following ordinances:

- ▶ **ORD. NO. 750** Adopting the 145th Street Station Subarea Plan



*Community Design Workshop #1, June 2014*

and Amending the Comprehensive Plan and Land Use Map

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

Adoption of these ordinances amended the City’s Comprehensive Plan, including the Future Land Use Map; Development Code regulations and the Zoning Map; and established Planned Action boundaries and mitigation requirements to accommodate projected population growth.

## Subarea Plan Organization

The 145th Street SSP includes the following sections:

1. Introduction
2. Community and Stakeholder Engagement
3. Existing Conditions and Population Forecasts
4. Market Outlook and Economic Development Potential

5. Long Term Vision
6. Sustainability and Livability Benefits of Implementing the Subarea Plan
7. Incremental Implementation Strategy

## Planning Context

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

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

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



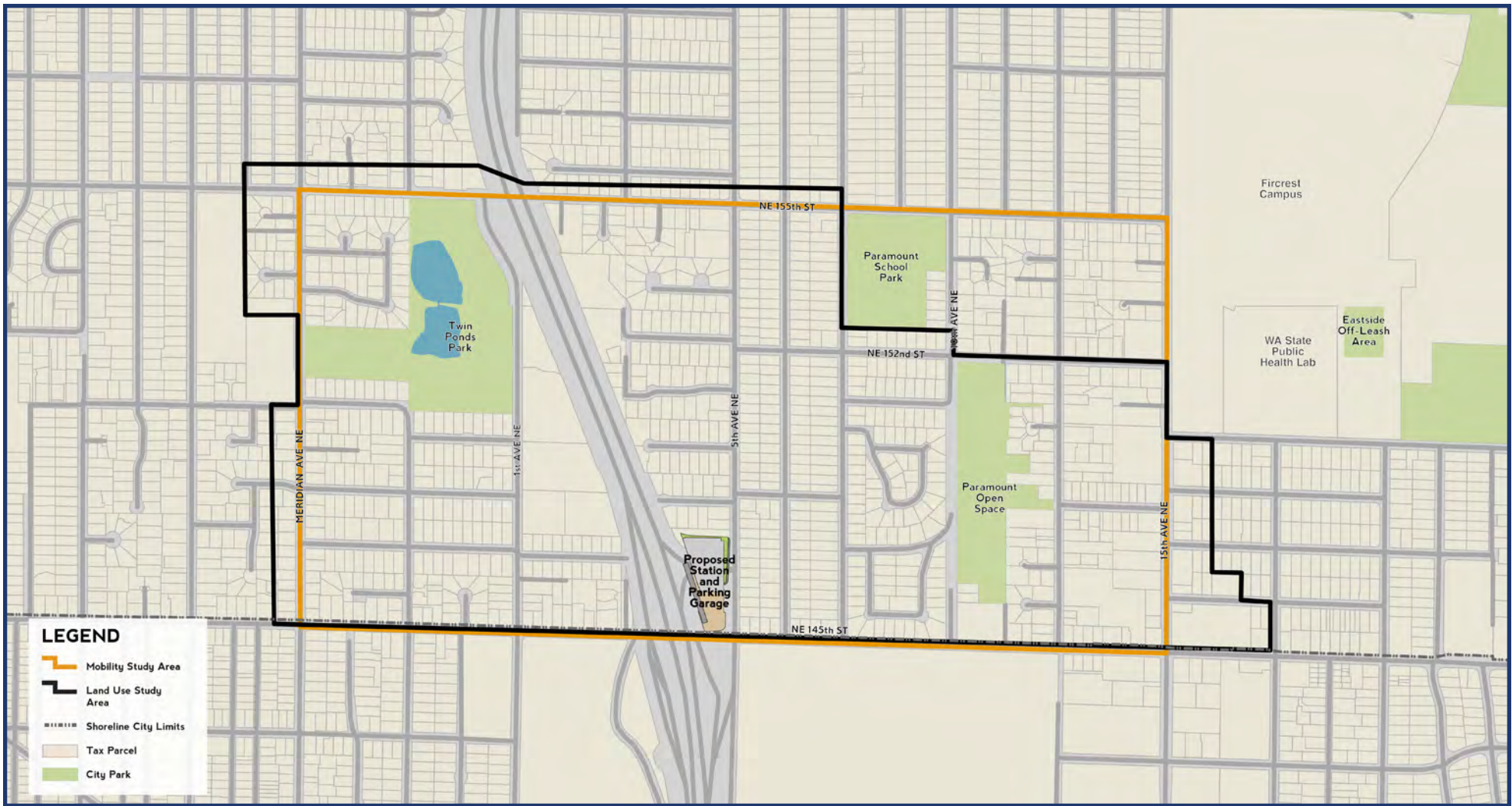


FIGURE 1-1: Subarea Planning Boundaries



## Planning Diagramming

# Purpose and Need for the Subarea Plan

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

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

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

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

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

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

## SUBAREA PLANNING PROCESS

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

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

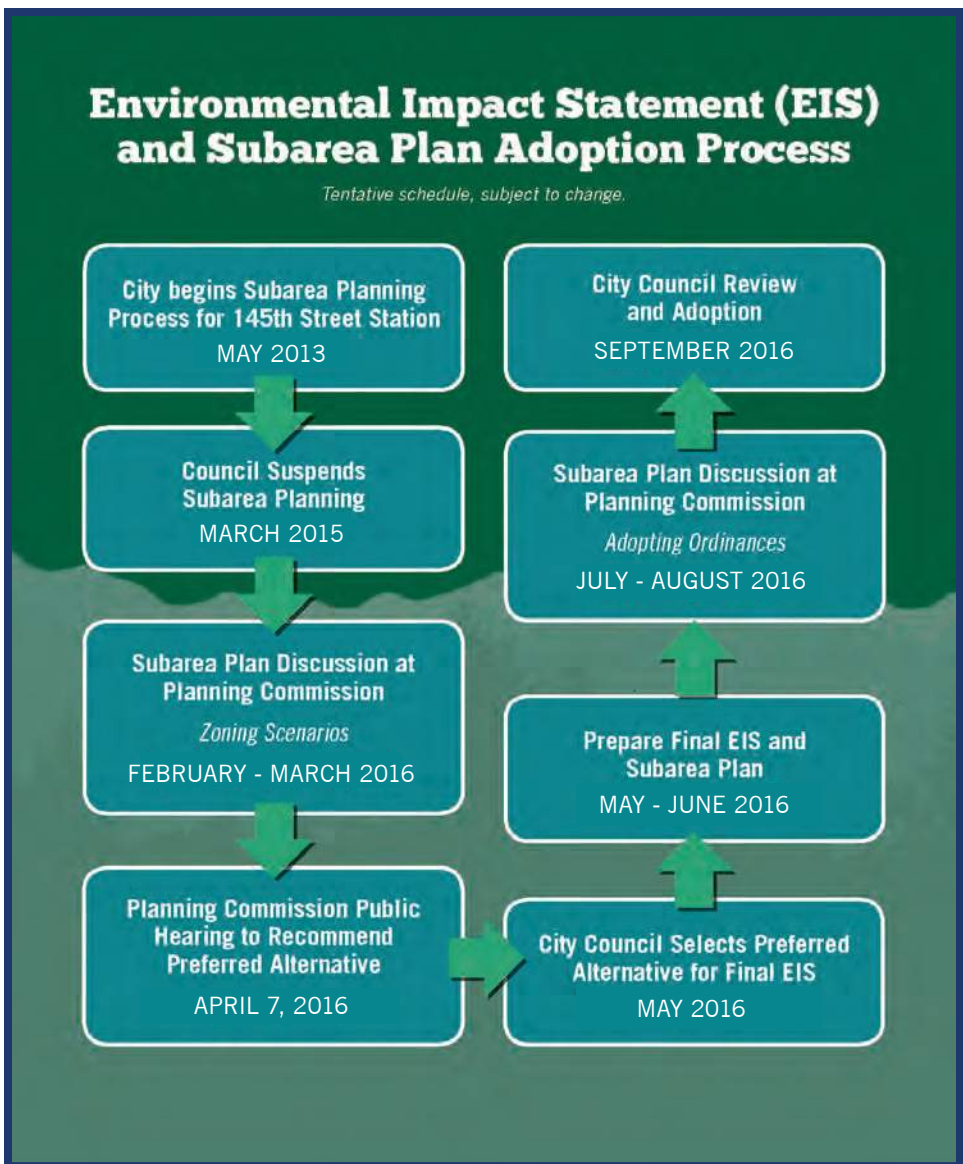
- ▶ **ANALYZE**—Formal analysis of a reasonable range of alternatives meeting the purpose and need of the planned action in the Draft and Final EISs.
- ▶ **ADOPT**—Adoption of the subarea plan/ordinances 750, 751, and 752.

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

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

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

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



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

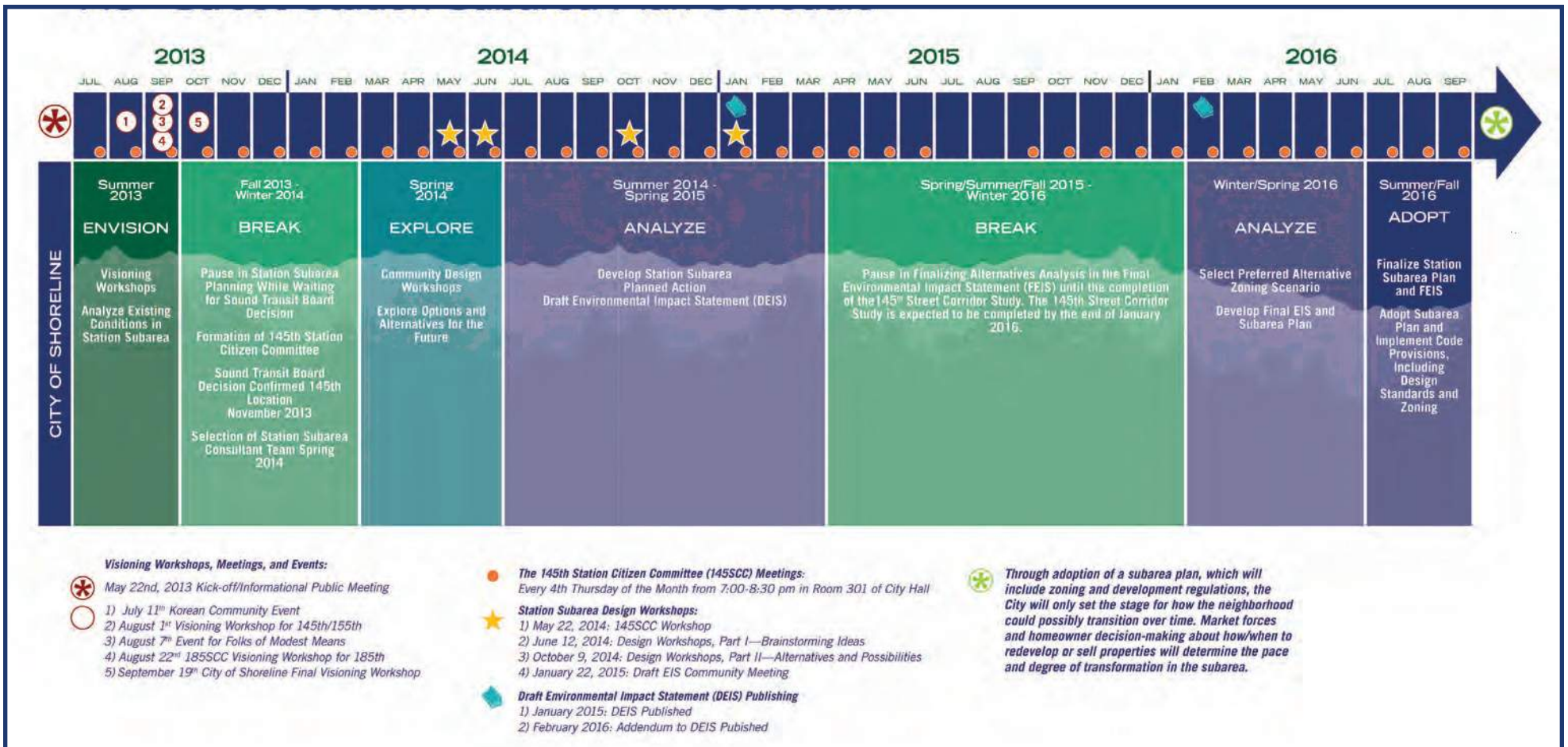


FIGURE 1-3: Planning Process and Schedule

## PLANNED ACTION ORDINANCE

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

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

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

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



*Community Design Workshop #1, June 2014*

## Subarea Policies

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

## Other Relevant Plans and Policies

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

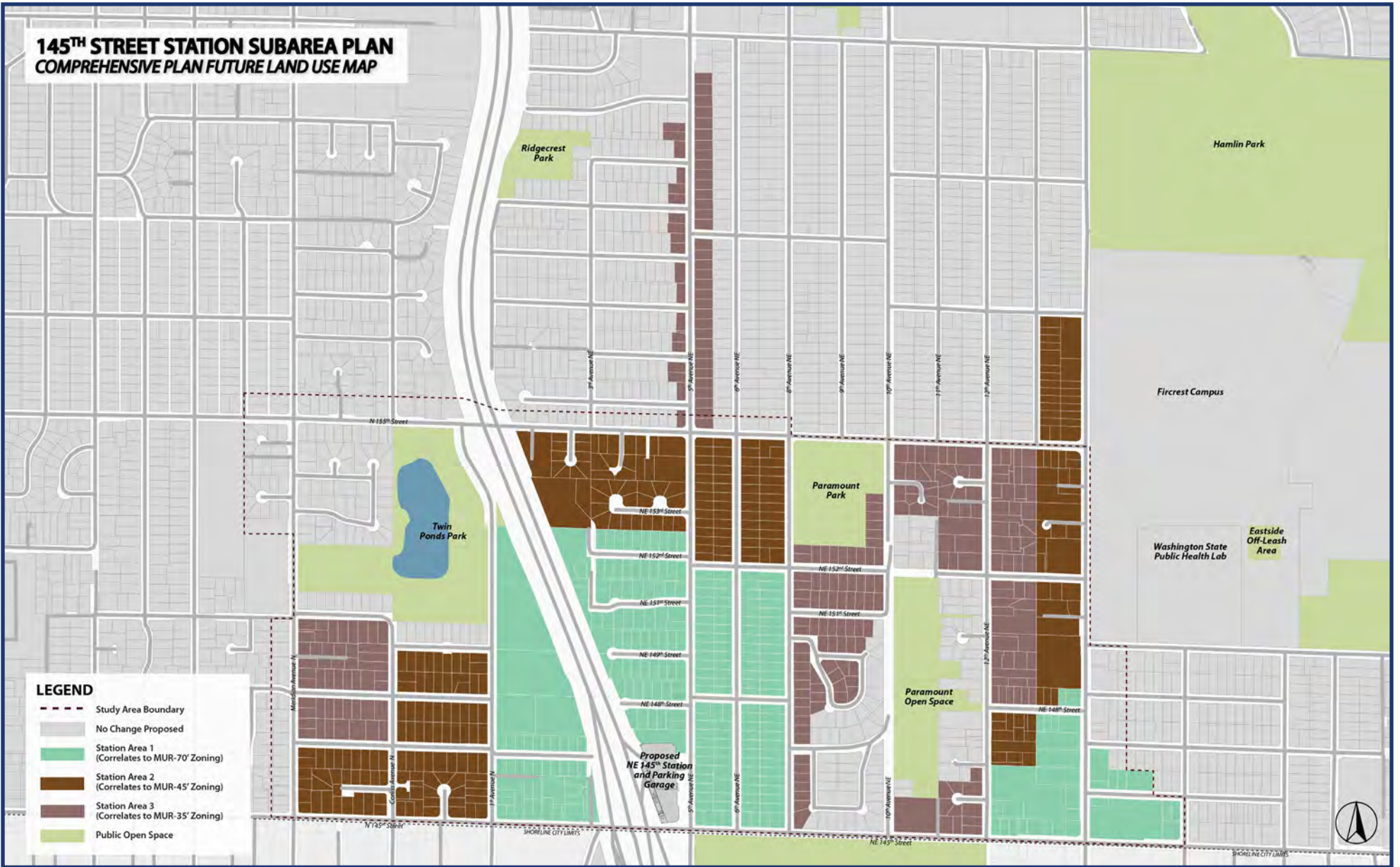


FIGURE 1-4: Planned Action Area

## PARTNERSHIP FOR SUSTAINABLE COMMUNITIES

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

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

Coordinating federal investments in infrastructure, facilities, and services meets multiple economic, environmental, and community objectives with each dollar spent. For example, investing in public transit can lower transportation costs, reduce greenhouse gas emissions and other air pollution, decrease traffic congestion, encourage healthy walking and bicycling, and spur development of new homes and amenities around transit stations. The Partnership is guided by six Livability Principles (See page 1-10).

## WASHINGTON STATE GROWTH MANAGEMENT ACT

The Washington State Growth Management Act (GMA) identifies a comprehensive framework for managing growth and development within local jurisdictions. The City of Shoreline plans for its growth in

accordance with the GMA, which means that its comprehensive plan establishes provisions and a capital improvement program with adequate capacity to support the City's share of projected regional growth, along with its own vision. Planned and financed infrastructure improvements are identified to support planned growth at a locally acceptable level of service. Development regulations are required to be consistent with and implement the comprehensive plan.

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

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

## Partnership for Sustainable Communities Guiding Livability Principles

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

## PUGET SOUND REGION VISION 2040 AND GROWING TRANSIT COMMUNITIES PARTNERSHIP

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

### VISION 2040

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

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

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



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

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

### GROWING TRANSIT COMMUNITIES PARTNERSHIP

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

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

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

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

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

### COUNTYWIDE PLANNING POLICIES

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

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

Specific objectives include:

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



May 2014 145SCC Workshop

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

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

## CITY OF SHORELINE VISION 2029

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

## VISION 2029

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

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

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

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

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

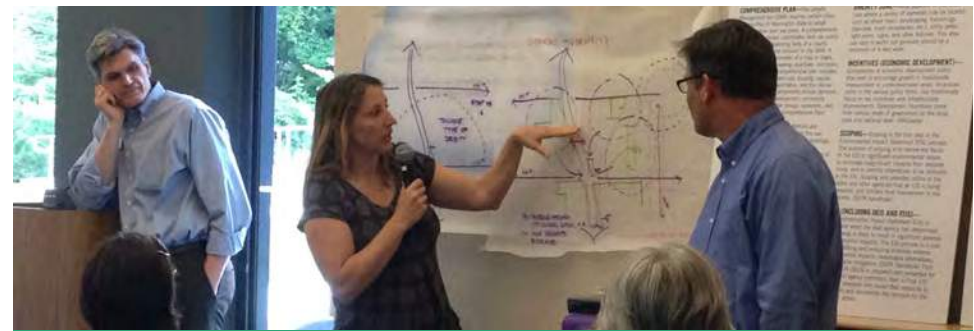
**A CITY OF NEIGHBORHOODS**—Shoreline is a city of neighborhoods, each with its own character and sense of place. Residents take pride in their neighborhoods, working together to retain and improve their distinct identities while embracing connections to the city as a whole. Shoreline’s neighborhoods 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



*Community Design Workshop #1, June 2014*

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

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

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

### Shoreline's Comprehensive Plan

defines transit-oriented communities as

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

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

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

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

## FRAMEWORK GOALS

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

## CITY OF SHORELINE COMPREHENSIVE PLAN POLICIES

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

## SPECIFIC POLICIES RELATED TO LIGHT RAIL STATION AREAS

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

- LU23:** Collaborate with regional transit providers to design transit stations and facilities that further the City's vision by employing superior design techniques, such as use of sustainable materials; inclusion of public amenities, open space, and art; and substantial landscaping and retention of significant trees.
- LU24:** Work with Metro Transit, Sound Transit, and Community Transit to develop a transit service plan for the light rail stations. The plan should focus on connecting residents from all neighborhoods in Shoreline to the stations in a reliable, convenient, and efficient manner.
- LU25:** Encourage regional transit providers to work closely with affected neighborhoods in the design of any light rail transit facilities.
- LU26:** Work with neighborhood groups, business owners, regional transit providers, public entities, and other stakeholders to identify and fund additional improvements that can be efficiently constructed in conjunction with light rail and other transit facilities.
- LU27:** Maintain and enhance the safety of Shoreline's streets when incorporating light rail, through the use of street design features, materials, street signage, and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.
- LU28:** Evaluate property within a ½ mile radius of a light rail station for multi-family residential choices (R-18 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.
- LU29:** Evaluate property within a ¼ mile radius of a light rail station for multi-family residential housing choices (R-48 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.
- LU30:** Evaluate property along transportation corridors that connects light rail stations and other commercial nodes in the city, including Town Center, North City, Fircrest, and Ridgecrest for multi-family, mixed-use, and non-residential uses.
- LU31:** Implement a robust community involvement process that develops tools and plans to create vibrant, livable, and sustainable light rail station areas.
- LU32:** Create and apply innovative methods and tools to address land use transitions in order to manage impacts on residents and businesses in a way that respects individual property rights. Develop mechanisms to provide timely information so residents can plan for and respond to changes.
- LU33:** Encourage and solicit the input of stakeholders, including residents; property and business owners; non-motorized transportation advocates; environmental preservation organizations; and transit, affordable housing, and public health agencies.
- LU34:** Create a strategy in partnership with the adjoining neighborhoods for phasing redevelopment of current land uses to those suited for Transit-Oriented Communities (TOCs), taking into account when the city's development needs and market demands are ready for change.
- LU35:** Allow and encourage uses in station areas that will foster the creation of communities that are socially, environmentally, and economically sustainable.
- LU36:** Regulate design of station areas to serve the greatest number of people traveling to and from Shoreline. Combine appropriate residential densities with a mix of commercial and office uses, and multi-modal transportation facilities.
- LU37:** Pursue market studies to determine the feasibility of developing any of Shoreline's station areas as destinations (example: regional job, shopping, or entertainment centers).

- LU38:** Identify the market and potential for redevelopment of public properties located in station and study areas.
- LU39:** Encourage development of station areas as inclusive neighborhoods in Shoreline with connections to other transit systems, commercial nodes, and neighborhoods.
- LU40:** Regulate station area design to provide transition from high-density multi-family residential and commercial development to single-family residential development.
- LU41:** Through redevelopment opportunities in station areas, promote restoration of adjacent streams, creeks, and other environmentally sensitive areas; improve public access to these areas; and provide public education about the functions and values of adjacent natural areas.
- LU42:** Use the investment in light rail as a foundation for other community enhancements.
- LU43:** Explore and promote a reduced dependence upon automobiles by developing transportation alternatives and determining the appropriate number of parking stalls required for TOCs. These alternatives may include: ride-sharing or vanpooling, car-sharing (e.g. Zipcar), bike-sharing, and walking and bicycle safety programs.
- LU44:** Consider a flexible approach in design of parking facilities that serve light rail stations, which could be converted to other uses if demands for parking are reduced over time.
- LU45:** Transit Oriented Communities should include non-motorized corridors, including undeveloped rights-of-way, which are accessible to the public, and provide shortcuts for bicyclists and pedestrians to destinations and transit. These corridors should be connected with the surrounding bicycle and sidewalk networks.

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

## Other Relevant City of Shoreline Plans

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

- ▶ 185th Street Station Subarea Plan, March 2015
- ▶ Shoreline Climate Action Plan, September 2013
- ▶ Economic Development Strategic Plan, January 2012
- ▶ Transportation Master Plan, 2011, with amendments adopted in December 2012 and December 2013
- ▶ Parks, Recreation, and Open Space Master Plan, July 2011
- ▶ Surface Water Master Plan, December 2011
- ▶ Town Center Subarea Plan, July 2011
- ▶ Southeast Neighborhoods Subarea Plan, May 2010
- ▶ Shoreline Environmental Sustainability Strategy, July 2008
- ▶ Shoreline Comprehensive Housing Strategy, March 2008

# Community and Stakeholder Engagement

## 2

### 145th Street Station Subarea Plan

*Public involvement has been important and integral to the development of the 145th Street Station Subarea Plan (SSP/subarea plan). The Shoreline community and stakeholders have been engaged throughout the planning process, especially the 145th Street Station Citizen Committee (145SCC), which is a self-facilitated group, not appointed by the City. The 145SCC is primarily composed of residents of the Parkwood and Ridgecrest neighborhoods, but the organization is open to anyone in the community.*

*Development around the new light rail station has the potential to provide Shoreline residents 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 also has 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.

For more information about public and stakeholder involvement and the station subarea planning process, and to view the results of other workshops and activities, visit: [www.shorelinewa.gov/lightrail](http://www.shorelinewa.gov/lightrail). The Public and Stakeholder Involvement Plan can be viewed or downloaded at this website.



*Korean Community Meeting, July 2013*

## Goals for Community Engagement

The following overarching goals guided the community and stakeholder engagement process for the 145th Street Station Subarea Plan (SSP/ subarea plan).

- ▶ 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 collateral 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 gradually, over decades.
- ▶ The community will be engaged in helping to define a vision and plan for change in the station subareas 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.

## 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 2015 population was estimated to be 55,439.
- ▶ While Shoreline’s population prior to the current decade remained fairly stable, the community has seen a small amount of growth in recent years. Between 2010 and 2015, the population grew by 2,432 (slightly less than one percent per year).
- ▶ The community’s demographics have been changing, including three noticeable trends:
  - ▷ Greater diversity in the community, with increasing Asian-American, Hispanic/Latino, African-American, and foreign-born residents.
  - ▷ Aging of the general population—the median age of residents increased from 39 in 2000 to 42 in 2010 (dropping slightly to 41.5 in 2014); Shoreline has the second largest percent of people 65 and older among King County cities, at 15.8 percent.
  - ▷ 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.
- ▶ 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.

## WHAT ARE THE BENEFITS?



### PLANET

- Reducing carbon footprints and greenhouse emissions
- Mitigating climate change



### REGION

- Preserving recreational and environmental functions of natural resource areas
- Reducing traffic congestion



### COMMUNITY

- Promoting access and connectivity
- Increasing livability, employment, and housing options



### NEIGHBORHOOD

- Enhancing complete streets and walkability
- Encouraging vitality and placemaking
- Providing goods and services



*Community Design Workshop #1, June 2014*

- ▶ 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 in April 2016 median sale price for Shoreline was \$447,700, an increase from the 2007 high of 19 percent. The rapid increase in home values and rental costs puts increasing pressure on households in Shoreline, and widens the affordability gap for prospective buyers.

## 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 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 the 145th Street Station Subarea include:

- ▶ Ridgecrest
- ▶ Parkwood

The subarea contains a very small portion of the Briarcrest neighborhood, on the east side of 15th Avenue.

Other neighborhoods near the subarea include:

- ▶ Meridian Park
- ▶ Highland Terrace
- ▶ Westminster Triangle
- ▶ North City

Neighborhoods throughout the rest of Shoreline include:

- ▶ Echo Lake
- ▶ Ballinger
- ▶ The Highlands
- ▶ 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 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:

- ▶ Puget Sound Regional Council/Growing Transit Communities Partnership
- ▶ Leadership and staff from neighboring cities, such as Seattle, 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.*



## 145th Subarea Mapping

### 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
- ▶ Shoreline Parks, Recreation, and Cultural Services—Public property owner in the 145th Station subarea
- ▶ All City departments
- ▶ Seattle City Light
- ▶ 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 145th 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, DEIS, and FEIS, accessible via: [www.shorelinewa.gov/lightrail](http://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 environmental impact statements.
- ▶ **COMMUNITY WORKSHOPS/PUBLIC MEETINGS.** The City has hosted multiple community workshops and public meetings during the planning and environmental 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. In June of 2014, the City hosted a series of Design Workshops with the 145SCC and the community. In October 2014, the City hosted a second series of Design Workshops to introduce zoning scenario maps and computer modeling of how concepts discussed during the first workshop series could look. Summary reports for these workshops are available for viewing or downloading at: <http://www.shorelinewa.gov/home/showdocument?id=17748> and <http://www.shorelinewa.gov/home/showdocument?id=25421>

The workshops were effective in engaging diverse interests as well as the overall community. Separate meetings were held with the 145SCC group, as well as other community-based interests.

The design workshops provided the opportunity for hands-on development of alternatives using design-in-public techniques, and participants provided input on a variety of topics. This approach involved members of the station subarea planning team meeting with individuals and groups to present ideas and illustrate possible solutions through SketchUp modeling and visualization graphics.

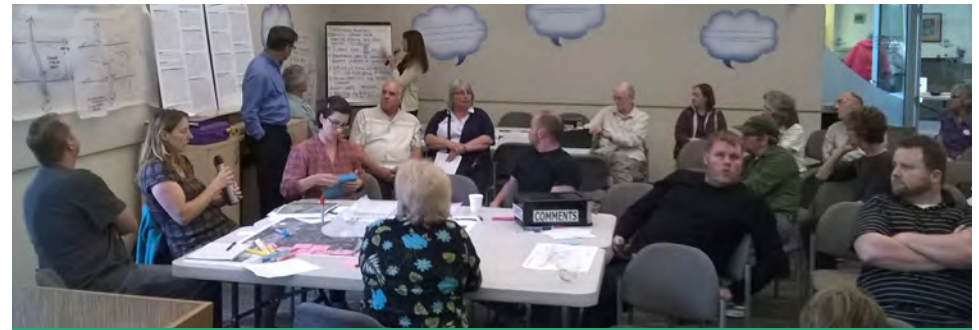
The "Green Network" concept plan that includes a recommended system of trails, pedestrian, and bicycle facilities through the subarea, along with green stormwater infrastructure, parks and open space improvements, and other amenities, was a direct outcome of the workshop sessions based on community interests.

Community meetings were noticed on the project website, and through email distribution lists, Alert Shoreline, press releases, and mailings. Invitations to individual stakeholder meetings were delivered via email distribution lists for various organizations.

- ▶ **DEIS SCOPING COMMENT PERIOD.** The station subarea planning process complied with the Washington State Environmental Policy Act (SEPA) for development of a planned action environmental impact statement (EIS). 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 scoping period from October 1-31, 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 EIS and offer written suggestions. In addition, the City documented comments received at the October 2014 public meeting related to scoping and answered questions about the subarea plan and EIS at that meeting.

- ▶ **DEIS COMMENT PERIOD AND PUBLIC MEETING.** The DEIS was released for public review on January 17, 2015 with a public and agency comment period extending through February 19, 2015.



*Community Design Workshop #1, June 2014*

The DEIS analyzed three potential zoning scenarios with regard to potential impacts and mitigation measures for land use patterns, plans, and policies; population, housing, and employment; multimodal transportation; streams, wetlands, and surface water management; parks, recreation, open space, natural areas, and priority habitat areas; schools, police, fire, and other public services; and utilities and energy use.

- ▶ **ADDENDUM TO DEIS.** Many comments were submitted on the DEIS, including comments about wetlands, streams, soils, trees, habitat, and surface and ground water in the subarea. To better respond to these comments, the City decided to undertake additional analysis of the natural systems in two locations that are known to contain large critical areas- Paramount Open Space and Twin Ponds Park. On February 18, 2016, two technical memos were published and discussed with the Planning Commission: a Wetlands and Streams Assessment, and Geotechnical Considerations for High Groundwater or Peat Conditions. These memos constituted an addendum to the DEIS, which was posted for public comment on February 19, 2016. Although not required, a public comment period was offered through March 21, 2016.

► **FEIS.** The FEIS was published in July 2016 and provided analysis not studied in the DEIS related to phasing and a fourth action alternative, Alternative 4—Compact Community Hybrid, which was a hybrid between two previous alternatives analyzed in the DEIS. This new alternative also retained R-6 single family zoning around parks in the subarea. The FEIS also integrated the content from the DEIS Addendum and the 145th Multimodal Corridor Study, and it included responses to comments on the DEIS and DEIS Addendum. As is typical with the SEPA process, there was not a formal comment period for the FEIS. However, several public meetings were held during the FEIS and subarea plan adoption process, as described below.

► **POST DEIS AND FEIS PLANNING COMMISSION AND CITY COUNCIL MEETINGS.** Additional Planning Commission and City Council meetings have been held for the FEIS, subarea plan, and Planned Action Ordinance review and adoption. Subsequent to preparation of the FEIS, the City prepared the subarea plan document, the Planned Action Ordinance, and code regulations to support implementation of the plan. The following timeline outlines the review schedule of the FEIS and subarea plan package for the 145th Street Station Subarea:

- ▷ *May 5 and 19*—Planning Commission meetings: Discuss potential Development Code regulations
- ▷ *June 2*—Planning Commission meeting: Discuss potential Development Code regulations
- ▷ *July 7*—Planning Commission meeting: Discuss Final EIS
- ▷ *July 21*—Planning Commission meeting: Discuss Subarea Plan and potential zoning scenarios
- ▷ *August 4*—Planning Commission meeting: Discuss Planned Action and adopting ordinances
- ▷ *August 18*—Planning Commission Public Hearing: Discuss Subarea Plan package and make recommendation to the City Council

- ▷ *August 22*—Continued Planning Commission Public Hearing: Finalize recommendation to the City Council
- ▷ *September 12*—City Council meeting: Study Session on Subarea Plan package
- ▷ *September 26*—City Council meeting: Council potentially adopts Ordinance Numbers 750, 751, and 752

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>

► **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 2013, 2014, and 2015. 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 subareas.

- ▶ **VISUALIZATION GRAPHICS.** The project team developed visualization graphics using sketch 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 multiple perspectives from the sketch models and get a sense of *possibilities* for how the station subarea might change over time.
- ▶ **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](http://www.shorelinewa.gov/lightrail)). Specific information sheets about housing (including affordable housing and property taxes) were made available at various meetings and workshops. The City also prepared press releases and articles for *Currents* (the City's newsletter) 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 various hand-outs were made 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 released its Final Environmental Impact Statement for the Lynnwood Link Extension project in April 2015. For more information, visit: <http://www.soundtransit.org/Projects-and-Plans/Lynnwood-Link-Extension>
- ▶ **THE 145TH STATION CITIZENS COMMITTEE (145SCC)** is a neighbor-led effort to inform residents about the light rail station subarea planning process and how to be involved, and to advocate for neighborhood interests. Organized by residents of the Parkwood and Ridgecrest neighborhoods, 145SCC aims for an inclusive participation process of all populations in these neighborhoods, with special attention paid to those populations who are historically underserved, to facilitate a resident-driven effort. Anyone is welcome to attend their monthly meetings. For more information email [145SCC@gmail.com](mailto:145SCC@gmail.com)

- ▶ **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 11, 2014 public meeting involving Shoreline's Korean community and the August 7, 2014 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=mYpNSNalyIA>

- ▶ **FUTUREWISE**, a statewide public interest group working to promote healthy communities and cities, supported visioning activities in summer 2013.

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

## Summary of Community and Stakeholder Input Received at Visioning and Design Workshop Sessions

Public input received at community design workshops and throughout the Scoping, DEIS, and DEIS Addendum process helped guide the development of alternatives analyzed in the FEIS and included in this subarea plan.

The City hosted five visioning events between July and September 2013, some in partnership with Senior Services, Futurewise, and Neighborhood Associations. Attendees provided feedback on their vision for neighborhoods surrounding future light rail stations with regard to housing, jobs and businesses, recreation and community services, transportation and mobility, and station design. For more information

and to view comments received, visit: <http://www.shorelinewa.gov/government/departments/planning-community-development/planning-projects/light-rail-station-area-planning/visioning-workshop-comments>.

In June of 2014, the City hosted a series of Design Workshops with the 145th Street Station Citizen Committee and the community. Key themes that emerged from the June workshops were described in a Summary Report and are listed below:

- ▶ Housing choices and opportunity
- ▶ Environmental protection and enhancement
- ▶ Mixed-Use corridor (5th Avenue and/or 155th Street)
- ▶ 145th Street and enhancing east/west transit connections
- ▶ Pedestrian and bicycle connections and bridging Interstate-5
- ▶ Safety and security
- ▶ Parking

In February of 2014, the City hosted a second series of Design Workshops to introduce zoning scenario maps and computer modeling of how concepts discussed during the first workshop series could look. The potential zoning scenarios introduced at the series of workshops are described below.

- ▶ **NO ACTION (ALTERNATIVE 1)** - This scenario is required to be analyzed in the EIS. Note that "No Action" does not mean "no change." Even if the City retained current zoning, property owners would still be able to maximize existing development capacity, including 35 foot heights in single-family zones, adding Accessory Dwelling Units, etc.
- ▶ **CONNECTING CORRIDORS (ALTERNATIVE 2)** - This scenario showcases both 5th Avenue and 155th Street as connecting corridors between station subareas; commercial districts at 165th Street, 15th Avenue, and Aurora Avenue N; and the Community Renewal Area at Aurora Square. Because potential development in this scenario is more spread out, lower density zoning (more area at 35 foot height limit and maximum base height of 65 feet closest to future station) was analyzed compared to the Compact Community scenario.



- ▶ **COMPACT COMMUNITY (ALTERNATIVE 3)** - This scenario does not emphasize corridors and focuses potential growth solely on the area within roughly a ½ mile radius of the future light rail station. Because potential development in this scenario is concentrated, higher density zoning (maximum base height of 85 feet closest to future station) was analyzed in several locations compared to the Connecting Corridors scenario.

Key themes that emerged from the February workshops where these potential zoning scenarios were introduced were also described in a Summary Report. Many of the themes were similar to discussions held the previous June.

With regard to housing choice, there were also concerns about change in the subarea. Many participants commented that they understood the purpose of increasing housing choices and opportunities in the subarea around the future light rail station. At the same time, many were concerned about how the change in density might affect the neighborhood. There was not a clear preference between the Connecting Corridors and Compact Communities scenarios—there were mixed perspectives. Participants encouraged the City to consider concentrating density in proximity to the station and making sure that the scale and height of redevelopment was compatible with surrounding single family neighborhoods. Similar to comments at the earlier workshop sessions, some participants were interested in proceeding with a livable density that would include an affordable mix of multi-family buildings, as well as townhomes, cottage style homes, and single family homes that are attractive to young families.

With regard to building heights, workshop participants had varying viewpoints about what the maximum height for new redevelopment should be in the subarea. Some wanted the height to predominantly remain below three stories (even though the height limit in the existing R-6 single family allows for heights of 35 feet). This perspective is represented in the Mixed-Use Residential-35 foot height zone (MUR-35') included in the action alternatives. Other participants suggested buildings no taller than five stories, and this is reflected in the Mixed-Use Residential-45



*Community Design Workshop #1, June 2014*

foot height zone (MUR-45') included in the action alternatives. Others recommended buildings of seven stories or taller focused around the light rail station; this is also reflected in potential zoning scenarios. Overall, height was a sensitive issue in community meetings with residents who live in the station subarea. Some participants expressed caution that the transition of change and redevelopment should be something that maintains the integrity of the residential-feel of the neighborhoods in the subarea—similar to that seen in Fremont or Columbia City.

Participants discussed the potential for connections to commercial uses along the key corridors. Workshop groups also discussed the importance of having more local restaurants, grocery stores, cafes, and other “Mom and Pop” businesses that are easily supported by commuters, pedestrians, and bicyclists. In general, participants were supportive of creating signature streets with landscaped medians, street trees, furnishings, curb extensions, and other features that enhance identity, improve walkability, and provide traffic calming.

Participants viewed community design illustrations showing greater density and building height at key intersections, such as the 145th Street and 5th Avenue intersection and the 165th and 5th Avenue Intersection. Again, similar to in earlier workshops, participants preferred



### Virtual bulletin board comments

architectural building setbacks that provide transition to adjacent neighborhoods through a “wedding cake effect” (step backed floors) at the intersections and along key corridors.

Participants continued to remain passionate about the natural resources (including the Thornton Creek corridor and tributaries), parks, trees, and open space areas in and around the subarea. Key parks in the subarea include Twin Ponds Park, Paramount Park and Open Space, and Hamlin Park. Participants wanted to see these areas protected and enhanced as redevelopment occurs. Many suggestions for improving environmental quality of the parks and natural resources included protecting and preserving trees, planting new trees including street trees (with 145th Street improvements), creating more green space, addressing storm water issues, and improving water quality.

The Draft Environmental Impact Statement (DEIS) was published in January 2015 and analyzed each of the three potential zoning scenarios with regard to impacts and mitigations for land use patterns, plans, and policies; population, housing, and employment; multimodal transportation; streams, wetlands, and surface water management; parks, recreation, open space, natural areas, and priority habitat areas; schools, police, fire, and other public services; and utilities and energy use.

As part of the public process to discuss this analysis and any other potential zoning scenarios that should be considered through this FEIS, many community members supported studying a scenario that did not include upzoning around neighborhood parks and open spaces. This led to the development of Alternative 4- Compact Community- Hybrid. This scenario includes a maximum base height limit of 70 feet (MUR-70’) based on development regulations that were adopted as part of the 185th Street Station Subarea Plan.

This scenario shows a bike and pedestrian network based mostly on the Off-Corridor Network developed through the 145th Street Corridor Study, but also incorporates elements of the Green Network that was included in zoning scenarios analyzed in the DEIS. Detailed design of pedestrian and bike facilities will happen as part of later processes.

On May 2, 2016 when the Council decided to study Alternative 4 in this FEIS in addition to Alternatives 1, 2, and 3, they also chose to study the potential to phase zoning for all action alternatives. Ultimately, the Planning Commission recommended and the City Council adopted an amended version of Alternative 4 for the subarea plan. The adopted zoning is presented in Chapter 5.

# Existing Conditions and Population Forecasts

# 3

## 145th Street Station Subarea Plan

### Station Subarea Geography

N-NE 145th Street is the most prominent corridor in the subarea, also functioning as State Route (SR) 523 and the boundary between the City of Seattle and the City of Shoreline. Currently, Seattle owns the eastbound lane, King County owns the westbound lane, and Shoreline begins behind the north edge of the sidewalk.

The subarea generally extends approximately one-half mile north of the 145th corridor, with the western boundary at Meridian Avenue N, the eastern boundary near 15th Avenue NE, and the northern boundary at N-NE 155th Street.

For analysis related to the 145th Street Station Subarea Plan (SSP/ subarea plan), the City of Shoreline Planning Commission determined study area boundaries for land use and mobility with consideration of factors such as topography, the ability to walk and bike to and from the station, policy direction from Shoreline City Council, access to arterial streets, opportunity sites, environmental assets, and other existing conditions and influences. **Figure 1-1** illustrates the land use and mobility boundaries that together comprise the combined study area for the subarea.

The subarea is predominantly composed of portions of the Parkwood and Ridgecrest neighborhoods of Shoreline, but also includes a small area of the Briarcrest neighborhood, east of 15th Avenue. Bordering areas include the City of Seattle to the south, and incorporated areas of Shoreline to the north, west, and east. The City of Lake Forest Park is located to the east of the subarea. **Figure 3-1** illustrates the neighborhoods within and surrounding the subarea.

Analysis of population, housing, and employment projections and transportation planning in the subarea applies traffic analysis zone (TAZ) boundaries. Because TAZ boundaries align with census tract boundaries, they are commonly used for planning and analysis purposes. Refer to **Figure 3-2** for a map of the TAZ boundaries.

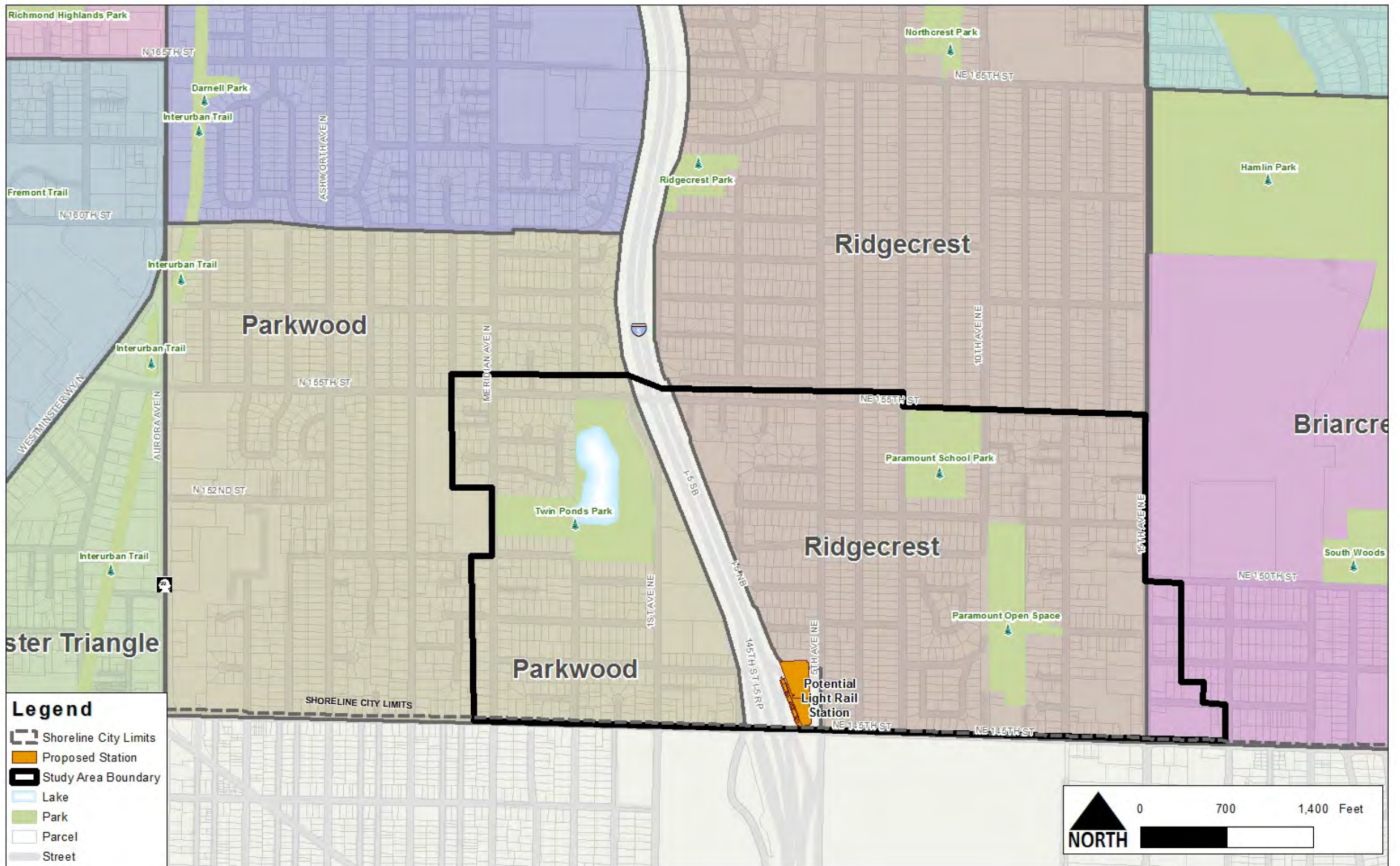


FIGURE 3-1: Subarea Neighborhoods

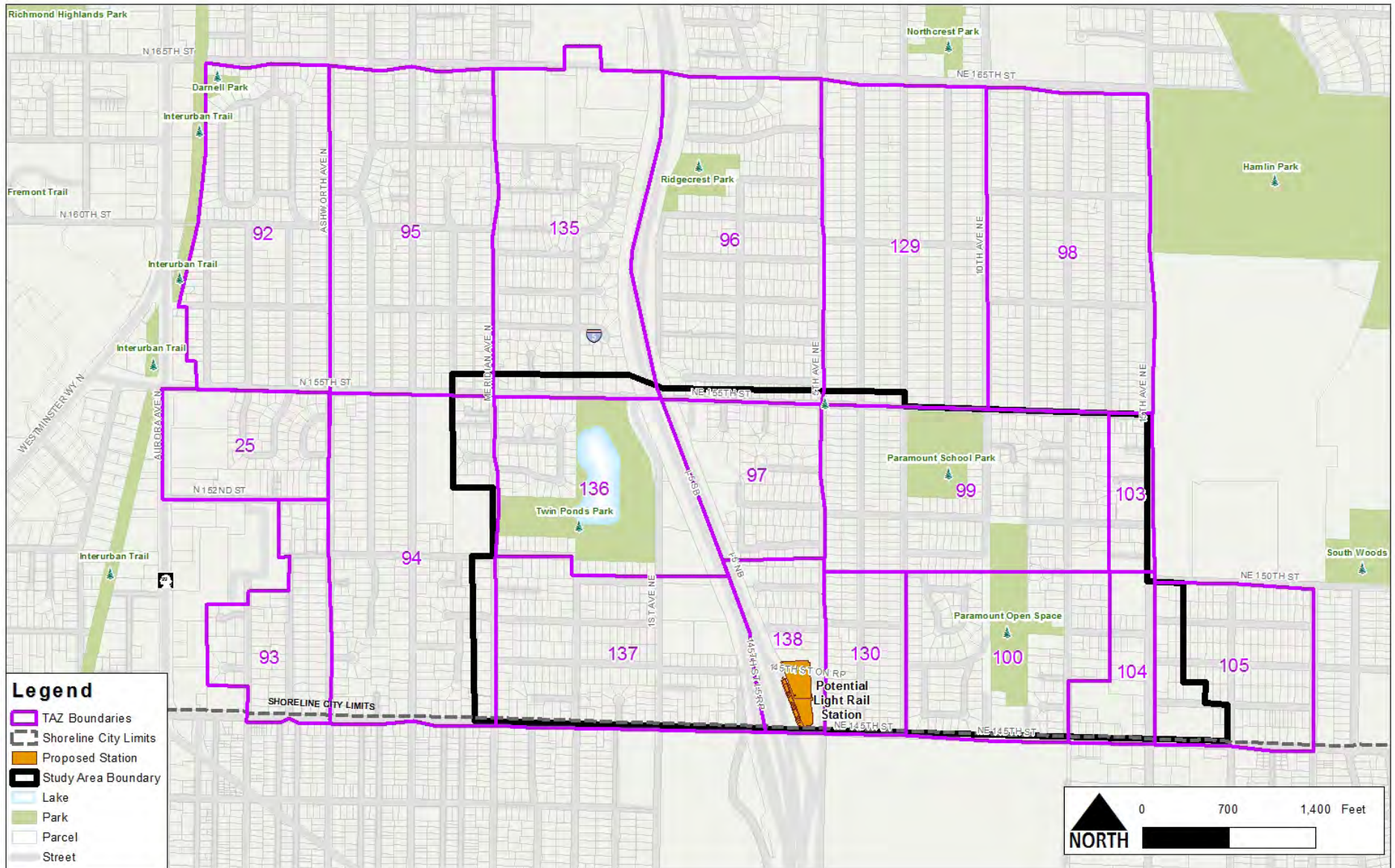


FIGURE 3-2: Traffic Analysis Zone (TAZ) Boundaries

# Proposed Sound Transit Light Rail Station Facilities

Through a separate environmental process, Sound Transit identified the potential light rail station location. The preferred option for the station location is just to the north of NE 145th Street on the east side of and immediately adjacent to the Interstate 5 (I-5) corridor. A park-and-ride structure, also to be constructed by Sound Transit, potentially would be located also on the east side of I-5, just to the north of the light rail station.

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 3-3** and **Figure 3-4** show conceptual design plans provided by Sound Transit for the 145th Street light rail station (preferred alternative). These figures show a conceptual level site plan and cross section views of the potential 145th Street light rail station and park-and-ride structure.

The second proposed Sound Transit light rail station in Shoreline is planned to be located immediately north of NE 185th Street, adjacent to the east side of I-5. The primary connecting routes between the 145th and 185th light rail station subareas include the north-south corridors of 5th Avenue NE, 8th Avenue NE, 10th Avenue NE, and 15th Avenue NE.

## Land Use Patterns in the Subarea

Envisioning how the 145th Street Station Subarea could transform into a redeveloped transit-oriented community is benefitted by understanding the past and present settlement patterns and land uses in the vicinity.

### HISTORY AND SETTLEMENT OF THE AREA

Early accounts of Shoreline 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. Controlled fires were set in the Richmond Highlands and North City areas to create meadows for the cultivation of certain wild plants and to provide inviting, open spaces for small game.

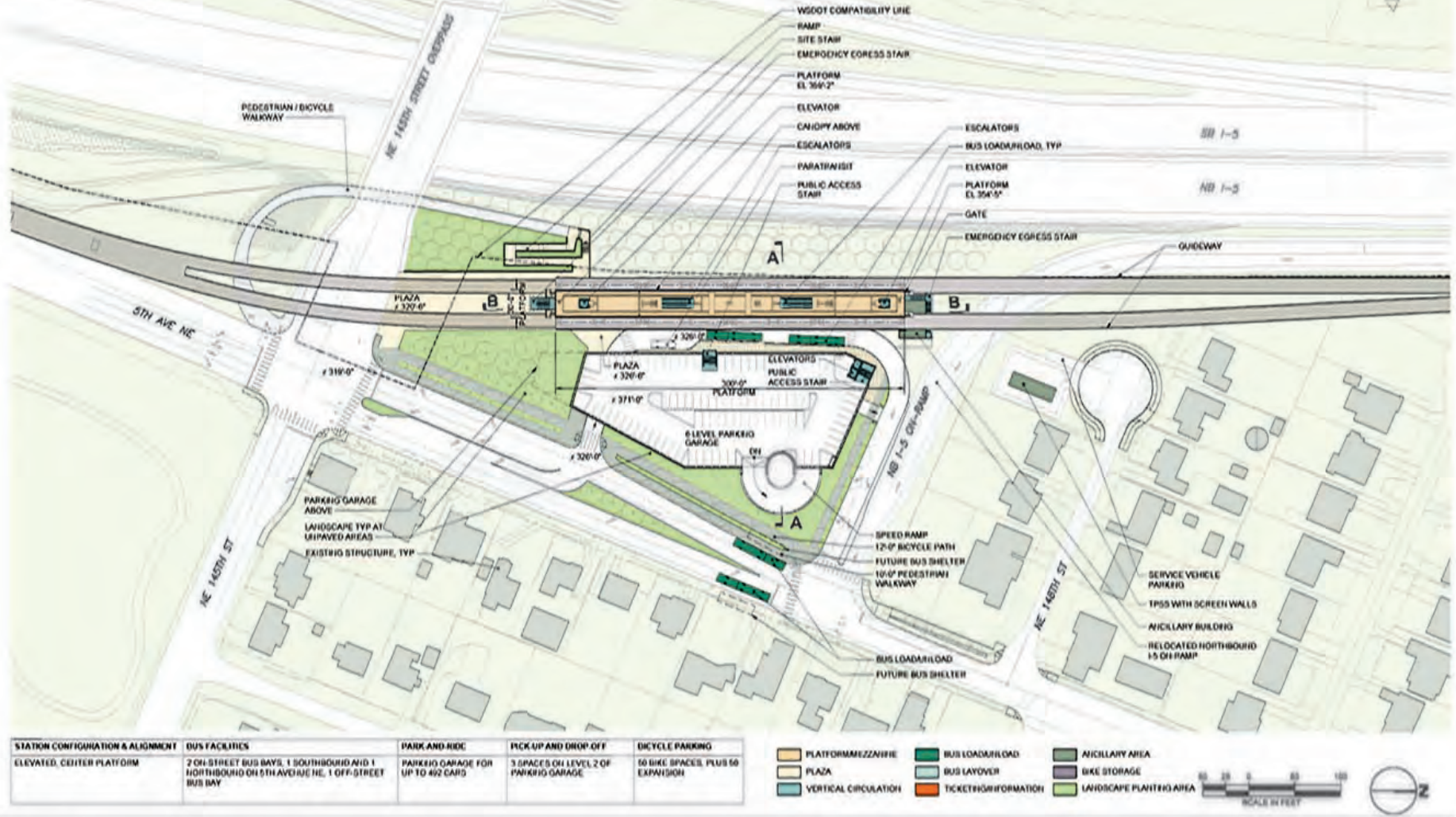
In the 1880s, the US Government opened the region to homesteading after railroad fever gripped the Northwest. Speculators planned towns in anticipation of the transcontinental railroad route. Among these was Richmond Beach, platted in 1890. The arrival of the Great Northern Railroad in Richmond Beach 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. 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. Children could attend one of two local elementary schools, and general stores provided most of the goods that could not be grown at home. Local produce from fruit orchards, chicken farms, and strawberry crops was transported 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. Ronald Station along the trolley line was located near present-day Park at Town Center.



*Mae Newkirk feeding chickens in 1914*

# SOUND TRANSIT LYNNWOOD LINK EXTENSION



| STATION CONFIGURATION & ALIGNMENT | BUS FACILITIES   | PARK AND RIDE                     | PICK UP AND DROP OFF                  | BICYCLE PARKING                   |
|-----------------------------------|--|-----------------------------------|---------------------------------------|-----------------------------------|
| ELEVATED, CENTER PLATFORM         | 2 ON-STREET BUS BAYS, 1 SOUTHBOUND AND 1 NORTHBOUND ON 5TH AVENUE NE, 1 OFF-STREET BUS BAY | PARKING GARAGE FOR UP TO 492 CARS | 3 SPACES ON LEVEL 2 OF PARKING GARAGE | 50 BIKE SPACES, PLUS 50 EXPANSION |

- PLATFORM/MEZZANINE
- BUS LOADING
- AUXILIARY AREA
- PLAZA
- BUS LAYOVER
- BIKE STORAGE
- VERTICAL CIRCULATION
- TICKETS/INFORMATION
- LANDSCAPE PLANTING AREA



North Corridor  
Transit Partners

HEWITT

PREFERRED ALTERNATIVE  
NE 145TH STREET STATION  
SITE PLAN

DWG NO. N13-AAP001  
SHEET 32 OF 69  
REV. NO. \_\_\_\_\_

FIGURE 3-3: Sound Transit Concept Plan for the 145th Light Rail Station

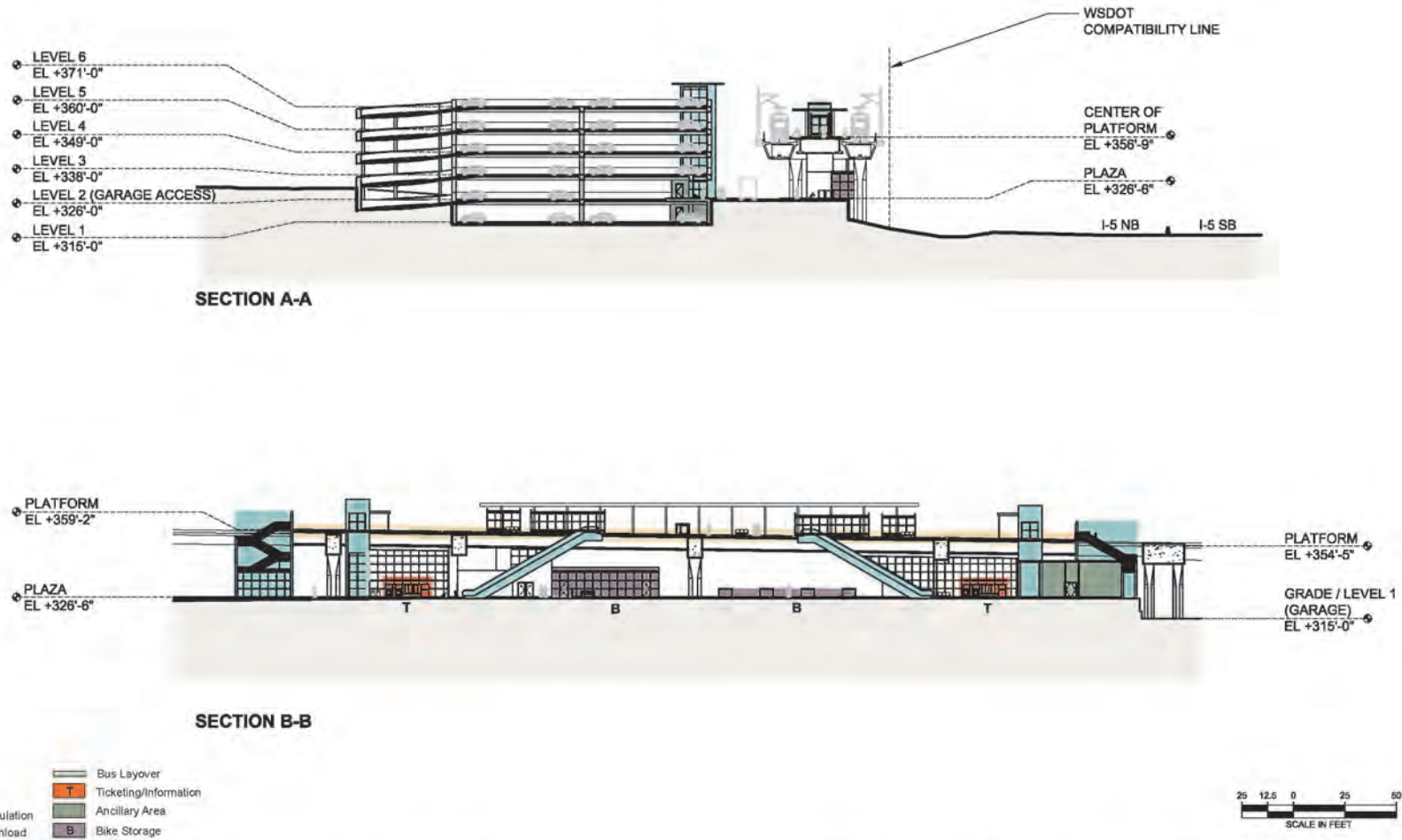


OCTOBER 2016

145th Street Station Subarea Plan

3-5

# SOUND TRANSIT LYNNWOOD LINK EXTENSION



**PREFERRED ALTERNATIVE  
NE 145TH STREET STATION  
SECTIONS**

DWG NO. N13-ASX101

SHEET 33 OF 59

REV. NO. \_\_\_\_\_





During the early twentieth century, Shoreline attracted large developments drawn by its rural yet accessible location, including the Highlands and Seattle Golf Club (circa 1908). The Firland Tuberculosis Sanitarium (circa 1911), which is now Crista Ministries, also developed during that era. 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. Although large tracts of land were 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. Originally known as the Pacific Highway, but later named Aurora Speedway and Aurora Avenue, there are conflicting histories of the source of the name "Aurora." Some say the name was meant to honor Aurora, Illinois, the hometown of Dr. Edward Kilbourne, a Fremont founder. Others say the name recognized the highway as a route north, toward the Aurora Borealis. Regardless of how the highway got its name, it changed the face of the area north of Seattle forever, and 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.

The Great Depression and World War II (1930-1945) slowed the pace of development. Many Shoreline families managed to live off land they had purchased in better times. During World War II, building materials were rationed and housing construction virtually stopped. The only major development in Shoreline during the war was the Naval Hospital (now Fircrest). At its peak in 1945, the hospital housed over 2,000 patients and 600 staff.



*Edward Yenne Grocery exterior Maywood ca 1925*

With the end of the war 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 that 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.

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 55,439 residents (2015 population), 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 3.2 units per acre. Refer to **Figure 3-5** for a map of existing zoning. In addition to single family residential uses, there are several houses of worship, parks, schools, and school properties within and in proximity to the subarea. For example, just northeast of the subarea a large contiguous area of land contains Hamlin Park, Kellogg Middle School, Shorecrest High School, Washington State Public Health Lab, and Fircrest Campus, although these parcels are owned and operated by various agencies.

Because most of the neighborhoods in the subarea were developed as single-family housing in the decades following World War II (primarily from the mid- to late 1940s through the 1970s, when the area was part of unincorporated King County), street standards did not require sidewalks, and as such, most of the local streets today do not have sidewalks or bike lanes. Also at that time when the neighborhoods were originally developed, surface water management standards were less intensive than they are today and as such, there are frequently drainage issues in the subarea. Stormwater facilities are generally below the standard now required by the Department of Ecology, and there are very few low impact development facilities such as rain gardens.

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.



*Twin Ponds Park*

Although some improvements have been made in the subarea 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 at a few limited locations within and adjacent to the subarea.

## NEIGHBORHOODS IN THE SUBAREA

The subarea includes the following defined Shoreline neighborhoods

- ▶ Parkwood
- ▶ Ridgecrest
- ▶ Briarcrest (Only a small portion of this neighborhood is within the subarea boundaries, specifically the parcels adjacent to the east of 15th Avenue NE.)

Shoreline’s neighborhoods are very engaged in the community and maintain active neighborhood associations. Shoreline’s Council of Neighborhoods consists of two representatives from each of the neighborhood associations (including those listed above). The Council

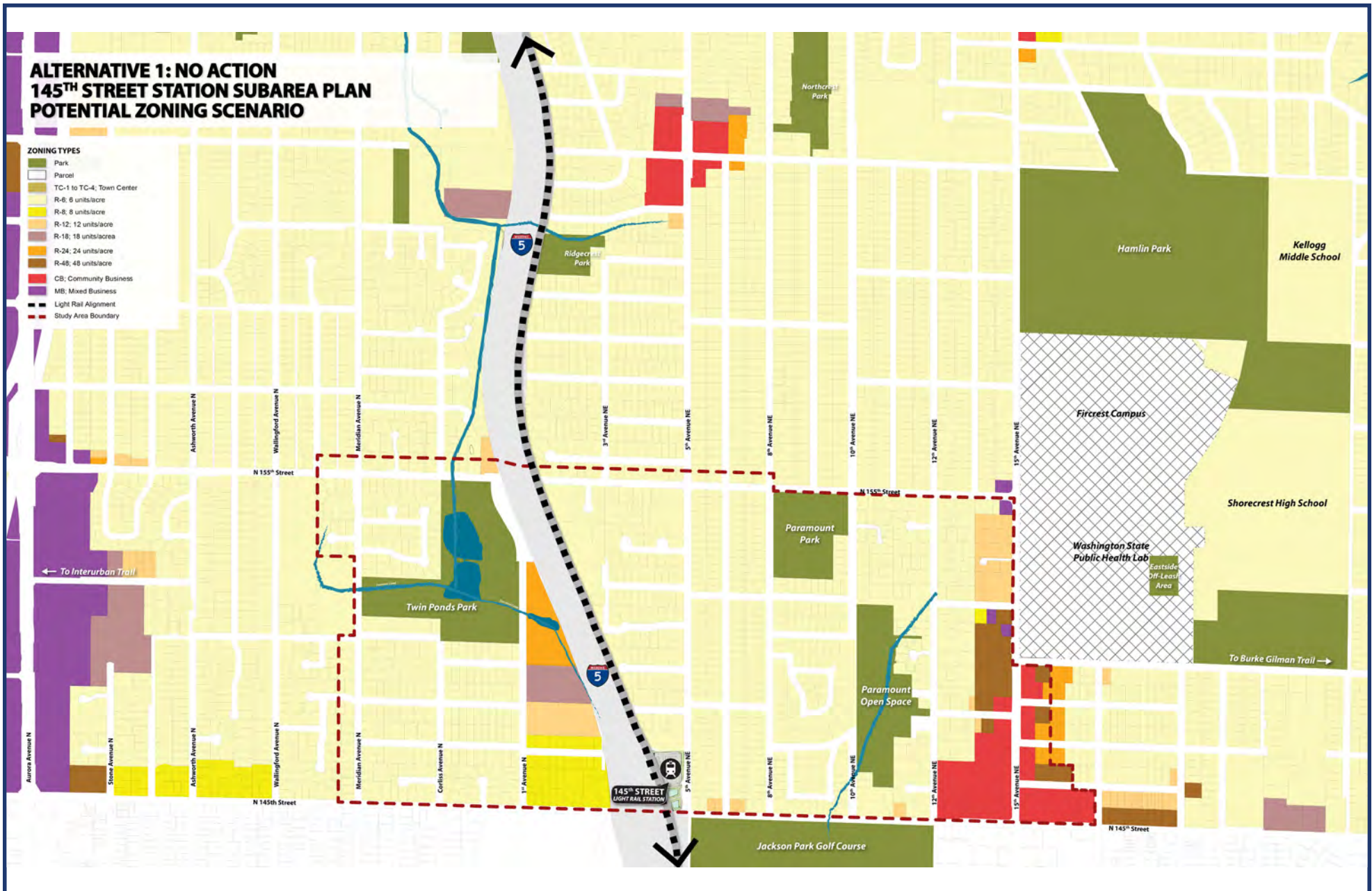
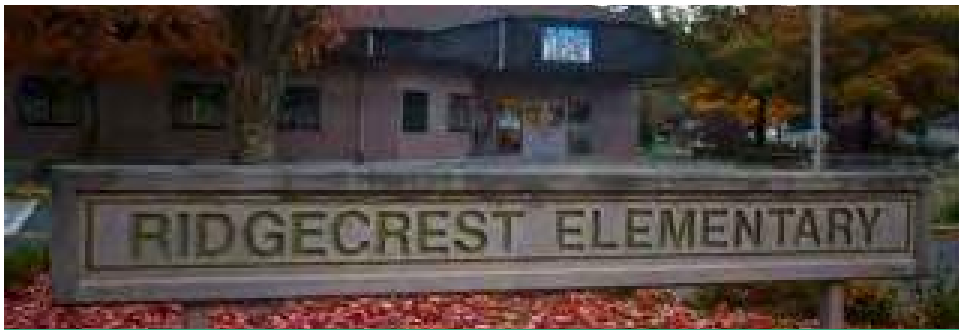


FIGURE 3-5: Existing Zoning Map



*Ridgecrest Elementary School*

of Neighborhoods meets monthly to network, learn about other neighborhood happenings and meet with City representatives. This two-way communication allows neighborhood associations to provide community input and the City to present information on programs and projects. Brief descriptions, including historical information, for the three primary neighborhoods in proximity to the subarea follow.

**PARKWOOD NEIGHBORHOOD**—Located at the southern edge of Shoreline, the Parkwood Neighborhood extends from N 160th Street to NE 145th Street, and from Aurora Avenue N to Interstate 5. Twin Ponds Park is a key feature of the neighborhood. Twin Ponds Park contains two ponds, recreational facilities, and a natural area with a stream that feeds Thornton Creek. Parkwood lies within the headwaters of the Thornton Creek watershed, a complex system of small streams and peat bogs, where wild cranberries were known to grow. Early accounts of the area mention how Native Americans would visit the area that is now Twin Ponds Park to collect the wild cranberries. The Interurban Trail crosses through the northwest corner of the neighborhood.

The Parkwood Neighborhood, like other neighborhoods of Shoreline, was primarily agriculture and forest with a few residential homes in the early 20th century. Businesses such as wood cutting, grocery, poultry, and fur animal husbandry took place. Extensive peat mining occurred in the Parkwood area as well. Eventually construction of roads such as North

Trunk Road (now Aurora Avenue N) led to easier access between the neighborhood and Seattle, increasing the neighborhood's desirability. Today, the predominant land use in Parkwood still consists of single family homes, with the exception of commercial uses along Aurora Avenue N, and public recreational facilities in Twin Ponds Park. In addition to single family homes, multifamily and assisted living residences also exist in the neighborhood. Parkwood's 2014 population was estimated to be 2,562.

**RIDGECREST NEIGHBORHOOD**—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. The planned light rail station and park-and-ride structure is located in this neighborhood. The first major housing development in the neighborhood happened in the mid 1940s, near the end of World War II. Returning soldiers could purchase any one of the 100 houses that were built in 100 days. So many families with school age children moved to the neighborhood that the newly completed Ridgecrest Elementary School had to run double shifts. The majority of the single family housing stock was built in the late 1940s to early 1950s on large lots, set well back from the streets. Although some homes in this neighborhood were built earlier, including a log cabin built in 1933 from trees logged from the property that still stands today.

Today, 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 houses of worship, and four parks, as well as Shoreline's only theatre and skate park, and the oldest operating 7-11 store in the State of Washington.

**BRIARCREST NEIGHBORHOOD**—Briarcrest Neighborhood is located in the southeast corner of the city, east of the Ridgecrest neighborhood, and extends to the eastern city limits, adjacent to Lake Forest Park. A large portion of Briarcrest was originally part of the Hamlin homestead acquired by the Hamlin family in 1895. The land was logged and farmed for decades. Much of the land of the original homestead was

sold and developed. In 1939 Seattle Trust and Savings Bank donated 8 acres to King County, which became Hamlin Park. Hamlin Park is considered the oldest official park in the King County park system (but today is part of the City of Shoreline's park system). Over the years, the park was expanded through land dedications, and an area to the east was acquired by the Shoreline School District. Today, the 80-acre Hamlin Park contains ball fields, public art, picnic areas, and forest. South Woods Park is another important open space in the neighborhood, consisting of a lowland forest with maintained trails, and pedestrian improvements.

Predominant land uses within the neighborhood in addition to parks and open space include single family residential homes, Shorecrest High School, Kellogg Middle School, and Acacia Cemetery.

## KEY SITES AND ASSETS OF THE SUBAREA

### TWIN PONDS PARK

Located just across I-5 and slightly to the north of the proposed station is Twin Ponds Park. This park is seen as a key feature, being the only major green-space and recreational area in the subarea west of I-5. The park is irregular in shape and surrounded by primarily single family homes, as well as an assisted living center across the street to the east.

The park was originally referred to as South Central Park by King County. The name was changed to Twin Ponds at some point, likely named after the two ponds that are the dominant feature of the park. In the 1940s and 1950s the property was mined for peat.

Recent improvements to Twin Ponds Park were implemented through a bond approved by voters in 2006. The bond acquired park property and made improvements to its soccer fields. Improvements included installation of synthetic turf to replace a formerly sand field. This also improved surface water quality and drainage. The Twin Ponds Community Garden is an organic P-Patch-style garden in the SE corner of Twin Ponds Park. It consists of 36 10' x 10' raised beds and two 4' x 10' accessible beds. "The Giving Garden" is located in the center of the community garden and is dedicated to growing food for donation to the



*Shoreline Farmers Market*

local food bank, Hopelink Shoreline. The Giving Garden is run entirely by volunteers. Twin Ponds Park and Twin Ponds Community Garden are owned and operated by the City of Shoreline.

### PARAMOUNT OPEN SPACE AND PARAMOUNT PARK

Paramount Park and Open Space are located about five blocks east of the planned light rail station. Paramount Park is located just to the north of Paramount Open Space. Paramount Open Space is a wooded area available for passive recreation use with soft-surface trails, and interpretive and plant identification signage. Paramount Park has been improved to accommodate more active recreation and contains baseball/softball fields, restrooms, playground, skate park, a trail that circumnavigates the park, and picnic shelters. The park and open space areas are frequently used by area residents.

### PROTECTION OF PARKS AND OPEN SPACE ASSETS

The City of Shoreline fully intends to preserve and protect existing park and open space lands in the subarea. As such, no change in land use is proposed for these areas. In community workshops during the planning process, participants emphasized that parks and open space areas should continue to provide valuable green space to future residents as the subarea redevelops, and that land use alternatives



*Twin Ponds Park*



should look to maximize access to these features. Participants also were concerned that the natural resources and habitat areas of the park be sufficiently protected to avoid impacts from population growth and more intensive use over time.

### **HOUSES OF WORSHIP**

There are several houses of worship within the station subarea. These properties are larger in size than the single family parcels that make up most of the subarea. These properties may maintain their current uses in perpetuity, or they could become potential transit-oriented development sites 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 mixed use with housing (including affordable options). The proposed zoning for the subarea would accommodate this redevelopment. These properties could either be redeveloped directly by the owners or sold to interested developers in the future at the owners' discretion.

### **SOUTHEAST NEIGHBORHOODS SUBAREA**

The Southeast Neighborhoods Subarea is bounded on the south by NE 145th Street, on the west by 8th Avenue NE, on the north by NE 155th and NE 150th Streets, and on the east by Bothell Way.

The City of Shoreline developed a subarea plan for the Southeast Neighborhoods, which was adopted in May 2010. The plan was developed several years before the preferred location for the 145th Street light rail station was identified, but makes reference to a potential future light rail stop in the subarea. Updated land use designations were adopted in the subarea, allowing more medium and high density residential as well as mixed use and community business. Council may choose to amend the boundaries of the original subarea plan to “zipper” against the boundaries of the 145th Street Station Subarea Plan to avoid inconsistencies in land use designations within the Comprehensive Plan.

## HOME-BASED BUSINESSES AND INTEREST IN CONVERTING FROM SINGLE FAMILY USE

There are a few small neighborhood businesses in the subarea, and an interest in more flexibility to convert single family homes to office and small business use. As with other urbanizing areas, there will be a growing need for more neighborhood services and businesses in the subarea. There is also an increasing trend in teleworking, with more people interested in having home-based businesses and offices. This growing need can be accommodated through zoning regulations that were adopted as part of the 185th Street Station Subarea Plan to provide more flexibility to convert single family homes to business and office uses along arterial streets.

## AURORA SQUARE/SHORELINE PLACE COMMUNITY RENEWAL AREA

Aurora Square/Shoreline Place is a shopping district built in the 1960s at the crossroads of Aurora Avenue N and N 155th Street, outside the subarea, but within the retail service area of existing and future residents of the subarea. The 70-acre site was designated as a Community Renewal Area (CRA) by Shoreline City Council, recognizing that economic renewal would deliver multifaceted public benefits. A Renewal Plan for the CRA was developed in 2013 and calls for several key actions as part of redevelopment and revitalization of the area. The key opportunity related to the station subarea is proximity and access to the shopping center (in its current form as well as to potential future new uses there) via N-NE 155th Street.

Public amenities and infrastructure redevelopment at Aurora Square could be resources for future station subarea residents. For example, a grand public space is envisioned with redevelopment of the shopping center, which could become an important destination for subarea residents. Also the CRA plan calls for implementation of district energy and eco-district solutions. Infrastructure in N-NE 145th Street and/or N-NE 155th Street built for district energy conveyance could possibly be designed to extend to future customers in the station subarea. Good multimodal connections between Aurora Square/Shoreline Place and the station subarea will be important as planning, design, and implementation of redevelopment projects proceed. More information about the plan is available at: <http://www.cityofshoreline.com/business/aurora-square-community-renewal-area>.



## THE FIRCREST CAMPUS

The Fircrest Campus is state-owned property that is not in the subarea, but located immediately to the east. Fircrest School, located at the campus, is a state-operated residential habilitation center for individuals with developmental disabilities. The Adult Training Program offers Fircrest residents vocational training and supported employment opportunities.

As with Aurora Square, redevelopment at the Fircrest Campus could offer land uses that are compatible and cohesive with the new redevelopment in the station subarea over time. However, any decisions about potential development on this campus would be up to the State, and entail a master planning process that would include extensive public involvement, and an act of the Legislature. The City is not considering any change in use or zoning regarding Fircrest as part of this subarea process.

## NEIGHBORING COMMUNITIES

Within the City of Lake Forest Park located to the northeast and the City of Seattle located to the south of NE 145th Street, existing land uses are predominantly single family use, similar to Shoreline. Jackson Park Golf Course is located immediately south of NE 145th Street to the east of Interstate 5 (I-5), and Lakeside School is located immediately south of NE 145th Street to the west of I-5.

# Existing Transportation Conditions

## REGIONAL ACCESS

As a limited access freeway, classified as a highway of statewide significance, I-5 provides access from the mobility study area (see **Figure 1-1, Chapter 1**) south to Northgate, the University District, Capitol Hill, and Downtown Seattle and beyond, as well as to Mountlake Terrace, Lynnwood, and points north. I-5 also connects with State Routes 522 and 523, providing access to Lake Forest Park and Bothell. Additionally, I-5 serves as the key corridor for express regional bus service in the area. The nearest access point to I-5 from the subarea is the NE 145th Street interchange, centrally located at the southern edge of the subarea.

## WSDOT Limited Access Control Policy

WSDOT has full control of access to roadways within 300 feet of a freeway ramp terminal. In the case of the 145th Street Station, this is pertinent for 5th Avenue NE and the I-5 Northbound on-ramp. WSDOT policy states that any change to existing land use within this 300-foot boundary would need to be re-evaluated to determine if access can remain if the land use is changed.

Deviations from the policy would require the Federal Highway Administration, WSDOT, Sound Transit, and the City of Shoreline to determine an appropriate course of action. This may be a constraint to the development and access allowed directly adjacent to the station location. Access for parcels within this constrained area may need to reconfigure site access to 6th Avenue NE.

## 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 subarea, providing north-south mobility and business access along the corridor.

The principal arterials in the subarea are N/NE 145th Street and 15th Avenue NE, which form the southern and eastern edges. NE 145th Street is a state highway (SR 523) from I-5 to SR 522. N/NE 145th Street is not located within the City of Shoreline. The northern half of the right-of-way is located in unincorporated King County and the southern half of the right-of-way is located in the City of Seattle. Minor arterials within the study area include Meridian Ave N, N/NE 155th Street and 5th Avenue NE. **Figure 3-6** highlights the street classifications of the roadways within the study area. The proposed light rail station location is identified on the map immediately east of I-5 and north of NE 145th Street. The area is composed of a mostly gridded network. The non-arterial street grid is broken in many places by the presence of parks. Crossings of I-5 are limited, with the only east-west connections located along N/NE 145th Street and N/NE 155th Street.

## 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.



**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

## 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 vehicle demand against the theoretical capacity of that segment. These V/C ratios can also be translated into 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. As shown in **Table 3-3**, the City has adopted LOS D for signalized intersections on arterials, unsignalized intersecting arterials and roadway segments on Principal and Minor Arterials<sup>1</sup>. WSDOT has a separate set of standards, which can also be referenced in **Table 3-3**. N/NE 145th Street is not subject to the City of Shoreline's LOS standards because it is not located within the City of Shoreline and is also a state highway between I-5 and SR 522.

**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 |
|------------------------------|-----------------------------------|-----------------------|----------------------|--------------------------|
| <b>EAST-WEST CORRIDORS</b>   |                                   |                       |                      |                          |
| N/NE 145th Street*           | West of I-5                       | 25,240                | 1,331                | 0.81                     |
| NE 145th Street*             | East of I-5                       | 31,790                | 1,431                | 0.87                     |
| N 155th Street               | West of I-5                       | 11,640                | 538                  | 0.60                     |
| NE 155th Street              | East of I-5                       | 9,900                 | 486                  | 0.61                     |
| <b>NORTH-SOUTH CORRIDORS</b> |                                   |                       |                      |                          |
| 5th Avenue NE*               | I-5 NB on-ramp to NE 155th Street | 7,170                 | 530                  | 0.76                     |
| 15th Avenue NE               | NE 145th to NE 150th Street       | 16,130                | 1,038                | 0.52                     |
| 15th Avenue NE**             | NE 150th to NE 155th Street       | 14,240                | 881                  | 0.73                     |
| Meridian Avenue N            | 145th to 155th Street             | 6,220                 | 392                  | 0.56                     |

Source: 2011 City of Shoreline Transportation Master Plan and updated traffic counts from 2014

\*Note that 145th Street and the portion of 5th Avenue NE between NE 145th Street and the I-5 northbound on-ramp is exempt from the City of Shoreline's concurrency standard due to being within WSDOT jurisdiction.

\*\*The City allows a V/C ratio of 1.10 for 15th Avenue NE, between NE 150th Street and NE 175th Street due to rechannelization for operational safety.

<sup>1</sup> 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 3-3: Level of Service Standards by Agency**

| AGENCY                   | LOS STANDARD   |
|--------------------------|--|
| <b>City of Shoreline</b> | - LOS D for signalized intersections<br>- LOS D for unsignalized intersecting arterials<br>- V/C ratio of .90 (LOS D) for principal and minor arterials <sup>2</sup> |
| <b>City of Seattle</b>   | - LOS D (goal)   |
| <b>WSDOT</b>             | - LOS D for highways of statewide significance (HSS)<br>- LOS E/mitigated for regionally significant state highways (non-HSS)  |

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

## TRAFFIC VOLUMES

The existing conditions analysis uses data from the 2011 TMP update to describe current traffic operations and supplements it with more recent vehicle counts. Traffic counts were obtained from the City of Seattle, WSDOT, and the City of Shoreline and were also collected by the project team in July 2014. **Figure 3-7** and **Table 3-2** show existing traffic volumes and LOS values within the study area. N/NE 145th Street corridor has the highest east-west volume and carries over 30,000 vehicles per day. 15th Avenue NE is the busiest north-south corridor, with over 16,000 average daily trips (ADT). All segments in the subarea in the City of Shoreline currently operate within City LOS standards.

## INTERSECTION EVALUATION

During the PM peak hour, all intersections within the subarea and under the City’s jurisdiction currently operate within the Shoreline LOS standards as shown in **Figure 3-8**. The most congested intersection is located at NE 145th Street and 15th Avenue NE, which operates at LOS E. While most intersections along N/NE 145th Street operate at LOS D or better, some individual movements experience higher levels of delay than an overall intersection LOS D would suggest. This includes the northbound left and westbound through movements at the NE 145th Street / 5th Avenue NE intersection.

## COLLISION HISTORY

As shown in **Figure 3-9**, some intersections in the subarea have a relatively high number of vehicle collisions; experiencing a crash rate above 1.0 per million entering vehicles (MEV)<sup>2</sup>. The intersection of N 145th Street and Meridian Avenue N averaged 12 collisions per year, or 1.39 collisions per MEV (col/MEV), with a high number of rear-end, left-turn, right-angle, and sideswipe collisions. NE 145th Street and 5th Avenue NE experienced 16 collisions per year, a rate of 1.18 col/MEV. NE 145th Street and 15th Avenue NE had 12 collisions per year, a rate of .90 col/MEV. With a high number of rear-end and right-angle collisions. Additionally, the unsignalized intersection of 5th Avenue NE and the I-5 Northbound on-ramp averaged 7 collisions per year, a collision rate of 1.37 col/MEV. All other intersections in the study area averaged fewer than 10 collisions per year. The collision rate for the entirety of the 145th Street corridor is 6.03 per million vehicle miles of travel, more than two and a half times higher than the 2010 Northwest Region average collision rate of 2.27 for Urban Principal Arterials.

Between 2011 and 2013, there were 15 pedestrian and bicycle collisions within the subarea, with five of the collisions located along N/NE 145th Street. Five collisions occurred along N 155th Street while three were located along 15th Avenue NE.

## EXISTING TRANSIT SERVICE

The transit coverage within the subarea is provided by King County Metro and Sound Transit. **Table 3-4** details the current headways and destinations serviced by routes that traverse the area while **Figure 3-10** highlights the location of the routes.

There are many transit routes with service within and in the vicinity of the subarea, both in the peak and off-peak time periods. Peak-period routes connect the study area with regional growth centers such as Downtown Seattle, the University of Washington, Northgate, Bellevue, and Redmond. All-day service is primarily provided along the north-

<sup>2</sup> Information provided by Lynnwood Link FEIS using collision data from 2008 to 2011

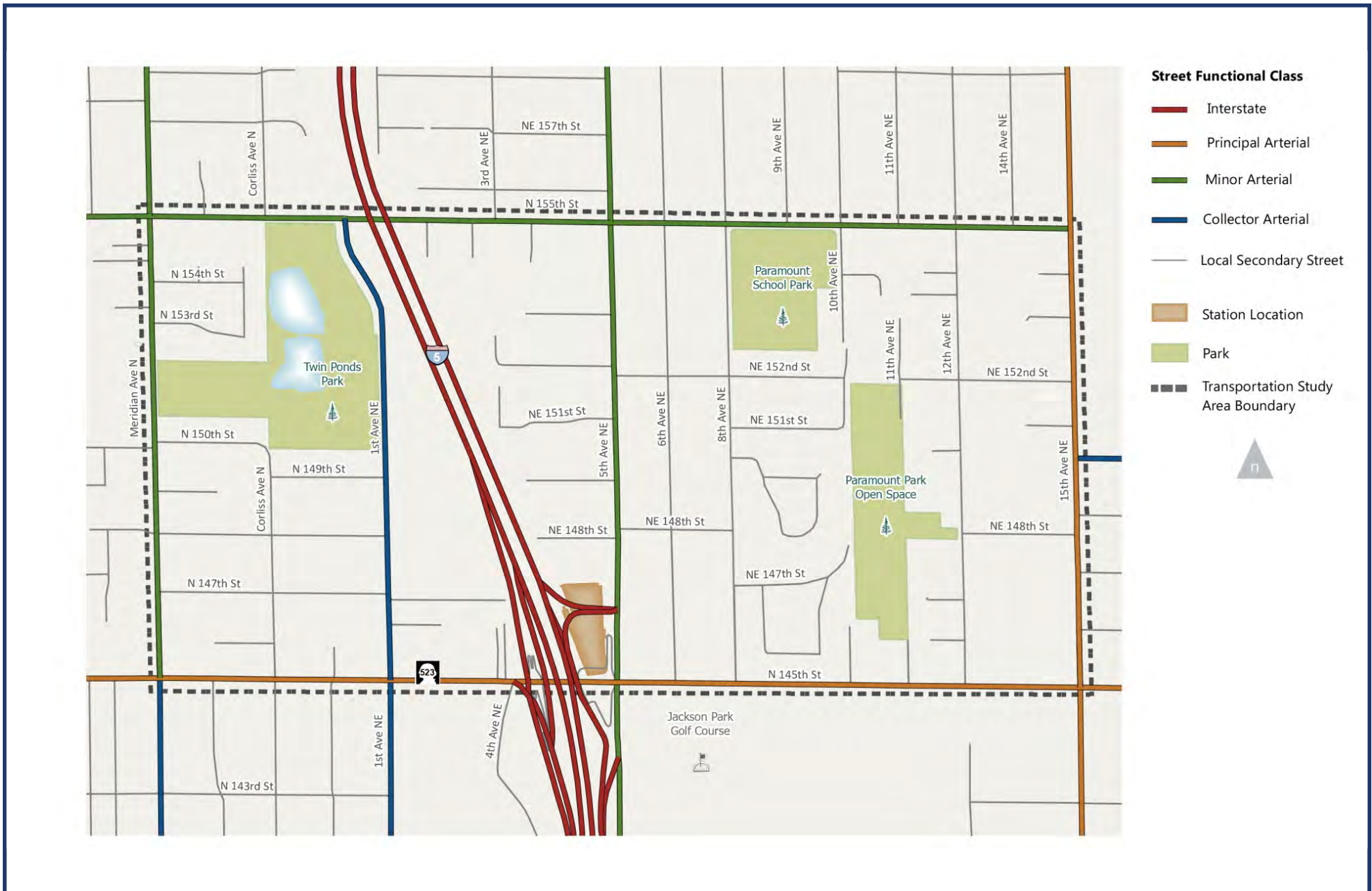


FIGURE 3-6: Street Classifications in the Subarea

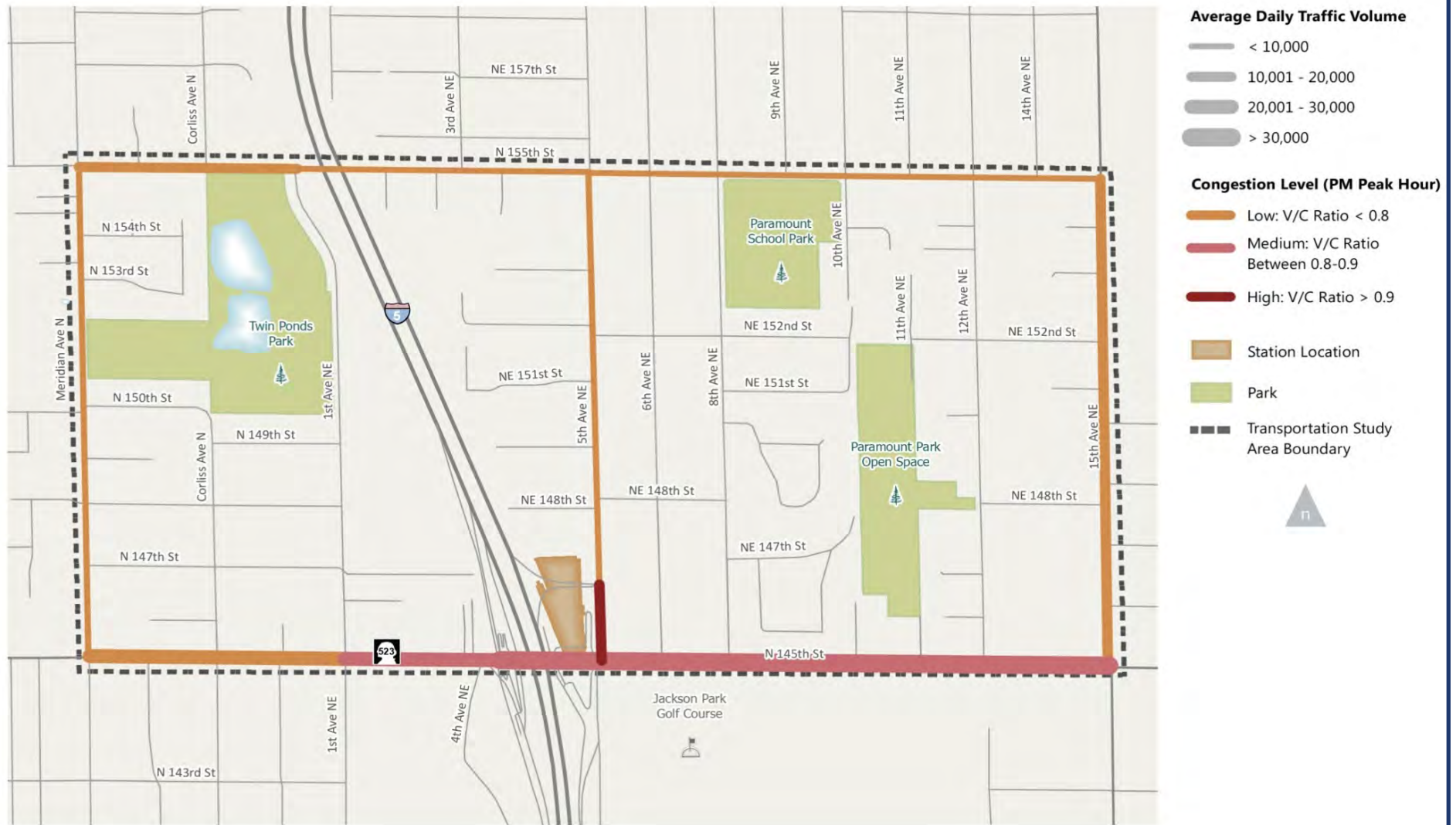


FIGURE 3-7: Average Daily Traffic and PM Peak Congestion (Existing Conditions)

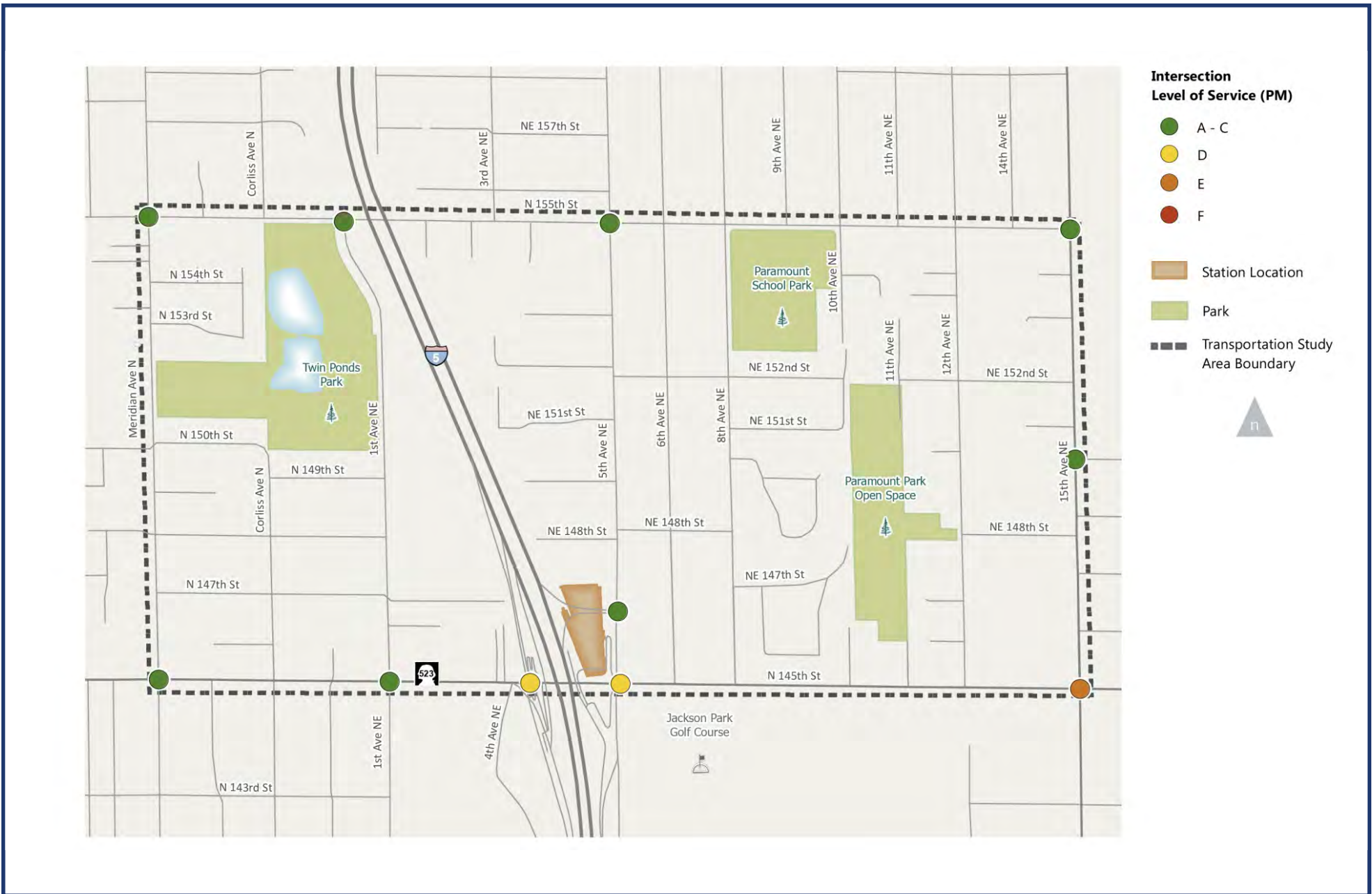


FIGURE 3-8: Intersection Level of Service (Existing Conditions)



FIGURE 3-9: Accident Rate (Existing Conditions)

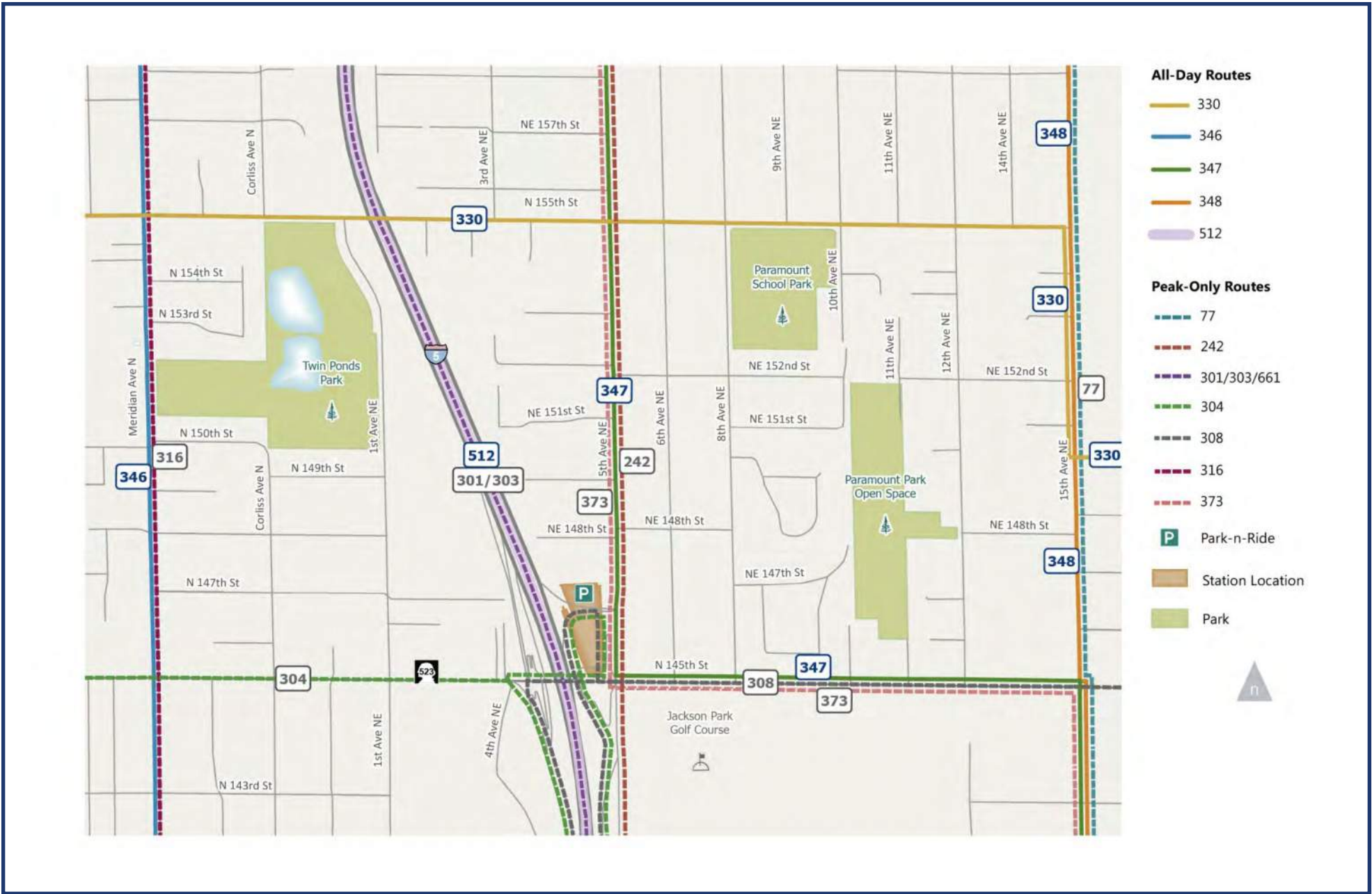


FIGURE 3-10: Existing Transit Service

**TABLE 3-4 Existing Transit Service**

| ROUTE                 | WEEKDAY HEADWAYS (IN MINUTES) |        |                  |         | DESTINATIONS SERVICED  |
|-----------------------|-------------------------------|--------|------------------|---------|--|
|                       | AM PEAK (6-9 AM)              | MIDDAY | PM PEAK (3-6 PM) | EVENING |  |
| <b>ALL-DAY ROUTES</b> |                               |        |                  |         |  |
| <b>KCM 330</b>        | 60                            | 60     | 60               | 60      | Shoreline Community College, Lake City   |
| <b>KCM 346</b>        | 30                            | 30     | 30               | 60      | Aurora Village, Meridian Park, Northgate   |
| <b>KCM 347</b>        | 30                            | 30     | 30               | 60      | Northgate, Ridgecrest, North City, Mountlake Terrace   |
| <b>KCM 348</b>        | 30                            | 30     | 30               | 60      | Richmond Beach, North City, Northgate  |
| <b>ST 512</b>         | 15                            | 15     | 15               | 15-30   | Everett, Lynnwood, Mountlake Terrace, University District, Downtown Seattle                                    |
| <b>PEAK PERIODS</b>   |                               |        |                  |         |  |
| <b>KCM 77</b>         | 15-25                         | -      | 15-30            | -       | North City, Maple Leaf, Downtown Seattle   |
| <b>KCM 242</b>        | 30                            | -      | 30               | -       | Northgate, Ravenna, Montlake, Bellevue, Overlake   |
| <b>KCM 301*</b>       | 15**                          | -      | 15**             | -       | NW Shoreline, Aurora Village, Shoreline Park and Ride, Downtown Seattle  |
| <b>KCM 303</b>        | 15                            | -      | 15               | 60**    | Shoreline Park and Ride, Aurora Village Transit Center, Meridian Park, Northgate, Downtown Seattle, First Hill |
| <b>KCM 304</b>        | 20-30                         | -      | 20-30            | -       | Richmond Beach, Downtown Seattle   |
| <b>KCM 308</b>        | 30                            | -      | 30               | -       | Lake Forest Park, Lake City, Downtown Seattle  |
| <b>KCM 316</b>        | 15-20                         | -      | 15-25            | -       | Meridian Park, Bitter Lake, Green Lake, Downtown Seattle   |
| <b>KCM 373</b>        | 15                            | -      | 15               | 60**    | Aurora Village Transit Center, Shoreline Park and Ride, Meridian Park, University District                     |

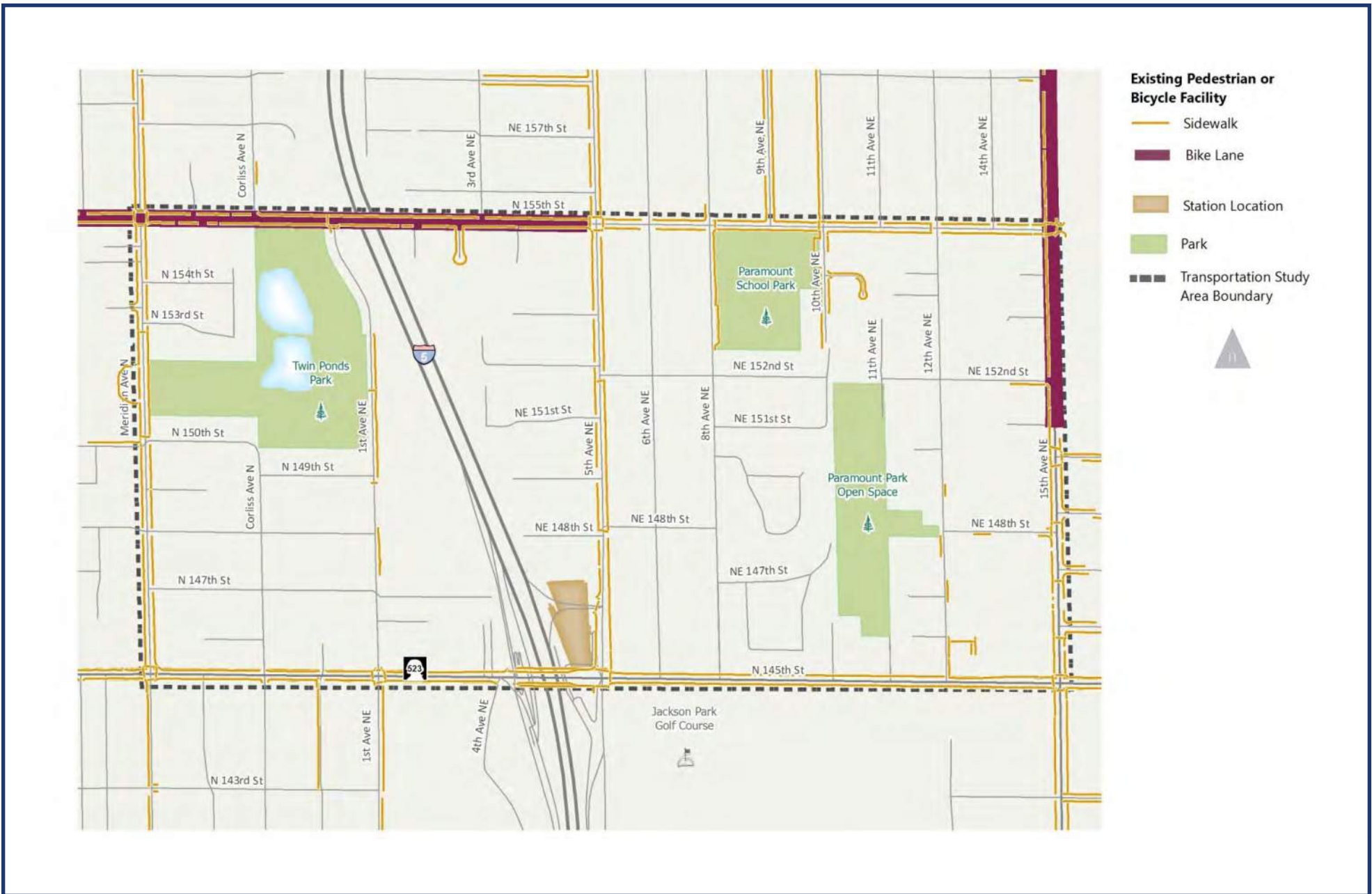
Source: King County Metro, 2014

south corridors within the study area. Sound Transit provides all-day service from downtown Seattle to Lynnwood and Everett, with a stop at the NE 145th Street freeway station. However, this route does not serve the freeway station in the peak travel direction during the peak periods (i.e. there is no service at the southbound stop during the a.m. peak and there is no service at the northbound stop during the p.m. peak). There is no all-day east-west route that travels the entire length of the 145th Street corridor between Aurora Avenue and Lake City. The only east-west all day service in the subarea is along N/NE 155th Street. While Sound Transit routes 510, 511, and 513 and a number of Community Transit routes pass by the study area along I-5, they do not stop at the 145th Street freeway bus station.

### PLANNED TRANSIT SERVICE

While the City of Shoreline does not have direct control over the transit service within its borders, a number of conceptual modifications with light rail deployment are identified in the TMP and King County Metro’s Connect Long Range Plan. The TMP specifies that bus service be redirected to better connect to the station once service begins, especially along N/NE 145th Street. The City will be engaged with King County Metro and Sound Transit over the next two years as part of the development of a Transit Service Integration Plan. The Metro Connects Long Range Plan assumes that three high frequent routes and one Sound Transit Bus Rapid Transit route will serve the NE 145th Street Station by 2040. Additionally, the Lynnwood Link FEIS forecast 2,600-6,000 daily light rail station boardings at the NE 145th Street Station. The Lynnwood Link FEIS noted that long-distance/commuter bus routes near the 145th Street Station could be rerouted to connect with the light rail station as a transfer point in order to provide a faster and more frequent trip.





**FIGURE 3-11: Existing Pedestrian and Bicycle Facilities**

## EXISTING ON-STREET PARKING CONDITIONS

A substantial portion of the subarea is residential in character and does not have on-street parking restrictions. Streets within the subarea where parking is restricted include the main corridor of N/NE 145th Street, portions of 1st Avenue NE between N 145th Street and N 155th Street, 5th Avenue NE south of the I-5 northbound on-ramp, and 15th Avenue NE between NE 145th Street and NE 155th Street. The Lynnwood Link FEIS evaluated parking supply and utilization for an area within a quarter-mile of the proposed station<sup>3</sup>. The study determined that there were 450 unrestricted on-street spaces and 350 off-street spaces in total with a utilization rate of 27 percent for the on-street spaces and 71 percent for the off-street locations. A later section on planned improvements provides a summary of the parking mitigation identified in the Lynnwood Link FEIS.

Due to the limitations of the midday evaluation and the geographic area covered, a qualitative assessment was conducted for the Shoreline 145th Street Station Subarea Plan FEIS during the periods in which residential on-street parking utilization is typically higher, such as evenings and weekends<sup>4</sup>. Within the subarea, there are approximately 1,950 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 of 20 and 30 percent observed along 6th Avenue NE.

## PARK-AND-RIDE FACILITIES (EXISTING AND PLANNED)

King County Metro owns and operates the 68 space North Jackson Park park-and-ride lot at 14711 5th Avenue NE. This lot generally is 100 percent utilized<sup>5</sup>. As part of the Lynnwood Link Extension Preferred Alternative, a 500 space parking garage will be located on the eastern edge of I-5 just north of NE 145th Street in the WSDOT right-of-way and the existing park-and-ride area. The Lynnwood Link FEIS assumed that the garage would be fully utilized during the daytime hours. During the PM peak hour, it was 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<sup>6</sup>.

## EXISTING PEDESTRIAN AND BICYCLE FACILITIES

Bicycle and pedestrian facilities are located sporadically throughout the mobility subarea. Figure 3-11 details the current sidewalk and bicycle infrastructure. Sidewalks exist on both sides of most arterial streets including Meridian Avenue N, 5th Avenue NE, 15th Avenue NE, N/NE 145th Street, and N/NE 155th Street. The quality and condition of these sidewalks varies throughout the subarea. The sidewalks along N/NE 145th Street are typically less than five feet wide, provide little buffer from heavy vehicle traffic, are in various states of repair, and are constricted by utility poles. The only existing bicycle facilities within the subarea are on N/NE 155th Street between Meridian Avenue N and 5th Avenue NE, and on 15th Avenue NE between NE 150th Street and NE 155th Street (these facilities continue beyond the subarea boundary). Currently there is not a direct bicycle connection to the proposed station site.

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. This is also true of bicycle lanes, which are not provided on non-arterial streets.

When the City of Shoreline incorporated in 1995, it assumed jurisdiction of the subarea. 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 (TIP), and Capital Improvement Plan (CIP).

I-5 presents a barrier for east-west bicycle and pedestrian travel, as there are only two crossings within the subarea and they are approximately one-half mile apart. Bicycle lanes and sidewalks are present at N 155th Street. At the NE 145th Street interchange, the existing bridge has narrow, curbside sidewalks and no bicycle facilities. These minimal facilities, combined with heavy traffic volumes, the need for pedestrians to cross freeway on- and off-ramps, and limited north-south crossings, create an uncomfortable environment for pedestrians and bicyclists.

<sup>3</sup> Data were collected mid-week in May 2012. Utilization was counted between 9 am and 11 am and between 1 pm and 4 pm.

<sup>4</sup> Observations were conducted December 2014 on a Sunday between 7 am and 8 am.

<sup>5</sup> King County Metro Park and Ride utilization report Second Quarter 2014

<sup>6</sup> Vehicle volume estimates provided from the Lynnwood Link DEIS

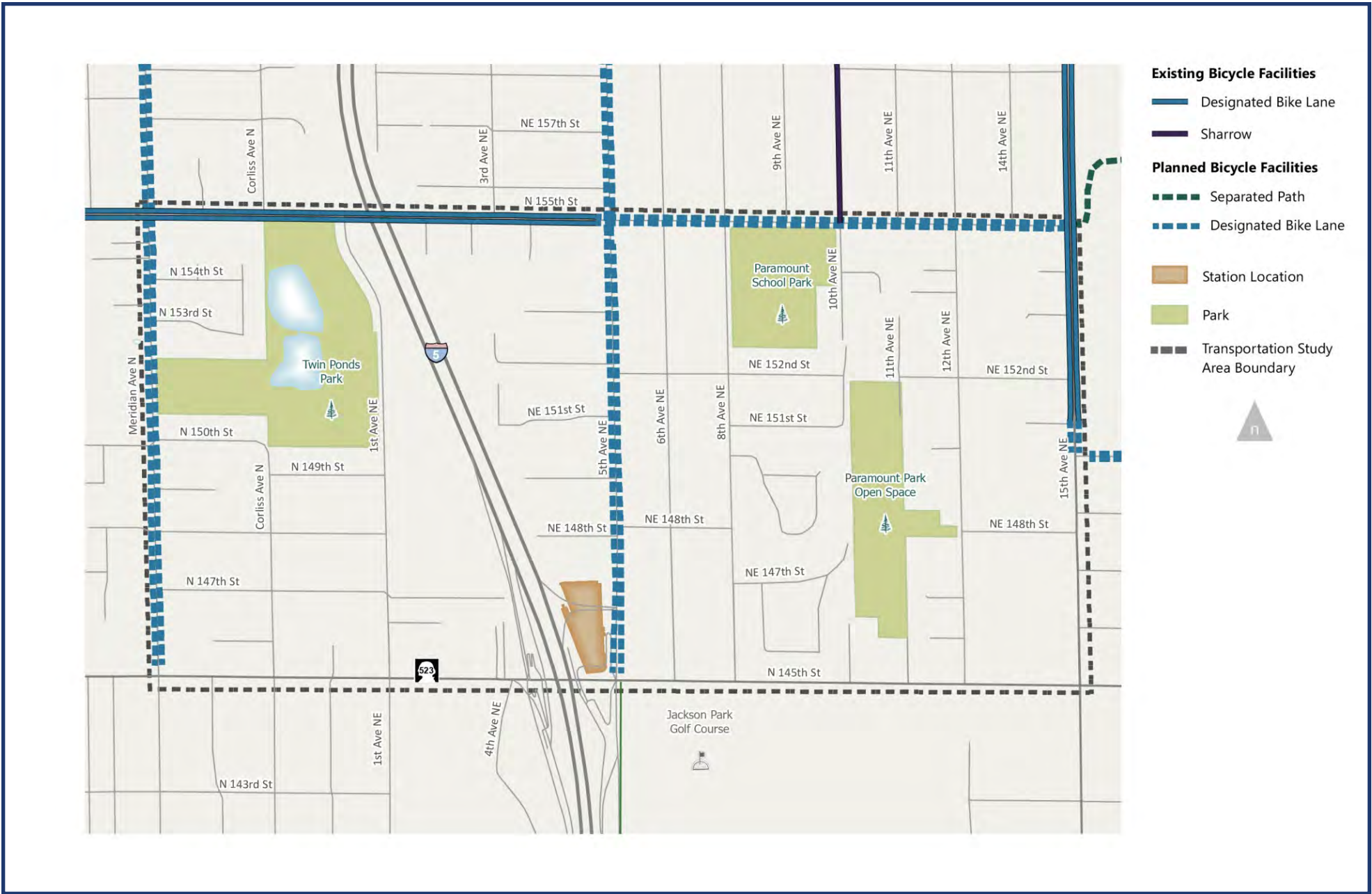
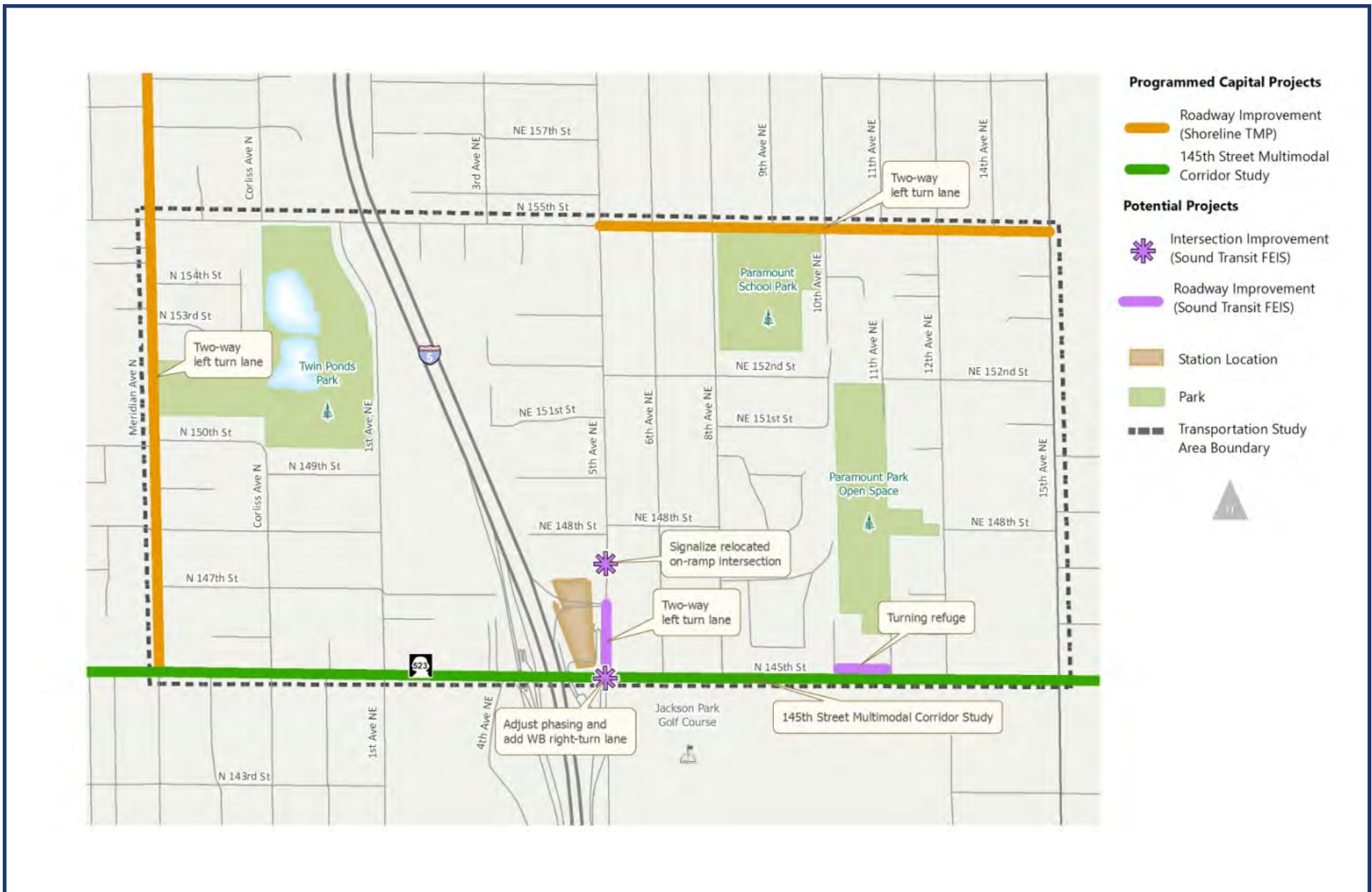


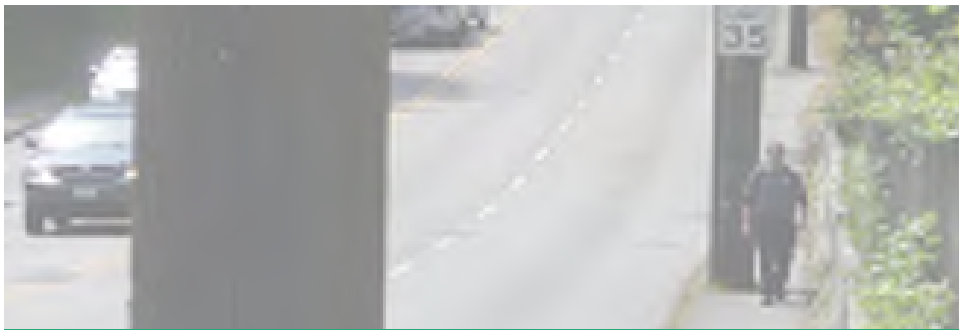
FIGURE 3-12: Bicycle System Plan from the Transportation Master Plan



FIGURE 3-13: Pedestrian System Plan from the Transportation Master Plan



**FIGURE 3-14: Roadway Improvements to Accommodate Growth Identified in the Transportation Master Plan**



**Narrow and Non-ADA Compliant Sidewalk Facilities  
Along NE 145th Street near 10th Avenue NE**

## PLANNED MULTIMODAL TRANSPORTATION IMPROVEMENTS

### PEDESTRIAN AND BICYCLE IMPROVEMENTS

The 2011 TMP identified a number of improvements to address the pedestrian and bicycle connectivity challenges described in the previous subsection. **Figure 3-12** highlights the planned bicycle improvements. **Figure 3-13** details the Pedestrian System Plan, as identified in the TMP. Within the subarea, the Bicycle System Plan recommends adding bicycle lanes along 5th Avenue NE, Meridian Avenue NE, and an extension of the current bicycle lanes along NE 155th Street to 15th Avenue NE. The extension of the bicycle lanes on NE 155th Street east of 5th Avenue NE, as well as bicycle lanes on NE 150th Street between 15th Avenue NE and 25th Avenue NE are part of the Interurban / Burke-Gilman Trail Connectors project that is specified in the 2016-2021 Capital Improvement Program and scheduled for completion in 2016. Bicycle lanes along Meridian Avenue NE and 5th Avenue NE are scheduled for completion at a later date.

The Pedestrian System Plan specifies sidewalk facilities for the minor and collector arterials in the subarea, including 1st Avenue NE, 5th Avenue NE, 15th Avenue NE, Meridian Avenue NE, and NE 155th Street. While several of these streets already have sidewalks, many do not comply with

the City's existing standards for materials, width and/or amenity zones. The 145th Street Multimodal Corridor study addressed sidewalk standards along N/NE 145th Street in addition to bicycle connections.

### VEHICLE TRAFFIC IMPROVEMENTS

**Figure 3-14** highlights projects identified in the TMP as well as in the Lynnwood Link FEIS that are needed to accommodate future planned growth and maintain the City's adopted transportation level of service standard. The TMP calls for the reconfiguration of Meridian Avenue N to allow for a two-way left turn lane from N 145th Street to N 205th Street. NE 155th Street would have a similar treatment, extending the current 3-lane profile from 5th Avenue NE to 15th Avenue NE. Potential traffic improvements listed in Sound Transit's Lynnwood Link FEIS related to a 145th Street station alternative are summarized below. It should be noted that the City of Shoreline has not agreed that these improvements are adequate mitigation for the proposed station.

- ▶ 5th Avenue NE: Two-way left-turn lane between NE 145th Street and the park-and-ride entrance along 5th Avenue NE
- ▶ NE 145th Street / 5th Avenue NE: Add a protected northbound right-turn phase. Add a protected westbound to northbound right-turn lane
- ▶ NE 145th Street / 12th Avenue NE: Add a short refuge area on NE 145th Street for eastbound approach

Additional improvements along N/NE 145th Street were identified in the 145th Street Multimodal Corridor Study and were incorporated into the transportation mitigation measures.

## Existing Population and Trends

Shoreline's overall estimated population in 2015 was 55,439, based on information recently released by the US Census Bureau. Of the total population of Shoreline, an estimated 8,321 people live in the 145th Street Station Subarea (approximately 15.2 percent of the city's population).

Shoreline's population increased in the 1980s and 1990s, remained fairly stable between 2000 and 2010, but recently has started to increase. The city has grown an average of slightly under 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 (ACS). By 2014 the ACS estimates these populations to be: Asian—7,880 (14.5 percent), Black/African American—3,171 (5.8 percent), two or more races—2,696 (5.0 percent), Hispanic/Latino—4,399 (8.1 percent).

The median age of community residents increased from 39 in 2000 to 42 in 2010 and dropped slightly to 41.5 by 2014. "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 15.8 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.

## POPULATION GROWTH TRENDS AND FORECASTS

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. From July 1, 2012 to July 1, 2013, the Seattle-Tacoma-Bellevue metropolitan area ranked tenth in numerical population growth of metropolitan areas of the US, adding 57,514 people. According to Puget Sound Regional Council's 2040 Transportation Plan, our region will add 1.4 million people and 1.1 million jobs by 2040.

Washington State's overall population was 7,061,400 as of April 1, 2016 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, 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.

In a review of other transit-oriented districts around light rail and high-capacity transit in the US, growth rates have varied greatly. Average annual growth rates of around 2 percent are often achieved, but are influenced by a variety of factors.



### *Potential Housing Styles in the Subarea*

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.

### **ESTIMATED ANNUAL POPULATION GROWTH RATE FOR SUBAREA PLANNING PURPOSES**

Given all of the above growth statistics, the estimated average annual growth forecasted for the subarea is around 1.5 percent to 2.5 percent. This is the assumed growth rate for purposes of subarea planning and environmental analysis.

Population, housing, and employment may grow faster or slower than the 1.5 to 2.5 percent annual growth rate in any given year, or for several consecutive years. With the potential adoption of one of the zoning alternatives as a planned action, the City of Shoreline would monitor growth levels to the thresholds defined in the planned action ordinance.

The opportunity and potential for growth in the 145th Street Station Subarea will be higher with the adoption of the proposed mixed use zoning. However, growth would be moderated by potential challenges related to redevelopment, such as the need to aggregate parcels to create

sites large enough for mixed use and multifamily housing. Uncertainty about the market and property owners' interests in redeveloping or selling their properties also moderates the forecast for growth.

### **CAPACITY BUILDING FOR THE FUTURE AND FOCUS OF THE PLANNED ACTION**

Given challenges associated with smaller parcel sizes (and the correlating need to aggregate parcels), redevelopment to the capacity of the proposed zoning for the subarea would take many decades. The rezoning creates capacity for redevelopment over the long term for current and future generations of residents in the subarea. Rezoning also allows flexibility for redevelopment to occur in a variety of locations in the subarea based on property owners' interests and development market influences. The proposed zoning under the subarea plan sets the vision for what could occur over the long term. The plan also defines capital improvement needs and project priorities to support potential redevelopment over the next twenty years, which is the established planning horizon (see Chapter 7). The plan addresses anticipated phasing and locations of redevelopment and makes specific recommendations for public investment in the subarea to support this first stage of growth.



## ASSIGNED GROWTH TARGETS FOR SHORELINE

The King County Countywide Planning Policies (CPPs), adopted to implement the Growth Management Act (GMA), establish housing unit 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 housing units; projected to 5,800 housing units by 2035 (200 housing units per year).

Applying Shoreline's current average household size of 2.4 people per residence, 5,800 new housing units equates to 13,920 new residents by 2035.

Another recent capacity 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 housing units 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 housing and employment capacity, particularly along Aurora Avenue N.

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. (See Chapter 6 for more information about smart growth principles.)

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



*May 2014 145SCC Planning Workshop*

housing and transportation choices and enhancing quality of life through better connectivity in the station subarea also can be realized.

Upzoning to create capacity for more residents and employees in proximity to high-capacity transit also will 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 housing units per year within the last couple of years and is not yet meeting the jobs/employment growth target range.

With adopting of upzoning or rezoning in the subarea, density would be added through various types of multifamily and transit-oriented development (mixed use buildings, condominiums, apartments, townhomes, etc.) allowed under the proposed MUR-70', MUR-45', and MUR-35' zoning categories. Attached single-family homes, cottage housing, accessory dwelling units, duplexes, triplexes, and other multiplexes would be expected to develop (within the proposed MUR-35' zoning), and these types of housing units would provide a transition between the more intensive density in the station vicinity and the traditional detached single family neighborhoods in outer areas.



## Senior Living

With the new transit-supportive densities of housing and mixed use development proposed in the subarea, there will be growing pressure in the single family neighborhoods of the subarea and surrounding neighborhoods for additional housing units as more people seek to live near the station. That said, single family homes will continue to be a protected use in the subarea under any of the new zoning categories. Some homeowners may choose to maintain their homes in their current configurations, while others may renovate or redevelop their properties to maximize density.

### REDEVELOPMENT POTENTIAL AND TIMING

The potential for growth and timing of redevelopment would be influenced by various factors in the subarea, including development market influences and individual property owner decisions on the use of their properties. Implementation of upzoning will maximize opportunities for future redevelopment, increase housing options and choices, and add a considerable amount of new jobs over time.

That said, redevelopment potential is influenced by parcel size. Most properties in the subarea are smaller sized single family lots that would need to be aggregated into larger parcels to create a site size suitable for

redevelopment to the proposed zoning. There are church/houses of worship parcels of larger size west of I-5 and north of 145th Street NE 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.

Because most properties within the subarea are smaller sized single family residential lots and would need to be aggregated, growth in the subarea would be anticipated to occur very gradually over many years. As an example, even if the higher average annual growth rate of 2.5 percent were to occur, it is estimated that it would take approximately 55 years to reach full build-out, and at a 1.5 percent average annual growth rate, it would take 87 years to reach full build-out of the proposed subarea zoning.

## Existing and Planned Housing and Household Characteristics

Planning for expected growth requires an understanding of current housing and housing unit characteristics, as well as economic and market trends and demographics. A summary of the market assessment and economic trends is provided in Chapter 4 of this subarea plan. Below is a summary of current housing 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, as well as more recent data.

### 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 Citizens 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 multifamily) were constructed after 1999. Much of the housing stock is approaching 70 years of age and most is over 50 years old. More and more homeowners are either making substantial renovations to their homes or demolishing existing homes and replacing with new ones. This trend likely would continue absent upzoning in the subarea.

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 subarea are consistent with these described for Shoreline overall, although the subarea has seen less infill construction and redevelopment activity than other areas of the city.



*Example of Low Impact Development*

## 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 one quarter acre in size. In the station subarea, the predominant single family lot size is 8,000 to 10,000 square feet (with some lots around 6,000 square feet). 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 3.2 units per acre.

According to the 2014 ACS, there were 22,271 housing units within the City of Shoreline, an increase of 1,555 since 2000. About 65 percent of these housing units are detached 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 145th Street Station Subarea, including the TAZs associated with the subarea, it is estimated that there are currently 3,467 housing units based on data in the 2010 Census.



*Affordable Housing at High Point in West Seattle*

**Table 3-5: Number of Dwelling Units and Percentage of Housing Types in Shoreline and King County**

| TYPE OF HOUSING   | KING COUNTY    |         | ROADWAY SEGMENT VOLUME-TO-CAPACITY RATIO (V/C) |         |
|-------------------|----------------|---------|--|---------|
|                   | UNITS          | PERCENT | UNITS  | PERCENT |
| <b>2010 Total</b> | <b>851,261</b> |         | <b>22,787</b>                                  |         |
| 1 Unit            | 494,228        | 58.06%  | 16,290   | 71.49%  |
| 2+ Units          | 338,645        | 39.78%  | 6,422  | 28.18%  |
| MH/TR/Spec        | 18,388         | 2.16%   | 75   | 0.33%   |
| <b>2015 Total</b> | <b>893,275</b> |         | <b>23,330</b>                                  |         |
| 1 Unit            | 506,079        | 56.65%  | 16,358   | 70.12%  |
| 2+ Units          | 369,051        | 41.31%  | 6,898  | 29.56%  |
| MH/TR/Spec        | 18,145         | 2.04%   | 74   | 0.32%   |

Source: American Community Survey 2008-2012

**Table 3-6: Average Household Size**

|             | 1980 | 1990 | 2000 | 2010 |
|-------------|------|------|------|------|
| Shoreline   | 2.7  | 2.5  | 2.5  | 2.4  |
| King County | 2.5  | 2.4  | 2.4  | 2.4  |

Source: 1980 Census, 1990 Census, 2000 Census, 2010 Census

While the number of housing units increases in Shoreline each year, population levels show a potential trend toward a decrease in the number of people per household. This is consistent with national trends. However, overall in King County, household size has remained stable since 1990 (see **Table 3-6**). Shoreline’s existing average household size is 2.4 people per dwelling unit.

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). Affordable housing metrics for Shoreline are summarized in the box at the top of page 3-36.

**Figure 3-14** shows wage/income levels for various professions.

## SPECIAL NEEDS HOUSING AND HOMELESSNESS GROUP QUARTERS

Group quarters, such as nursing homes, correctional institutions, or living quarters for people who are disabled, homeless, or in recovery from addictions are not included in the count of housing units reported above. According to the 2010 Census, about 2.6 percent of Shoreline’s population, or 1,415 people, live in group quarters. This is a slightly higher percentage than the 1.9 percent of King County residents living in group quarters. Fircrest in Shoreline, one of five state residential habilitation centers for people with developmental disabilities, provides medical care and supportive services for residents and their families. In 2011, Fircrest had about 200 residents. This reflects a decline from more than 1,000 residents 20 years ago, as many residents moved into smaller types of supported housing, such as adult family or group homes.

## FINANCIALLY ASSISTED HOUSING

As shown in **Table 3-7** financially assisted households for low- and moderate-income individuals and families exist in the City of Shoreline.

In addition to this permanent housing, King County Housing Authority provided 566 vouchers to Shoreline residents through the Section 8 federal housing program, which provides housing assistance to low income renters (City of Shoreline Office of Human Services, 2012).



*Example of Housing in Mixed-use Development*

**Table 3-7: Assisted Household Inventory**

| PROVIDER                      | UNITS        |
|-------------------------------|--------------|
| King County Housing Authority | 669          |
| HUD Subsidized Units          | 80           |
| Tax Credit Properties**       | 272          |
| <b>Total</b>                  | <b>1,021</b> |

Source: City of Shoreline Office of Human Services, 2012

\*\* The Low Income Housing Tax Credit program was created by Congress through the passage of the Emergency Low Income Housing Preservation Act, 1987. When the tax credits expire, these properties may be Converted to market rate housing.

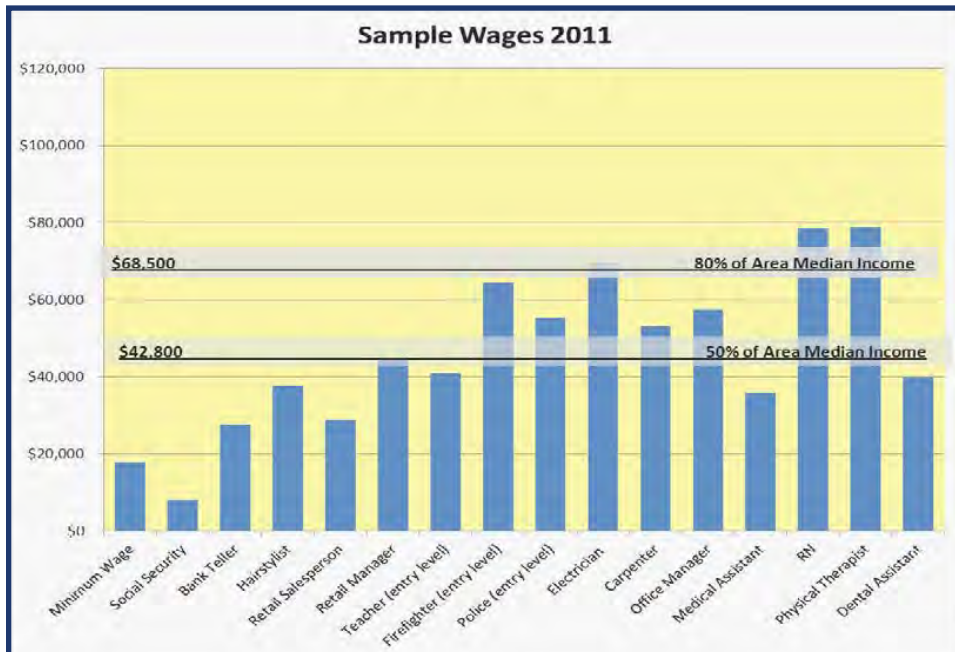
## HOMELESSNESS

According to the Shoreline School District, 376 students experienced homelessness during the 2014-2015 school year. According to the 2016 King County One Night Count of homeless individuals, 138 people were found living on the streets in the north of King County. The increasing rate of homelessness continues to be a growing issue of concern in the overall region.

## 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**

### Emergency and Transitional Housing Inventory

Five emergency and transitional housing facilities provide temporary shelter for their current maximum capacity of 49 people in the City of Shoreline. These facilities focus on providing emergency and transitional housing for single men, families, female-headed households, veterans, and victims of domestic violence. These facilities are listed in **Table 3-8**.

### 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 the 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 multifamily rental units in the community. Refer to **Table 3-9**.

**Table 3-8: Emergency and Transitional Housing Inventory**

| LOCATION                                    | NO. OF OCCUPANTS | FOCUS                        |
|---|------------------|------------------------------|
| Caesar Chavez                               | 6                | Single Men                   |
| Wellspring Project Permanency               | 14               | Families                     |
| Home Step Church Council of Greater Seattle | 4                | Female Head-of-Household     |
| Shoreline Veterans Center                   | 25               | Veterans                     |
| Confidential Domestic Violence Shelter      | 6                | Victims of Domestic Violence |

Source: City of Shoreline Office of Human Services, 2012

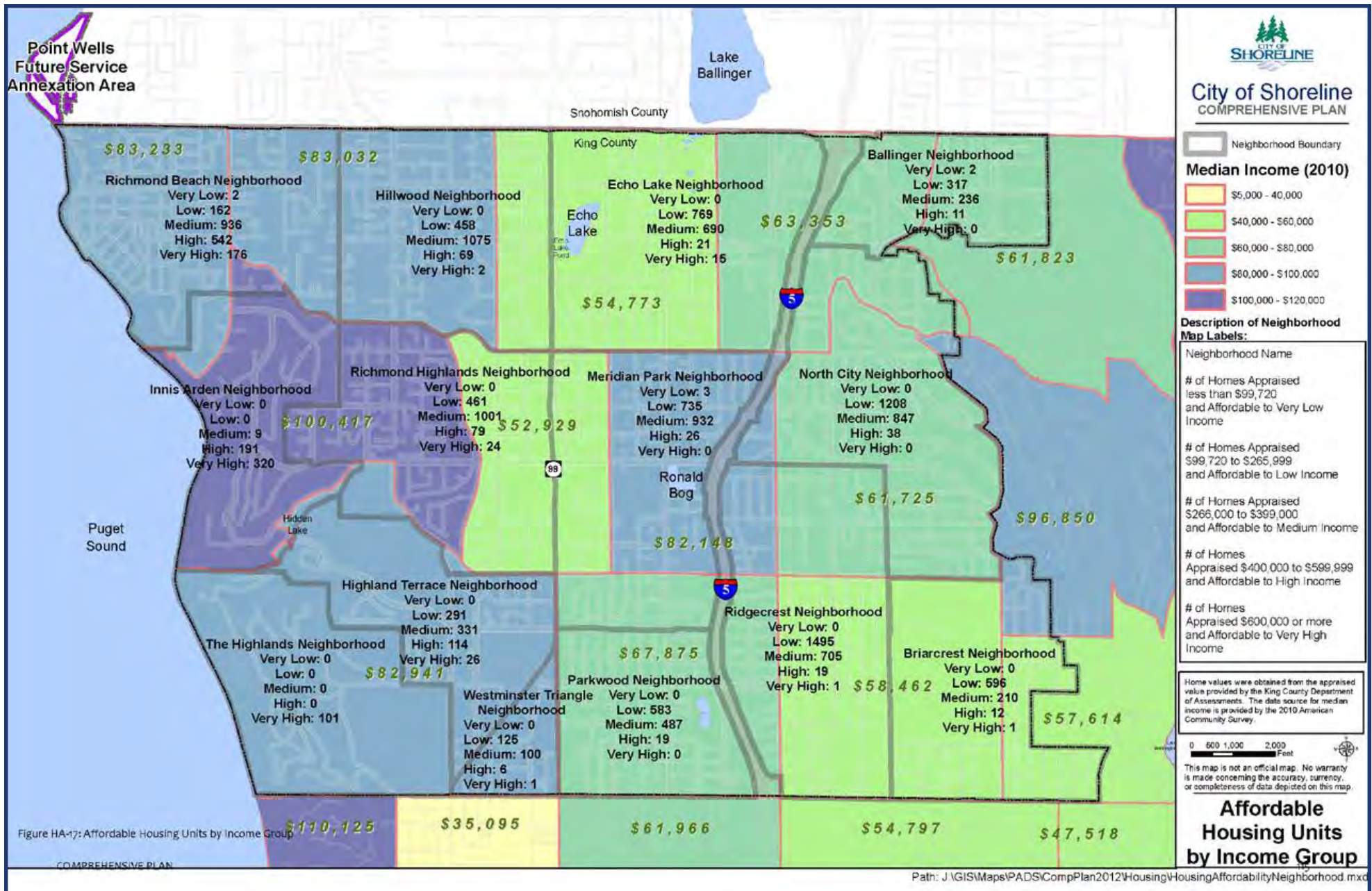


FIGURE 3-15: Affordable Housing Units by Income Group in Shoreline

**Table 3-9: Housing Inventory and Tenure**

|                               | 2000                         | 2010                           | CHANGE 2000<br>TO 2010         |
|-------------------------------|------------------------------|--------------------------------|--------------------------------|
| <b>Total Housing Units</b>    | 21,338                       | 22,787                         | +1,449                         |
| <b>Occupied Housing Units</b> | 20,716                       | 21,561                         | +845                           |
| <b>Owner-Occupied Units</b>   | 14,097<br>68% of<br>Occupied | 14,072<br>65.3% of<br>Occupied | 14,072<br>65.3% of<br>Occupied |
| <b>Renter-Occupied Units</b>  | 6,619<br>32% of<br>Occupied  | 7,489<br>34.7% of<br>Occupied  | +870<br>13.1%<br>Increase      |
| <b>Vacant Units</b>           | 622<br>2.9% of Total         | 1,226<br>5.4% of Total         | +612<br>99.7%<br>Increase      |

Source: City of Shoreline Office of Human Services, 2012

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.

### HOUSING DEMAND AND AFFORDABILITY

Housing demand is largely driven by economic conditions and demographics. Demographic characteristics influence market demand with regard to number of housing units; household size, make-up, and tenure (owner vs. renter); and preference for styles and amenities. For instance, young singles and older 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 2014, 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 27.4 percent of households in 2014. 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 3-10** summarizes the changing characteristics of households.

### A CHANGING COMMUNITY

As previously mentioned, 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 and rose slightly to 69.9 in 2014. 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 multifamily 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 would allow for easier access to neighborhood amenities and services, and could make residents less dependent on autos.



**Table 3-10: Changing Household Characteristics in Shoreline**

|   | 2000                    | 2010                    | CHANGE 2000 TO 2010    |
|---|-------------------------|-------------------------|------------------------|
| <b>Total Households</b>                   | <b>20,716</b>           | <b>21,561</b>           | <b>+845</b>            |
| <b>Households with Children</b>           | 6,775<br>32.7% of Total | 6,015<br>27.9% of Total | -760<br>11.2% Decrease |
| <b>Single-Person Households</b>           | 5,459<br>26.5% of Total | 6,410<br>29.7% of Total | +951<br>17.4% Increase |
| <b>Households w/an Individual over 65</b> | 4,937<br>23.8% of Total | 5,509<br>25.6% of Total | +572<br>11.6% Increase |

Source: 2000 Census; 2010 Census

### 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.

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 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.

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 3-11**.

### 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 3-12** depicts the affordability gap. Since 2010, housing prices have been growing more rapidly than wage growth, further widening Shoreline’s affordability gap.

**Table 3-11: Households by Income Level in Shoreline and King County**

|                                       | SHORELINE   | KING COUNTY   |
|---------------------------------------|-------------|---------------|
| <b>Very Low Income &lt;30% AMI</b>    | 3,154 (15%) | 53,784 (13%)  |
| <b>Low Income 30% to 50% AMI</b>      | 2,580 (12%) | 52,112 (11%)  |
| <b>Moderate Income 50% to 80% AMI</b> | 3,665 (17%) | 76,279 (16%)  |
| <b>80% to 120% AMI</b>                | 4,443 (21%) | 97,116 (19%)  |
| <b>&gt;120% AMI</b>                   | 7,520 (35%) | 216,821 (41%) |

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

**Table 3-12: Affordability Gap**

|                                       | SHORELINE   | KING COUNTY   |
|---------------------------------------|-------------|---------------|
| <b>Very Low Income &lt;30% AMI</b>    | 825 (3.9%)  | 11%           |
| <b>Low Income 30% to 50% AMI</b>      | 2,116 (10%) | 2%            |
| <b>Moderate Income 50% to 80% AMI</b> | 4,886 (23%) | N/A           |
| <b>80% to 120% AMI</b>                | 6,367 (30%) | N/A           |
| <b>&gt;120% AMI</b>                   | 7,520 (35%) | 216,821 (41%) |

Source: King County Comprehensive Plan

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



*Examples of Multifamily Housing*

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 requires 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 households affordable at each income level. **Table 3-13** shows the comparison of affordability gaps in these communities to Shoreline's.

**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 with assessed values that are considered affordable to various income groups. To be affordable, mortgage and expenses, such as property tax, should not exceed 30 percent of the annual household income. The price range for housing affordable for each income group is listed in the legend.

To provide 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 can afford without exceeding 30 percent of their income. There were 735 homes appraised between \$99,720 and \$265,999, which is the price a low income household can afford without exceeding 30 percent of their income.

## RISING HOME VALUES

As in much of the rest of the country, home prices in Shoreline fell during the Great Recession years, but started to rise again in late 2012. Prices have continued to increase and have even recently surpassed their pre-recession high of \$375,300 in June of 2007. The April 2016 median sale price for Shoreline was \$447,700, an increase from the 2007 high of 19 percent. The rapid increase in home values puts increasing pressure on households in Shoreline, and widens the affordability gap for prospective buyers.

## A SEGMENTED MARKET

There has historically been a large discrepancy in the value of homes in the city's various neighborhoods. **Table 3-14** presents 2010 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). Since home prices have risen dramatically in recent years, the market may be less segmented than in the past, but increasingly expensive or out of reach for many Shoreline households



*Affordable Housing in Bend, Oregon*

**Table 3-13: Comparison of Affordability Gap**

|                      | VERY LOW INCOME AFFORDABILITY GAP | LOW INCOME AFFORDABILITY GAP | MODERATE INCOME AFFORDABILITY GAP | 80% TO 120% AMIFORDABILITY GAP |
|----------------------|-----------------------------------|------------------------------|-----------------------------------|--------------------------------|
| <b>Sammamish</b>     | 12.1%                             | 9.6%                         | 10.1%                             | 2.1%                           |
| <b>Mercer Island</b> | 10.1%                             | 8.9%                         | 6.0%                              | 6.7%                           |
| <b>Kirkland</b>      | 9.9%                              | 4.9%                         | N/A                               | N/A                            |
| <b>Renton</b>        | 8.8%                              | N/A                          | N/A                               | N/A                            |
| <b>Shoreline</b>     | <b>8.6%</b>                       | <b>1.2%</b>                  | <b>N/A</b>                        | <b>N/A</b>                     |
| <b>King County</b>   | 8.4%                              | N/A                          | N/A                               | N/A                            |

Source: King County Comprehensive Plan

\* Discrepancy between tables results from use of Countywide household data for comparison with other cities and King County.

**Table 3-14: Single Family Housing Prices**

| NEIGHBORHOOD AREA      | MEDIAN SALE PRICE, 2010 | AFFORDABLE INCOME LEVEL* | AVERAGE CHANGE IN ASSESSED VALUE, 2010-2011 |
|------------------------|-------------------------|--------------------------|---|
| West Shoreline         | \$500,000               | >120% of AMI             | -2.1%                                       |
| West Central Shoreline | \$341,500               | 115% of AMI              | -6.0%                                       |
| East Central Shoreline | \$305,000               | 100% of AMI              | -6.9%                                       |
| East Shoreline         | \$290,000               | 100% of AMI              | -5.2%                                       |

Source: King County Assessor, 2011 Area Reports, 2011 HUD Income Levels

\* Figures given are the percent of 2011 typical family Area Median Income (AMI) required to purchase a home at the 2010 median price. Affordable housing costs are based on 30% of monthly income. Figures are approximate. Additional assumptions were made in the affordability calculation.

**Table 3-15: Shoreline Area Rental Market Rents and Vacancy Rates**

|                                   | 2008  | 2009  | 2010  | 2011  | 2012  | 2013    | 2014    | 2015    |
|-----------------------------------|-------|-------|-------|-------|-------|---------|---------|---------|
| Average Rent                      | \$897 | \$977 | \$949 | \$934 | \$966 | \$1,026 | \$1,070 | \$1,161 |
| Percent Change from Previous Year |       | +8.9% | -2.9% | -1.6% | +3.4% | +9.8%   | +4.3%   | +8.5%   |
| Market Vacancy*                   | 2.7%  | 4.6%  | 7.1%  | 5.0%  | 4.0%  | 2.3%    | 1.9%    | 1.6%    |

Source: Dupree+Scott, The Apartment Vacancy Report

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

## GMA AND REGIONAL POLICIES SUPPORTING AFFORDABLE HOUSING

The Washington State Growth Management Act (GMA) and regional plans include policies for housing. 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.

## **CITY OF SHORELINE AFFORDABLE HOUSING POLICIES AND REQUIREMENTS**

Chapter 20.40.230 of the Development Code currently includes provisions for affordable housing. These provisions were revised through adoption of the 185th Street Station Subarea Plan. In addition, the City has developed draft policies for the subarea that address affordable housing needs, including direction for further implementation work to develop programs. These policies, Development Code provisions, and development standards related to housing and mixed use development in the subarea are summarized in Sections 3.1 and 3.2 of the FEIS.

In May 2015, the Housing Development Consortium of Seattle-King County awarded the City of Shoreline the Municipal Champion Award for its leadership in supporting affordable housing opportunities in Shoreline and across the region. The award recognizes the City's efforts to create an equitable community through tools like incentive zoning and impact fee exemptions for affordable housing that were adopted through the 185th Street Station Subarea Plan. These same regulations would apply to the 145th Street Station Subarea, including many incentives and requirements to build affordable units within developments or pay into a housing trust fund to support development of local affordable housing options. The City intends to continue to work with regional organizations and local non-profits to provide greater affordability over time.



*Twin Ponds*

# Market Outlook and Economic Development Potential

# 4

## 145th Street Station Subarea Plan

### Summary of Key Findings of Subarea Market Assessment

A market assessment was completed in August 2014 by Leland Consulting Group (LCG) to inform the subarea planning process. The analysis is intended to identify the type, scale, and phasing of real estate development likely to be feasible within the station subarea, and provide a preliminary list of the actions that the City could take to encourage transit-oriented development (TOD).

Key findings of the market assessment included:

- ▶ **CONTEXT: TOD AND INFILL DEVELOPMENT.** Over the past decade, there has been a major national trend favoring TOD and infill—urban development that takes place within the fabric of existing cities and suburbs. According to the US Census and Wall Street Journal, “many U.S. cities are growing faster than their suburbs for the first time in decades, reflecting shifting attitudes about urban living.” A new generation of Americans (Generation Y) is seeking out active and exciting urban neighborhoods, while America’s biggest generation (the Baby Boomers) is now retiring, and also in many cases, looking for a more compact, connected, and urban lifestyle. While urban central city locations will continue

to fare well, places that mix the best of suburban and compact, mixed-use qualities may be the most desirable. Transit is important to all demographic groups, with 52 percent of those polled nationwide stating that access to transit is an important factor in their choice of where to live. These demographic and consumer preference trends are very much in play in the Puget Sound region, where development trends during and following the recession have swung dramatically towards infill in places like Seattle, Bellevue, Mill Creek, and Bothell. Leland Consulting Group (LCG) expects these demographic demand drivers to remain in place for many decades, as the 145th Street Station Subarea redevelops.

- ▶ **THE STATION SUBAREA.** The station subarea benefits from the fact that Shoreline is a desirable community, with a reputation for good neighborhoods, parks, trails, schools, and safety. The Link light rail will also create a convenient connection to key destinations, notably the region’s most important jobs center, downtown Seattle, as well as SeaTac Airport, the University of Washington, Northgate Mall, and other communities to the north.

However, there will be challenges to development in the station subarea as well. These include a high degree of parcelization (many small properties in diverse ownership), little “center” or sense of place as yet, a pedestrian and bicycle network that is disconnected in some key locations, topography, and a challenging transportation and pedestrian environment on 145th Street. Similar challenges have been overcome elsewhere and can be overcome in Shoreline with the right plan, implementation strategy, investment, and time.

- ▶ **HOUSING MARKET.** Housing—including townhouses, apartments, and condominiums—is the most prevalent land use in TOD outside of central cities. One reason is that most transit trips are home-to-work trips, and people choose to live where they can take transit to work or school. Because Shoreline and the primary market area are projected to grow through 2035 and beyond, and because Shoreline should continue to attract medium- and higher-income households that can afford new housing, the station subarea has the potential to capture between 500 and 800 dwelling units during the first 20 years of development; over a 50 year period, the station subarea could attract between 1,300 and 2,000 housing units. In the first 20 years of development, new housing types are likely to range from two- and three-story townhouses to five- to seven-story mixed use mid-rise projects. In later years, taller projects may be possible. Thus, there will be demand for housing. However, the main challenges for this and other types of development summarized below will be land supply, and “place making”—creating an interesting, vibrant, people-oriented place at the station or nearby that will attract those looking for housing.
- ▶ **RETAIL MARKET.** As the population in the station subarea and throughout Shoreline continues to grow, these new households will generate new demand for retail and commercial services. In addition, there will be some potential to capture retail spending that is currently “leaking” out of Shoreline, and to replace

obsolete retail space. Within a 20-year timeframe, most retail is likely to be “pulled” into place as part of mixed-use projects, with housing above and some retail on the ground floor. Such retail and commercial space can provide a tremendous benefit, as restaurants, coffee shops, dry cleaners, day care, financial services, and other small tenants can enable residents and workers to accomplish many errands within one trip or a short walking distance, and create a sense of place in the station subarea. Over the long term (20 years or more), there will be potential to add larger scale retail: a grocery, pharmacy or small general merchandise store, along with more of the “in-line” retailers mentioned above. High quality access from arterial roads, sizeable floor plates (likely between one and two acres), and parking are very important to these types of retailers, and therefore a large site with immediate access to 145th Street and the station would be needed, which underscores the current challenges of land supply. Such larger scale retail would also take place as part of a mixed use project. Over 20 years, between 67,000 and 100,000 square feet of retail could be captured at the station subarea. Retail demand and needs should be revisited once this scale of retail development has been achieved.

- ▶ **OFFICE MARKET.** The Northend, stretching from Shoreline to Everett, has historically captured very little of the Puget Sound office market. Looking forward, there are a number of factors that suggest that it will be difficult to attract a significant amount of Class A or B office space to the station subarea. Office development tends to locate at the highest volume transportation nodes in a given region, such as downtown Seattle or major suburban freeway interchanges. In suburban locations, office parking requirements tend to be high, and therefore difficult to accommodate in land-scarce station subareas. Finally, the current suburban office development outlook is not promising, with virtually all new office development taking place in downtown Seattle and the Eastside.



Given this context, LCG recommends that plans for the station subarea focus on attracting ground floor “commercial office”—financial services, medical and dental offices, architecture and design firms, etc.—that have modest space demands, a local service area, and can fit in next to retailers. Such office space is assumed in the retail capture figures above. Second, the City should look to larger-scale development sites on Aurora or 15th Avenue NE for significant office development. Finally, the City should revisit the potential for additional office space once a dynamic place has been established through the development of significant housing, retail, and public spaces.

- ▶ **OTHER USES.** Major health care facilities, higher or primary education, government facilities, and other uses are also potential candidates for the station subarea, but are not “market-driven.” These uses typically depend on independent decisions made by local institutional leaders, and LCG did not review the potential for these uses as part of this analysis.
- ▶ **EMERGING VISION.** While a specific vision has not yet been adopted for the station subarea, LCG’s understanding is that the findings and recommendations summarized above are consistent with input that has been gathered from City Council and community events. This input has focused on concentrated nodes of development, improved east-west connectivity, Fifth Avenue NE as a “neighborhood boulevard,” and protected and enhanced parks, spaces, and natural resources.

Each of these key findings are described in more detail on the following pages. Implementation recommendations of the Market Assessment are provided in Chapter 7.



## Context: Transit Oriented Development (TOD) and Infill Redevelopment

Beginning in the 1990s and continuing to the present, the geographic focus of real estate development nationally has shifted from outward expansion towards transit oriented development (TOD) and infill—urban development that takes place within the fabric of existing cities. While lower-density, single use development will continue for the foreseeable future, a greater share of investment and development is likely to happen in places like Shoreline’s 145th Street Station Subarea. According to Alan Ehrenhalt, author of *The Great Inversion*:

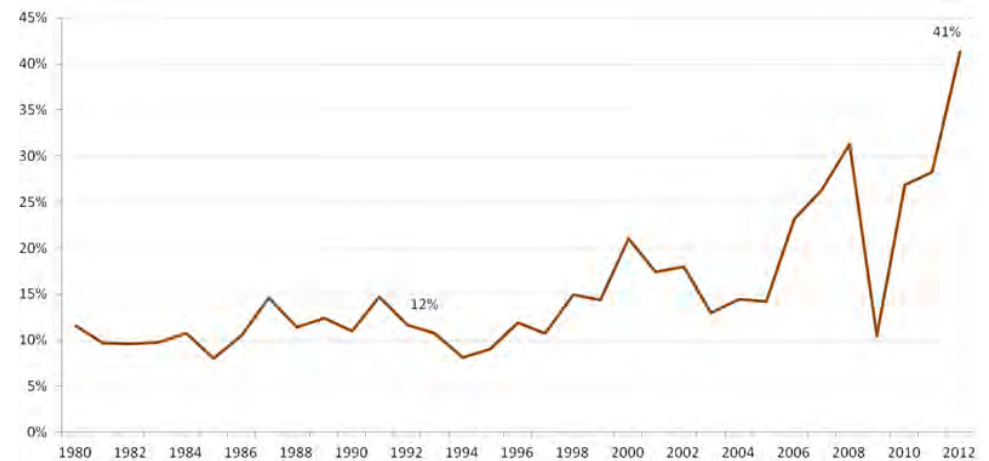
Between 1990 and 2007, central cities increased their share of housing permits within their metropolitan areas by more than double, the Urban Land Institute found. This continued after the housing recession caused the number of permits to plummet in the outer suburbs. What is more, statistics show, housing in cities and inner suburbs held their value during the recession far better than their exurban counterparts. There is a thirst for urban life among Millennials. It shows up in polls, in anecdotal conversation, in blogs and other casual writing. It is not based primarily on watching television shows such as *Friends* or *Seinfeld*, though those should not be discounted.

**Figure 4-1** to the right shows the impact of the “great inversion” trend in the Puget Sound region through the City of Seattle’s “capture rate” of all residential building permits issued region-wide by year. During the 1980s and 1990s, Seattle’s capture rate hovered between 10 and 15 percent. Beginning in the late 1990s, this rate began to increase rapidly. In 2012 (the most recent year for which data is available from the federal government), Seattle captured 41 percent of all regional housing permits. This is just one indication of the demand for urban living; other examples are visible in Bellevue, Bothell, Mill Creek, and other cities in the region.



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

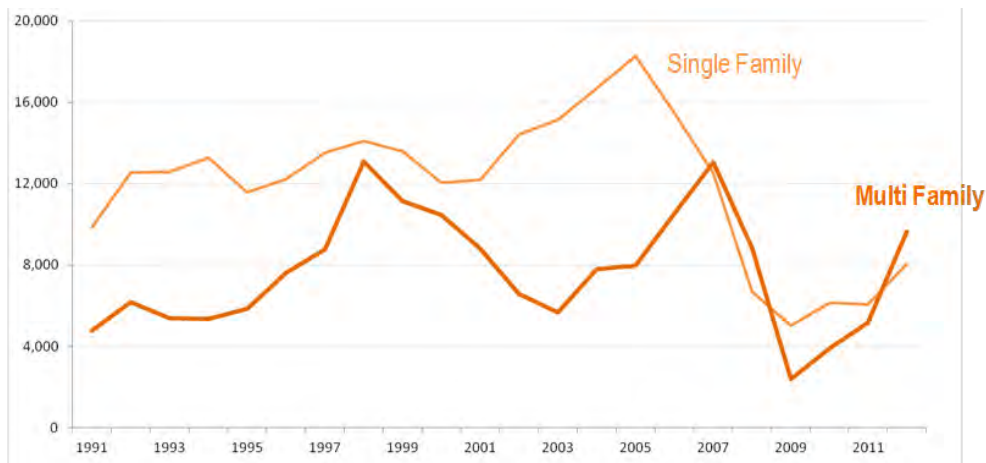
**FIGURE 4-1: City of Seattle Capture Rate of All Puget Sound Residential Building Permits**



Source: United States Department of Housing and Urban Development, Leland Consulting Group.

Figure 4-2 shows another indicator of shifting residential demand, with the number of multifamily housing permits overtaking single family housing permits in 2012. This likely represents both a short-term cyclical phenomenon and a longer-term consumer preference trend. While single family permits are likely to once again surpass the number of multifamily permits, multifamily is likely to capture a larger share of development than it did in the early 1990s and early 2000s.

**FIGURE 4-2: Single Family and Multifamily Building Permits, Puget Sound Region**



Source: United States Department of Housing and Urban Development, Leland Consulting Group.

Figure 4-3 shows the a 2014 forecast of “development prospects” by the Urban Land Institute (ULI), a national professional organization for developers, real estate investors, and land use professionals. Consistent with all years following the recession, infill product types such as infill housing and urban mixed use properties are viewed as the most promising development prospects.

**FIGURE 4-3: Development Prospects by Property Type, 2014**

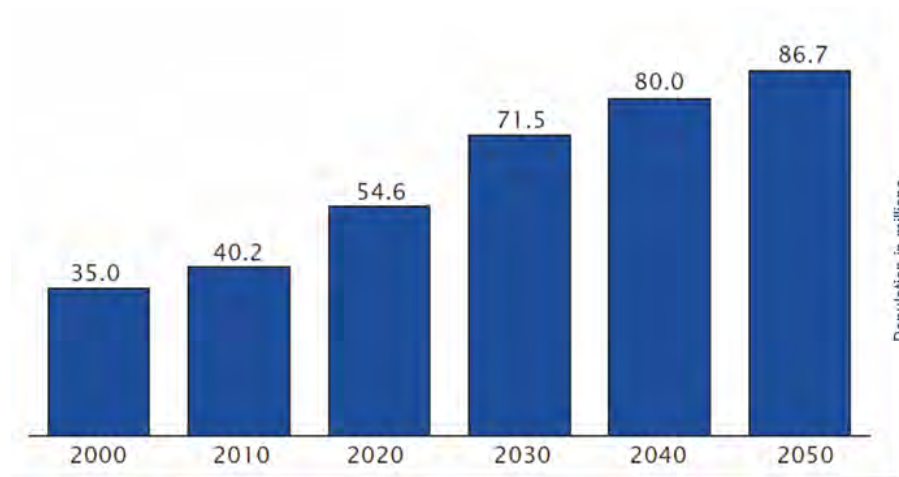


Source: Urban Land Institute, Leland Consulting Group.

Senior housing, student housing, and apartments—all of which may be good fits for the station subarea—are viewed as fair or above. Single use properties, particularly hotels, retail, and office, are generally viewed as the most risky type of development given today’s market conditions. Single family housing development has come back dramatically after being viewed as a very poor prospect for about five years.

As **Figure 4-4** shows, the number of Americans 65 years old and older will be growing dramatically in coming decades; in almost all metropolitan regions, the largest amount of population growth will come from these 65 and older households in the next two decades. The location preferences of these households varies widely: some will move to sunnier climes and others will stay in their current homes indefinitely.

**FIGURE 4-4: Population Aged 65 and Over, United States**



Source: Urban Land Institute, Leland Consulting Group.

However, most research shows that, on the whole, those in the Baby Boom generation and older 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 households.

**Figure 4-5** shows some results of “American in 2013: Focus on Housing and Community,” a national survey conducted by the Urban Land Institute. The figure shows the percentage of all adults, and members of Generation Y as a subset of all adults, who ranked various neighborhood features as “important” or “very important” (6 or more on a scale of 1 to 10). This survey and others like it reveal two findings. First, access to transit is important to a majority of Americans, particularly younger Americans. Second, it is one among a large number of neighborhood characteristics that influences where people decide to live and work. One takeaway for station subarea planning is that cities and their partners need to make sure that many of these attributes are in place in order to realize true TOD.

**FIGURE 4-5: Development Prospects by Property Type, 2014**

| Community Attribute                  | % who say it's important: |       |
|--------------------------------------|---------------------------|-------|
|                                      | All Adults                | Gen Y |
| Convenience to public transit        | 52                        | 57    |
| Neighborhood Safety                  | 92                        | 88    |
| Quality of Public Schools            | 79                        | 87    |
| Space between neighbors              | 72                        | 69    |
| Short distance to work or school     | 71                        | 82    |
| Distance to medical care             | 71                        | 73    |
| Walkability                          | 70                        | 76    |
| Distance to shopping/entertainment   | 66                        | 71    |
| Distance to family and friends       | 63                        | 69    |
| Distance to parks/recreational areas | 64                        | 68    |

Source: American in 2013: Focus on Housing and Community, Urban Land Institute, 2013.

## Light Rail Stations/Transit Oriented Development adjacent to Interstate Highways

As a component of this market analysis, LCG was asked to review comparable light rail stations and surrounding transit oriented development that are located within highway rights of way, and the development that has taken place in surrounding station subareas. LCG studied a wide variety of station subareas. The figures on this page and on the following page show the two station subareas with the most relevant lessons for the 145th Street Station Subarea.

Center Commons, a 4.9-acre development pictured in **Figure 4-6**, was developed immediately south of the NE 60th Avenue light rail station in Portland, Oregon. The station boarding platform is within the Interstate 84 right of way, essentially at the grade of highway traffic, and below the grade of surrounding streets. Despite the lack of appeal or ambiance at the station subarea, Center Commons and other nearby development has been successful. Center Commons includes five different development components, including market-rate rental, ownership, senior, and affordable housing at a variety of different scales, from two to five stories. The shared public spaces are also of high quality, and the southeast corner of the block is occupied by a historic building and restaurant that was retained. The City of Portland (Portland Development Commission) and the regional government (Metro), were both involved in land acquisition, land value write-down, land sales, and other elements of the project. The project contains a total of 288 units at an average density of 65 units per net acre. Metro estimates that the project results in a net increase of approximately 45,800 transit trips per year.

Several key lessons learned are:

- ▶ Attractive and successful transit-oriented development adjacent to a freeway is possible.
- ▶ Most development at Center Commons is oriented towards the surrounding neighborhood and away from the freeway and

**FIGURE 4-6: NE 60th Avenue Station and Center Commons, Portland, Oregon**



Source: *American in 2013: Focus on Housing and Community*, Urban Land Institute, 2013.

station. The most attractive and successful public places are also somewhat distant from the freeway. It may be important to buffer development from the freeway.

- ▶ Proactive public sector agency involvement can help to spur development.

**Figure 4-7** shows the Hollywood light rail station area in Portland, Oregon, about one mile west of the NE 60th Avenue Station shown above. The station boarding platform is also within the Interstate 84 right of way, essentially at the grade of highway traffic, and below the grade of surrounding streets.

Key lessons learned from this station are:

- ▶ A pedestrian and bicycle bridge/highway crossing was built, separate from the primary arterial roadway (39th Avenue), which significantly improves the non-auto connectivity in the area. This station would be far less accessible without the pedestrian and bicycle bridge.
- ▶ A wide variety of infill development has taken place in this station subarea, ranging from townhouses to mid rise (generally five story) mixed use projects.

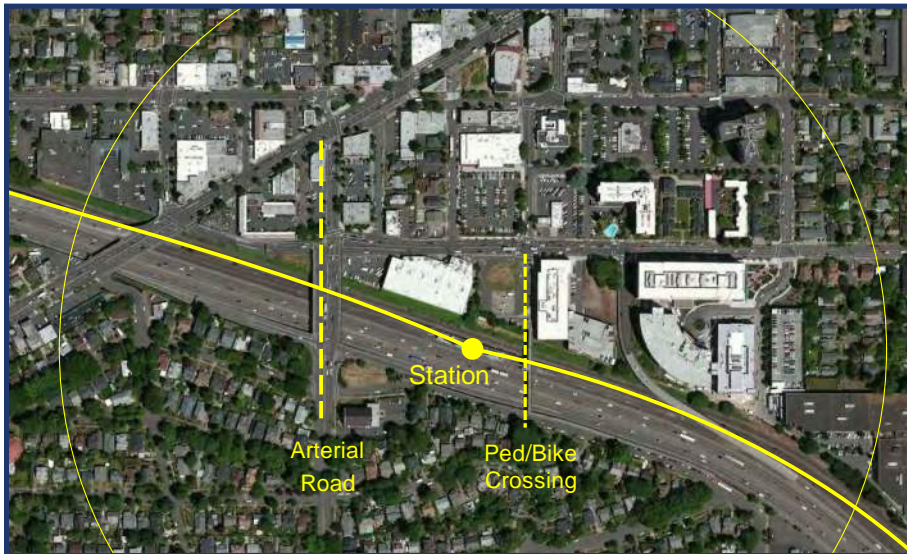
<sup>1</sup> Leland Consulting Group site visits, and Center Commons Project Profile, Metro [http://www.oregonmetro.gov/sites/default/files/centercommons\\_final.pdf](http://www.oregonmetro.gov/sites/default/files/centercommons_final.pdf)

## Shoreline and the Station Subarea

Figures 4-8 and 4-9 on the following page summarize some of the key demographic attributes of Shoreline, the 145th Street Station Subarea's residential "primary market area," King County, and the Puget Sound region (Seattle Metropolitan Statistical Area or MSA). The primary market area includes the City of Shoreline and parts of Lake Forest Park and North Seattle, and is the area from which new housing development at the station subarea is most likely to draw residents. Some key takeaways from Figure 4-8 include:

- ▶ Median household incomes in Shoreline, the market area, and King County are all above \$65,000 per year. This indicates a large population of middle- and upper-income households with the capacity to rent or buy new housing and spend retail dollars in the station subarea.

**FIGURE 4-7: Hollywood Light Rail Station Subarea, Portland, Oregon**



Source: *American in 2013: Focus on Housing and Community*, Urban Land Institute, 2013.

- ▶ Shoreline and the market area both have high percentages of households in the 55+ and 65+ age categories. As stated above, this is an important demographic group for TOD and infill development. Many of these households will be looking to downsize and "age in place" near where they already live. Shoreline should be ready to keep many of these residents local, either in market rate infill or age-restricted development.
- ▶ By contrast, Shoreline has a low share of 25 to 34 age households, and these types of households, which tend to locate in higher density environments, may be more difficult to attract to the City and station subarea. However, the light rail represents a promising opportunity to attract more younger households because it will provide a direct rail connection to University of Washington and North Seattle Community College.
- ▶ 64 percent of Shoreline households, and 68 percent in the market area, have one or two people, which are the most likely to choose TOD or infill development. This is a very large market: more than 38,000 households in the current market area.

Some key takeaways from Figure 4-9 below include:

- ▶ All the geographical areas reviewed have highly educated populations, particularly the primary market area and King County. About two-thirds of the households in the City, market area, and King County are employed in white collar work. Both education and white collar employment are correlated with interest in urban living.
- ▶ 63.5 percent of the households in Shoreline are owners, more than the other areas compared. This is likely also a reflection of the older households in Shoreline and prevalence of single family homes. There should be an opportunity to add rental housing stock to the mix, particularly to the degree that 55+ households can be retained and younger households added.

Key:

Lower Higher

Compared to the other geographical areas shown below.

| Demographic Attribute                  | City of Shoreline | Primary Market Area | King County WA | Seattle MSA (Tacoma, Bellevue, Seattle) |
|--|-------------------|---------------------|----------------|---|
| <b>Population</b>                      | 55,001            | 129,353             | 2,016,956      | 3,579,892                               |
| <b>Number of Households</b>            | 22,445            | 56,616              | 824,051        | 1,413,782                               |
| <b>Family Households (2010 Census)</b> | 61%               | 55%                 | 59%            | 62%                                     |
| <b>Household Size (Average)</b>        | 2.39              | 2.24                | 2.40           | 2.48                                    |
| <b>Household by Size (2010 Census)</b> |                   |                     |                |   |
| 1 - 2 person household                 | 64%               | 68%                 | 64%            | 62%                                     |
| 3 - 4 person household                 | 29%               | 26%                 | 28%            | 29%                                     |
| 5+ person household                    | 7%                | 6%                  | 8%             | 9%                                      |
| <b>Median Household Income</b>         | \$68,069          | \$60,745            | \$71,992       | \$66,838                                |
| <b>Per Capita Income</b>               | \$35,102          | \$35,752            | \$39,014       | \$35,056                                |
| <b>Population by Age</b>               |                   |                     |                |   |
| 0 to 24                                | 26%               | 26%                 | 30%            | 32%                                     |
| 25 to 34                               | 13%               | 15%                 | 16%            | 15%                                     |
| 35 to 44                               | 13%               | 14%                 | 15%            | 14%                                     |
| 45 to 54                               | 15%               | 14%                 | 14%            | 14%                                     |
| 55 to 64                               | 16%               | 15%                 | 13%            | 13%                                     |
| 65+                                    | 17%               | 17%                 | 12%            | 12%                                     |
| <b>Median Age</b>                      | 43.4              | 41.7                | 37.8           | 37.5                                    |

Source: ESRI Business Analyst, US Census, Leland Consulting Group

FIGURE 4-8: Demographic Summary

| Demographic Attribute           | Shoreline City<br>WA | Primary Market<br>Area | King County<br>WA | Seattle MSA<br>(Tacoma, Bellevue,<br>Seattle) |
|---------------------------------|----------------------|------------------------|-------------------|---|
| <b>Education and Employment</b> |                      |                        |                   |   |
| Less than High School           | 8.1%                 | 7.9%                   | 7.9%              | 8.5%  |
| High School or Equivalent       | 17.1%                | 16.2%                  | 17.0%             | 21.3%   |
| Associate's or some college     | 31.5%                | 29.9%                  | 29.1%             | 32.7%   |
| Bachelor's or Advanced Degree   | 43.3%                | 45.8%                  | 45.9%             | 37.5%   |
| <b>Occupation</b>               |                      |                        |                   |   |
| "White Collar"                  | 66.8%                | 68.2%                  | 69.1%             | 65.1%   |
| "Blue Collar"                   | 15.7%                | 14.4%                  | 14.9%             | 17.9%   |
| <b>Housing</b>                  |                      |                        |                   |   |
| Median Home Value               | \$375,245            | \$399,840              | \$421,752         | \$347,693                                     |
| <b>Household Tenure</b>         |                      |                        |                   |   |
| Owner Occupied Housing Units    | 63.5%                | 55.7%                  | 57.2%             | 59.7%   |
| Renter Occupied Housing Units   | 36.5%                | 44.3%                  | 42.8%             | 40.2%   |

Source: ESRI Business Analyst, US Census, Leland Consulting Group

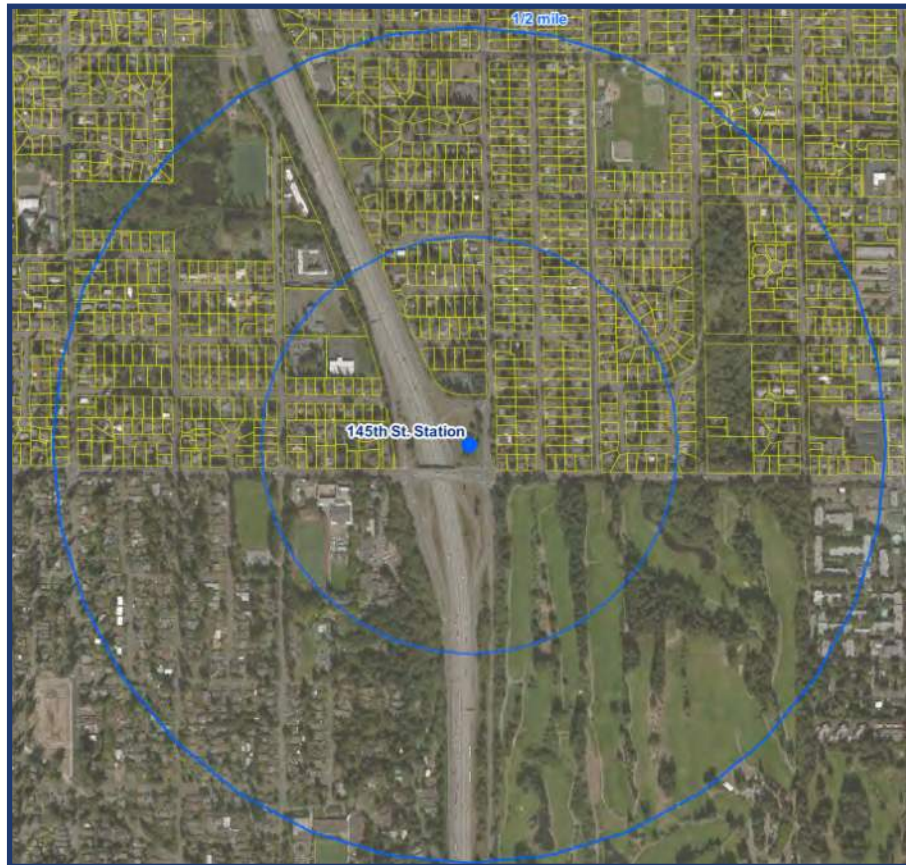
**FIGURE 4-9: Demographic Summary (Continued)**



## The Station Subarea

**Figure 4-10** shows the 145th Street Station Subarea with a one-quarter-mile circle (smaller blue circle), which represents about a 5 minute walk, and a one-half-mile circle, which represents a 10 minute walk. Most walk-in transit users tend to come from within this half-mile circle, and about 60 percent of transit users walk to transit.

**FIGURE 4-10: The 145th Street Station Subarea**



Source: Leland Consulting Group

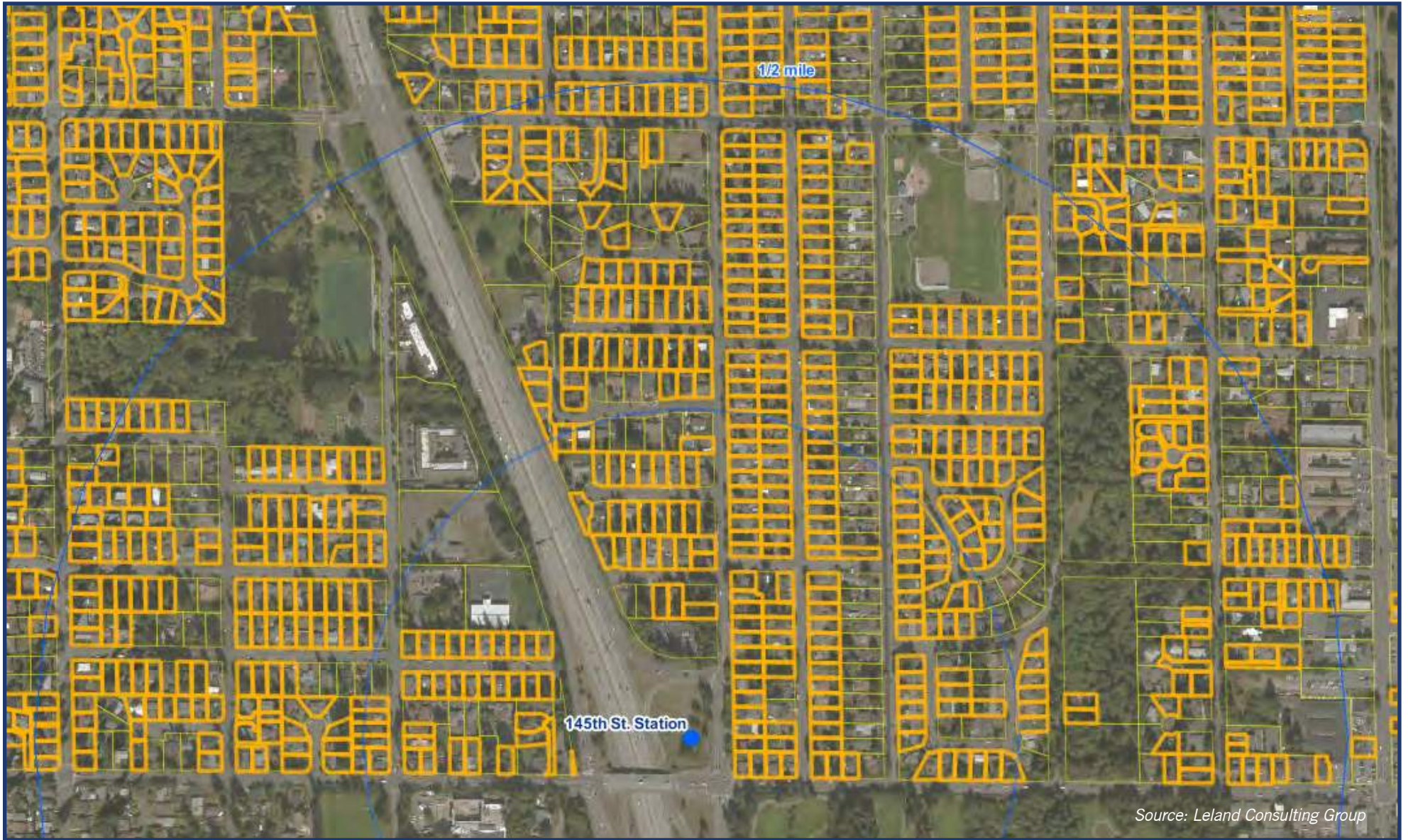
A key feature of the station subarea is that the north half is located in the City of Shoreline and the south half is located in the City of Seattle. While this is a very important distinction in terms of the provision of services and jurisdictional control, the market—potential residents, shoppers, business tenants, and other users who drive real estate demand—is typically less attuned to this distinction. In addition, the urban environment in Seattle will, for better or worse, influence users' perceptions of the station subarea in Shoreline.

## Parcel Sizes

**Figure 4-11** shows a key feature of the station subarea vis-à-vis large scale redevelopment: a majority of properties are relatively small. In **Figure 4-11**, all lots that are 8,500 square feet or less are highlighted. Most of the other single family residential lots are approximately 10,000 square feet in size.

Diverse property ownerships, relatively small property sizes, and relatively high improvement (home) values present challenges for large scale development projects. A modest sized mixed use project can easily be 1.5 acres, which would require the acquisition of eight contiguous single family home lots within a narrow timeframe, and in the right location. This can be very time consuming and logistically challenging, and therefore developers will seek out large lots when possible. Zoning and regulation can encourage higher density development and provide density or other incentives for larger projects.

There are five large-lot properties (ranging in size from about one to three acres) to the northwest of the station and across I-5. These are the most obvious large-scale “development opportunity sites” in the ½ mile station subarea. The three southern properties are occupied by religious institutions; the two northern properties are occupied by Aegis, an assisted living provider. While they are opportunity sites, they are also privately owned, on the opposite side of I-5 from the station, and cannot be accessed to the south except via 1st Avenue NE.



**FIGURE 4-11: 145th Street Station Subarea: Lots of 8,500 Square Feet or Less Highlighted**

**Figure 4-12** shows the view from 145th Street, looking northwest, with the future Link light rail station just to the north. This photograph shows that Interstate 5 creates a significant east-west division in the station subarea that will be difficult to bridge. 145th Street is a high volume arterial with narrow sidewalks. Urban streets that are most welcoming for mid- or high-rise development typically have wide sidewalks (eight to 15 feet) that include trees/planter strips, and on street parking. Through the 145th Street Corridor Study, the City examined ways to make 145th Street more functional for all modes of travel, including pedestrian, bike, and transit. 145th Street slopes up to the west, which will make ground-floor retail on this street challenging; developers only build retail on sloped streets in the most high-density urban districts.

**FIGURE 4-12: Looking Northwest from 145th Street/ Link Light Rail Station**



Source: Leland Consulting Group  
Note: the station location is approximate

These station-area challenges underscore the importance of looking to side streets such as 5th Avenue NE to create the most active, pedestrian friendly places. Side streets gain some exposure to the traffic on 145th Street, which will benefit retail, while having a naturally more pedestrian friendly character.

## Key Concepts for a Strong Station Subarea

Five key concepts have helped to shape the 145th Street Station Subarea Plan, and these concepts are generally consistent with the findings of this market analysis.

- ▶ **CONCENTRATED DENSITY IN NODES OF DEVELOPMENT:** The subarea has capacity to support greater housing density, mixed use and transit-oriented development. Interest was expressed in focusing the highest density of development and redevelopment around key assets and key intersections, while retaining the residential neighborhood character of much of the subarea.
- ▶ **IMPROVED EAST-WEST CONNECTIVITY FOR PEDESTRIANS AND BICYCLISTS:** Improved routes and connectivity for pedestrians and bicyclists have been expressed as a top priority by the community. Three important points were raised: the idea of an enhanced bus feeder system connecting activity centers to the light rail station; the prioritization of East-West transit connections along NE 145th Street and other key streets; and an East-West pedestrian and bicycle bridge spanning I-5.
- ▶ **5TH AVENUE AS A NORTH-SOUTH NEIGHBORHOOD BOULEVARD:** Viewed as an important corridor linking the 145th Street Station and the 185th Street Station subareas, 5th Avenue was envisioned by many as a distinct, walkable and human-scale neighborhood boulevard and commercial corridor, anchored by higher-density mixed-use development at key nodes.



### Housing Style Opportunities

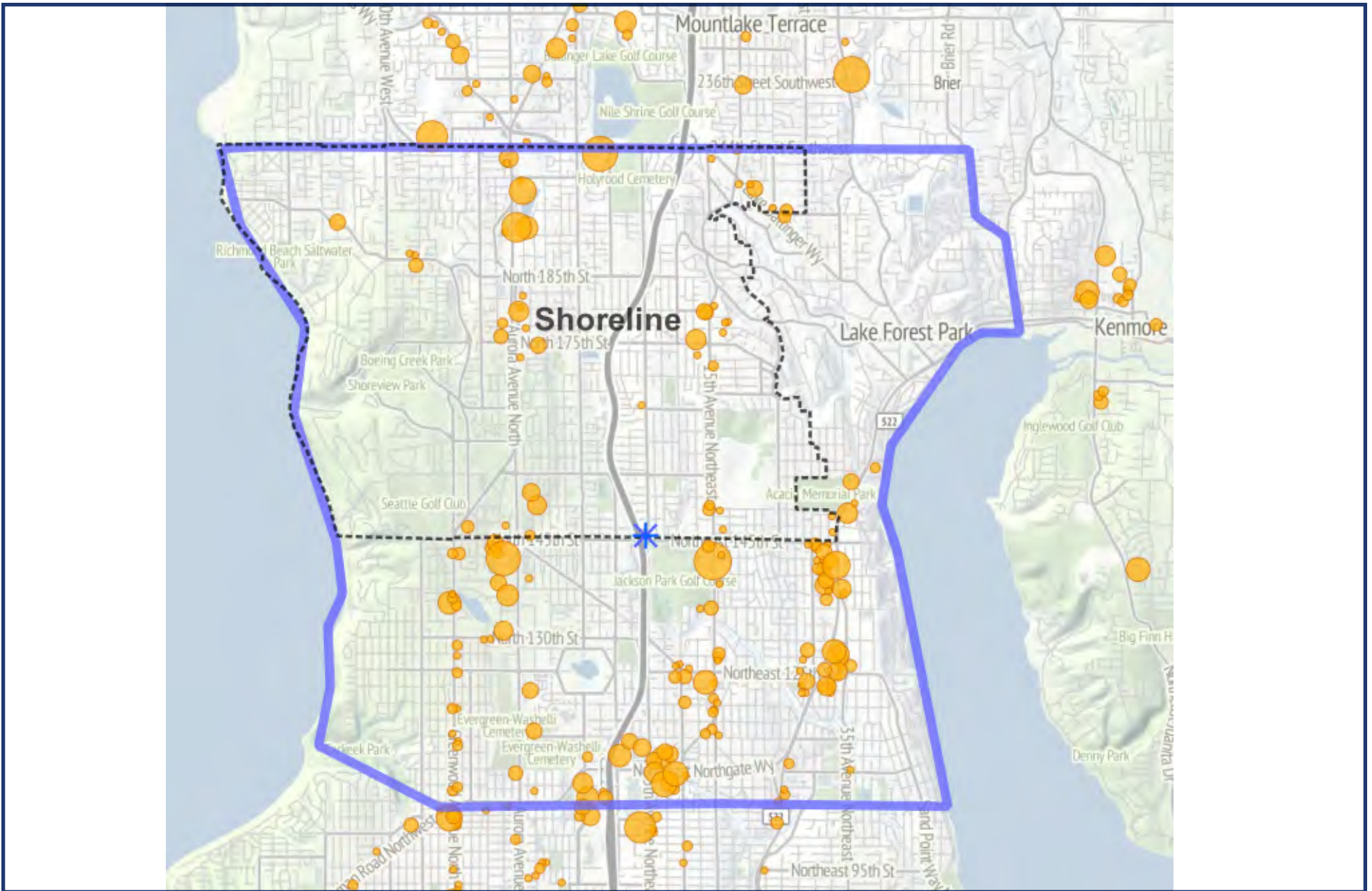


- ▶ **PROTECTED & ENHANCED PARKS, SPACES AND NATURAL RESOURCES:** Preserving and protecting existing parks and open spaces, while creating new public gathering places, parks and “green infrastructure” was viewed as an important principle for planning, serving as public amenities as well as a means of improving area water quality.
- ▶ **GREEN NETWORK LINKING PARKS, SPACES, AND FUTURE DEVELOPMENT:** An overall concept relating to the four noted above was to create a Green Network of trails, pedestrian and bicycle facilities, green space, landscaping, trees, and elements of green infrastructure (such as green roofs and other Low Impact Development facilities) – connecting parks, open spaces and activity centers throughout the community.

## Housing Market

**Figure 4-13** shows the City of Shoreline boundary (outlined in dashed black line) and the primary residential market area defined by LCG. This market area includes the City of Shoreline as well as parts of Lake Forest Park and north Seattle, and represents the area from which the majority of future potential residents of the station subarea are most likely to be drawn. The market area also helps to understand baseline expectations about population growth and demographics. **Figure 4-13** also shows the rental multifamily housing projects in the area; the greater the number of units in the project, the larger the circle.

Several observations can be made based on the data reflected in **Figure 4-13**. First, the largest clusters of rental multifamily housing are located to the south, in Seattle, particularly around the Northgate Mall. Second, both within Shoreline and Seattle, rental multifamily is clustered along and around major arterial roads, particularly Aurora Avenue N and 15th Avenue NE. There are no multifamily housing projects located within a one-half-mile of the proposed 145th Street Station, and few located in close proximity to I-5.



**FIGURE 4-13: Primary Residential Market Area and Rental Multifamily Housing Projects**

**Table 4-1** shows LCG’s 20 year household growth projection for the primary market area. The projection is based on Puget Sound Regional Council (PSRC) estimates for current and future households by traffic analysis zone (TAZ). However, the annual household growth rate has been adjusted slightly upwards to 1.09 percent, because current projections completed by ESRI show that the market area, King County, and the Puget Sound region are growing faster than expected (at 1.38, 1.39, and 1.25 percent respectively). **Table 1** shows a total 20-year demand for more than 13,500 new housing units. This is larger than the total household growth since a small number of units will need to be replaced each year. This provides the base amount from which the station subarea can “capture” some of the significant housing demand in the market area.

The household growth shown in **Table 4-1**, along with the positive demographics presented previously (relatively high incomes, education, percentage of one and two person households, etc.) demonstrate that that the market area in general, and the station are specifically, will see strong housing demand in the coming decades.

**TABLE 4-1: 20 Year Household Growth, Station Subarea Primary Market Area**

|                                  |                |               |
|----------------------------------|----------------|---------------|
| <b>Households</b>                | 2014           | 52,788        |
|                                  | 2024           | 58,849        |
|                                  | 2034           | 65,606        |
| <b>Household Growth</b>          | <b>2014-34</b> | 12,818        |
| <b>Annual Growth Rate</b>        | -              | 1.09%         |
| <b>Adjusted Unit Requirement</b> | -              | <b>13,587</b> |

Source: Puget Sound Regional Council, ESRI, Leland Consulting Group

**FIGURE 4-14: Malmo Apartments, Shoreline**



The two images on the following page show two current “mid rise” density infill projects in Shoreline. The first (**Figure 4-14**) shows the Malmo Apartments, which became available in 2015, just off Aurora Avenue N and N 152rd Street. The second (**Figure 4-15**) shows the Echo Lake Apartments, completed in 2009, which are also located just off of Aurora, north of 185th Street. Both are examples of the type of projects that will be feasible during the next two decades at the 145th Street Station Subarea under certain conditions. Both can also be considered TOD, since they are both well served by the existing Rapid Ride high frequency bus service.

The two projects have been customized to meet the demands of two of the key target markets discussed earlier: younger Generation Y renters in the case of the Malmo, and 55+ households in the case of Echo Lake. While there are similarities between the projects, this translates into different marketing approaches and amenity packages. The Malmo offers generally smaller units with open floor plans; its web site boasts of wifi throughout and access to hip restaurants and night life. The Echo Lake apartments feature larger units (including some townhouses), more subdued interior design, a community pool, and is age restricted to households 55 and older. Both market their access to the Interurban Trail, walkable access to grocery stores and shops, and quick access to Seattle and the region.

**FIGURE 4-15: Echo Lake Age Restricted Apartments, Shoreline**



It is important to note that both projects are “pushing the market:” they are financially ambitious, and at the time, pioneering since there were no other truly comparable projects in Shoreline. If they are financially successful, other developers and lenders will seek to build similar projects in Shoreline, potentially at the station subarea and elsewhere; if they struggle, it will be much more difficult to obtain financing and build similar projects in the future. Reports indicate that Echo Lake has struggled through the recession but may become more profitable as the economy continues to gain momentum. The \$2.00 per square foot rental rate is an important rent (revenue) threshold for mixed-use, mid-rise developers. When developers can earn \$2.00 per square foot per month (\$1,200 per month for a 600 square foot unit), financial returns typically become strong enough to justify construction. While the Malmo’s asking rents are at or above this level, it remains to be seen whether the project can consistently generate such rents as it competes against other similar properties in north Seattle and elsewhere. (This report focuses on market rate rental economics since very little condominium development is now taking place.)

**Figure 4-16** shows the Avalon Towers Apartments in downtown Bellevue, Washington. This is a high-rise project (13 and 23 story towers) that is not likely to be a feasible model in Shoreline due to development economics under current conditions. The higher structural and cosmetic construction costs associated with such buildings—including multiple floors of underground parking, multi-floor concrete podium, steel and concrete structure on residential floors, more numerous elevators, core circulation, and mechanical elements, more expensive cladding and interior finishes, etc.—mean that higher rents must also be achieved in order to justify development. Typically, feasibility for such projects begins at rents of between \$2.50 and \$3.00 per square foot. These rents are driven by a concentration of high-income households, and a highly desirable urban environment. There are no built projects in the market area achieving such rents at this time. However, given time and the maturation of the Shoreline market, some projects of this nature may be possible in the long-term future.

*An unlikely project type for Shoreline given current development economics; may be more feasible over the longer term*



The tables below show the projected 20-year housing demand for rental housing (**Table 4-2**) and ownership housing such as condominiums and townhomes (**Table 4-3**) based on all household growth in the market area. Two station subarea “capture rates” have been estimated: a conservative and more aggressive attainable capture rate, which represents the high end of the number of units that could potentially be attracted to the station subarea. LCG projects that the station subarea could capture approximately 330 to 520 market rate rental units, and 180 to 290 ownership units over a 20-year period. This assumes that an adequate amount of land can be aggregated and acquired by developers near the station subarea for reasonable prices, and that appropriate zoning and regulations are in place, among other conditions covered later in this chapter. Some housing in the three lowest income brackets is assumed to be wholly or partially subsidized by federal, regional, or local affordable housing programs. In addition, if public policy and low-income housing financing can be aligned, some additional affordable housing units could be included in the station subarea programs. In general, however, private market rate projects drive TOD and development feasibility

**FIGURE 4-16: Avalon Towers Apartments, Bellevue**



**TABLE 4-2: Rental Housing: 20-Year Station Subarea Housing Demand**

| Annual Income Range | Approx. Rent Range | Trade Area Rental Demand | Conservative Capture Rate (within rentals) | Conservative Capture (units.) | Attainable Capture Rate (within rentals) | Attainable Capture (units.) |
|---------------------|--------------------|--------------------------|--|-------------------------------|--|-----------------------------|
| \$15-25K            | \$375 - \$625      | 808                      | 7.0%                                       | 57                            | 11.0%                                    | 89                          |
| \$25-35K            | \$625 - \$875      | 761                      | 7.0%                                       | 53                            | 11.0%                                    | 84                          |
| \$35-50K            | \$875 - \$1,000    | 897                      | 7.0%                                       | 63                            | 11.0%                                    | 99                          |
| \$50-75K            | \$1,000+           | 978                      | 7.0%                                       | 68                            | 11.0%                                    | 108                         |
| \$75-100K           | \$1,000+           | 611                      | 7.0%                                       | 43                            | 11.0%                                    | 67                          |
| \$100-150K          | \$1,000+           | 538                      | 7.0%                                       | 38                            | 11.0%                                    | 59                          |
| \$150 -200K         | \$1,000+           | 98                       | 7.0%                                       | 7                             | 11.0%                                    | 11                          |
| over \$200K         | \$1,000+           | 41                       | 7.0%                                       | 3                             | 11.0%                                    | 4                           |
| <b>Totals</b>       |                    | <b>4,732</b>             | <b>7.0%</b>                                | <b>331</b>                    | <b>11.0%</b>                             | <b>521</b>                  |

**TABLE 4-3: Condominiums and Townhomes: 20-Year Station Subarea Housing Demand**

| Annual Income Range | Approx. Home Price Range | Trade Area For-Sale Demand (income \$15K+) | Pct. Townhome/Condo | Townhome/Condo Demand | Conservative Capture Rate (within condo/townhome) | Conservative Subject Capture (units) | Attainable Capture Rate (within condo/townhome) | Attainable Subject Capture (units.) |
|---------------------|--------------------------|--|---------------------|-----------------------|---|--------------------------------------|---|-------------------------------------|
| \$15-25K            | \$75 to \$100K           | 143  | 50%                 | 71                    | 7.0%  | 5                                    | 11.0%   | 8                                   |
| \$25-35K            | \$100 to \$150K          | 326  | 50%                 | 163                   | 7.0%  | 11                                   | 11.0%   | 18                                  |
| \$35-50K            | \$150 to \$200K          | 734  | 50%                 | 367                   | 7.0%  | 26                                   | 11.0%   | 40                                  |
| \$50-75K            | \$200 to \$250K          | 1,467                                      | 50%                 | 734                   | 7.0%  | 51                                   | 11.0%   | 81                                  |
| \$75-100K           | \$250 to \$350K          | 1,427                                      | 40%                 | 571                   | 7.0%  | 40                                   | 11.0%   | 63                                  |
| \$100-150K          | \$350 to \$500K          | 1,908                                      | 25%                 | 477                   | 7.0%  | 33                                   | 11.0%   | 52                                  |
| \$150 -200K         | \$500K and up            | 717  | 20%                 | 143                   | 7.0%  | 10                                   | 11.0%   | 16                                  |
| over \$200K         | \$500K and up            | 774  | 15%                 | 116                   | 7.0%  | 8                                    | 11.0%   | 13                                  |
| <b>Totals</b>       |                          | <b>7,496</b>                               | <b>35%</b>          | <b>2,642</b>          | <b>7.0%</b>                                       | <b>185</b>                           | <b>11.0%</b>                                    | <b>291</b>                          |

Tables 4-2 and 4-3 show a 20 year and 50 year housing demand projection for the station subarea. A very long-term (100-year) demand projection has been extrapolated from the 50 year projection.

During the 20 year time horizon, Leland Consulting Group (LCG) projects that the station subarea has the potential to capture a total of between 516 and 811 new housing units. We have assumed an average density of 60 dwelling units per acre, which implies a mix of mid-rise (five or more stories) and lower-scale wood frame projects (largely wood frame apartments and townhouses). This is very similar to the density of the Center Commons project, the Portland-area TOD project described earlier in this chapter. At this density, nine to fourteen acres of net buildable land would be required to accommodate this amount of development. For a sense of scale, this is equivalent to about two or three Center Commons projects. LCG assumes that no net new single family housing will be built in the station subarea, although many single family homes would probably be rehabbed and replaced.

For the financial feasibility reasons outlined above, LCG recommends that the focus for the next 10 to 20 years be on encouraging development that is between two and seven stories in scale. This scale of development is more economical in the near term, can create a strong sense of place, and can “prove” the viability of the station subarea market and therefore set the stage for higher density development in the future if desired.

Table 4-4 shows a 20 year demand projection for the subarea, for between 516 and 811 housing units. Table 4-5 shows a 50 year demand projection for the station subarea, for between 1,291 and 2,028 housing units. The density of 80 units per acre assumes a mix of low, mid, and high-rise (10 or more stories) construction. This suggests a potential 100 year build out of between approximately 2,500 and 4,000 units—a sizeable urban neighborhood. All 50 and 100 year projections are highly speculative by nature, since technology, lifestyles and lifespans, climate, and many more factors have the potential to change dramatically in that time.

**TABLE 4-4: 20 Year Demand Projection**

| HOUSING TYPE    | DWELLING UNITS |           |            |
|-----------------|----------------|-----------|------------|
| Rental          | 331            | TO        | 521        |
| Condo/Townhome  | 185            | TO        | 291        |
| Single Family   | -              | TO        | -          |
| <b>TOTAL</b>    | <b>516</b>     | <b>TO</b> | <b>811</b> |
| Average Density | 60             |           |            |
| Acres Required  | 9              | TO        | 14         |

Source: Leland Consulting Group.

**TABLE 4-5: 50 Year Demand Projection**

| HOUSING TYPE    | DWELLING UNITS |           |              |
|-----------------|----------------|-----------|--------------|
| Rental          | 828            | TO        | 1,301        |
| Condo/Townhome  | 462            | TO        | 727          |
| Single Family   | -              | TO        | -            |
| <b>TOTAL</b>    | <b>1,291</b>   | <b>TO</b> | <b>2,028</b> |
| Average Density | 80             |           |              |
| Acres Required  | 16             | TO        | 25           |

Source: Leland Consulting Group.

## Single Family Housing Prices

Home prices in Shoreline cover a fairly broad range, as shown in **Table 4-6**. 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 4-6: Median Home Price, Shoreline and King County, 2012-2013**

|                              | 2012      | 2013      | % Change<br>2012-2013 | Sales<br>Volume | % Change |
|------------------------------|-----------|-----------|-----------------------|-----------------|----------|
| <b>King County</b>           | \$349,772 | \$383,000 | 9.5%                  | 9,982           | 20.3%    |
| <b>City of Shoreline (a)</b> |           |           |                       |                 |          |
| 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.

## Retail and Commercial Market

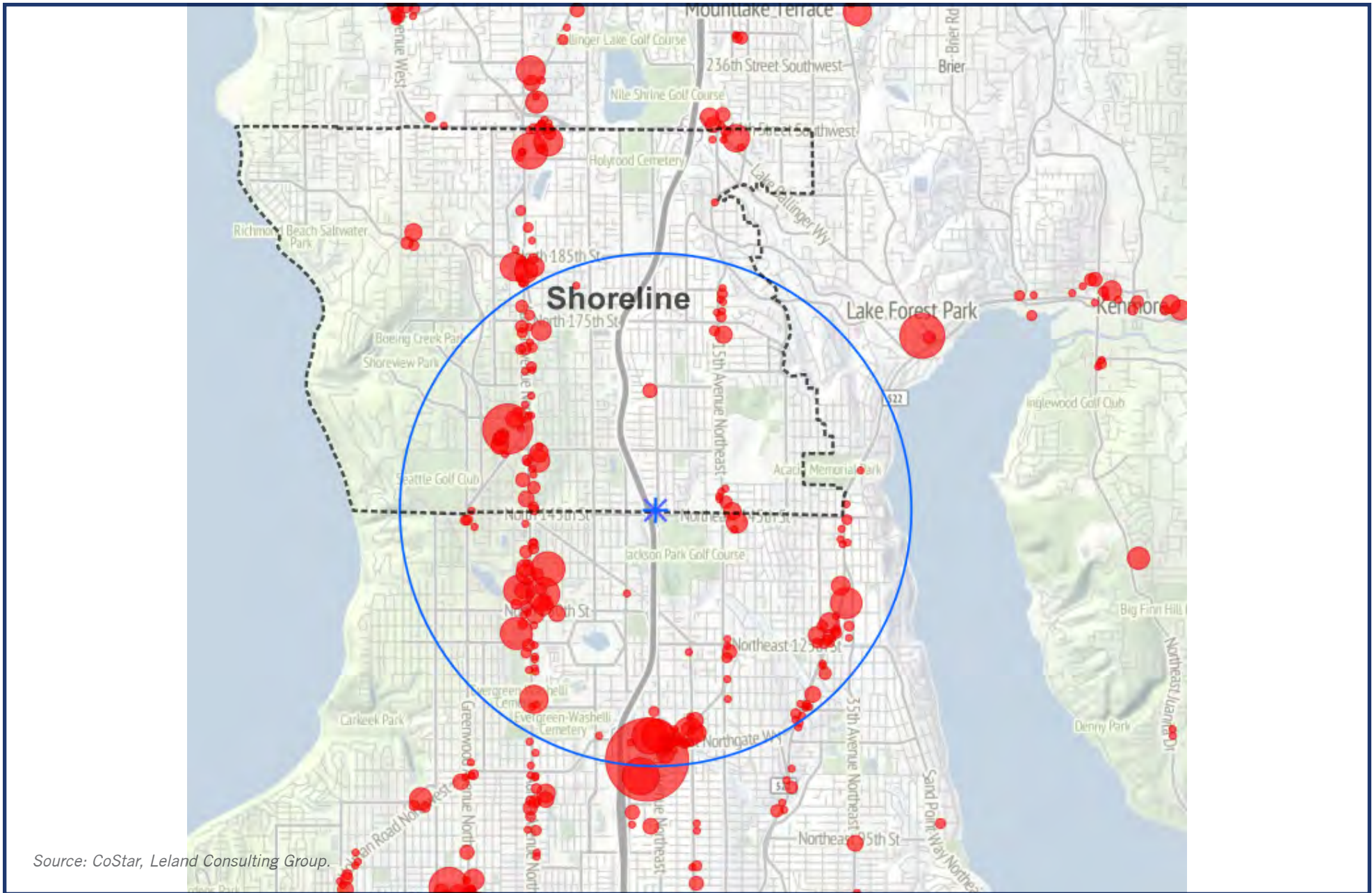
While Shoreline is home to many retail establishments, the City’s Comprehensive Plan identified a significant amount of sales “leakage” in some retail categories. Leakage refers to a deficit in sales made in the city compared with the amount of spending on retail goods by Shoreline residents. This leakage suggests that there are major retail opportunities in several areas, as shown below.

Percentage of Shoreline Resident Retail Dollars Spent Elsewhere (Leakage):

- ▶ **HEALTH AND PERSONAL CARE STORES:** 41.2 percent
- ▶ **CLOTHING AND CLOTHING ACCESSORIES STORES:** 90.5 percent
- ▶ **GENERAL MERCHANDISE STORES:** 71.2 percent
- ▶ **FOOD SERVICE AND DRINKING PLACES:** 36.5 percent

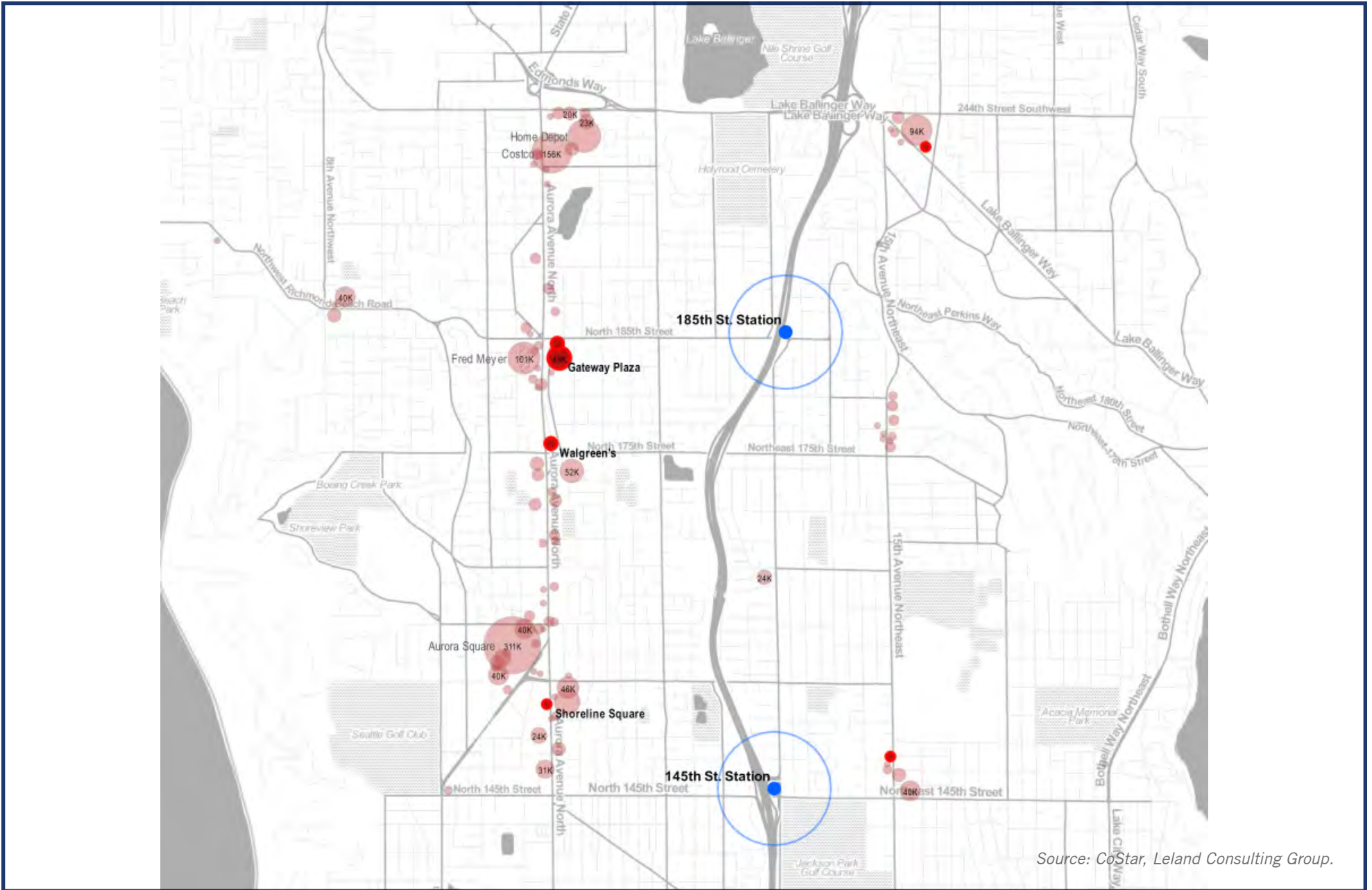
While addressing leakage and associated opportunities related to the type of retail is important to consider, during the next twenty years, the retail focus at the station subarea should focus on establishing quality of place and providing services for local residents rather than quantity of retail space. Under the right conditions, retail can be pulled into place along with other types of development, particularly housing, during this timeframe. Without significant development of other kinds, it will be difficult for developers to justify retail- or commercial-only development, regardless of what is allowed under comprehensive plan and zoning rules.

As **Figure 4-17** shows, the environment for large-format retail is very competitive, and nearly all retailers are located on high-traffic arterial roads, particularly Aurora Avenue N, and also 15th Avenue NE and other streets. The Northgate Mall is another major retail center that is just on the edge of the two-mile station subarea radius (shown as a blue circle below). The retail centers shown in red below are scaled to show their total square footage; larger retail centers are shown as larger red circles. Regional and sub-regional retail types, such as fashion, home decoration and furniture, major entertainment, and beauty supplies will almost



Source: CoStar, Leland Consulting Group.

**FIGURE 4-17: Current Retail Locations, Shoreline and Vicinity**



Source: CoStar, Leland Consulting Group.

**FIGURE 4-18: Current Retail Locations and Half-Mile Station Subareas, Shoreline**

certainly continue to locate in these corridors and nodes, or others like them. The “community” and “neighborhood” retail environment is also very competitive. Grocery stores and pharmacies typically anchor this scale of retail, and are complemented by a variety of other stores including restaurants, salons, banks and financial services, etc.

Two grocery-anchored centers are located just over a half-mile away from the station subarea: The Aurora Village Shopping Center on Aurora just north of NE 145th Street is anchored by Safeway, and a QFC grocery anchors a neighborhood center on NE 145th Street and 15th Ave. NE. Most grocers seek locations where they are at least a mile from the closest completion, and therefore, a grocery anchor is unlikely until such time as the station subarea has developed considerably. Most retail is located on north-south oriented arterials, since this tends to follow the work-to-home commute, when a large share of spending at neighborhood retail centers takes place.

**Figure 4-18** shows retailers within a smaller geographical area. In addition, retail properties that have been developed since 2004 have been highlighted in darker red. This reveals a prevalent trend in development over the past decade: retail (as well as other types of commercial) development have slowed considerably. This is due to short term factors such as the economy, but also major long term factors, such as increasing online shopping, “just in time” inventory, and therefore the diminishing need for large retail floor spaces. LCG projects that the pace of retail development in the coming decades will also be slower, and smaller in scale, than in the past.



## Near and Medium Term Retail and Commercial Demand

A small restaurant and retail space are shown in **Figure 4-19**. While the total retail area of such retailers is typically 1,000 to 3,000 square feet, they can provide important goods and services, a sense of place, and a social hub for an infill neighborhood. Such small commercial tenants can include restaurants, coffee shops, other food vendors, salons, small medical offices, title companies and real estate offices, pet stores, and electronics. While these tenants prefer locations alongside anchor retailers such as grocery stores and pharmacies, a small number could be located at the station subarea in the first ten or more years of development, assuming that housing can also be attracted. These total retail area is likely to be no more than 25,000 square feet.

As these retailers will not have the benefit of a neighborhood retail anchor, they will benefit from high traffic exposure on 145th Street, a high volume of transit users, and a significant local population if properly located with accessibility to each of these markets.



**FIGURE 4-19: Restaurant and Small In-line Retailer in Mixed Use Project**

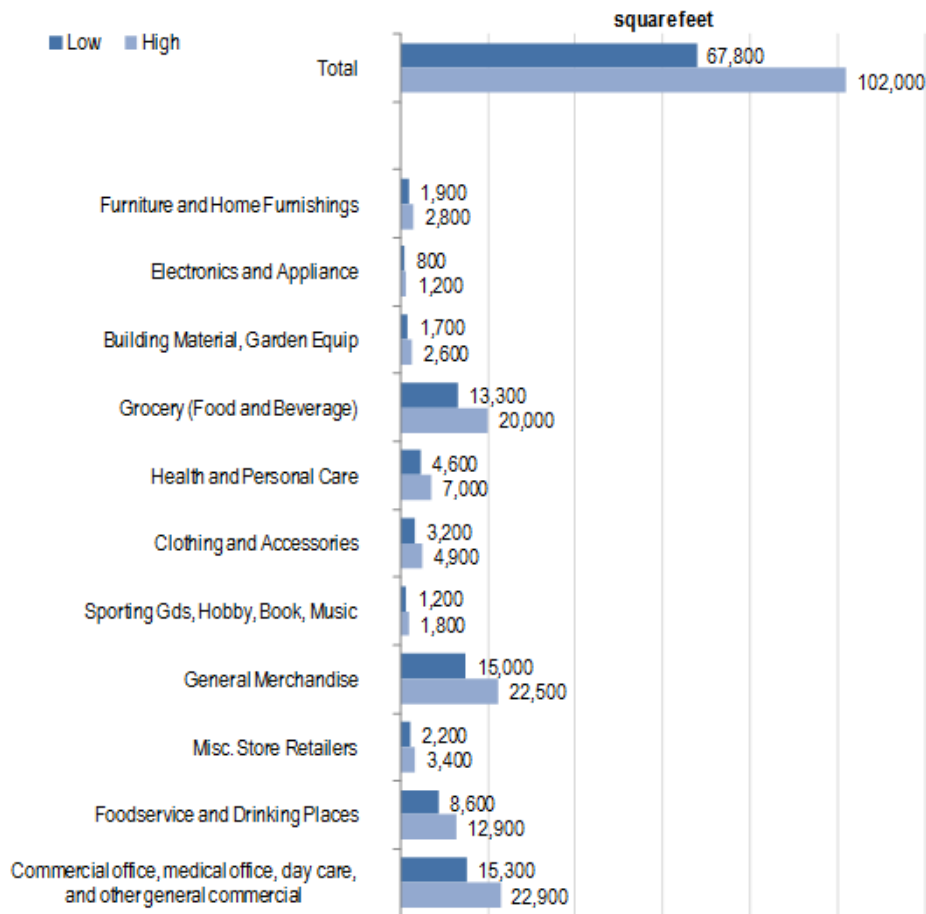
## Long Term Retail and Commercial Demand

**Table 4-6** shows a potential long-term retail program that could be contemplated once significant residential development has occurred (800-plus units), some retail is in place, and the public realm around the station subarea (pedestrian and bike connections, sidewalks, and station-area plaza) has been improved. This retail program should not be attempted or expected until this development is in place. This retail program would also require one to two acres of ground-floor site area for the primary retailers, as well as a comparable amount of space for underground parking. It would be built as part of a mixed use project, with housing and other uses on upper floors. The site should front onto N-NE 145th Street, the street that carries the most passersby, and therefore has the greatest visibility.

Over the long term retail in the station subarea will benefit from ongoing population growth within Shoreline and the station subarea, and therefore increasing demand (consumer spending). In addition, there will be some potential to capture retail spending that is currently “leaking” out of Shoreline, and to replace obsolete retail space. As shown below, anchor tenants or tenant groups in this space would be grocery (food and beverage), general merchandise (e.g. pharmacies), food service (restaurants), and commercial office/general commercial. The total demand would be for between 67,800 and 102,000 square feet of retail and commercial space.

As suggested earlier in this chapter, there will be challenges to attracting this scale of retail. These include local (Aurora Avenue N and 15th Street NE) and regional competition; the difficulty of providing easy ingress and egress from both directions on 145th Street; smaller parcel sizes in the station subarea compared to those needed for large scale development; and orientation on an east-west rather than one of the north-south arterials, which carry the majority of work-to-home commute traffic.

**TABLE 4-7: Median Home Price,  
Shoreline and King County, 2012-2013**



Source: CoStar, ESRI, Leland Consulting Group.

## Office Market

Figure 4-20 shows the amount of office space that is existing and under construction within the five major Puget Sound region submarkets tracked by CoStar, a commercial real estate data provider. Shoreline is included in the Northend submarket, and the data is from the first quarter of 2014. Downtown Seattle dominates the regional market for office space, with the Eastside a strong and growing competitor. The Northend (which also includes Northgate, North Seattle, Lynnwood, Edmonds, and Everett), Southend, and Tacoma, are secondary office markets.

Office development tends to locate at the highest volume transportation nodes in a given region, such as downtown Seattle or major suburban freeway interchanges. In suburban locations, office parking requirements tend to be high (three spaces per 1,000 square feet), and therefore difficult to accommodate in land-scarce station subareas.

Figure 20 also shows that office development is slow, particularly outside of downtown Seattle and the Eastside. As of early 2014, 4,000 square feet of office space was under development in the Northend, representing an annual growth rate of less than one tenth of one percent. (This amount is rounded to zero in the figure below).

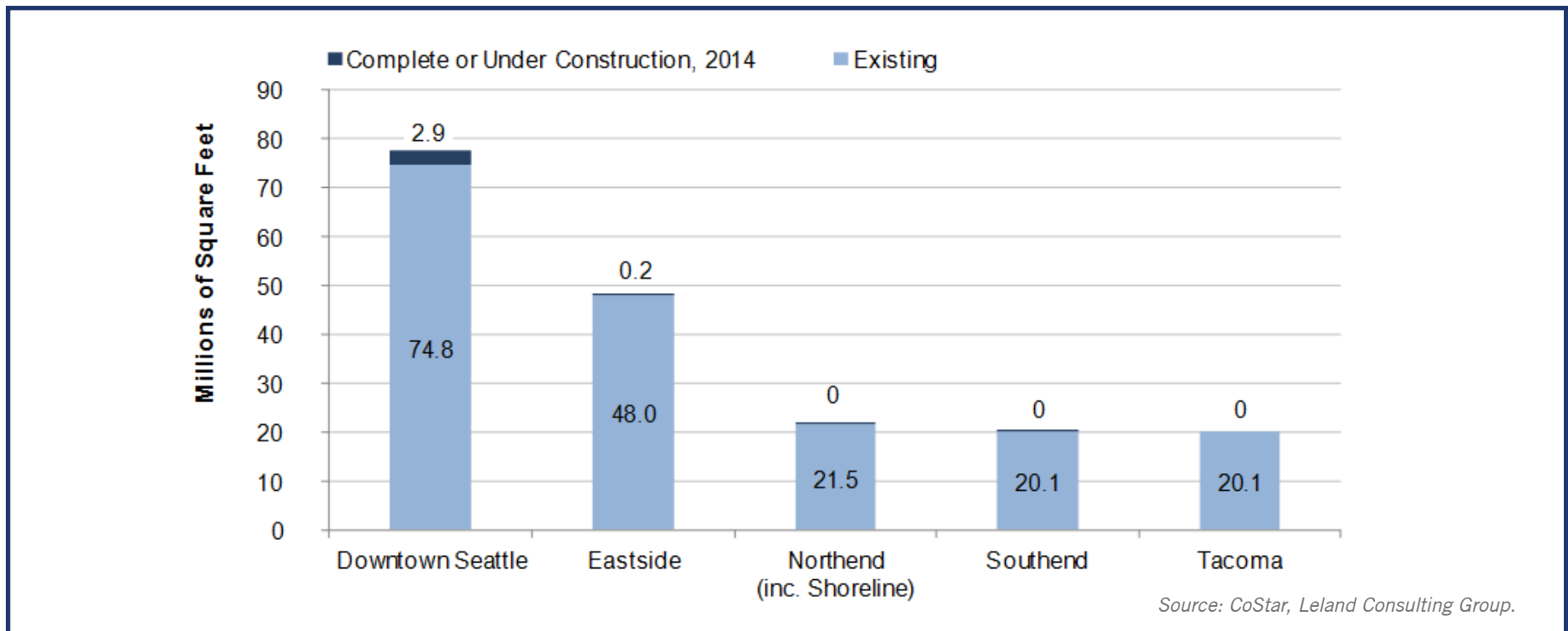
As shown in Figure 4-5 earlier in this chapter, new office development nationwide generally continues to be viewed as a poor prospect. This is true for a number of reasons. Many companies shed space during the recession, which continues to be refilled. Companies continue to downsize their total space, and the amount of space occupied per person, as hard-wall offices are eliminated and replaced by open floor plans. In addition, employees can work from home or in coffee shops. Many office fixtures that required space, particularly extensive paper files, are being eliminated. Finally, companies hurt by the recession are highly reluctant to take on additional space and operating costs. While some of these factors will change as the economy improves, others



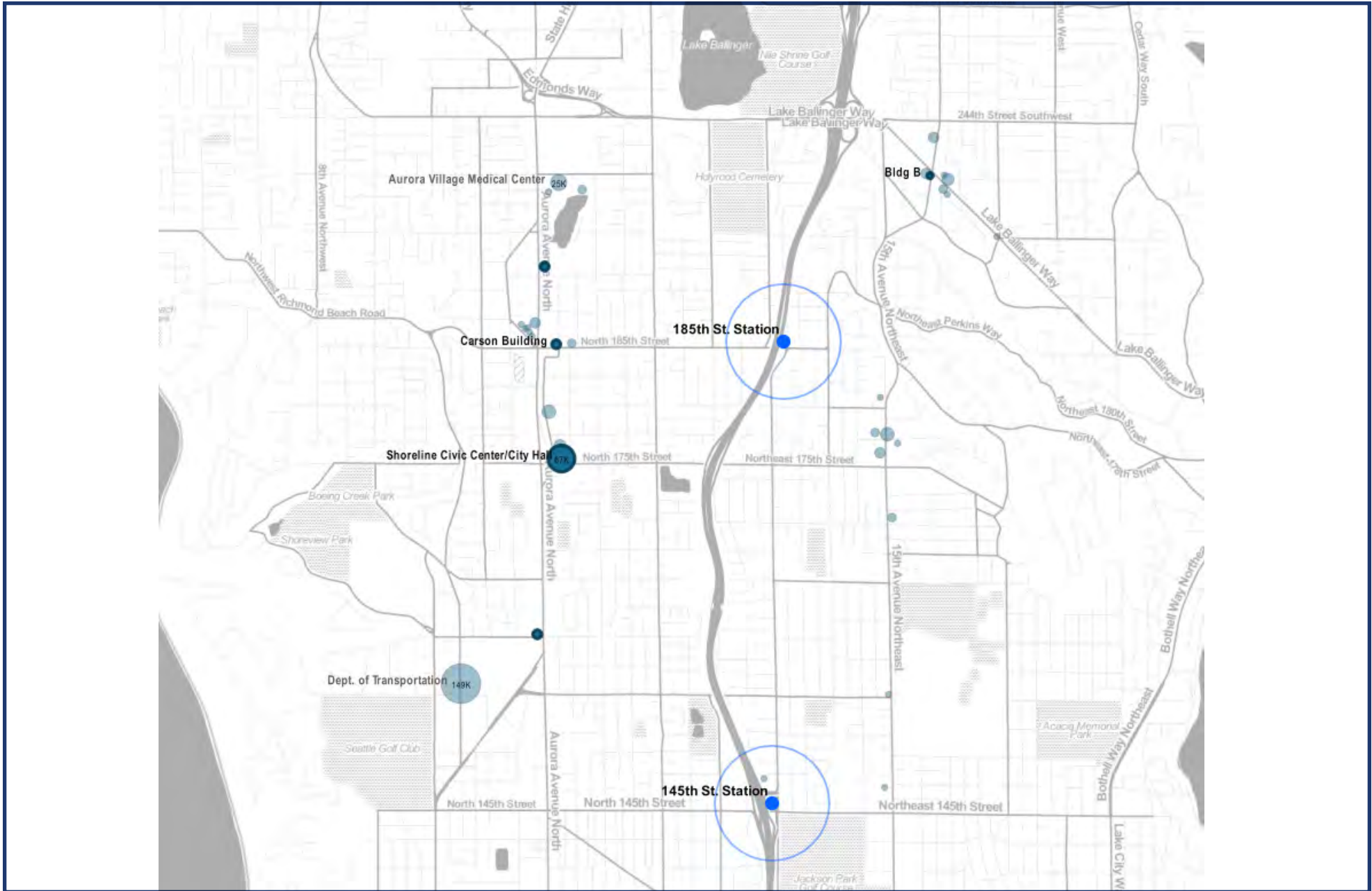
are long-term trends that LCG and other market analysts expect will significantly dampen the demand for new office development over the long term.

**Figure 4-21** shows the office space currently located in Shoreline. Office locations, shown as blue circles, are scaled to the size (square feet) of office space. Darker blue circles represent office built in the past decade (since 2004). The largest office space built in the city in that time period is Shoreline City Hall. Similar to retail spaces, office development in Shoreline is clustered along Aurora Avenue N and 15th Avenue NE.

Given this context, LCG recommends that plans for the 145th Street Station Subarea focus on attracting ground floor “commercial office” space—financial services, medical and dental offices, realtors, small architecture firms, and other uses—that have modest space demands, a local service area, and can fit in next to retailers. Such office space is assumed in the retail capture figures noted above. Second, the City should focus efforts to attract large scale employers to the larger-scale development sites on Aurora or 15th Avenue NE. Finally, the City should revisit the potential for significant office development at the station subarea once a dynamic place has been established through the development of significant housing, retail, and public spaces.



**FIGURE 4-20: Puget Sound Regional Office Space: Existing and Under Construction, Q1 2014**



**FIGURE 4-21: Current Office Locations and Half-Mile Station Subareas, Shoreline**

## Key Sites and Assets

**Figure 4-22** shows the areas where LCG recommends that the City, other public agencies, and private developers focus their efforts for realizing higher density transit-oriented development in the station subarea. The City's redevelopment focus should be very close to the station—immediately to the west, east, or north. The direction may depend partially on where opportunities emerge through willing sellers or blocks of aggregated properties.

One set of development opportunities (Area A, See **Figure 4-22**) is on the west side I-5. This includes a northern section composed of three large houses of worship/church properties totaling that total 9.1 acres. However, this area is difficult to get to from the station on foot. If it could be combined with additional properties in the 7.3 acre area immediately south that is currently occupied by single family homes, it would improve prospects for redeveloping the entire 16-acre area with a mix of two to seven story housing and mixed use development.

The station itself is a development site. It should be a place where residents of the surrounding neighborhoods and Shoreline community want to go, even if they are not catching a train. Any plazas or public spaces should be of high quality, and include water features, places to sit and relax, and potentially public art. The City and Sound Transit should strongly consider at least one small retail space at the station where coffee, grab-and-go food, and sundries can be sold, even if such space is rented at below-market rates. The quality of the station as a gateway, plaza, and place has the potential to encourage or discourage new housing and mixed use development immediately around it, since open space and retail are among the top amenities that potential urban residents are looking for. Care should be taken to soften the presence of any parking structures here through quality exterior materials, vertical landscaping, interesting design at the ground level, or other features. The station itself is likely to be the largest public investment made in the station subarea within the next decade, and it should be done right.

Sound Transit will host a series of three workshops when they reach different phases of design to share current information and get feedback from the City and residents. The City also developed a set of Guiding Principles for light rail facility design for use in evaluating Sound Transit's proposals. A PowerPoint presentation from an Open House hosted by the City in January 2016 about Sound Transit's design process and the City's Guiding Principles for said design is available here: <http://www.shorelinewa.gov/home/showdocument?id=25055>.

Immediately to the east and north of the station, the 62.6 acre triangle (Area B, See **Figure 4-22**) surrounding 5th Ave. NE is a development opportunity area. If properties of adequate size can be assembled, and regulation encourages higher densities, the area could redevelop with a mix of two to seven story housing and mixed use development over time.

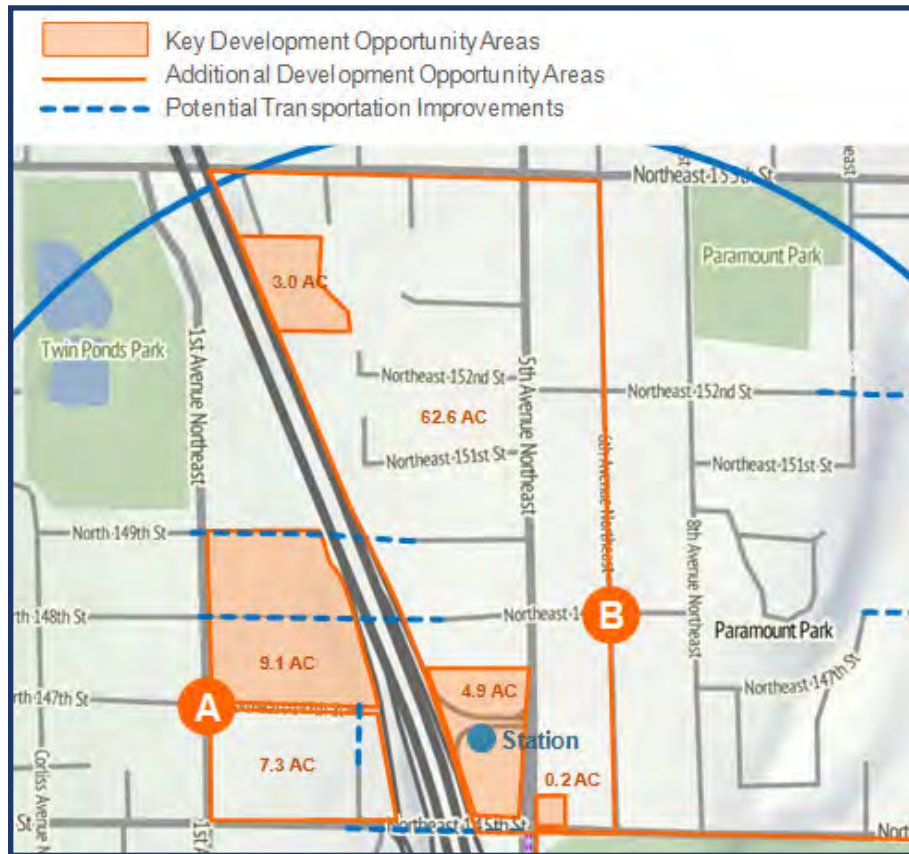
The intersection of 5th Avenue NE and NE 145th Street may have the greatest near-term potential for some retail/commercial hub, since there will be considerable passersby on foot, bike, and car. However, traffic circulation at this intersection could deter those at the station from patronizing retail on the east side of 5th Avenue NE. The first 500 feet of 5th Avenue itself could attract some of the retail/commercial spaces described above since it will also have moderate visibility from NE 145th Street and the station, and is also much more pedestrian friendly than NE 145th Street.

There is a small, publicly-owned pump station at the corner of 5th Avenue NE and NE 145th Street that could be redeveloped in the event the pump station was moved.

Over the long term, the Jackson Park Golf Course (to the south, outside the City of Shoreline and in the City of Seattle) as a potential development opportunity site. Fewer Americans are playing golf every year, and by some reports, 300 golf courses around the county have closed in the past decade. While the City of Shoreline cannot control the future of this course, it should continue to monitor the site and be prepared partner with Seattle in the event it becomes available for reuse in part or whole.

Finally, a series of potential transportation improvements are highlighted in **Figure 4-22**. These include two potential I-5 pedestrian/bicycle bridge alignments; connectivity improvements to the west and east of the station; and improvements on NE 145th Street. These improvements, largely to pedestrian and bicycle infrastructure, can improve transit use, the vitality of the neighborhood, and development prospects—particularly ground floor retail.

**FIGURE 4-22: Opportunities for Future Development**



## Other Economic Considerations

### 2012-2017 ECONOMIC DEVELOPMENT STRATEGIC PLAN

The City of Shoreline’s Office of Economic Development Strategic Plan for 2012-2017 seeks to achieve sustainable economic growth by supporting placemaking projects. The plan acknowledges Shoreline’s two planned station subareas as key economic development opportunities.

### 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 145th 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 (e.g., 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. As shown below, *Capturing the Value of Transit* found the reviewed studies to conclude the following, as shown in **Table 4-8**.

**TABLE 4-8: Range of Value Premiums Associated with Transit**

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

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)

While **Table 4-8** 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, and 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 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.

## REVENUE BASE— SALES TAX AND PROPERTY TAX

The revenue base of the City is another measure of the strength of the local economy. A strong revenue base supports necessary public facilities and services for an attractive place to live and work. Two major elements of the revenue base are taxable retail sales and the assessed valuation for property taxes. A review of Shoreline's taxable sales and assessed valuation compared with other cities yielded the following observations.

- ▶ Compared to the peer cities and King County, Shoreline has a relatively low revenue base. Among peer cities, Shoreline had the second lowest per capita taxable sales and second lowest per capita assessed valuation in 2010.

- ▶ Growth in assessed valuation has been moderate over the past decade, averaging a 6.7 percent annual increase. This could be due to a relative lack of new construction in comparison to a younger community, such as Marysville.
- ▶ Retail sales growth has averaged 1.5 percent annually. This is the second highest rate of increase among the peer cities and higher than King County as a whole.

## OTHER REVENUE SOURCES

Other sources of revenue for the City include the gambling tax, utility tax, permit fees, grants, and impact and other fees. Gambling taxes are collected at a rate of 10 percent of gross receipts for card rooms in the city. Projected gambling tax revenue for 2012 equals 6 percent of the total forecasted general fund operating revenues. Thirteen percent of total forecasted general operating revenues are expected to come from the utility tax, and 8 percent from license and permit fees. This compares to 32 percent from property taxes, and 20 percent from sales taxes. The remaining revenue comes from contract payments, state and federal grants, and other sources.

## 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.

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 145th 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 light rail stations. For example, if the new stations lead 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.



*Art and Swim Camp at Shoreline*

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 subarea. 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.

## Conclusion

The market assessment shows potential demand for multifamily residential housing and 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.

Although overall, the outlook is positive, 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

## 145th Street Station Subarea Plan

### Community-Driven Visioning and Planning Process

The long term vision for the 145th 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 over the three-and-a-half-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 (LU23 through LU46) 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 subareas 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 145th 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.



## Vision Statement

A “livable community” is one where *walking, biking, and transit are the best choice for most trips, public spaces are beautiful, well-designed and maintained, and the city is safer, healthier and more accessible. This makes walking and bicycling safer, transit faster, and public life more pleasant.* This is the overarching vision for the 145th Street Station Subarea.

Over time, the subarea will transform into a vibrant transit-oriented village with a variety of housing choices and neighborhood supporting retail connected by a green network of pedestrian and bicycle facilities, stormwater infrastructure, parks and open spaces, and other amenities. Housing opportunities and choices will be available 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 145th Street Station Subarea calls for increased multi-family housing and mixed use development under the following classifications:

- ▶ **MUR-70'**: Mixed use residential with 70-foot maximum base building height
- ▶ **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 updated Code provisions through adoption of the 185th Street Station Subarea Plan to add MUR-35', MUR-45', and MUR-70' 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. Refer to the illustrations at the end of this chapter depicting potential housing styles that could be built within these zoning categories.

Figure 5-1 shows proposed zoning in the subarea. Figures 5-2 and 5-3 show Comprehensive Plan designations and the Planned Action boundaries, respectively.





FIGURE 5-1: Adopted Zoning in the Subarea



*Existing single-family homes are protected under all new zoning designations.*

**MUR-70'**

**MIXED-USE RESIDENTIAL—70-FOOT MAXIMUM BASE HEIGHT:**

This zone would allow building heights of 70 feet, generally five to six stories tall with some flexibility for different roof top amenities. This zone would accommodate mixed use with residential and/or office uses above commercial or other active use at the ground floor level. Building types would generally be 5 over 1 (five levels of wood-frame construction over a one level concrete podium at the ground floor level).

**POTENTIAL HEIGHT BONUS WITH DEVELOPMENT AGREEMENTS IN THE MUR-70' ZONE**

The City Council included regulations adopted as part of the 185th Street Station Subarea Plan that create provisions for developer agreements that could award additional height/density for projects that provide a mix of required and optional amenities. See additional discussion later in the section regarding development regulations for more information. This would only be applicable to development projects in the MUR-70' zone.

The next feasible building height for construction after the 5 over 2 or 5 over 1 building type that can be built under any of these base zones

requires steel frame construction, which is significantly more expensive, and usually requires at least twelve stories to cover costs. As such, the allowable maximum height for buildings in the MUR-70' zone with development agreements would be 140 feet, which would allow up to approximately fourteen stories.

It is anticipated that redevelopment to these building heights could take many years to implement. Redevelopment of this type (supporting building heights of seven stories to fourteen stories with development agreements) would require aggregation of a large number of parcels. Given current market forces, it is likely that density styles more comparable to MUR-45' and MUR-35' would occur more commonly in the next ten to twenty years through infill development, with more intense uses occurring over a longer period of time. Any potential development agreements would be required to go through a public process, including notification and the opportunity for public input.

**MUR-45'**

**MIXED-USE RESIDENTIAL—45-FOOT HEIGHT LIMIT:** This zone would allow multi-family building types. The height limit for MUR-45' would be 45 feet, which equates to a four story building. The MUR-45' zone



*Examples of MUR-35 Housing Styles*

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 in MUR-45', and single family homes along streets classified as "arterials" could be converted to commercial and professional office uses.

### **MUR-35'**

**MIXED-USE RESIDENTIAL—35-FOOT HEIGHT LIMIT:** This zone would allow multi-family and single family detached and attached housing styles such as row houses, townhomes, and potentially cottage housing. The height limit for this zone is 35 feet, which is the same as single-family R-6 zones, and equates to a 3-story building. MUR-35' also would allow commercial and other active uses along streets identified as arterials. These types of buildings might include live/work lofts, professional offices, and three-story mixed use buildings (two levels of housing over one level of commercial). This also would allow conversion of existing homes to restaurants, yoga studios, optometrist offices, and other uses.

## **The First Twenty Years of Implementation, with or without Phasing Boundaries, Compared to Build-Out**

City of Shoreline Comprehensive Plan Land Use policy LU34 provides direction to examine phasing of redevelopment. The proposed phasing of zoning in the subarea was discussed by the Shoreline Planning Commission during the April 7 public hearing to select a Preferred Alternative zoning scenario. The staff report from that meeting, which includes considerations with regard to phased zoning, is available here: <http://www.shorelinewa.gov/home/showdocument?id=25603>. The City Council discussed phased zoning at their May 2, 2016 meeting and requested that the concept be studied in the FEIS for all action alternatives (Connecting Corridors, Compact Community, and Compact Community Hybrid). Minutes from that meeting are available here: <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/Council/Minutes/2016/050216.htm>.

Phasing was adopted for the subarea by City Council. Under the proposed phased approach, new zoning has been adopted within the Phase 1 boundary and redevelopment would occur within that geographic area in the coming years. (See **Figure 5-1**.) The Phase 2 boundary and proposed new zoning within that area could potentially be activated in 2033. This means growth and change would primarily occur within the Phase 1 boundary through 2033 and thereafter, could occur throughout the subarea for the future decades until build-out.

The proposed Phase 1 zoning area would remain in place for nearly for ten years after light rail station is operational in 2023. Ordinance 752 stipulates that Phase 2 zoning would be activated at the 2033 anniversary of adoption (likely September or October), but also that staff shall prepare a report to the City Council every six years in order to keep them informed about the rate of redevelopment and mitigation measures implemented to date.

Over the next 20 years and beyond, it will be important that the station subarea redevelops 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.

For more information about what can be expected in the subarea during the first twenty years of plan implementation, refer to Chapters 6 and 7.

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

### EXISTING POPULATION, HOUSING, UNITS, AND EMPLOYMENT IN THE SUBAREA (2014 DATA)

|               |       |
|---------------|-------|
| Population    | 8,321 |
| Housing Units | 3,467 |
| Employees     | 1,595 |

- This population is based on the data aggregated to Traffic Analysis Zones (TAZs) which encompass and extend beyond the subarea (see graphic at end of this guide).

- Population, housing, and employment levels forecasted are estimates that include the City of Shoreline subarea area geography. Land area south of N-NE 145th Street, inside the City of Seattle limits is not included in this study area.

- The total estimated population of the City of Shoreline was 55,439 in 2015.

### ESTIMATED TWENTY-YEAR AND BUILD-OUT POPULATION, HOUSING UNITS, AND EMPLOYMENT PROJECTIONS

| SUBAREA PLAN (COMPACT COMMUNITY HYBRID ZONING) |                                |
|--|--------------------------------|
| 2035   | 10,860 to 13,343               |
| Population*                                    | 11,207 to 13,365               |
| 2035   | 1,950 to 2,370                 |
| Housing Units*                                 | 4,670 to 5,681                 |
| 2035 Employees*                                | 2,180 to 2,678                 |
| Build-Out Population                           | 32,367                         |
| Build-Out Housing Units                        | 13,486                         |
| Build-Out Employees                            | 11,011                         |
| Build-Out Years                                | 55 to 87 years by 2071 to 2103 |

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

### PROJECTED NET INCREASES IN POPULATION, HOUSING UNITS, AND EMPLOYMENT OVER EXISTING LEVELS

| SUBAREA PLAN (COMPACT COMMUNITY HYBRID ZONING) |                  |
|--|------------------|
| 2035 Population                                | +2,886 to +5,314 |
| 2035 Housing Units                             | +1,203 to +2,214 |
| 2035 Employees                                 | +585 to 1,083    |
| Build-Out Population                           | +24,046          |
| Build-Out Housing Units                        | +10,019          |
| Build-Out Employees                            | +9,416           |

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. Estimated time

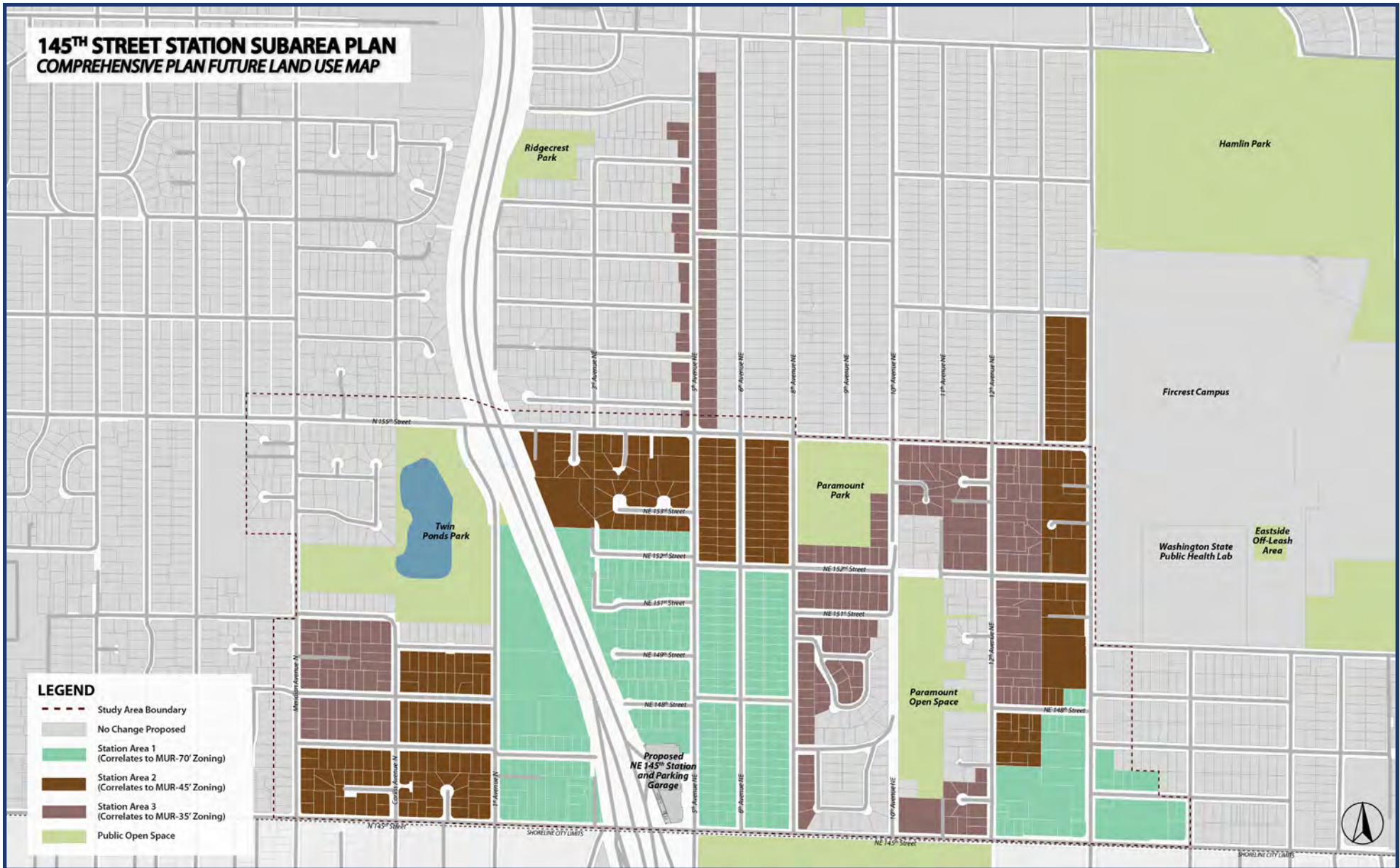


FIGURE 5-2: Comprehensive Plan Designations for the Subarea



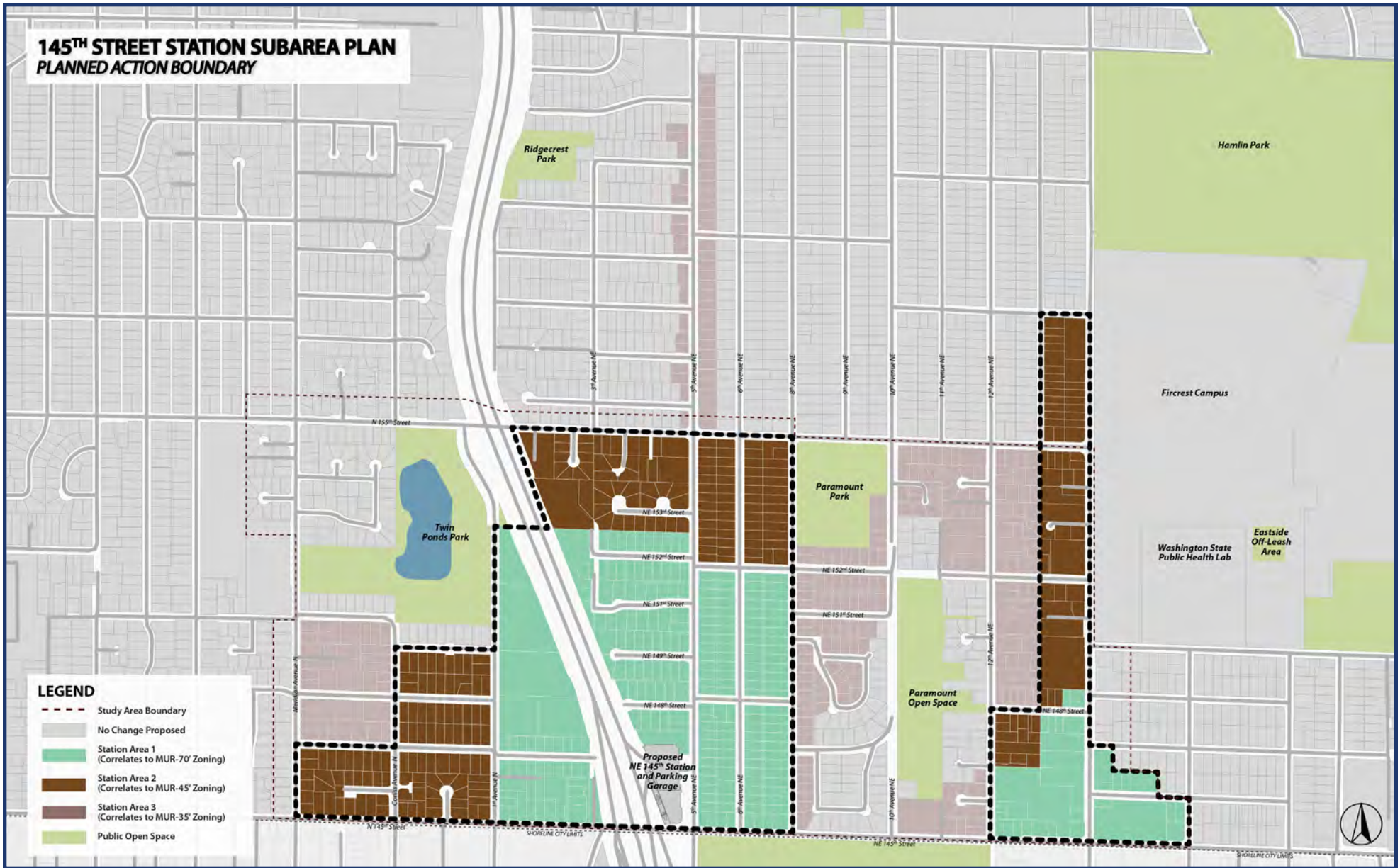


FIGURE 5-3: Planned Action Boundary for the Subarea

frames for achieving full build-out of the proposed zoning based on the estimated annual pace of growth of is 87 years at 1.5 percent and 55 years at 2.5 percent.

The estimated total number of housing units in the subarea would increase to 4,670 at 1.5 percent growth and 5,681 at 2.5 percent growth by 2035. Although the market assessment projected a demand for 500 to 800 or more housing units through 2035, this was a conservative estimate. If the subarea supported 25 percent of the city's forecasted housing growth, the projection would be 1,450 housing units by 2035. There is also the potential that housing growth could occur more rapidly than projected given Seattle population growth in recent years and improving market conditions.

Zoning that provides more capacity for growth than projected provides flexibility to respond to market characteristics and homeowner preferences in the subarea. A variety of housing choices would be available through the proposed mixed use residential (MUR) zoning categories.

## PROJECTED DEVELOPMENT AND CAPITAL IMPROVEMENTS TO SUPPORT THE FIRST TWENTY YEARS OF IMPLEMENTATION

As projected development/redevelopment occurs in the subarea, various infrastructure improvements will be made to support the new land uses. Streets and intersections, bicycle and pedestrian facilities, surface water management facilities, utilities, park improvements, and various amenities would be created with each future project, helping to build out the subarea infrastructure. At the same time the City and other service providers will be making capital investments in various projects to support growth in the subarea and other locations throughout their service areas. Capital improvements needed to support the first twenty years of implementation have been identified in this subarea plan, consistent with Washington State Growth Management Act (GMA) provisions. See Chapter 7.



*Conceptual illustration of live/work units and multifamily buildings proposed in West Seattle (Johnston Architects)*

## MARKET TRENDS AND DEMAND FOR HOUSING AND MIXED USE

A market assessment prepared by Leland Consulting Group for the 145th Street Station Subarea identified potential transit-oriented development opportunities for the next twenty years. The market assessment predicts an increased demand in multifamily and various types of housing as Shoreline continues to attract residents of varying income levels. While the market assessment identified a potential demand for approximately 500 to 800 residential units or more through 2035, additional demand for housing could occur during the next twenty years depending on changes in the market, opportunities provided elsewhere, property owners' willingness to redevelop or sell their properties for redevelopment, and other factors. Certainly, the demand for housing would continue beyond twenty years, and may grow higher depending on these factors. For more information about the findings of the assessment, refer to Section 3.1 in Chapter 3 of the FEIS or Chapter 4 of this subarea plan.

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



*Luncheon event at the Shoreline Conference Center*

forecast of “development prospects,” ULI ranked infill housing and urban mixed use redevelopment as the two highest prospects. Retiring baby boom generation and the emerging generation of home buyers and renters (also known as the Millennials or Generation Y) 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/Gen Y-ers), the quality of public schools, parks and recreation opportunities, walkability, and short distance to work or school all ranked as important or very important. Shoreline’s reputation as a livable community, with good schools, parks, trails, and other amenities, will continue to attract residents in the coming decades.

## 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.

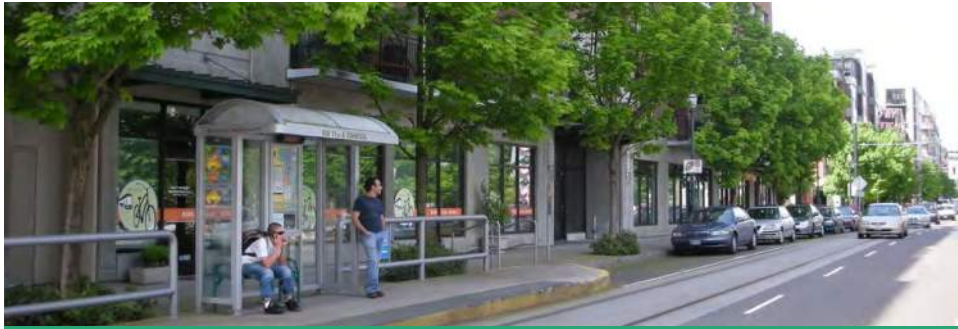
### MAXIMIZING HOUSING OPPORTUNITIES IN THE IMMEDIATE VICINITY OF THE PLANNED LIGHT RAIL STATION—

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 many trips.

The Housing Development Consortium emphasized the importance of creating affordable housing opportunities in proximity to the station:

*“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*



*Example of TOD Streetscape, Portland, Oregon*

- ▶ *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 serve a role in bringing potential partners together and facilitating redevelopment that is consistent with the vision for the subarea.

**HOUSES OF WORSHIP/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 specifying uses for which their properties could be sold, 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 within and near the subarea, and current regulations allow home-based businesses with certain caveats, such as only using 25 percent 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.



*Examples of Public Spaces and Public Art*

There will be a growing need for more neighborhood services and businesses in the subarea, 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 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.

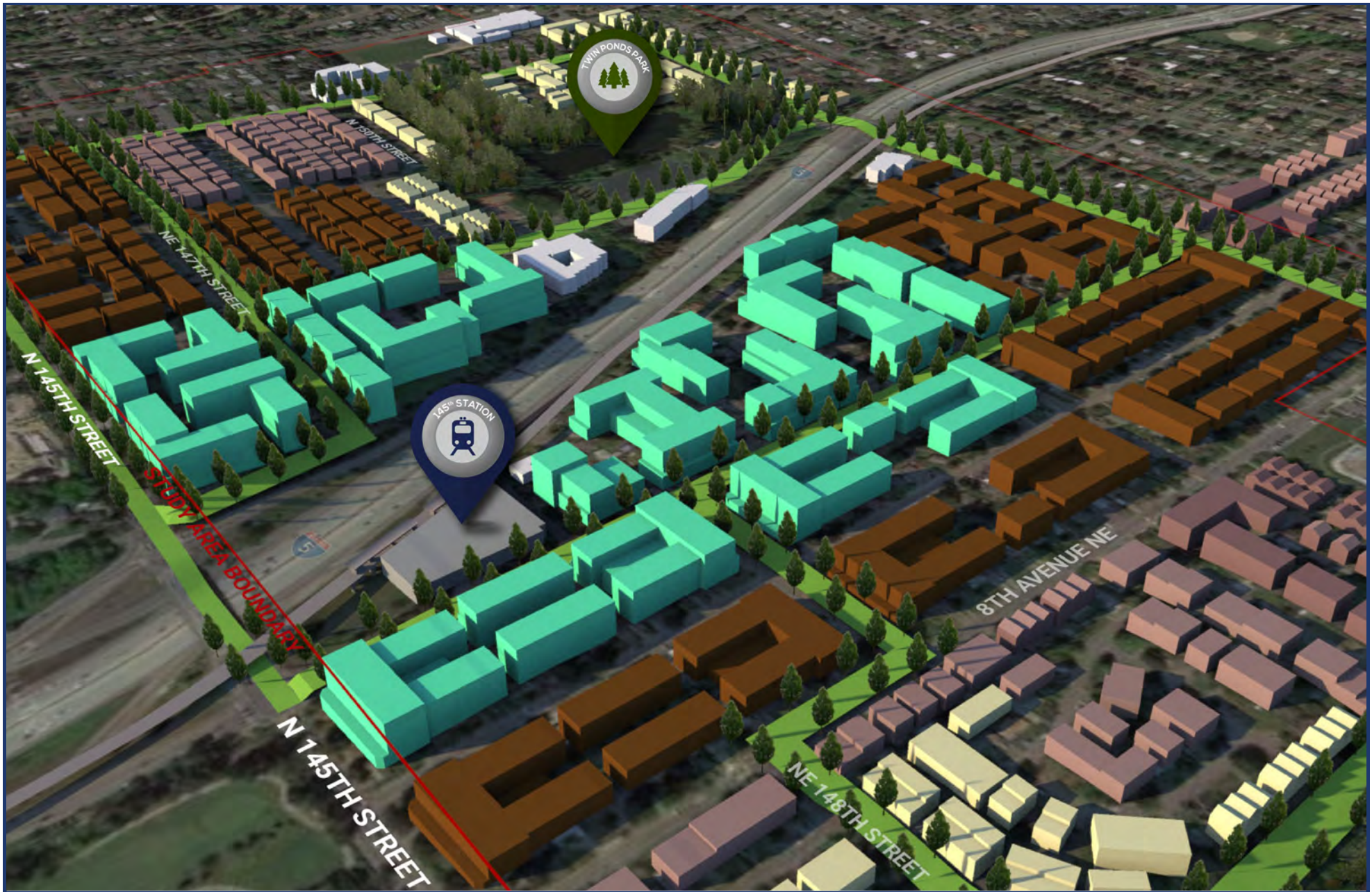
**PUBLIC SPACES, PARKS, STREETSCAPES, PUBLIC ART, AND OTHER COMMUNITY AMENITIES**—As redevelopment projects are implemented over time, new public spaces, parks, streetscapes, and community amenities would be necessary and required. In addition, the City intends to prioritize capital improvements in the 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 developer 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.

## Conceptual Illustrations of Possible Redevelopment in the Subarea

**Figures 5-4, 5-5, 5-6, 5-7, 5-8, 5-9, and 5-10** illustrate potential long term redevelopment opportunities for the station subarea with implementation of the proposed zoning over time.



**FIGURE 5-4: Sketch-Up Model View for the Planned Action Zoning, Looking Northwest toward the Potential Light Rail Station**



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



**FIGURE 5-6: Conceptual Possibility of Residential Development in the Vicinity of 5th Avenue, with MUR-45' and MUR-35' Zoning**





**FIGURE 5-7: Conceptual Possibility for Redevelopment and Improvements in the Vicinity of 5th Avenue NE and NE 149th Street, Looking Southwest with MUR-70' Zoning**



**FIGURE 5-8: Conceptual Possibility of Development Around Paramount School Park, with MUR-45' and MUR-35' Zoning (Not Applicable to Alternative 4 Zoning)**



**FIGURE 5-9: Conceptual Possibility of Development Around Twin Ponds Park, with MUR-45' and MUR-70' Zoning in the background of the Community Gardens**



**FIGURE 5-10: Conceptual Possibility of Residential Development in the Vicinity of Paramount Open Space, including Stormwater Planters along the street as part of the "Green Network" Concept**

## 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 other local, as well as regional, state, and federal policies that the subarea plan supports. Chapter 2 of the FEIS 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.

### LAND USE

1. Promote adaptive reuse of historic structures.
2. Consider adoption of a fee-simple administrative subdivision process.
3. Promote more environmentally-friendly building practices. Options for doing so may include:
  - A. Adoption of International Green Construction Code
  - B. Encouraging the development of highly energy efficient buildings that produce or capture all energy and/or water used on-site (Net Zero).
  - C. Partner with the International Living Future Institute to adopt Living Building Challenge Ordinance and/or Petal Recognition Program.
4. Continue planning 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

1. 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 and improvements that support greater transit reliability. The bicycle and pedestrian network should have robust connectivity with existing and proposed non-motorized corridors within the city and region. Elements that increase safety for all users, such as Crime Prevention through Environmental Design (CPTED), lighting, and crash countermeasures should be a top priority.
2. 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.
3. Require site access via side streets and/or alleyways in order to minimize driveways and conflict points with bicycles, pedestrians, and transit.
4. 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, and/or Residential Parking Zones.
5. Ensure that developments provide frontage improvements. Analyze viability of fee-in-lieu program for areas where the cross-section design has not been confirmed, in order to fund City-sponsored frontage improvements.
6. Evaluate opportunities to incorporate best practices for complete street design concepts, including but not limited to grid patterns of short blocks, narrower lane widths, low impact development techniques, street trees, pedestrian-scale lighting, and intelligent transportation systems.
7. Implement improvements along arterials to revitalize business, increase pedestrian and bicycle safety and usability, and add vehicle capacity where necessary.

8. Analyze all street classifications in the subarea to determine appropriate cross-sections for each, including sidewalks, amenity zones, and non-motorized facilities where appropriate, and update the Engineering Development Manual Master Street Plan accordingly.
9. An update of the Master Street Plan should:
  - A. Examine classifications of roadways to determine which should be improved to reduce congestion and which should be improved to include traffic-calming measures and discourage cut-through traffic.
  - B. Consider reclassifying arterials within the subarea to accommodate potential growth projections.
10. Provide framework for traffic-calming methods for non-arterial streets to be consistent with or function as an update to the Neighborhood Traffic Safety Program.
11. Include provisions for generous bicycle and pedestrian facilities that minimize conflicts between transit, vehicles, and bicycles by designing bicycle facilities to be physically separated from travel lanes and dedicated exclusively for bicycles.
12. Identify opportunities 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).
13. Planning and implementation of improvements along NE 145th Street and intersecting streets should be consistent with the adopted 145th Corridor Study, including its guiding principles.
14. Create a cross-corridor connection plan between the Interurban Trail (Aurora Avenue N) on the west and 15th Avenue NE on the east and the light rail station(s).
  - A. Analyze an east-west (Aurora Avenue N - 15th Avenue NE) non-motorized connection route utilizing N and NE 155th Street.
  - B. Include north-south connection recommendations such as 15th Avenue NE, 5th Avenue NE, and Meridian Avenue N.
  - C. Explore sub-route connections between the corridors for access to Shoreline Community College and Shoreline Place on the west and Briarcrest Neighborhood on the east as well as extended connections to the Burke-Gilman Trail.
  - D. Identify “marked” sub-route connections between these major routes and the 145th Street Station.
  - E. Incorporate the designation of these roads as alternative “non-motorized arterials.”
  - F. Identify needed bicycle and pedestrian improvements to these routes to reduce conflicts between motorized and non-motorized use.
  - G. Encourage connectivity from development projects to the designated network.
  - H. Use pavement color and signage to enhance way-finding and safety for pedestrians and bicyclists.
15. Explore joint funding of a non-motorized bridge crossing at NE 147th or 148th Street with City partners to include King County, the Washington State Department of Transportation, and Sound Transit.
16. Develop a multi-use, non-motorized trail in the light rail line alignment, along the east side of Interstate-5, connecting the two stations at NE 185th and 145th Streets.
17. Establish a pedestrian connection from the eastern terminus of NE 147th Street, south along the west side of the NE 145th Street off-ramp, connecting to NE 145th Street if a non-motorized bridge is not constructed at NE 147th/148th Street.
18. Create partnership opportunities to reestablish or improve connections across I-5 by building a freeway lid or creating new crossings, especially where these can enhance opportunities for development and open space within the subarea.

## COMMUNITY DESIGN

1. Support Sound Transit's community involvement process during the design phase for stations and other light rail facilities.
2. Enhance public spaces, including bicycle and pedestrian amenities, art, and other placemaking elements.
3. Monitor aesthetic impacts of new development. Implement mitigations, such as modifications to signage and design regulations as necessary.
4. 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.
5. Improve the area around 145th Street and 15th Avenue with placemaking treatments, such as lighting, benches, and landscaping, to identify it as a gateway to the city.
6. Encourage the development of walkable communities by installation of a pedestrian friendly street grid and street design that includes amenities such as curb, gutters, amenity zones, sidewalks, street landscaping, and trees.

## ECONOMIC DEVELOPMENT

1. Connect the light rail station subarea with commercial districts along Aurora Avenue N and 15th Avenue, and at 5th Avenue and 165th Street.
2. Identify priority nodes along 145th Street and others corridors in the subarea in which to target incentives for redevelopment that encourage catalyst projects and initial growth.
3. Encourage redevelopment along the 15th Avenue corridor to revitalize the business district.

4. Consider incentive program for new buildings to incorporate District Energy and Combined Heat and Power systems and other innovative energy saving solutions.
5. 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

1. Pursue Solarization program, community solar, or other innovative ways to partner with local businesses and organizations to promote installation of photovoltaic systems.
2. Implement Low Impact Development (LID) retrofits, where feasible, within public right-of-way as streets are improved by private development and City and utility capital improvement projects.
3. Develop a strategy for undergrounding overhead utilities.
4. Consider the use of alternative energy in all new government facilities.
5. 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.
6. Encourage innovative technologies to make buildings as efficient as possible with regard to energy and water use.
7. Explore sub-basin approach to stormwater management to reduce costs and incentivize redevelopment.

## PARKS, RECREATION, AND OPEN SPACE

1. Acquire property to increase available land for park and recreation use.
2. Develop a park impact fee and/or dedication program for acquisition and maintenance of new parks or open spaces.



*Paramount Park Open Space*

3. Ensure Twin Ponds and Paramount Open Space Parks' pedestrian connections from the neighborhood to the 145th Street light rail station are designed and constructed to fit the character of the parks.
4. Mitigate impacts of increased activity in existing parks and open spaces by creating a major maintenance/capital investment funding program.
5. Through Parks Master Planning processes, determine specific needs for spaces, facilities, and programs to accommodate anticipated growth, taking into consideration demographic projections.
6. Establish additional park space with active recreation near areas of denser development, outside of wetlands and other critical areas.
7. Consider purchasing parcels with critical areas and their buffers to increase open space, prioritizing areas around Paramount Open Space and Twin Ponds Park.

## NATURAL ENVIRONMENT

1. Prioritize acquisition of sites that are ill-suited for redevelopment due to high water table or other site-specific challenge for new environmental or stormwater function.
2. Encourage planting new trees and preserving existing stands of trees (especially native and conifers) in and around the perimeter of a site.
3. Consider establishing a fee-in-lieu program for private property tree replacement that could be used for reforesting public open spaces.
4. Ensure existing wetlands, streams, and their buffers are protected as redevelopment happens.
5. Ensure any unavoidable impacts to existing wetlands, streams, and their buffers are mitigated through restoration or enhancement.
6. Develop opportunities for creating wildlife and/or greenway corridors connecting existing park and open spaces.

## HOUSING

1. Develop and fund the systems necessary to implement and administer the City's affordable housing program.
2. 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 adopted through Development Code regulations associated with the 185th Street Station Subarea Plan.*

3. Identify and develop relationships with owners of privately owned and federally assisted multi-family housing, which will lead to the retention of the long-term affordability of this housing stock.
4. Develop a fee schedule or formula in SMC Title 3 to set the fee-in-lieu value for mandatory affordable housing, including ongoing maintenance and operation costs.



# Adopted Development Code Provisions

The City adopted amendments to regulations in the Development Code to allow new uses and dimensional standards for Mixed-Use Residential zoning designations through the 185th Street Station Subarea Plan. These regulations would also apply to MUR zoning within the 145th Street Station Subarea. A brief summary of these adopted provisions is provided below.

- ▶ **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. Elements such as affordable housing, green building standards, 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.
- ▶ **AFFORDABLE HOUSING**—Expanded provisions encourage and require affordable housing as part of redevelopment projects.
- ▶ **LIVE/WORK AND CONVERSION OF SINGLE-FAMILY HOMES TO BUSINESS AND OFFICE USE**—Live/work units are a permitted use in MUR-70' and MUR-45' zones and are permitted along arterials in MUR-35'. Similarly, conversion of single-family homes to commercial uses such as restaurants, yoga studios, and optometrist offices are permitted along arterials in MUR-35' and MUR-45' zones and throughout MUR-70' zoning.
- ▶ **GREEN BUILDING**—Regulations require 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.

- ▶ **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 (HOV), and electric vehicle (EV) 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
- ▷ Signage requirements
- ▷ Integration of public art, planters, water features, and other public amenities

## Potential Development Code Revisions Related to the 145th Street Station Subarea Plan

In addition to standards that were adopted through the 185th Street Station Subarea Plan, additional amendments were adopted for the 145th Street Station Subarea Plan. For more information, refer to Exhibit A of Ordinance 756.

Potential regulations relate to:

- ▶ Critical Areas Reasonable Use Permit
- ▶ Station Area Uses
- ▶ Single-family detached in MUR-35' and MUR-45' zones
- ▶ Minimum density in MUR-35'
- ▶ Maximum setback on 145th and 185th Streets
- ▶ Additional height for rooftop amenities
- ▶ Minimum density calculations
- ▶ Townhouse design standards in MUR-45'
- ▶ Site improvement thresholds for change of land use
- ▶ Access to development from 5th Avenue NE
- ▶ Frontage improvements for change of land use

## Site Development and Building Permit Requirements

Future redevelopment projects in the subarea will be subject to City of Shoreline site development and building requirements, summarized below.

- ▶ **APPLICABLE REGULATIONS AND STANDARDS** - Various codes and ordinances in effect in the City of Shoreline relate to development of property and construction of buildings and structures. The codes are either adopted by or referenced in the Shoreline Municipal Code (SMC), and more specifically, the Shoreline Development Code. Land Development is regulated by the Shoreline Development Code (Title 20, SMC), with provisions related to Land Use and Zoning, Subdivisions, Critical Areas, Development Standards, and other requirements. Design and construction projects must comply with applicable SMC requirements, as well as provisions of the Shoreline Comprehensive Plan, Engineering Development Manual, Washington State Department of Ecology (DOE) Stormwater Management Manual, International Residential Code, International Building Code, ICC Accessibility Requirements, International Energy Conservation Code, Uniform Plumbing Code, International Fire Code, and other international requirements and Washington State Amendments.
- ▶ **PERMIT PROCESSES AND DECISIONS** - The City of Shoreline processes and issues a variety of permits and approvals for land development and construction. The application, review, and decision making process for each are based on who makes the decisions, the amount of discretion exercised by the decision maker, the level of impact associated with the decision, and the amount and type of public input sought, and the type of appeal opportunity. The decision makers are City Council, Hearing Examiner, Planning Commission, Department Director, and/or staff. Permits or approvals fall into four types of development decisions, listed below. Several of the most common permit processes are further described on the following page.

| <b>TYPE A</b><br>(MINISTERIAL)                     | <b>TYPE B</b><br>(ADMINISTRATIVE)   | <b>TYPE C</b><br>(QUASI-JUDICIAL)    | <b>TYPE L</b><br>(LEGISLATIVE)       |
|--|---|--------------------------------------|--------------------------------------|
| Accessory Dwelling Unit                            | Binding Site Plan   | Formal Subdivision                   | Amendments to the Comprehensive Plan |
| Lot Line Adjustment                                | Conditional Use Permit  | Rezone of Property                   | Amendments to the Development Code   |
| Building Permit                                    | Short Subdivision   | Special Use Permit                   | Development Agreements               |
| Final Short Plat                                   | SEPA Threshold Determination  | Critical Areas Special Use Permit    |                                      |
| Home Occupation, Bed and Breakfast, Boarding House | Shoreline Substantial Development Permit, Shoreline Variance, and Shoreline CUP | Critical Areas Reasonable Use Permit |                                      |
| Interpretation of Development Code                 |   | Final Formal Plat                    |                                      |
| Right-of-Way Use                                   | Zoning Variance   | Street Vacation                      |                                      |
| Shoreline Exemption Permit                         |   | Master Development Plan              |                                      |
| Sign Permit  |   |                                      |                                      |
| Site Development Permit                            |   |                                      |                                      |
| Deviation from Engineering Standards               |   |                                      |                                      |
| Temporary Use Permit                               |   |                                      |                                      |
| Clearing and Grading Permit                        |   |                                      |                                      |
| Administrative Design Review                       |   |                                      |                                      |
| Floodplain Development Permit                      |   |                                      |                                      |
| Floodplain Variance                                |   |                                      |                                      |

- ▶ **PRE-APPLICATION MEETING** - Pre-application meetings are required prior to submitting an application for any Type B or Type C actions and/or any application for a project located within a critical area or its buffer. Type A actions may schedule a pre-

application meeting if desired. Examples of Type B actions include Binding Site Plans, Conditional Use Permits, Preliminary Short Subdivisions, and Zoning Variances. Examples of Type C actions include Preliminary Formal Subdivisions, Critical Areas Reasonable Use Permit, Special Use Permit, Final Formal Plat, and Master Development Plan.

- ▶ **TRAFFIC STUDIES** - Any development proposal that would generate 20 vehicle trips during the pm peak hour is required to submit a traffic study. The level of detailed required for each project is determined at the pre-application meeting. The traffic study will include impact analysis and recommendations to address improvement needs to serve future traffic volumes, Level of Service (LOS) standards, access, traffic demand management strategies, and other topics.
- ▶ **SITE DEVELOPMENT PERMIT REQUIREMENTS/STORMWATER MANAGEMENT REQUIREMENTS** - Site plan drawings, civil engineering plans (grading, erosion control, drainage and paving, utilities, etc.), critical areas worksheets, SEPA environmental checklists, slope calculations, tree retention information, landscaping plans, and other requirements must be submitted with site development permit applications. These plans must show how the project complies with the applicable regulations and standards summarized above. Stormwater management requirements apply to all development projects, including Small Impact Projects (triggering Minimum Requirement #2 of the DOE Stormwater Management Manual), Medium Impact Projects (single family), and Large Impact Projects (commercial, multi-family, subdivisions, etc.).
- ▶ **CLEARING AND GRADING PERMIT REQUIREMENTS/ GEOTECHNICAL REPORTS** - Clearing and grading permits require the same information as Site Development Permits, as well as site cross sections, geotechnical reports, plans for Temporary and/or Permanent Erosion and Sedimentation Control Facilities, and other information.



*Trail of Cedars at Twin Ponds Park*

- ▶ **COMMERCIAL/MULTI-FAMILY BUILDING PERMIT REQUIREMENTS** - Building permit applications for commercial and/or multi-family buildings must include critical areas worksheets, transportation impact fee estimation forms, fire flow and sewer availability certificates, SEPA environmental checklists, neighborhood meeting reports, site plans, mailing labels for public notices, waste diversion plans and salvage assessments, tree retention information, landscaping plans, frontage improvement plans, civil engineering plans, construction drawings showing architectural work planned, and other information.
- ▶ **RESIDENTIAL BUILDING PERMIT REQUIREMENTS** - Residential building permit applications must include critical areas worksheets, transportation impact fee estimation forms, water and sewer availability certificates, construction drawings, site plans, tree retention information, building coverage and hardscape calculations, and other information.

The City of Shoreline administers various other types of permits and approvals. Proponents for any site development or building permit actions should consult with the Planning and Community Development Department to confirm permitting and submittal requirements for their projects.

# Sustainability and Livability Benefits of the Subarea Plan

# 6

## 145th Street Station Subarea Plan

*Implementing the 145th 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 145th 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 (TOD)—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. It should be noted that while additional density and mixed uses within the subarea will likely increase the number of local people, households, cars, and jobs, residents and employees within TOD areas generally drive and emit less greenhouse gas emissions *per capita* than those in traditional single-family neighborhoods.

- ▶ **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. 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. 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 within the region. 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 and other areas along the light rail line 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 subareas 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 (WHICH ALSO FUNCTIONS AS THE TRANSPORTATION ELEMENT OF THE COMPREHENSIVE 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.



*Twin Ponds Playfield*

- ▶ **SHORELINE PARKS, RECREATION, AND OPEN SPACE MASTER PLAN (WHICH ALSO FUNCTIONS AS THE PARKS, RECREATION, AND OPEN SPACE ELEMENT OF THE COMPREHENSIVE PLAN)**—Consistent with the Parks, Recreation, and Open Space (PROS) Master Plan, this subarea plan proposes that 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, which are 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.

## 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, and then 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

One direct economic benefit of TOD is increased ridership, which supports the long term sustainability of the transit system. Other economic and financial benefits include new investment leading to revitalization of neighborhoods, financial gains for 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 potential for corollary property tax increases is also 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 and 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.

It will take time to develop the amenities of walkable neighborhood where needs for goods and services can be met locally. As the neighborhood evolves and other technological and behavioral changes (such as ride-sharing options) become more common, one goal of subarea planning has been that households in proximity to the light rail stations could own, on average, one car instead of two. One estimate shows a household could save \$3,000 to 4,000 per year by eliminating the need for a second car when you factor in the costs of insurance, parking, fuel, car payments, maintenance, and other expenses related to vehicle ownership and use.

## 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 with good access 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 and this trend is continuing in this decade.

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.



*Shoreline's Farmers Market*

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 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 expensive 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 Aging Boomers. A transit-oriented community will facilitate more healthy and active lifestyles. 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 folks with lower incomes and working families.

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 and other employment opportunities, and provides a customer base to support such 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

## 145th 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 (55 to 87 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.

### ► 2016 TO 2019

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 City's Parks, Recreation, and Open Space (PROS) Plan is currently in the process of being updated and is already anticipating the potential growth in the two station subareas (at 145th and 185th Streets). The City's and other service providers' capital improvement plans will be updated to reflect the new projects that will be 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, such as with non-profit affordable housing providers and environmental organizations for restoration opportunities.

The light rail station and system will be going through final design. Sound Transit intends to host a series of three workshops at various stages of design to present the most current information to the City and community and get feedback. Sound Transit will also likely begin acquiring property and initial stages of construction during this timeframe.

Some property owners may move forward with redevelopment or work with other property owners to aggregate parcels to sell 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.



## ► 2020 TO 2024

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, 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.

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 of the system 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



*Modes of transportation to and from the City of Shoreline are expanding.*





*Paramount Park P-Patch*

rest of Shoreline, west Lake Forest Park, and North Seattle) will access the station via improved local transit connections and park-and-ride. Bike share and car share programs may be implemented.

► **2025 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

**TABLE 7-1: Projected Population, Households, Employees, and GSF Active Uses in the Subarea by 2035**

| <b>1.5 TO 2.5 PERCENT AVERAGE ANNUAL GROWTH</b>    |  |
|--|--|
| <b>2035 New Population</b>                         | +2,886 to 5,314 More People*   |
| <b>2035 New Housing Units</b>                      | +1,203 to 2,214 More Housing Units*                                    |
| <b>2035 New Employees</b>                          | +585 to 1,083 More Employees *<br>in Approximately 550,000 GSF         |
| <b>2035 Total Population</b>                       | 11,207 to 13,635 Total People  |
| <b>2035 Total Households</b>                       | 4,670 to 5,681 Total Housing Units                                     |
| <b>2035 Total Employees/<br/>GSF of Active Use</b> | 2,180 to 2,678 Total Employees in up to<br>Approximately 1,350,000 GSF |

\* Above current levels of population, housing units, employees, and ground floor active space in the subarea. Numbers include redevelopment in the area of adopted zoning in the subarea, as well as in subarea portions of the Traffic Analysis Zones (TAZs) that encompass the subarea.

of 1.5 percent to 2.5 percent, it is estimated that there could be up to 2,214 new households/housing units and up to approximately 550,000 additional 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 the **Table 7-1**. Total estimated population and numbers of 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, while some from the outer reaches of the subarea and from throughout the surrounding region 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.

## Near Term Planning Actions

With adoption of this subarea plan, the City also is amending 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 the 145th Street Corridor Project. 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
- ▶ 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), 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, and/or providing a specialized level of support to key projects.

## Capital Improvement Project Recommendations Based on Expected Growth through 2035

While overall the subarea zoning would not be expected to build out for approximately 55 to 87 years, improvement needs for the next twenty years have been defined based on the 1.5 to 2.5 percent growth rate projected for the subarea.

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 through 2035. 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, and communications, as well as 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.***

## Multimodal Transportation System Improvement Needs

Existing and planned transportation system conditions are described in Chapter 3 of this plan. In addition to projects that are 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 the **Table 7-2** for the next twenty years through 2035 and for the full build-out of the subarea.

### GROWTH FORECASTS

The proposed land use plan for the subarea was referenced to projected multimodal transportation improvement needs for the next twenty years. An assumed average growth rate of approximately 2 percent was based on historical trends in the region, however this may fluctuate between 1.5 and 2.5 percent depending on actual market conditions. Actual distribution of development would impact where and when specific roadways and areas would experience a change in travel patterns.

**TABLE 7-2: Percentage of Trips by Mode and GHG Emissions**

|                                    | EXTERNAL <sup>1</sup> WALK/<br>BIKE TRIPS | EXTERNAL<br>TRANSIT TRIPS | INTERNAL<br>TRIPS | EXTERNAL<br>AUTO TRIPS | TOTAL PM<br>PEAK TRIPS<br>GENERATED | EXTERNAL PM<br>AUTO TRIPS<br>GENERATED | PER CAPITA GHG<br>(METRIC TONS /<br>100 HOUSEHOLDS) |
|------------------------------------|---|---------------------------|-------------------|------------------------|-------------------------------------|--|---|
| First Twenty Years<br>(Up to 2035) | 7%  | 8%                        | 18%               | 67%                    | 7,850                               | 5,280                                  | 3.0   |
| Subarea Overall                    | 12%                                       | 10%                       | 23%               | 55%                    | 18,061                              | 10,160                                 | 2.6   |

<sup>1</sup> External trips are assumed to start or end outside of the study area. By contrast, internal trips both start and end within the study area.

## AVERAGE DAILY TRAFFIC AND INTERSECTION LEVEL OF SERVICE

As shown in the tables on the next page, additional trips resulting from growth and redevelopment over the next twenty years would increase average vehicle delay at intersections and along roadways, particularly along N/NE 145th Street. However, many intersections would still operate at or better than LOS D during the PM peak period.

Congestion along N/NE 145th Street and other streets would be influenced by actual development patterns and how this new development is accessed. While impacts from light rail implementation are addressed in the Lynnwood Link Extension FEIS, the following section identifies specific steps the City may take to address any potential impacts related to land use development within the subarea over the next twenty years.

## MULTIMODAL TRANSPORTATION IMPROVEMENTS AND ACTIONS NEEDED IN THE NEXT TWENTY YEARS

A gradual level of growth and change is expected for the subarea in the coming decades. Over the next twenty years and beyond, the City and other transportation service providers will be closely monitoring growth and proactively planning for needed improvements. Multimodal transportation improvements and actions that would be needed over the next twenty years would include upgrades to roadway segments and intersections and pedestrian facilities. Transit service, bike and car sharing programs, traffic calming features, and parking management actions also will need to be implemented gradually over the next twenty years.

**Table 7-3: Projected PM Peak Period Intersection Level of Service for the Next Twenty Years**

| SIGNAL TYPE  | INTERSECTION             | EXISTING LOS / DELAY (SEC) | NO ACTION LOS / DELAY (SEC) | 20-YEAR ALT2 LOS / DELAY (SEC) | 20-YEAR ALT3 LOS / DELAY (SEC) | 20-YEAR ALT4 LOS / DELAY (SEC) |
|--------------|--------------------------|----------------------------|-----------------------------|--------------------------------|--------------------------------|--------------------------------|
| Signalized   | 145th St / Meridian Ave  | B / 16                     | D / 55                      | F/270                          | F/250                          | F/240                          |
| Signalized   | 145th St / 1st Ave       | B / 18                     | E / 57                      | F/123                          | F/100                          | F/95                           |
| Signalized   | 145th St / SB I-5        | D / 46                     | E / 66                      | E/70                           | E/70                           | E/74                           |
| Signalized   | 145th St / 5th Ave       | D / 42                     | F / 81                      | F/100                          | F/100                          | F/110                          |
| Signalized   | 5th Ave / I-5 NB On-ramp | A / <10                    | A / <10                     | A / <10                        | A / <10                        | A / <10                        |
| Signalized   | 145th St / 15th Ave      | E / 60                     | F / 94                      | F/106                          | F/102                          | F/102                          |
| Signalized   | 150th St / 15th Ave      | B / 16                     | C / 21                      | B/13                           | A/9                            | B/17                           |
| Signalized   | 155th St / 15th Ave      | C / 30                     | D / 37                      | D/48                           | D/47                           | D/46                           |
| Signalized   | 155th St / 5th Ave       | B / 10                     | B / 17                      | B/17                           | B/16                           | B/17                           |
| Unsignalized | 155th St / 1st Ave       | C / 21                     | E / 49                      | F/105                          | F/93                           | F/113                          |
| Signalized   | 155th / Meridian         | B / 14                     | C / 27                      | D/42                           | D/47                           | D/51                           |

Notes: Large delay values (over 240 seconds) rounded to the nearest ten; Level of Service results do not incorporate improvements identified in the 145th Street Multimodal Corridor Study

The City, Sound Transit, and other agencies will be making capital improvements in the subarea as the light rail station is constructed. Other improvements and actions would gradually be incorporated as development occurs to provide a sustainable and efficient transportation system in the subarea. All new development will go through the standard review process and would only be approved with necessary and appropriate infrastructure investments provided by the development.



*Bicyclists in Shoreline*

**Table 7-4: Projected Average Daily Traffic Volumes and PM Peak Period Congestion for the Next Twenty Years**

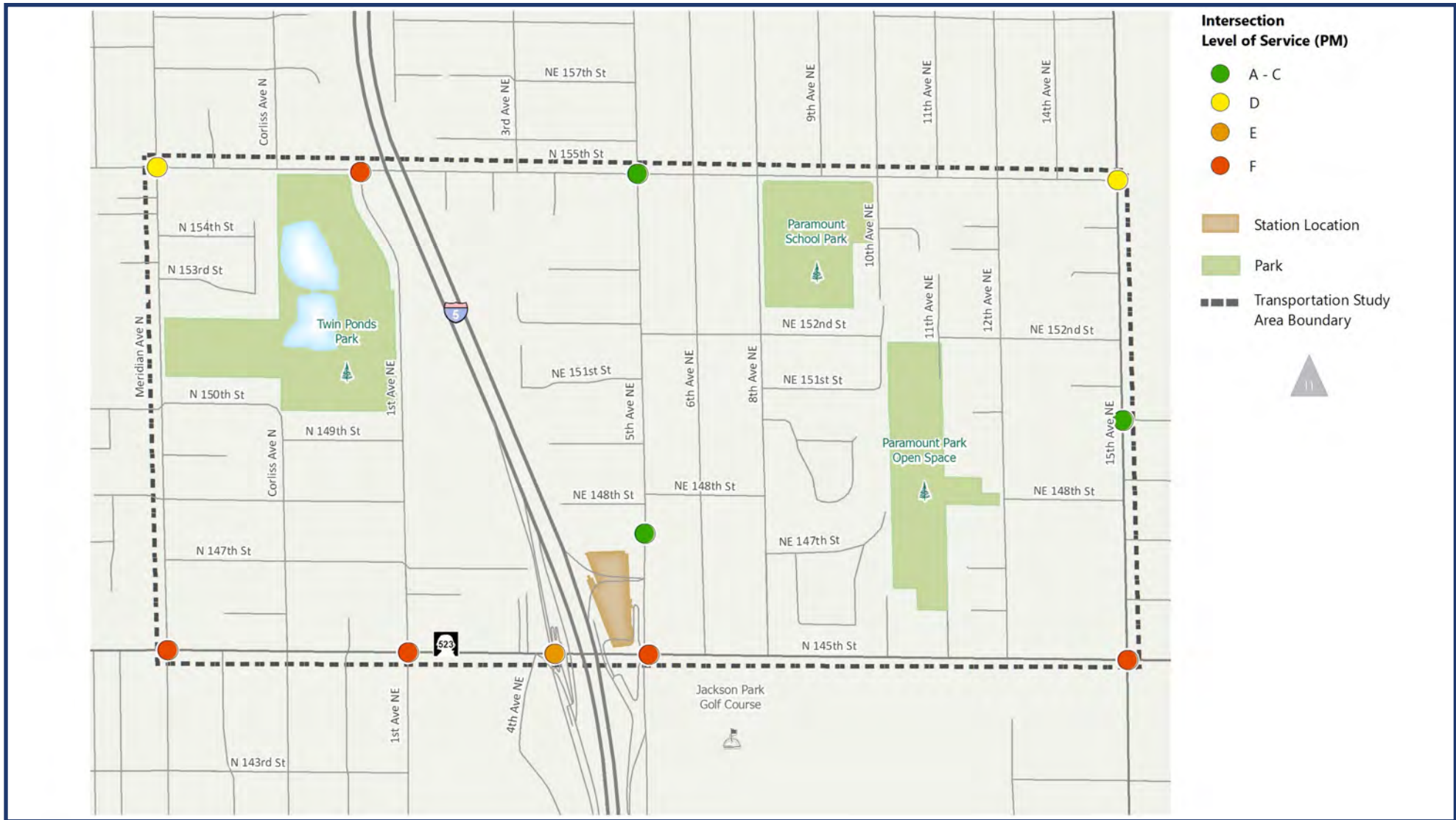
| STREET                       | SEGMENT                        | EXISTING PM<br>PEAK HOUR<br>VOLUME/VC RATIO <sup>2</sup> | NO ACTION PM<br>PEAK HOUR<br>VOLUME/VC RATIO | 20-YEAR ALT2<br>VOLUME/VC<br>RATIO | 20-YEAR ALT3<br>VOLUME/VC<br>RATIO | 20-YEAR ALT4<br>VOLUME/VC<br>RATIO |
|------------------------------|--------------------------------|--|--|------------------------------------|------------------------------------|------------------------------------|
| <b>EAST-WEST CORRIDORS</b>   |                                |  |  |                                    |                                    |                                    |
| <b>N/NE 145th Street*</b>    | West of I-5                    | 1,330 / 0.81   | 1,650 / 1.00                                 | 1820 / 1.10                        | 1790 / 1.08                        | 1800 / 1.09                        |
| <b>NE 145th Street*</b>      | East of I-5                    | 1,430 / 0.87   | 1,630 / 0.99                                 | 1710 / 1.03                        | 1700 / 1.03                        | 1730 / 1.05                        |
| <b>N 155th Street</b>        | West of I-5                    | 540 / 0.60   | 700 / 0.73                                   | 750 / 0.79                         | 740 / 0.78                         | 780 / 0.82                         |
| <b>NE 155th Street</b>       | East of I-5                    | 490 / 0.61   | 610 / 0.64                                   | 620 / 0.65                         | 620 / 0.65                         | 630 / 0.66                         |
| <b>NORTH-SOUTH CORRIDORS</b> |                                |  |  |                                    |                                    |                                    |
| <b>5th Avenue NE*</b>        | I-5 NB on-ramp to 155th Street | 530 / 0.76   | 670 / 0.96                                   | 700 / 1.00                         | 700 / 1.00                         | 730 / 1.04                         |
| <b>15th Avenue NE</b>        | 145th to 150th Street          | 1,040 / 0.52   | 1,290 / 0.65                                 | 1310 / 0.66                        | 1320 / 0.66                        | 1340 / 0.67                        |
| <b>15th Avenue NE**</b>      | 150th to 155th Street          | 880 / 0.73   | 1,150 / 0.96                                 | 1160 / 0.97                        | 1170 / 0.97                        | 1180 / 0.98                        |
| <b>Meridian Avenue N</b>     | 145th to 155th Street          | 390 / 0.56   | 650 / 0.78                                   | 740 / 0.88                         | 720 / 0.86                         | 730 / 0.87                         |

Notes: Traffic volumes and congestion level results shown above do not incorporate improvements identified in the 145th Street Multimodal Corridor Study. These improvements and others recommended in this plan will address the traffic congestion and service needs to improve level of service

\* N/NE 145th Street and the portion of 5th Avenue NE between NE 145th Street and the I-5 northbound on-ramp is exempt from the City of Shoreline's concurrency standard due to being within WSDOT jurisdiction.

\*\* The City allows a V/C ratio of 1.10 for 15th Avenue NE, between NE 150th Street and NE 175th Street due to rechannelization for operational safety.

<sup>2</sup> One-directional volume only, signifying the direction with the highest volume



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



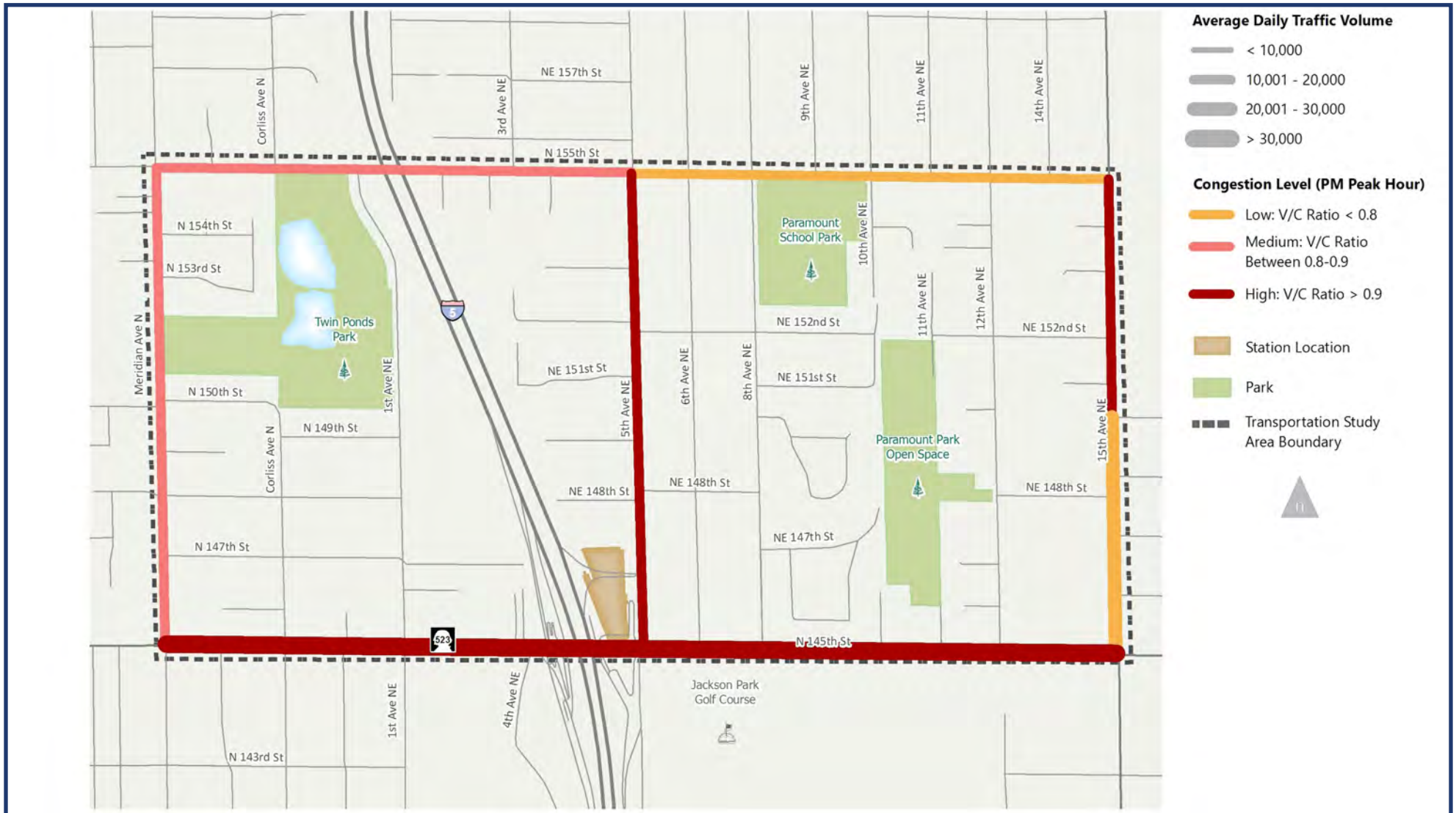
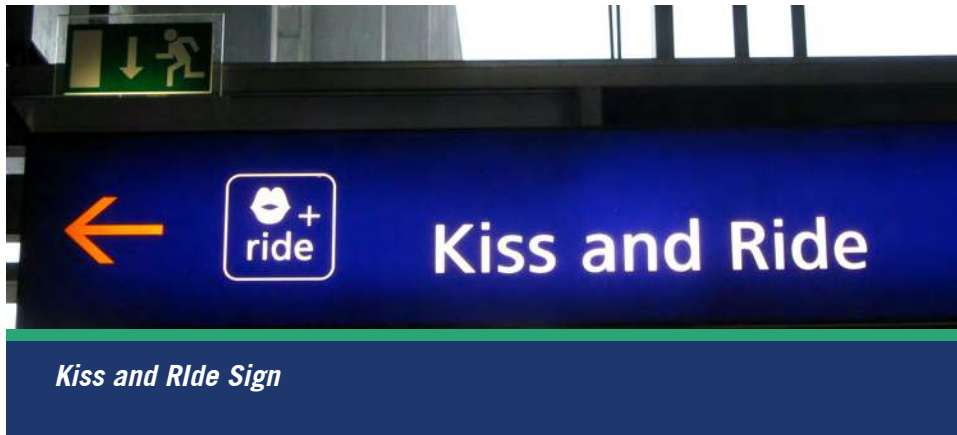


FIGURE 7-2: Intersection Level of Service for the First Twenty Years (up to 2035)



## MULTIMODAL TRANSPORTATION ACTIONS AND IMPROVEMENTS RECOMMENDED FOR THE SUBAREA OVER THE NEXT TWENTY YEARS

In addition to the roadway improvements called out in the TMP, the following measures are recommended for subarea over the next twenty years.

### N/NE 145TH STREET

Implement recommendations from the 145th Street Multimodal Corridor Study including:

- ▶ Traffic signal improvements at the intersections at Meridian Avenue N and 1st Avenue NE
- ▶ Improved signalized intersections which will include new left turn lanes, right turn lanes, and signal timing changes for the portion between Aurora Avenue N and NE 15th Avenue NE
- ▶ Transit signal priority along the corridor
- ▶ Revised interchange at I-5 with a button-hook on-ramp to allow eastbound 145th Street to northbound I-5 traffic to turn right onto 5th Avenue NE and loop under the bridge
- ▶ Additional left-turn storage on existing bridge over I-5

- ▶ New eastbound right-turn lane to southbound I-5
- ▶ New southbound off-ramp right turn lane
- ▶ New westbound right turn lane at 5th Avenue NE
- ▶ Grade-separated crossing for non-motorized traffic over the SB I-5 off-ramp
- ▶ New bridge deck for 145th Street over I-5 that includes a multi-use trail on the north side
- ▶ Sidewalks upgraded to meet City standards
- ▶ Westbound BAT lane/queue jump lane east of 5th Avenue NE
- ▶ Eastbound BAT lane/queue jumps east of 15th Avenue NE
- ▶ Wheelchair accessible bus stops
- ▶ Off-corridor bike network
- ▶ Restricted left-turn access mid-block east of 5th Avenue NE

### N/NE 155TH STREET

- ▶ Consistent with the TMP, extend the two-way left turn lane from 5th Avenue NE to 15th Avenue NE with bicycle lanes
- ▶ Construct a northbound right-turn pocket at the intersection of N/NE 155th Street and 1st Avenue NE
- ▶ Consider signalization or a roundabout at the intersection of N/NE 155th Street and 1st Avenue NE

### 5TH AVENUE NE

- ▶ Construct a two-way left turn lane from the I-5 NB on-ramp to N/NE 155th Street

### 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

## BICYCLE AND PEDESTRIAN FACILITIES

- ▶ Implement recommendations for the off-corridor bike network from the 145th Street Multimodal Corridor Study referenced in the previous section (see proposed network next page).

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 large-scale 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.

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.

## 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 CAR SHARING PROGRAMS

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.



*Seattle Bike Share*

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) currently under development, the City will be working with transit service providers to ensure transit vehicles can operate efficiently through the subarea. Strategies these agencies may employ include the construction of signal priority systems, queue jumps, and bus bulbs. The City of Shoreline will continue coordinating with area transit agencies in the development of a TSIP for the light rail station subarea. This coordination should coincide with ongoing traffic monitoring and 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. 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.

- ▶ **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.

City code stipulates that development may reduce its parking supply according to the following criteria:

20.50.400 Reductions to minimum parking requirements.

- A. Reductions of up to 25 percent may be approved by the Director using a combination of the following criteria:
  1. On-street parking along the parcel's street frontage.
  2. Shared parking agreement with nearby parcels within reasonable proximity where land uses do not have conflicting parking demands. The number of on-site parking stalls requested to be reduced must match the number provided in the agreement. A record on title with King County is required.

3. Parking management plan according to criteria established by the Director.
  4. A City approved residential parking zone (RPZ) for the surrounding neighborhood within one-quarter mile radius of the subject development. The RPZ must be paid by the developer on an annual basis.
  5. A high-capacity transit service stop within one-quarter mile of the development property line with complete City approved curbs, sidewalks, and street crossings.
  6. A pedestrian public access easement that is eight feet wide, safely lit and connects through a parcel between minimally two different rights-of-way. This easement may include other pedestrian facilities such as walkways and plazas.
  7. City approved traffic calming or traffic diverting facilities to protect the surrounding single-family neighborhoods within one-quarter mile of the development.
- H. In the event that the Director approves reductions in the parking requirement, the basis for the determination shall be articulated in writing.
  - I. The Director may impose performance standards and conditions of approval on a project including a financial guarantee.
  - J. Reductions of up to 50 percent may be approved by Director for the portion of housing providing low income housing units that are 60 percent of AMI or less as defined by the U.S. Department of Housing and Urban Development.
  - K. A parking reduction of 25 percent may be approved by the Director for multifamily development within one-quarter mile of the light rail station. These parking reductions may not be combined with parking reductions identified in subsections A and D of this section.  
\*Note that this reduction will not be granted until the light rail station exists.
  - L. Parking reductions for affordable housing may not be combined with parking reductions identified in subsection A of this section. (Ord. 731 § 1 (Exh. A), 2015; Ord. 706 § 1 (Exh. A), 2015; Ord. 669 § 1 (Exh. A), 2013; Ord. 654 § 1 (Exh. 1), 2013; Ord. 238 Ch. V § 6(B-2), 2000).

## ESTIMATED COSTS FOR TRANSPORTATION SYSTEM IMPROVEMENTS AND ACTIONS

Table 7-5 below displays estimated costs for recommended transportation actions and improvements in this plan.

**Table 7-5: Transportation System Improvements to Support the Planned Action through 2035**

| Street   | Description  | Low          | High         | Notes  |
|--|--|--------------|--------------|--|
| <b>N/NE 155th Street</b>                                   | Extend the two-way left turn lane from 5th Avenue NE to 15th Avenue NE with bicycle lanes                                  | \$500,000    | \$800,000    | Consistent with cost estimates used in the TMP   |
| <b>N/NE 155th Street</b>                                   | Construct a northbound right-turn pocket at the intersection of N/NE 155th Street and 1st Avenue NE                        | \$200,000    | \$400,000    | Assumes necessary costs for ROW/roadway construction   |
| <b>N/NE 155th Street</b>                                   | Consider signalization or a roundabout at the intersection of N/NE 155th Street and 1st Avenue NE                          | \$500,000    | \$800,000    | Costs use blended average of signalization or roundabout construction  |
| <b>5th Avenue NE</b>                                       | Construct a two-way left turn lane from the I-5 NB on-ramp to N/NE 155th Street  | \$400,000    | \$700,000    | Consistent with cost estimates used in the TMP   |
| <b>Meridian Avenue N</b>                                   | 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    | \$800,000    | Consistent with cost estimates used in the TMP   |
| <b>145th Street Multimodal Corridor Study Improvements</b> | Aurora Avenue to I-5   | \$46,000,000 | \$50,600,000 | <ul style="list-style-type: none"> <li>■ Project limits are from Aurora Avenue to I-5 SB ramps</li> <li>■ Includes new traffic signals at Aurora, Ashworth, Meridian, and 1st Ave</li> <li>■ This concept aims at rehabilitating existing pavement and sidewalks</li> <li>■ 5' sidewalk on South side</li> <li>■ 8' sidewalk plus 5' amenity zone on north side</li> </ul> |

**Table 7-5 (continued): Transportation System Improvements to Support the Planned Action through 2035**

| Street   | Description          | Low          | High         | Notes   |
|--|----------------------|--------------|--------------|---|
| <b>145th Street Multimodal Corridor Study Improvements</b> | Aurora Avenue to I-5 | \$46,000,000 | \$50,600,000 | <ul style="list-style-type: none"> <li>Assumes new striping and channelization for entire corridor</li> <li>Utility Undergrounding is included.</li> <li>Water main is not included.</li> </ul>   |
| <b>145th Street Multimodal Corridor Study Improvements</b> | I-5 Interchange Area | \$21,400,000 | \$23,500,000 | <ul style="list-style-type: none"> <li>Based on "Preliminary Preferred Design Concept"</li> <li>Assumes new traffic signal at 5th Ave</li> <li>Assumes new signal at SB ramps</li> <li>Assumes 14' non-motorized ped bridge</li> <li>Assumes demo of sidewalks on existing bridge, and bridge widening for lane and sidewalk</li> <li>Property acquisition from Lakeside school needed for additional right turn lane to SB I-5</li> <li>Sidewalks and roadway improvements from 3rd Ave to 5th Ave, includes half of 5th Avenue intersection</li> <li>Includes ramp improvements, additional lane SB off ramp</li> <li>Button hook ramp, eastbound to northbound I-5</li> <li>Property acquisition for sidewalk on north side of 145th street is not included</li> <li>No costs associated with Thornton Creek included, exempt per ST EIS.</li> <li>Assumes reconstruction of NB ramp from button hook to the merge with existing NB ramp.</li> </ul> |
| <b>145th Street Multimodal Corridor Study Improvements</b> | I-5 to SR-522        | \$85,000,000 | \$93,500,000 | <ul style="list-style-type: none"> <li>Based on "Preliminary Preferred Design Concept"</li> <li>From SR522 to 5th Ave</li> <li>Includes queue jumps and some BAT lanes</li> <li>This concept aims at achieving maximum transit travel time benefit while minimizing property impacts</li> <li>13' sidewalks are assumed including 5' amenity zone and 8' sidewalk.</li> <li>12' outside lanes, 11' thru and turn lanes</li> <li>Utility undergrounding is assumed.</li> <li>No improvements to water main or sewer main.</li> </ul>   |

# 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 in the subarea plan for these utilities.

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. Refer to **Table 7-6** for estimated utilities improvements costs and **Figures 7-3, 7-4, and 7-5** for locations of needed utility improvements.

## WATER SYSTEM AND FACILITIES MANAGED BY SEATTLE PUBLIC UTILITIES

For the next twenty years, increased demand within the Seattle Public Utilities portion of the subarea would primarily be within TAZ 137, converting primarily R-6 zones to Mixed Use Residential (MUR) development.

A number of the existing pipes within this TAZ are 4" and 6" diameter pipes, which may not be adequate for fire flow or water circulation. Approximately 6,600 feet of existing 4" and 6" diameter mains may need to be upsized to 8" mains within the next twenty years, including the following:

1. 900 feet of pipe along Corliss Avenue N, from NE 147th Street to NE 150th Street. This would connect a dead-end section of pipe, and create a loop in the system for additional water flow and fire suppression. Sections of existing pipe may need to be upsized to 8" diameter mains.
2. 400 feet of pipe along NE 150th Street, from Meridian Avenue NE to 1st Avenue NE. This section of pipe may need to be upsized to 8" diameter mains.
3. 500 feet of pipe along NE 148th Street from Meridian Avenue NE to Corliss Avenue NE. This would connect a dead-end section of pipe, and create a loop in the system for additional water flow and fire suppression. Sections of existing pipe may need to be upsized to 8" diameter mains.
4. 700 feet along NE 147th Street, from Corliss Avenue NE to 1st Avenue NE. This section of pipe may need to be upsized to 8" diameter mains.
5. 450 feet along 1st Avenue NE, from NE 147th Street to NE 145th Street. This section of pipe may need to be upsized to 8" diameter mains.

6. 600 feet along NE 147th Street, from the edge of the cul-de-sac to 1st Avenue NE.
7. 350 feet along NE 146th Street, from the edge of the cul-de-sac to Corliss Avenue NE.
8. 1,250 feet within the loop south of NE 155th Street, along NE 153rd Street to Stone Avenue NE to Interlake Avenue NE. Demand is not projected to be extensive within this neighborhood; however fire hydrants within this loop currently do not meet current standards for fire flow, and may need to be upsized.

The above listed improvements are approximate estimates to provide a ballpark synopsis of the impacts rezoning will have on the study area. The improvements are not based on hydraulic modeling. SPU routinely completes modeling of its service area, and identifies water system improvement needs based on specific performance requirements, specifically fire flow as the driving factor. SPU projects that they have adequate fire flow within their service area, and have sufficient capacity to handle the projected demand. Projected improvements listed are based on the comparison of areas that are anticipated to generate the largest amount of demand, and which may also be currently serviced by smaller diameter pipes (less than 8 inches in diameter) and dead-end pipe sections. Actual improvements may differ from what is shown, and is dependent on hydraulic modeling when specific development is planned within the study area.

## **WATER SYSTEM AND FACILITIES MANAGED BY NORTH CITY WATER DISTRICT**

Similar to the Seattle Public Utilities portion of the subarea, redevelopment and growth with adoption of the subarea plan will generate demands on the water system through 2035. Within the next twenty years, redevelopment within the North City Water District portion of the subarea is projected to increase demand by 310 percent. The most demand is projected within TAZs 97, 99, 103, 104, 130, and

138. The total length of pipe potentially necessary to accommodate the projected population in 2035 is approximately 12,000 feet of mainline water improvements (upsizing/replacements).

Recommended improvements are based on the assumption that the subarea will eventually be built-out with land uses allowed under the adopted zoning. For the purposes of the plan, it is assumed that infrastructure upsizing to serve the high-end twenty-year 2.5 percent growth rate may include a higher level of improvements.

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.

Estimated improvements needed to serve the next twenty years of growth (but assuming full upsizing to serve build-out) include the following.

Approximately 12,000 feet of existing 6" diameter mains may need to be upsized to 8" mains within the next 20 years, including the following:

1. 350 feet along NE 153rd Street, from the edge of cul-de-sac to 5th Avenue NE. This section of pipe may need to be upsized to 12" diameter mains within the next twenty years.
2. 1,900 feet within the loop west of 5th Avenue NE, along NE 151st Street, 3rd Avenue NE, and NE 152nd Street. This section of pipe may need to be upsized to 12" diameter mains within the next twenty years.
3. 2,000 feet along NE 152nd Street, from 5th Avenue NE to 12th Avenue NE. This section of pipe may need to be upsized to 12" diameter mains within the next twenty years.
4. 550 feet along 8th Avenue NE, from NE 147th Street to NE 145th Street. This section of pipe may need to be upsized to 12" diameter mains within the next twenty years.
5. 500 feet along NE 149th Street, from the end of the cul-de-sac to 5th Avenue NE. This section of pipe may need to be upsized to 12" diameter mains within the next twenty years.



6. 1,150 feet within the loop south of NE 147th Street, along 9th Avenue NE, NE 146th Street, and 9th Place NE.
7. 1,400 feet within the loop east of 8th Avenue NE, along NE 150th Street, 9th Place NE, NE 148th Street, and 9th Avenue NE.
8. 900 feet along 10th Avenue NE, from NE 155th Street to NE 152nd Street.
9. 650 feet along NE 151st Street, from 8th Avenue NE to 10th Avenue NE.
10. 2,650 feet along 12th Avenue NE, from NE 155th Street to NE 145th Street. This section of pipe may need to be upsized to 12" diameter mains within the next twenty years.

The listed improvements are approximate estimates to provide a ballpark synopsis of the impacts rezoning will have on the study area. The improvements are not based on hydraulic modeling. It is not anticipated that all improvements would be constructed at once. This analysis provides the City and North City Water District an idea of forecasted demands projected for certain sections of the city. Projected improvements listed are based on the comparison of areas that are anticipated to generate the largest amount of demand, and which may also be currently serviced by smaller diameter pipes (less than 8 inches in diameter) and dead-end pipe sections. Actual improvements may differ from what is shown, and is dependent on hydraulic modeling when specific development is planned within the study area.

## WASTEWATER SYSTEM AND FACILITIES MANAGED BY THE RONALD WASTEWATER DISTRICT

Within the next twenty years, redevelopment as a result of the subarea plan in the Ronald Wastewater District would be projected to increase demand by 250 percent. The most demand is projected within TAZs 97, 99, 103, 104, 130, 137 and 138.

Based on the assumption of maximum sewer flow rates with minimum pipe slope for demand generated solely from development within the subarea, most pipes within the subarea are of adequate size to accommodate the projected population for the next twenty years, with the exception of the following pipe runs:



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

1. The main trunk main entering the City of Seattle near the intersection of 5th Avenue NE and crossing N 145th Street, may need to be upsized to a 36 inch diameter main.
2. The 12 inch main which crosses below I-5, along N 149th Street, and discharges to the existing 36" trunk main, may need to be upsized to an 18 inch diameter main.
3. The 8 inch main which crosses below I-5, near N 146th Street, and discharges to the existing 36" trunk main, may need to be upsized to a 12 inch diameter main.
4. The trunk main collecting wastewater for basin #24, located, through an easement east of 9th Avenue NE, reduces from an 18" diameter pipe to a 10 inch diameter pipe between NE 146th Street and NE 145th Street. This 130 foot section of pipe would most likely need to be upsized to an 18 inch diameter pipe.
5. The 8 inch main along 15th Avenue NE, between N 150th Street and N 145th Street, may need to be upsized to an 18 inch diameter pipe.

Leading up to complete build-out, these sections of pipe would need to be periodically reevaluated, and may need to be upsized in order to accommodate additional demand generated.



*Rain garden bump-outs in Shoreline neighborhood*

The listed improvements are approximate estimates to provide a ballpark synopsis of the impacts rezoning will have on the study area. The improvements are not based on hydraulic modeling. It is not anticipated that all improvements would be constructed at once, but would provide the City and Ronald Wastewater District an idea of forecasted demands projected for certain sections of the city. Projected improvements listed are based on the comparison of areas that are anticipated to generate the largest amount of demand, and maximum flow rates of existing sewer main diameters. Actual improvements may differ from what is shown, and is dependent on hydraulic modeling when specific development is planned within the study area. Additional evaluation will need to occur to verify the pipe diameter is adequate with the inclusion of additional flows from customers in Seattle.

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

Projected surface water improvement needs for the next twenty years to serve subarea redevelopment include the following.

- A. 1,350 feet along 8th Avenue NE from NE 155th Street to NE 150th Street
- B. 1,800 feet along 6th Avenue NE from NE 152nd Street to NE 145th Street
- C. 550 feet along NE 151st Street from 8th Avenue NE to 10th Avenue NE
- D. 300 feet along NE 145th Street from 6th Avenue NE to 5th Avenue NE
- E. 12" diameter or larger pipes or bioretention swales may be necessary in some locations.

If specific Phase 1/Phase 2 boundaries are not adopted, additional conveyance pipe runs likely would be needed to accommodate the projected population in 2035 over a broader geographic region. 12" diameter or larger pipes or bioretention swales may be necessary in the following areas:

- A. 1,350 feet along 8th Avenue NE from NE 155th Street to NE 150th Street
- B. 1,800 feet along 6th Avenue NE from NE 152nd Street to NE 145th Street
- C. 2,200 feet along 12th Avenue NE from NE 148th Street to NE 145th Street, and along NE 145th Street to 17th Avenue NE
- D. 550 feet along NE 151st Street from 8th Avenue NE to 10th Avenue NE
- E. 300 feet along NE 145th Street from 6th Avenue NE to 5th Avenue NE

**TABLE 7-6: Utilities—Estimated Capital Improvement Costs**

| <b>WATER SERVICE—ESTIMATED CAPITAL IMPROVEMENT COSTS</b> |         |                    |
|--|---------|--------------------|
| <b>North City Water District Water Service</b>           |         |                    |
| Pipe Length  | 8" main | Cost               |
| 350  | \$270   | \$94,500           |
| 1,900  | \$270   | \$513,000          |
| 2,000  | \$270   | \$540,000          |
| 550  | \$270   | \$148,500          |
| 500  | \$270   | \$135,000          |
| 1,150  | \$270   | \$310,500          |
| 1,400  | \$270   | \$378,000          |
| 900  | \$270   | \$243,000          |
| 650  | \$270   | \$175,500          |
| 2,650  | \$270   | \$715,500          |
| <b>TOTAL</b>   |         | <b>\$3,253,500</b> |

| <b>Seattle Public Utilities Water Service</b> |         |                    |
|---|---------|--------------------|
| Pipe Length                                   | 8" main | Cost               |
| 900   | \$270   | \$243,000          |
| 400   | \$270   | \$108,000          |
| 500   | \$270   | \$135,000          |
| 700   | \$270   | \$189,000          |
| 450   | \$270   | \$121,500          |
| 600   | \$270   | \$162,000          |
| 350   | \$270   | \$94,500           |
| 1,250   | \$270   | \$337,500          |
| <b>TOTAL</b>                                  |         | <b>\$1,390,500</b> |

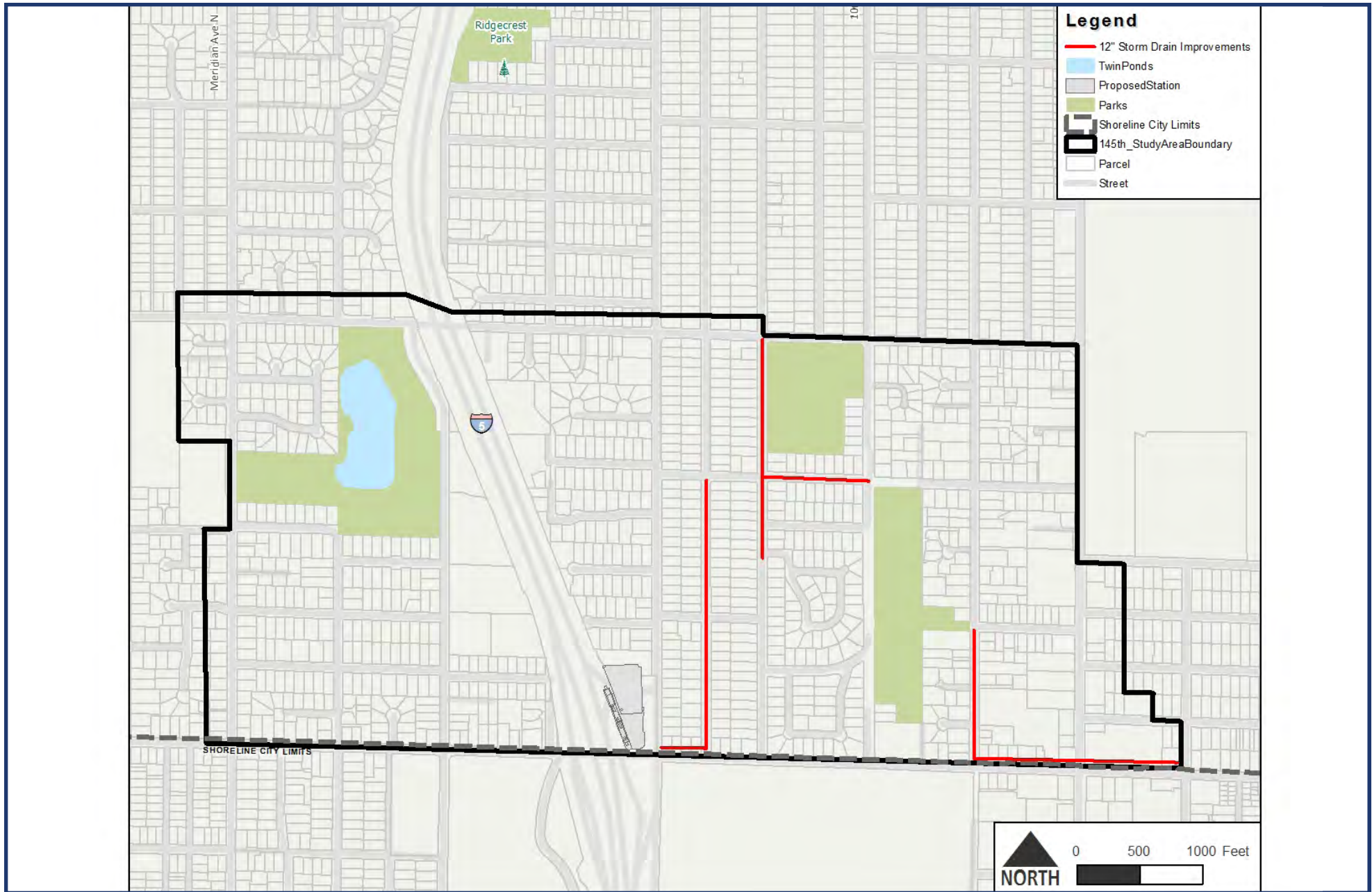
| <b>SANITARY SEWER SERVICE—ESTIMATED CAPITAL IMPROVEMENT COSTS</b> |          |                    |          |           |          |          |
|---|----------|--------------------|----------|-----------|----------|----------|
| <b>Ronald Wastewater District—Sanitary Sewer Service</b>          |          |                    |          |           |          |          |
| Pipe Length   | 12" main | Cost               | 18" main | Cost      | 36" main | Cost     |
| 200 *   |          |                    |          |           | \$450    | \$90,000 |
| 750   |          |                    | \$380    | \$285,000 |          |          |
| 350 **  | \$300    | \$105,000          |          |           |          |          |
| 130 **  |          |                    | \$380    | \$49,400  |          |          |
| 1,350   |          |                    | \$380    | \$513,000 |          |          |
| 650   |          | \$325,000          |          |           |          |          |
| <b>TOTAL</b>  |          | <b>\$1,042,400</b> |          |           |          |          |

\* Improvements only analyzed within the City of Shoreline. Upsizing this main may need to extend into the City of Seattle service area. No information available for Seattle service area.

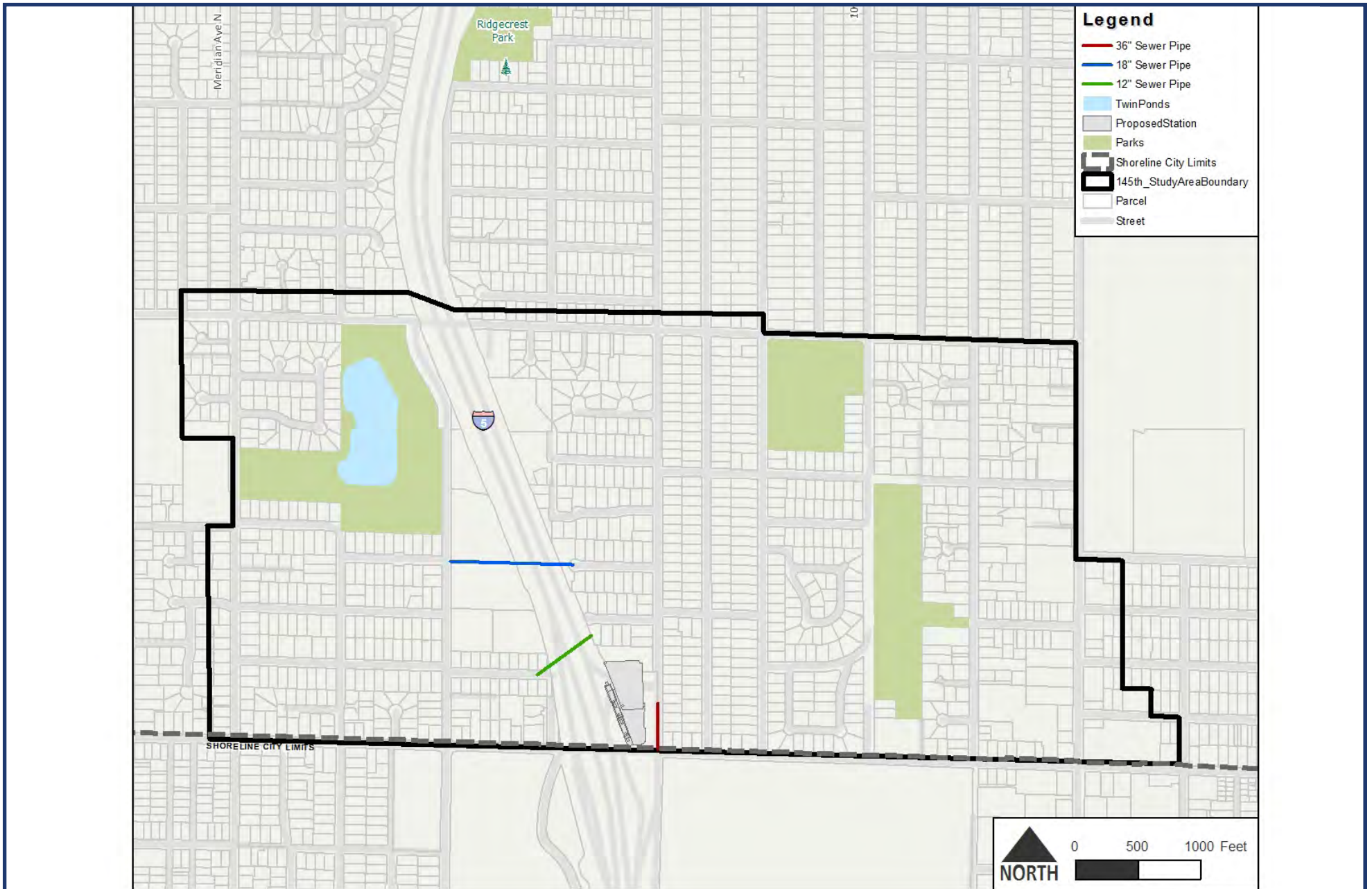
\*\* Improvements include upsizing pipes under I-5, which may require boring or pipe bursting larger pipes below the freeway.

| <b>SURFACE WATER MANAGEMENT SERVICE—ESTIMATED CAPITAL IMPROVEMENT COSTS</b> |          |                    |
|---|----------|--------------------|
| <b>City of Shoreline—Surface Water (Stormwater) Management Service</b>      |          |                    |
| Pipe Length   | 12" main | Cost               |
| 1,350   | \$200    | \$270,000          |
| 1,800   | \$200    | \$360,000          |
| 550   | \$200    | \$110,000          |
| 300   | \$200    | \$60,000           |
| 2,200 *   | \$200    | \$440,000          |
| <b>TOTAL</b>  |          | <b>\$1,240,000</b> |

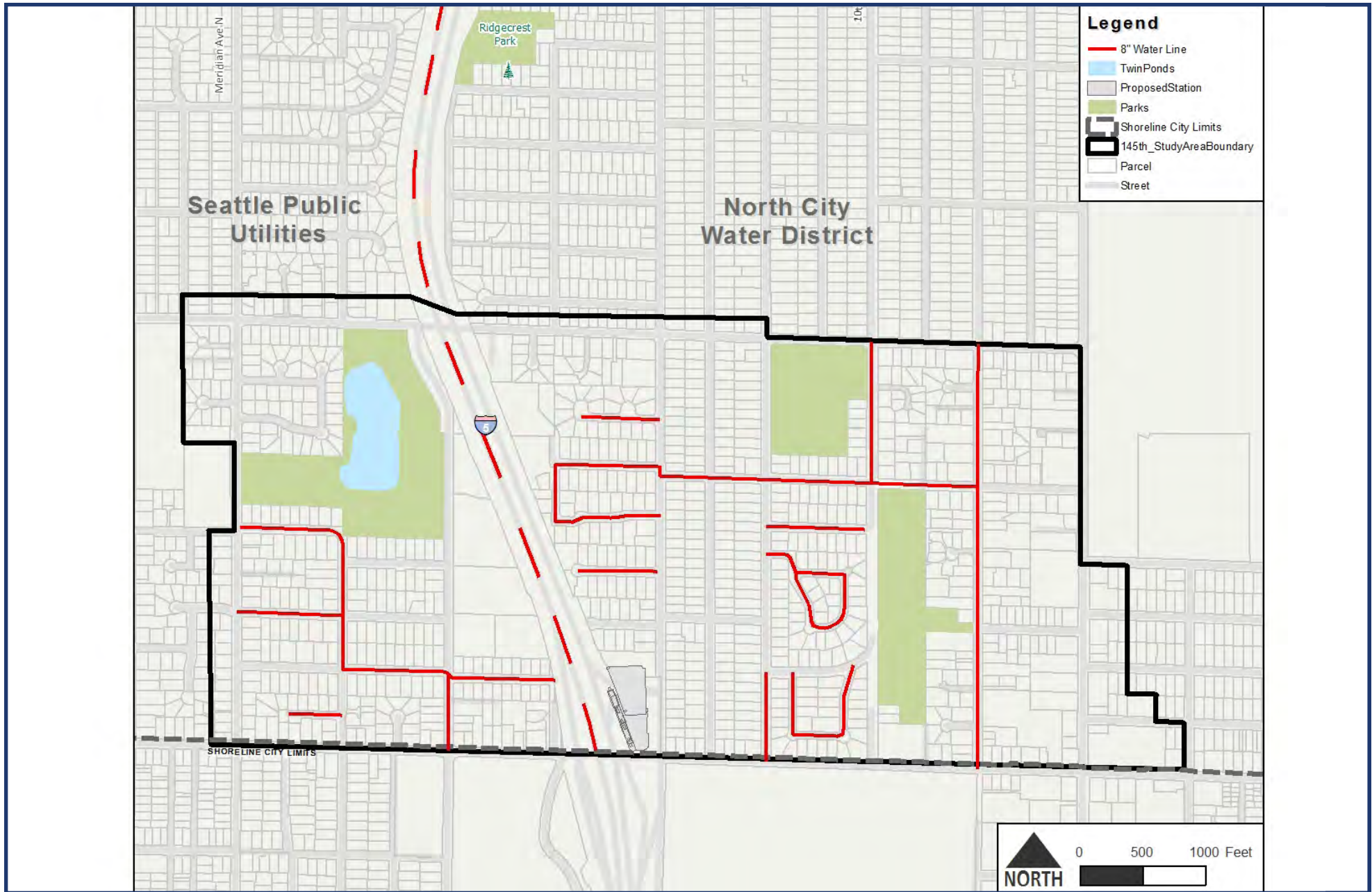
\* Improvements may be necessary if specific Phase 1/Phase 2 boundaries are not adopted.



**FIGURE 7-3: City of Shoreline Planned and Recommended Surface Water Improvements**



**FIGURE 7-4: Ronald Wastewater Planned and Recommended Wastewater Improvements**



**FIGURE 7-5: North City Planned and Recommended Water Improvements**



UW Soccer plays a soccer match at Twin Ponds Playfields

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

### PARKS, RECREATION, AND OPEN SPACE

The projected total population of residents in the subarea by 2035 will reach 11,207 to 13,635 (assuming a 1.5 to 2.5 percent average annual growth rate), living in an estimated 4,670 to 5,681 total housing units. 2,180 to 2,678 total employees would be expected in the subarea by 2035. This is 2,886 to 5,314 new residents (as well as 1,203 to 2,214 new housing units and 585 to 1,083 new employees) above current levels in the subarea.

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. The PROS Plan analyzes the target level of service (LOS) for neighborhood parks, through an amenities-driven approach.

Even though there are a variety of existing parks and open space areas in the subarea and surrounding vicinity to serve future population needs, the projected 2035 population level would create a demand for approximately one new neighborhood park in place by the end of the twenty-year horizon of 2035, if not before.

*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.*

Given the relatively compact service area, and that demand for parks and recreation is based on population growth, the decision to adopt phasing would not change the demand analysis. The same demand for parks and recreation would occur with or without adopted phasing.

When considering the specific type of facilities the increased population would need, it is important to evaluate a number of factors, including community involvement, availability of the different classifications of parks and open space, and level of service standards.



**Farmers Market**

Community involvement during the subarea planning process has confirmed that residents are interested in preserving and protecting existing parks and open spaces and the natural areas within these in the subarea. Community members also want to ensure 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.

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 may have various types of recreation facilities that meet the demand even if they do not have the acreage.

With consideration of the NPRA standard, the number of new residents in the subarea and assuming that some existing facilities in the subarea and in surrounding areas are currently meeting neighborhood park needs, there likely would be an additional demand for one new neighborhood park in twenty years (by 2035) and additional neighborhood parks

at build-out. Some of this demand could continue to be served by neighborhood school facilities as well as neighborhood parks in areas bordering the subarea. Most of the demand would need to be met by new parks, recreation, and open space facilities. Neighborhood parks potentially could be integrated into the redevelopment of large parcels and by adding property to existing parks and open space areas.

The City of Shoreline's amenities-driven approach to meeting the LOS neighborhood parks provides for the inclusion of larger community and urban park development with neighborhood park amenities and school property to meet the needs of the projected population. Playfields, play equipment, recreation courts, and other facilities at schools are important to meeting the LOS. In the future, the use of schools sites such as Paramount School Park might change. The School District may need to use the site for school/educational purposes again with growth in the subarea. If this occurs, it will be important to coordinate with the School District to continue to provide public access to the school site and facilities to serve the neighborhood's needs.

It is envisioned that redevelopment of the subarea would create urban plazas, pocket parks, playgrounds, trail corridors, and other open spaces through private development and City initiative. These also could serve some of the demand for neighborhood park space.

It is important to remember that the other level of service standard referenced is for neighborhood parks to serve an area within one-half mile. As such, parks could be developed at the periphery of the subarea in the future that would serve residents' needs. If other types of parks, recreation, and open space facilities are provided as part of redevelopment, the level of service could be sufficient for an urban neighborhood. This assumes that existing neighborhood parks in areas near the subarea would be able to serve some of the growing population. In some cases, these 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.



Smaller (one-half acre or less) dispersed urban park, open space and plazas that act as public gathering spaces, could also help to serve the demand in the subarea if incorporated into redevelopment projects.

The required updates to the PROS Plan (every six years) create a way for the City to continue to monitor the need for parks as the neighborhood grows, seek funding to maintain and 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 future property values would likely increase in the subarea, it may be advantageous to seek property for parks and open space use in the near term. This would require examination of potential funding options, such as dedications, grants, bond levies, or other means. The current capital budget does not include funding for any near term acquisition, but the 2017 update to the PROS Plan will consider establishing an impact fee for this purpose.

Priority habitat areas such as at Twin Ponds Park are protected by local, state, and federal regulations. Areas of urban forest are more vulnerable to potential impacts associated with redevelopment in the subarea. The City's adopted critical areas ordinance calls for preservation of groups of mature trees, planting of native landscaping, and other provisions. Department of Ecology (DOE) regulations related to surface water management also recognize preservation of natural areas as a best practice. Redevelopment projects in the subarea will be required to comply with these regulations as applicable.

### **DEMAND FOR OTHER HUMAN SERVICES/ COMMUNITY SUPPORT FACILITIES**

The growing population of the subarea also will generate demand for a wide range of other human services and community support facilities, such as community center facilities, community meeting and classroom facilities, recreation center facilities, places to exercise, and other services

and facilities. It is anticipated that the level of public services will expand over time as the population and tax base in the community grows. Private sector businesses would also serve some of the demand over time as would the developers of mixed-used buildings in the subarea.

### **OTHER RECOMMENDED ACTIONS**

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.

The PROS Plan will receive an update in 2017 and again in 2023 and 2029. Planning for the 2017 update is currently underway. The City will reassess the demands and needs and will modify implementation recommendations based on changing needs. The City will evaluate the level of recent and pending changes in the station subarea and make recommendations for additional park, recreation, and open space facilities accordingly.

Implementing the PROS Plan recommendations will help to ensure that parks, recreation, and cultural services are provided to the growing subarea. In addition, the following policies are proposed to address the needs for parks, recreation, and open space in the subarea.

- ▶ Acquire property to increase available land for park and recreation use.
- ▶ Develop a park impact fee and/or dedication program for acquisition and maintenance of new parks or open spaces.
- ▶ Ensure Twin Ponds and Paramount Open Space Parks' pedestrian connections from the neighborhood to the 145th Street light rail station are designed and constructed to fit the character of the parks.
- ▶ Mitigate impacts of increased activity in existing parks and open spaces by creating a major maintenance/capital investment funding program.



*Marimba Youth Band performs at Paramount Park*

- ▶ Through Parks Master Planning processes, determine specific needs for spaces, facilities, and programs to accommodate anticipated growth, taking into consideration demographic projections.

Additional subarea plan policies proposed to address the natural environment could also provide mitigation for population growth within the subarea and illustrate how parks, surface water, and transportation initiatives can coordinate at the project level, such as:

- ▶ Prioritize acquisition of sites that are ill-suited for redevelopment due to high water table or other site-specific challenge for new environmental or stormwater function.
- ▶ Encourage planting new trees and preserving existing stands of trees (especially native and conifers) in and 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.
- ▶ Ensure existing wetlands, streams, and their buffers are protected as redevelopment happens.
- ▶ Ensure any unavoidable impacts to existing wetlands, streams, and their buffers are mitigated through restoration or enhancement.
- ▶ Develop opportunities for creating wildlife and/or greenway corridors connecting existing park and open spaces

## THE GREEN NETWORK CONCEPT

Implementation of a “Green Network” of trails, sidewalks, bike lanes and other facilities in green streets, parks, and open spaces is envisioned and would be implemented over time as redevelopment occurs in the subarea. The Green Network would also include stream corridors, wetlands, and other natural areas.

Improvements in the Green Network would enhance bicycle and pedestrian accessibility and safety and provide connectivity to and from the light rail station, as well as between homes, parks, school, and other community destinations in the subarea.

With stormwater management, green infrastructure/low impact development systems, stream corridor enhancement, and protection of wildlife habitat, the Green Network would provide a variety of environmental benefits.

Improvements could be made through transportation, surface water, or park improvement processes, and as such would need to be coordinated through various City departments.

The Green Network includes streets enhanced for pedestrian and bicycle use in the subarea based on the outcomes of the 145th Street Multimodal Corridor Study via an off-corridor network. The maps that follow show this Off-Corridor pedestrian and bicycle network, along with the Green Network concept. Photos show the types of features that would be preserved and that would continue to emerge in the subarea as part of redevelopment.

# Schools and Other Public Services Needs

## SCHOOLS

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

- ▶ 793 to 965 elementary students
- ▶ 242 to 295 middle school students
- ▶ 506 to 615 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.

The entire subarea is located within Shoreline School District. As such, implementation of Phase 1 and Phase 2 geographic boundaries would not affect the potential impacts to school services and facilities, which are analyzed based on projected population growth in the subarea.

Actions that will be taken over the next twenty years to serve the demand for the growing subarea population 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 request community support for 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 school district facility west of Shorecrest High School currently being used as a warehouse and central kitchen should be retained for future potential school use to serve the growth projected for the subarea.
- ▶ The District also has the ability to alter or shift special program assignments to free up space for core programs: gifted programs, arts, activities, and others.



*Preschool Playground*

- ▶ 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 eligibility 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.
- ▶ In order to be eligible to collect impact fees, school districts must demonstrate that there is not adequate capacity to serve growth. King County was able to demonstrate that they did not have capacity prior to implementing its impact fee program. Shoreline School District would need to do the same. 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.

## POLICE, FIRE, AND EMERGENCY SERVICES

The projected 2035 population of new (additional) residents would be to 2,886 to 5,314 (living in 1,203 to 2,214 housing units), above current levels of residents and households in the subarea. This would create a demand for approximately 2.5 to 4.5 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 287 to 664 new calls annually in the subarea by 2035.

The entire subarea is located in fairly compact geographic area that is served by the same police, fire, and emergency services providers. As such, implementation of Phase 1 and Phase 2 geographic boundaries would not affect the potential impacts to these services and facilities, which are analyzed based on projected population growth in the subarea.

With the building heights and types proposed, there would be a need for emergency and fire service providers to evaluate current equipment and vehicles to determine if additional resources would be needed. For example, increased ladder height may be needed, and rescue and evacuation training needs may change.

Given the level of existing services and facilities compared to the potential future demand, additional funding and resources would be needed to support increases in the level of service provided by police, fire, and emergency services. Modern technology incorporated into new medium to high density developments is likely to increase efficiencies within the communication, call, and dispatch services within the subarea, benefiting police, fire, and emergency services.

Because build-out would be expected to occur very gradually over several decades, it is anticipated that the service providers would be able to monitor growth in their activities, proactively plan for, and seek



*Shoreline Police Neighborhood Center and on bicycles*



funding and resources to adjust services as needed to respond over time. Other considerations and actions that would help to address the demand for police, fire, and emergency services include the following.

- ▶ 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.
- ▶ Provisions of onsite security services could reduce the need for police protection.
- ▶ 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.



*Shoreline Fire Department*

## OTHER PUBLIC SERVICES

### 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.

Approximately 1,226 to 2,257 more customers would generate 28,198 to 51,911 additional pounds per week of solid waste by 2035.

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. 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.

More landfill space may be needed to support waste management, along with more intensive management of solid waste levels including actions to reduce and divert waste to avoid this outcome.



*Shoreline City Hall*

As discussed previously, growth would be expected to occur gradually, allowing time to comprehensively plan and expand services as needed. Other actions and considerations affecting solid waste management include the following.

- ▶ To reduce construction related waste, the City already requires development applicants to provide evidence that they recycled or reused building materials when redeveloping sites, and as part of their application requires them to explain what measures were included.
- ▶ The City may condition Planned Action applications to incorporate feasible recycling and reuse measures.
- ▶ 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.
- ▶ Solid waste services are paid through fees. Additional customers would increase the revenue base for solid waste management services. Through recycling, reuse and waste reduction, the City works with King County to monitor and reduce the need for additional landfill space.

## CITY HALL/SHORELINE CIVIC CENTER/CITY SERVICES

The Shoreline Civic Center and City Hall is located at 17500 Midvale Ave. N., in the heart of Town Center. This 67,000 square foot, LEED Gold certified building was completed in 2009 with an expected lifespan of 50-100 years. 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 late 2017.

City Hall currently includes the Executive, City Clerk, Attorneys, Finance, Administrative Services, Human Resources, Parks and Cultural Services, Public Works, and Planning and Community Development.

In 2016, the City had a count of 148 full-time employees (FTEs). The current level of service for the City calculates to approximately 2.67 employees per 1,000 residents, which is lower than most Puget Sound cities. 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.

## HISTORICAL MUSEUM/ARTS AND CULTURE

The Shoreline Historical Museum is located north 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 north of 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 recent previous facility did not include, such as two meeting rooms and two study rooms.

## POSTAL BUILDINGS

United States Postal Service offices are located at Aurora Avenue N and N 145th Street as well as 17233 15th Avenue NE. These locations provide full service to the surrounding community with hours from 8:30 – 5:30 Monday through Friday, and open from 8:30 to 3:00 on Saturdays. Lobby areas are 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 just east of 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 social service programs and facilities. Social and community services would include the need for community center uses, additional meeting space, and other facilities.

Population growth would increase demand for City services and other public services, but there would be the need for expanded services and facilities over time.

Redevelopment over time would necessitate ongoing needs for new regulations, planning and development review, and capital projects, as well as City staff to perform these functions. Based on the additional population growth anticipated, the following increases in demand for other types of public and community services would be expected.

The addition of approximately 2,886 to 5,314 more people to the subarea by 2035 would result in:

- ▶ Demand for 7.71 to 14.19 additional FTE City employees by 2035; and
- ▶ 5.2 percent to 9.6 percent increase in demand for other services such as library, museum, arts and culture, postal, and human/social services by 2035.

The entire subarea is served by the same public service providers. As such, implementation of Phase 1 and Phase 2 geographic boundaries would not affect the potential impacts, which are analyzed based on projected population growth in the subarea.

The increased population in the subarea over time will require additional public services, including the need for a variety of services. For all public services, it is anticipated that increases in households and businesses in the subarea would generate 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. Other actions may include the following.

- ▶ 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 services and facilities as growth occurs over time and properly plan for and allocate resources toward expanding and enhancing services to address increased demand.

## 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

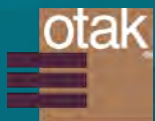
Interstate 5. The Interstate 5 corridor bisected the community that had become known as Shoreline.

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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