

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.

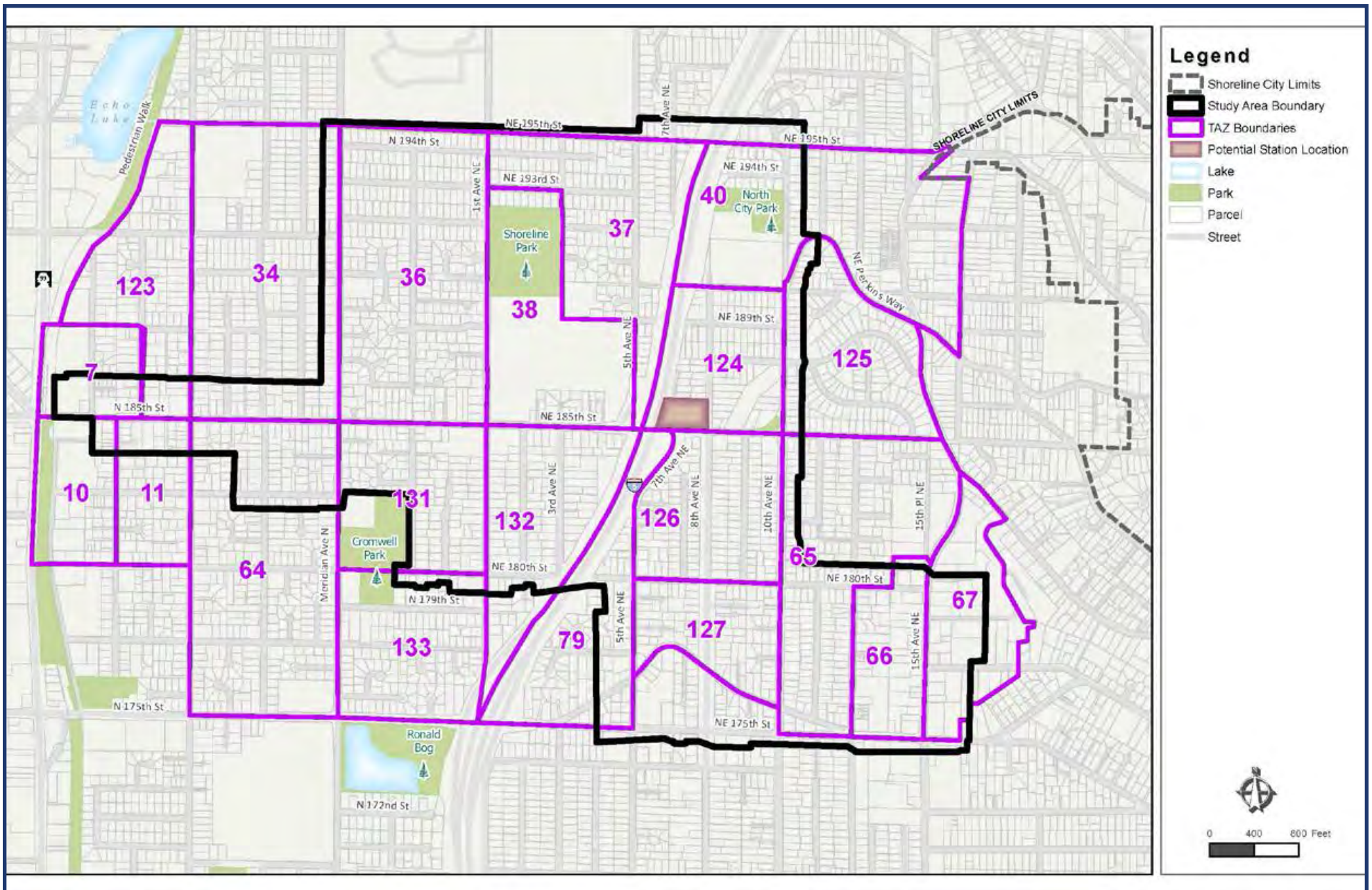


FIGURE 3-1: Traffic Analysis Zone (TAZ) Boundaries

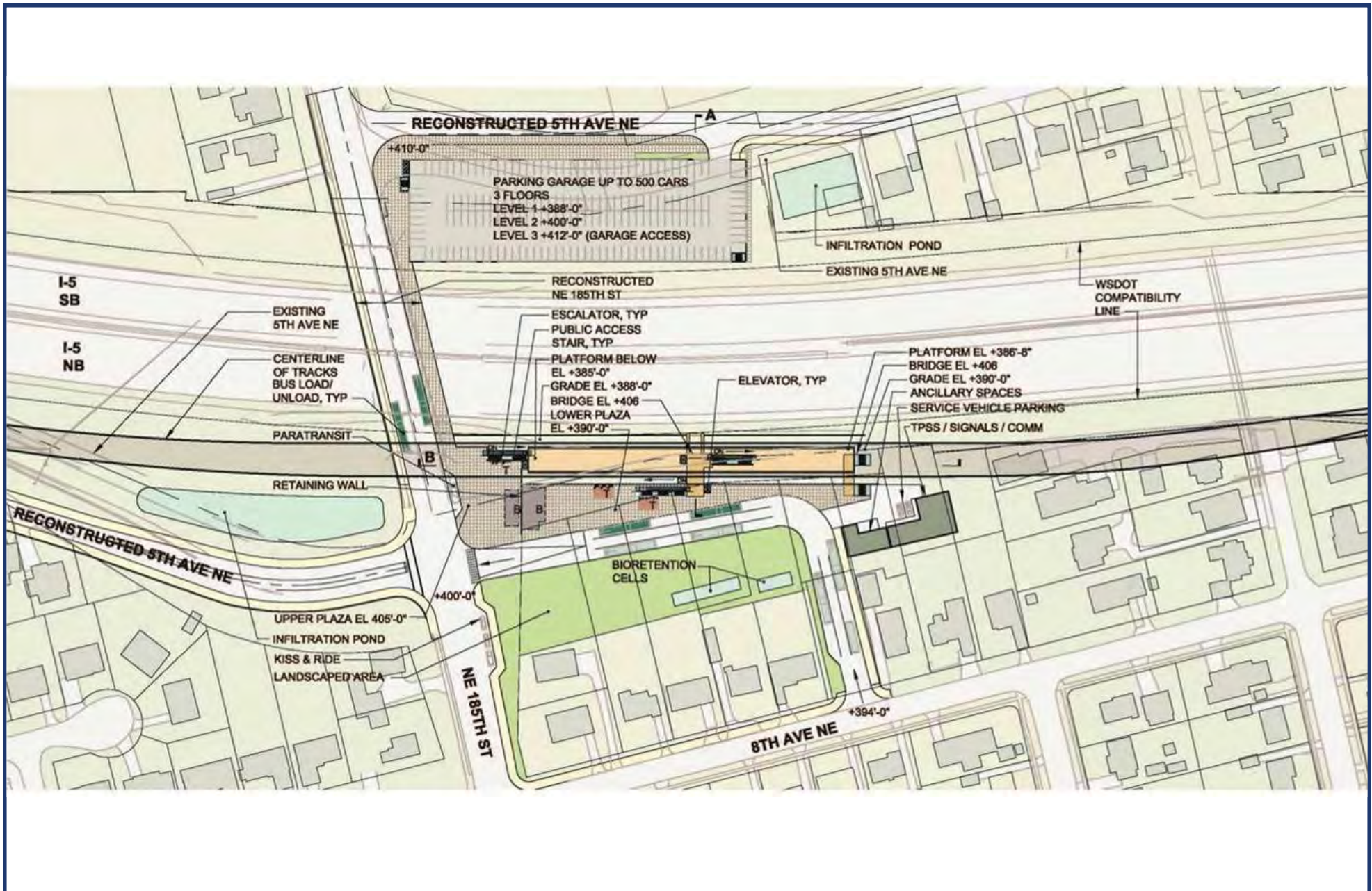


FIGURE 3-2: Sound Transit Concept Plan for the 185th Light Rail Station



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.



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.

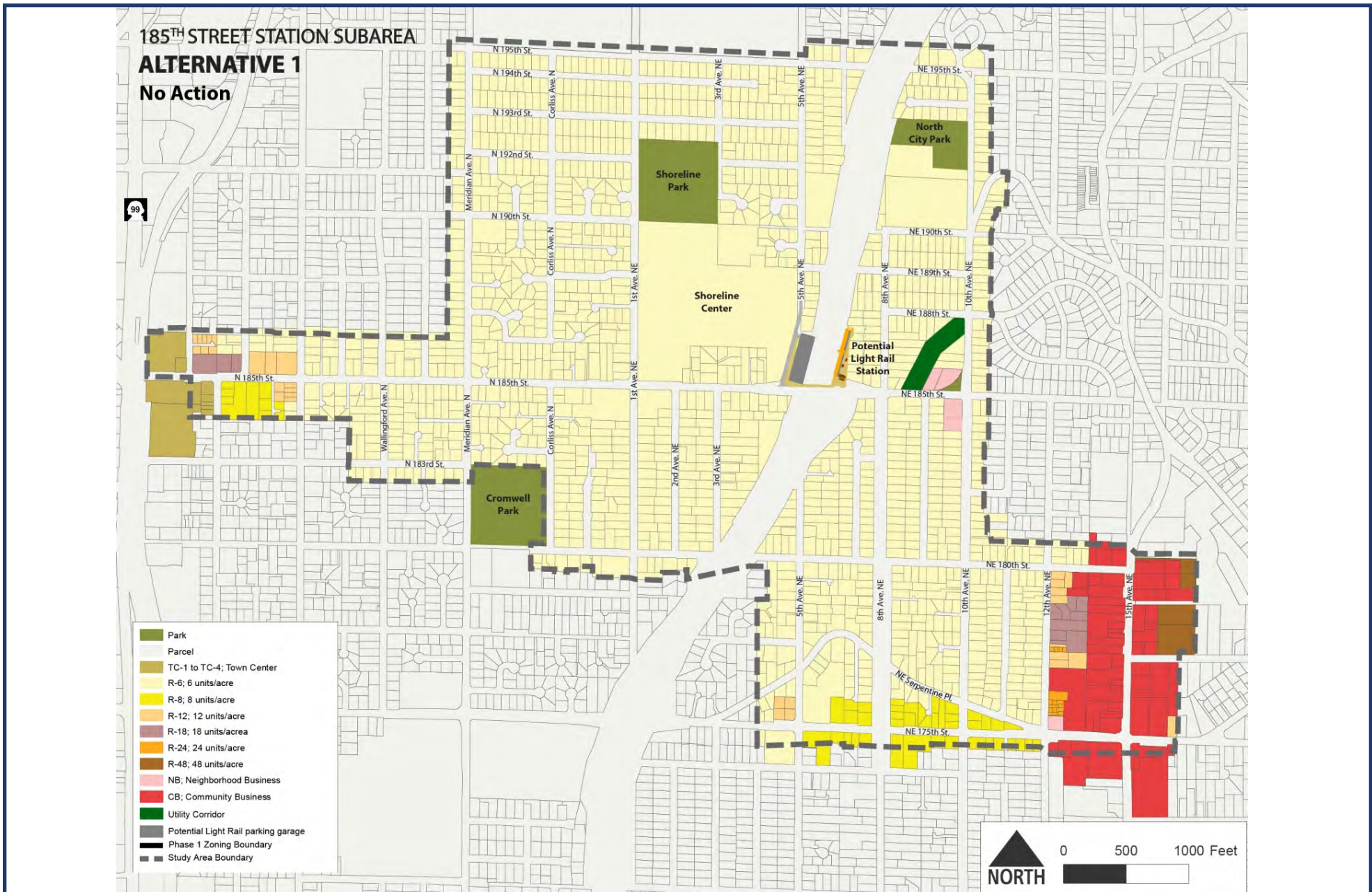


FIGURE 3-3: Existing Zoning Map

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.

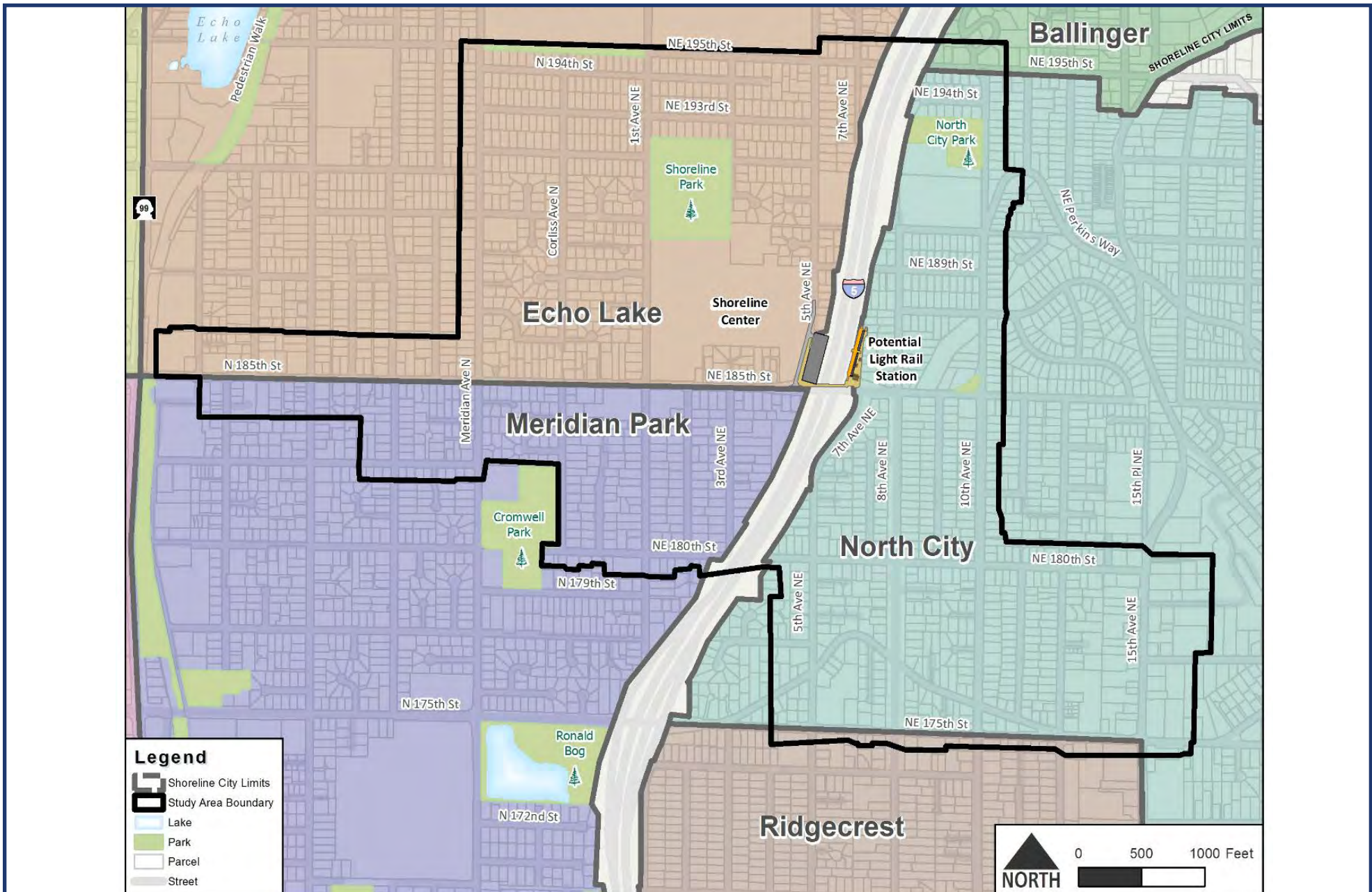


FIGURE 3-4: Existing Neighborhoods in the Vicinity of the 185th Street Station Subarea

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 Arterials¹.

TRAFFIC VOLUMES

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

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

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

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

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

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

INTERSECTION EVALUATION

While standard traffic analysis techniques² indicate that all intersections currently operate within the City’s adopted LOS standard, there are certain areas where congestion is noticeably higher, such as the intersections of Meridian Avenue N and N 175th Street and Meridian Avenue N and N 185th Street as shown in **Figure 3-7**. Visual inspection of these intersections in the field suggests a higher level of peaking and long queues (10 to 30 vehicles) during the PM peak period.

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

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

* One-directional volume only, signifying the direction with the highest volume.

Source: 2011 City of Shoreline Transportation Master Plan and updated traffic counts from 2013

² Using the HCM 2010 methodology

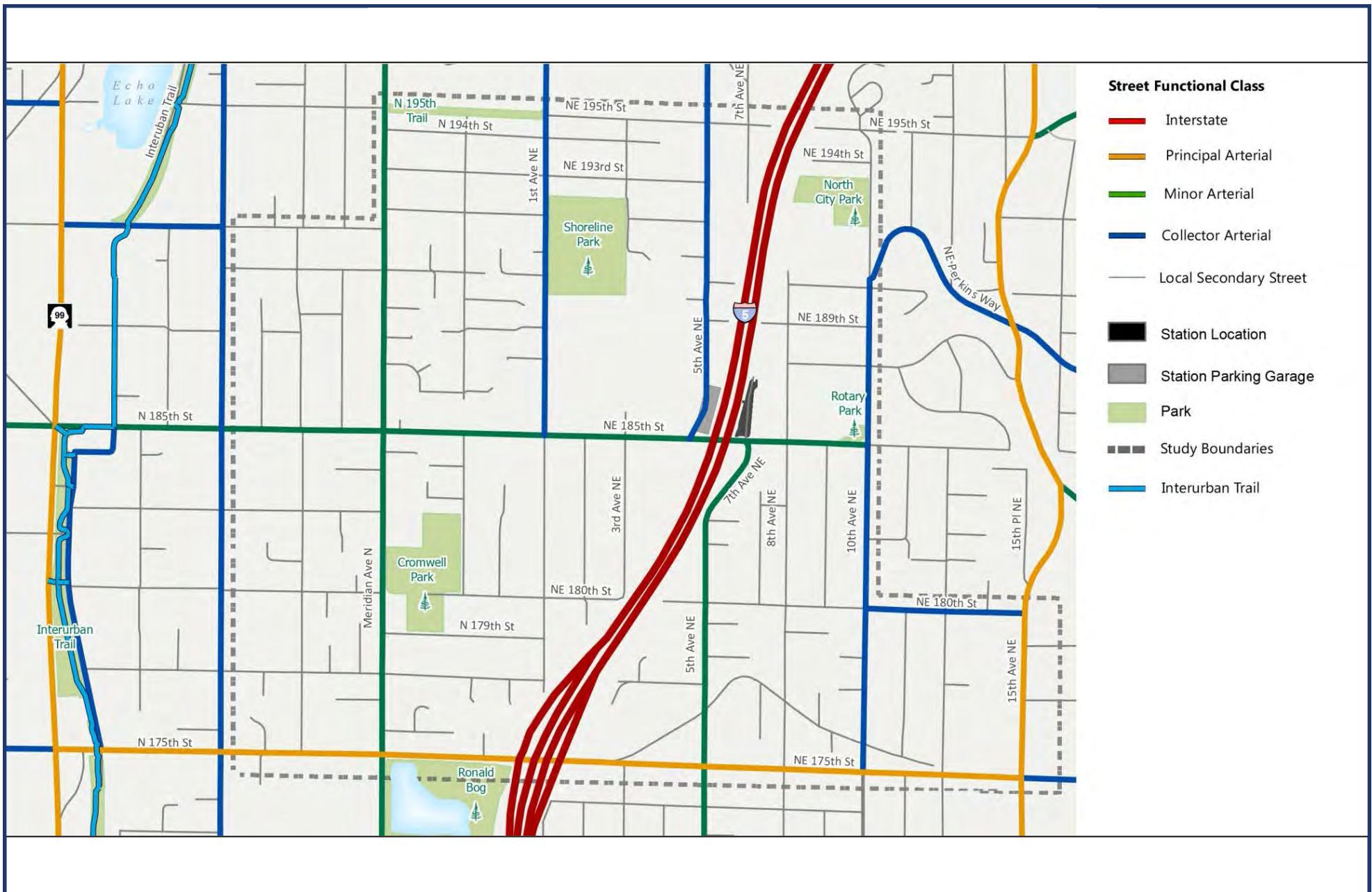


FIGURE 3-5: Street Classifications in the Subarea

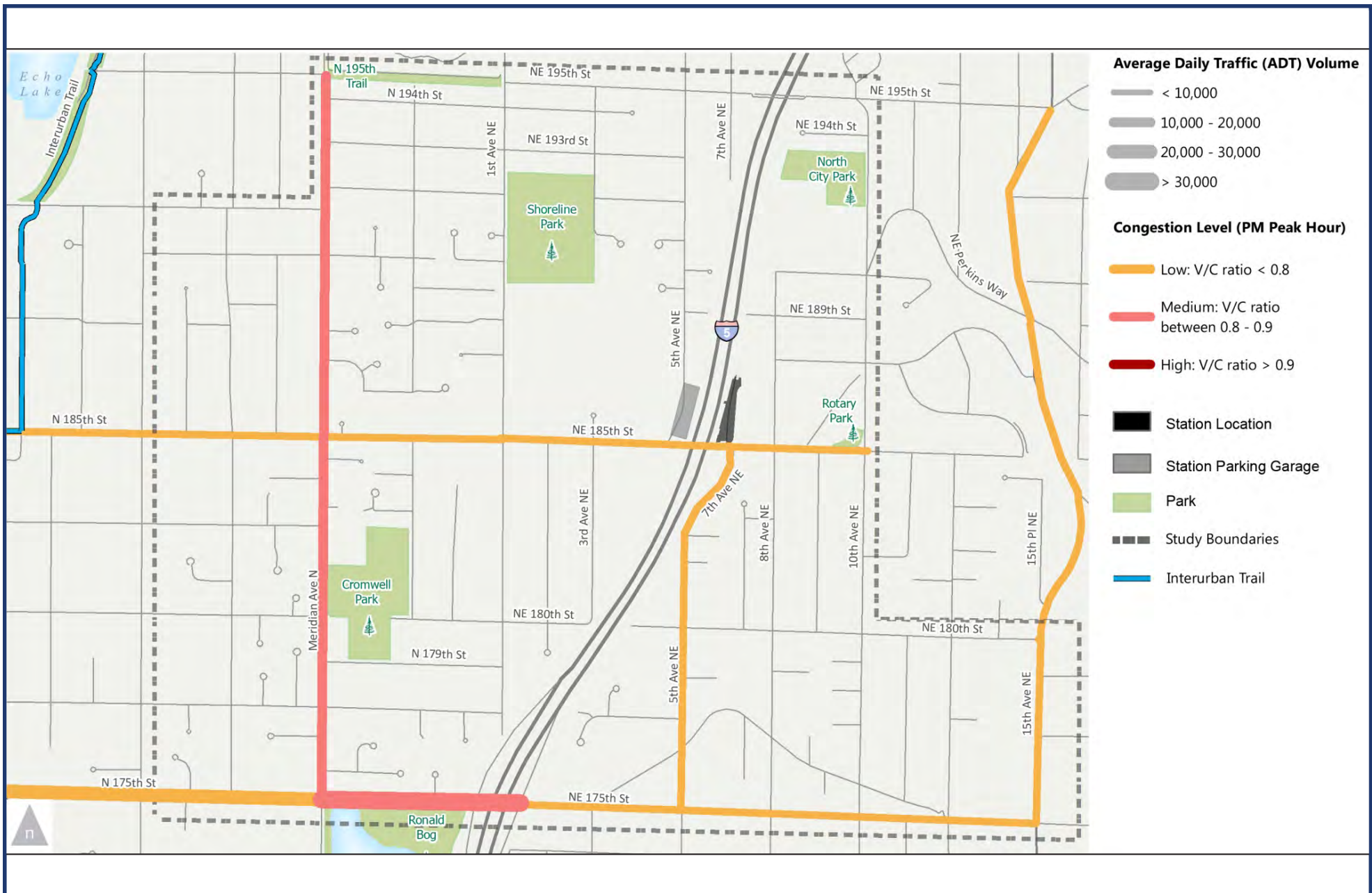


FIGURE 3-6: Average Daily Traffic and PM Peak Congestion (Existing Conditions)

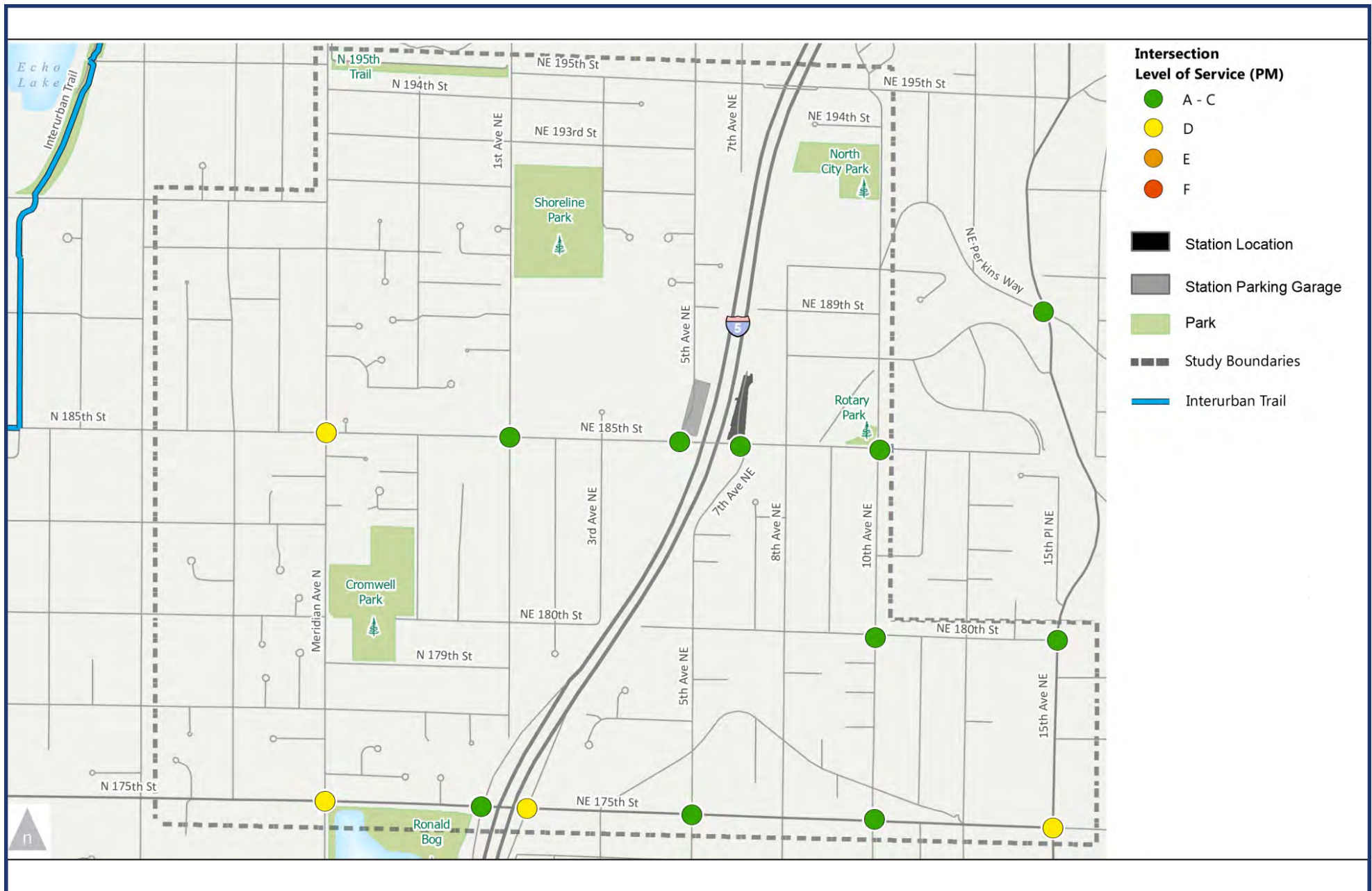


FIGURE 3-7: Intersection Level of Service (Existing Conditions)

COLLISION HISTORY

As shown in the **Figure 3-8**, there are a relatively low number of vehicle collisions within the subarea, with all intersections experiencing a crash rate below 1.0 per million entering vehicles (MEV). Intersections that experience a crash rate above 1.0 per MEV are deemed “High Accident Locations” based on standards specified in the Sound Transit DEIS. The only intersection with a crash rate near that threshold is at N 175th Street and Meridian Avenue N, with a value of .81. Between 2008 and 2011, this intersection had a yearly average of 4.80 accidents with property damage only and 4.00 accidents with injuries. No accidents with fatalities occurred within the subarea for the time period of 2008 to 2011. All other intersections in the subarea averaged below a combined 5.00 accidents per year. During this period, the only recorded pedestrian accident occurred at NE 175th Street and 5th Avenue NE. Bicycle accidents occurred in the subarea at the intersections of NE 175th Street and 5th Avenue NE, N 175th Street and Meridian Avenue N, and N 185th Street at Meridian Avenue N³.

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	
ALL-DAY ROUTES					
346	30	30	30	60	Aurora Village Transit Center, Meridian Park, Northgate
347	30	30	30	60	Northgate, Ridgecrest, North City, Mountlake Terrace
348	30	30	30	60	Richmond Beach, North City, Northgate
E Line	5-12	12	5-12	12-20	Downtown Seattle, Aurora Village Transit Center
PEAK PERIODS					
77	5-12	-	15-30	-	North City, Maple Leaf, Downtown Seattle
301**	15	-	15	-	NW Shoreline, Aurora Village Transit Center, Shoreline Park and Ride, Downtown Seattle
303	15	-	15	60*	Shoreline Park and Ride, Aurora Village Transit Center, Meridian Park, Northgate, Downtown Seattle, First Hill
316	15-20	-	15-25	-	Meridian Park, Bitter Lake, Green Lake, Downtown Seattle
373	15	-	15	60*	Aurora Village Transit Center, Shoreline Park and Ride, Meridian Park, Maple Leaf, University District

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

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

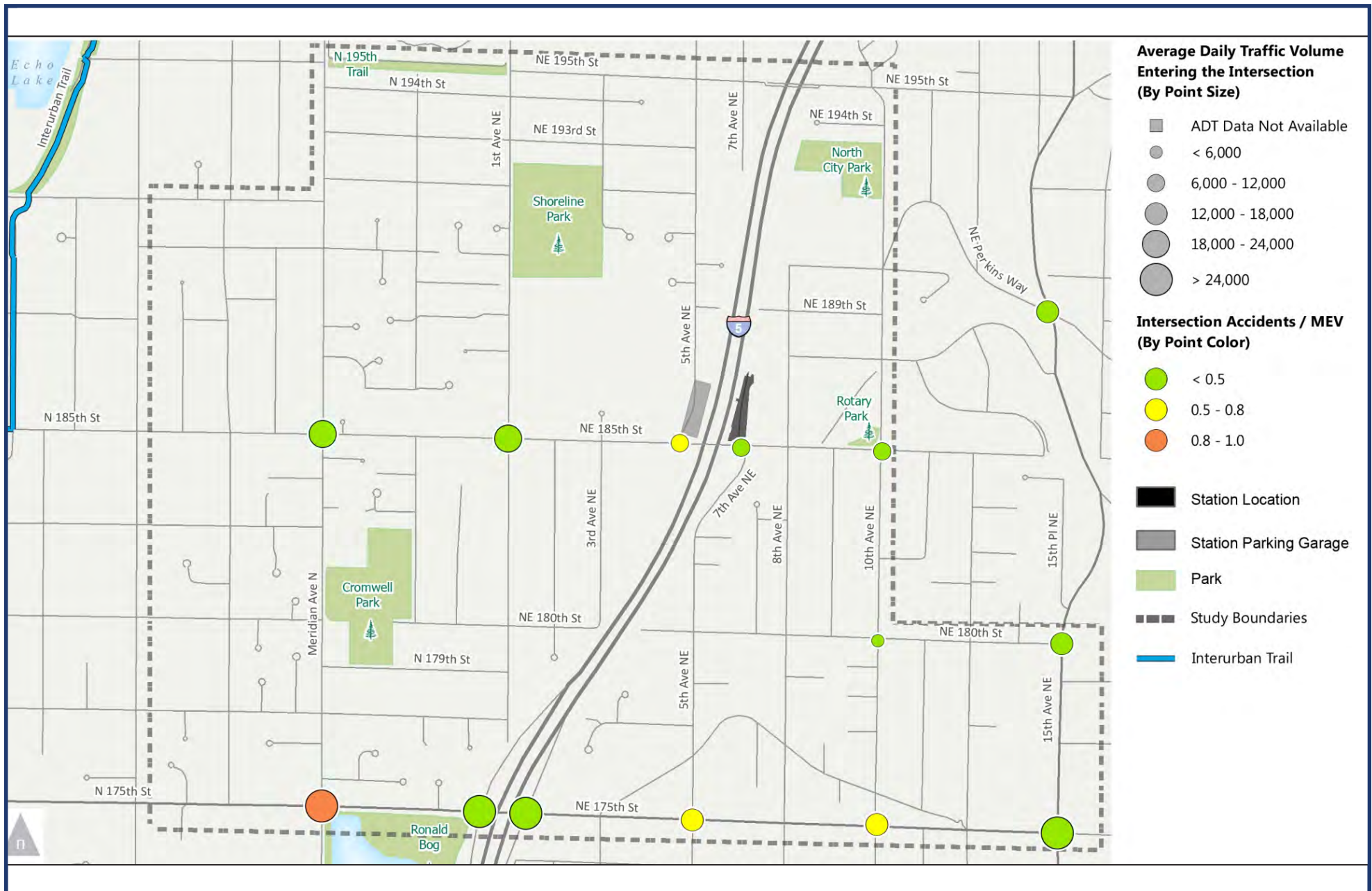


FIGURE 3-8: Accident Rate (Existing Conditions)

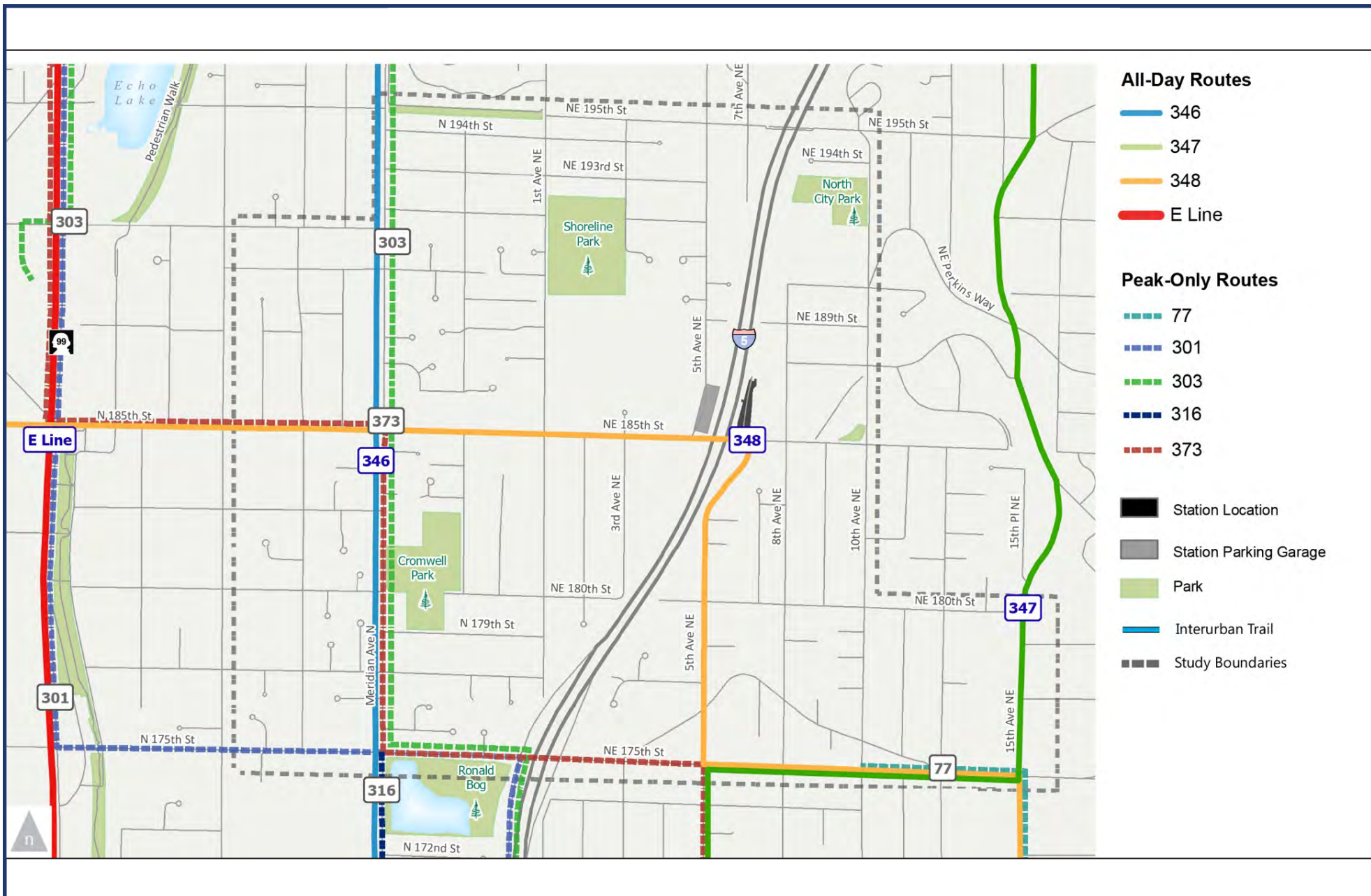


FIGURE 3-9: Existing Transit Service

PLANNED TRANSIT SERVICE

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

EXISTING ON-STREET PARKING CONDITIONS

A substantial portion of the study area is residential in character and has no on-street parking restrictions. A survey conducted for the Sound Transit DEIS evaluated parking supply and utilization for an area within a quarter-mile of the proposed station⁴. 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 area⁵.

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

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

PARK-AND-RIDE FACILITIES

Currently there are a number of smaller lots leased by King County Metro for park-and-ride facilities located at the southern edge of the study area. This includes the 116 space lot at 1900 N 175th Street and the 25 space lot at 17920 Meridian Ave N. They are typically filled between 96 percent to over 100 percent of capacity on weekdays⁶. As part of the Lynnwood Link Extension Preferred Alternative, a 500 parking space facility would be located on the western edge of I-5 just north of NE 185th Street in the Washington State Department of Transportation right-of-way. The Sound Transit DEIS assumed that the garage would be fully utilized during the weekday daytime hours. During the PM peak hour, the DEIS estimated that 180 vehicles would exit the garage and 45 would enter. During the AM peak hour, it was estimated that 200 vehicles would enter the garage and 50 would exit.

EXISTING PEDESTRIAN AND BICYCLE FACILITIES

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

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

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

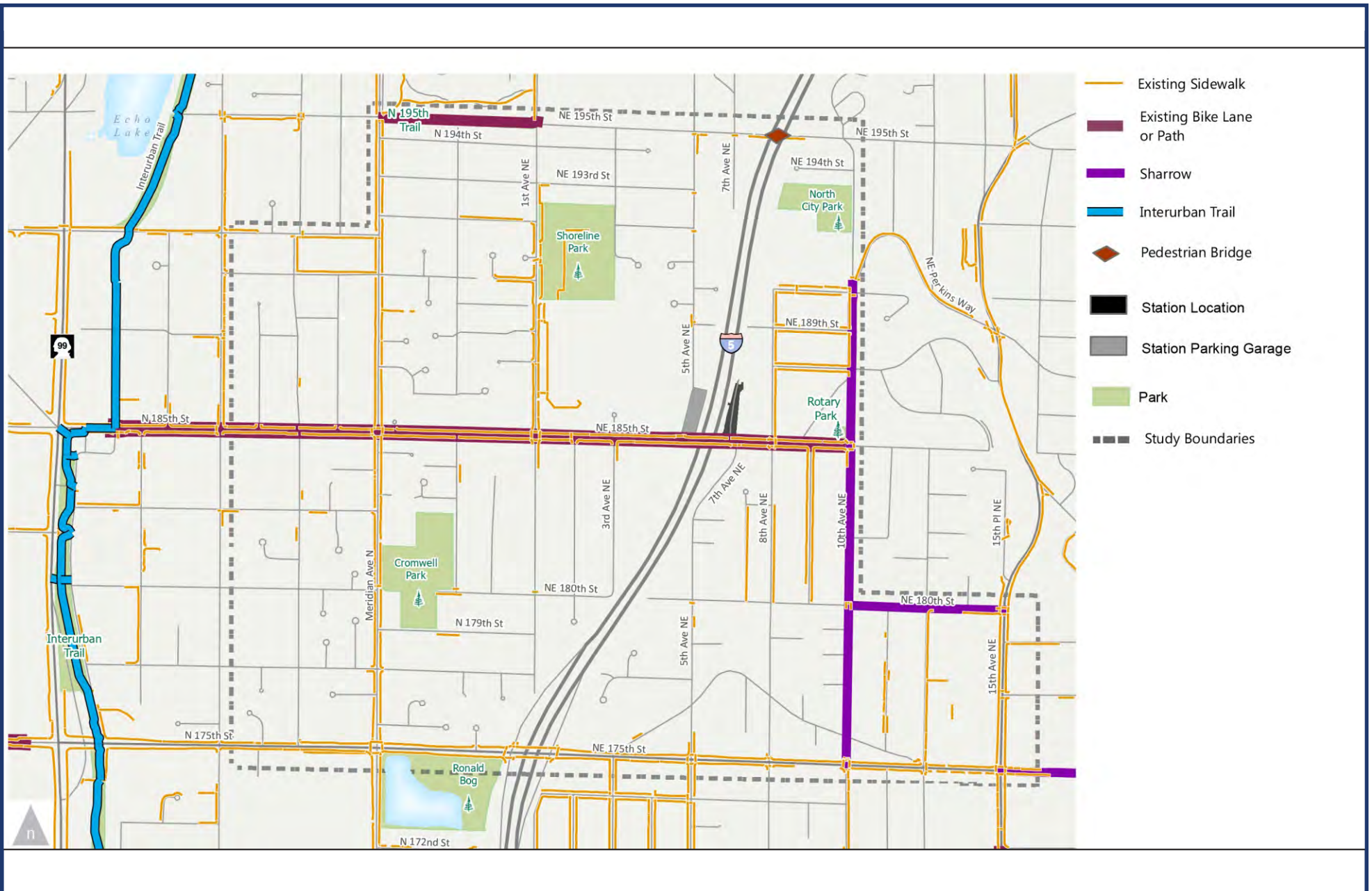


FIGURE 3-10: Existing Pedestrian and Bicycle Facilities

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

PLANNED MULTIMODAL TRANSPORTATION IMPROVEMENTS

PEDESTRIAN AND BICYCLE IMPROVEMENTS

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

VEHICLE TRAFFIC IMPROVEMENTS

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

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

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

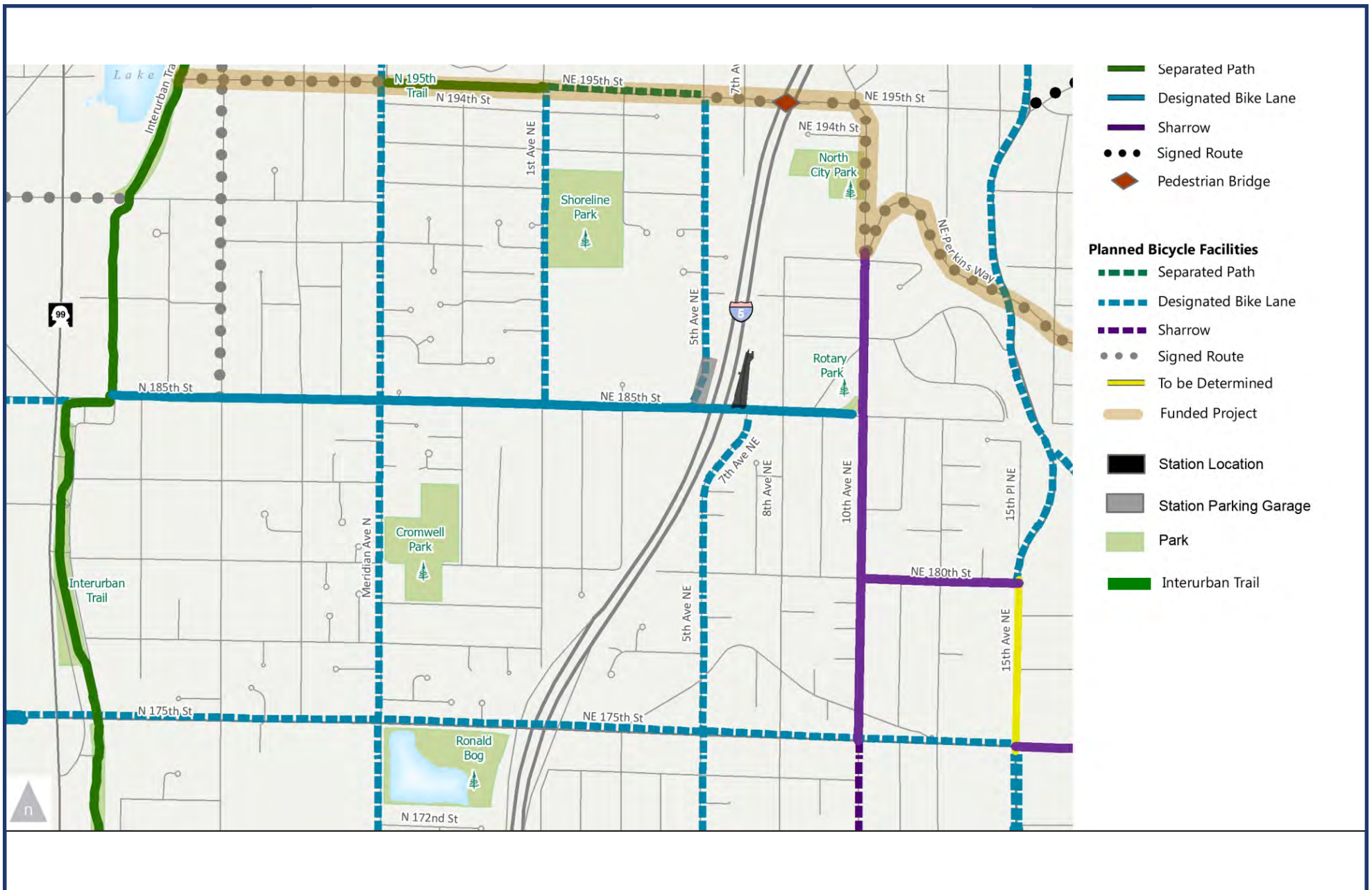


FIGURE 3-11: Bicycle System Plan from the Transportation Master Plan

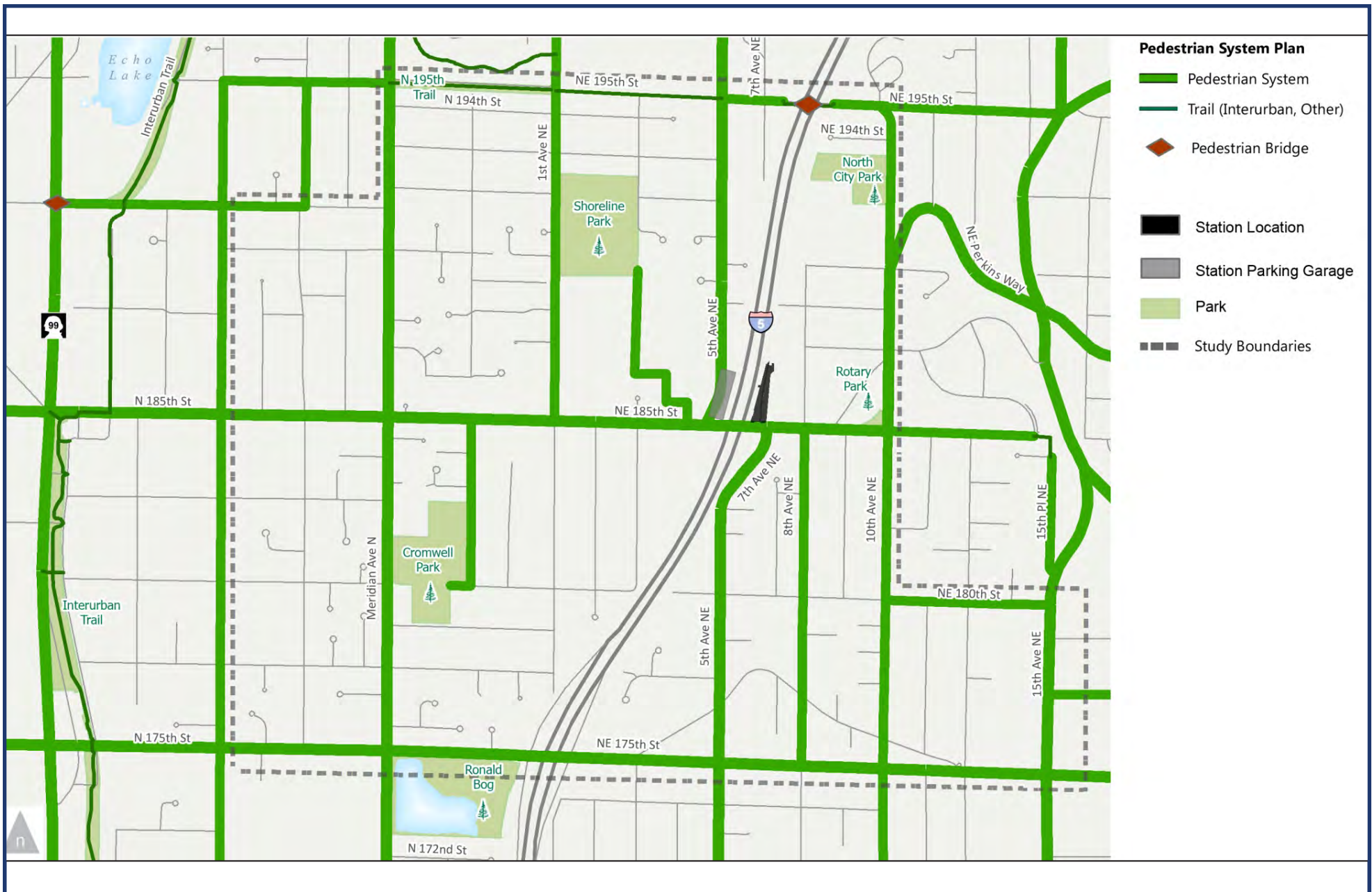


FIGURE 3-12: Pedestrian System Plan from the Transportation Master Plan

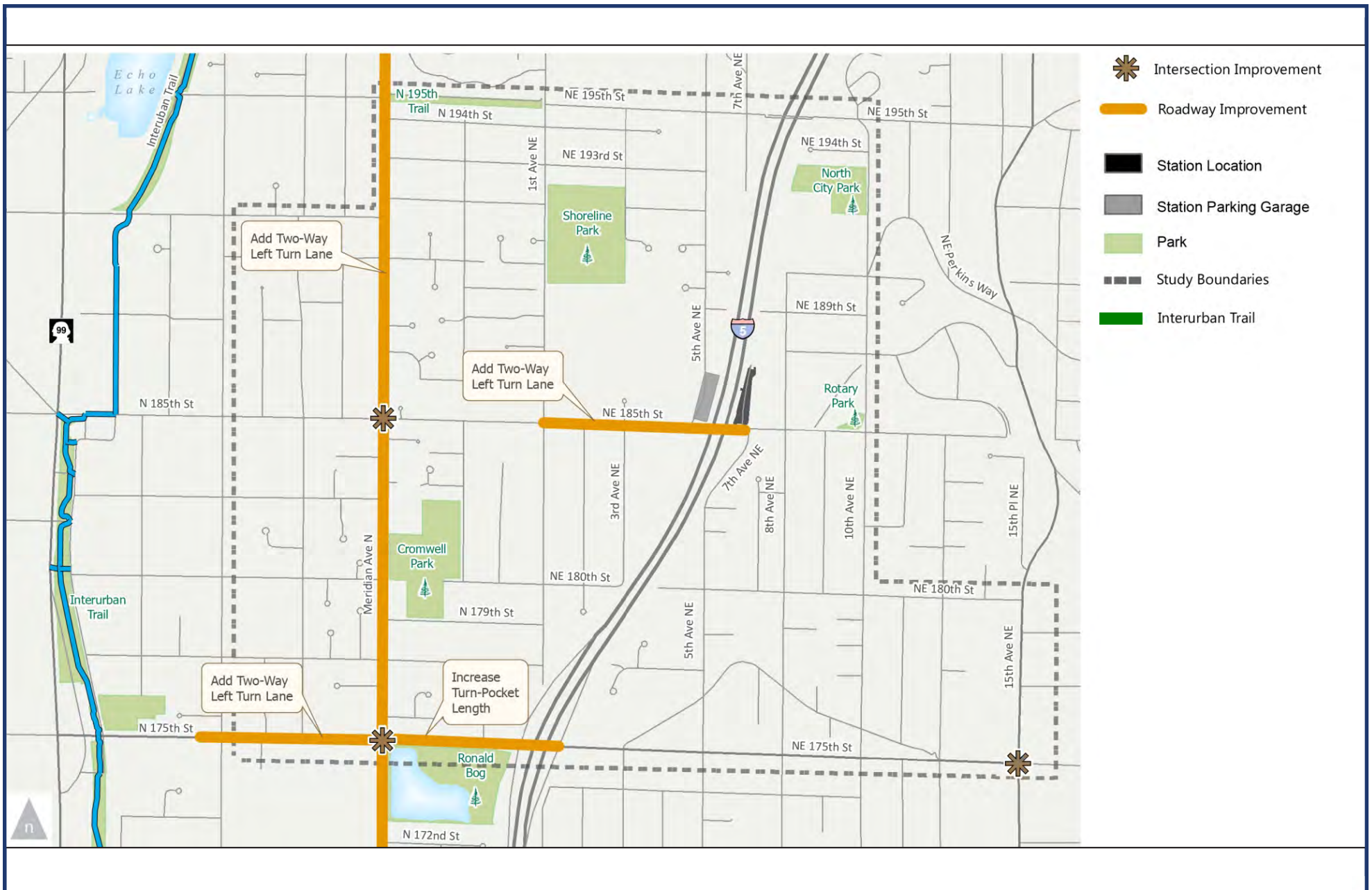


FIGURE 3-13: Roadway Improvements to Accommodate Growth Identified in the Transportation Master Plan

Existing Population and Trends

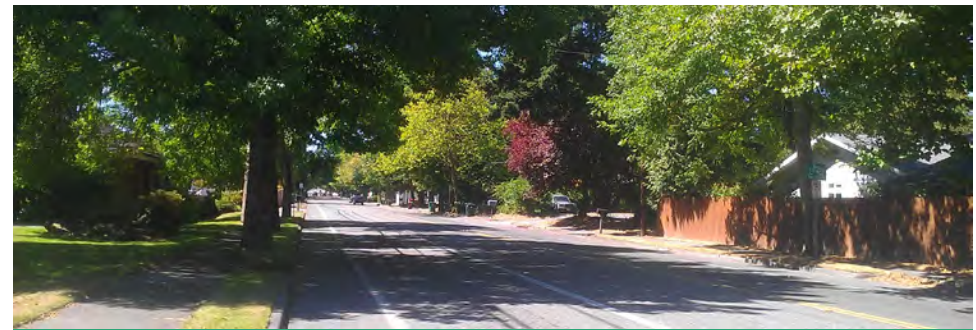
Shoreline's overall estimated population in 2013 was 54,790 based on information recently released by the US Census Bureau. An estimated 7,944 people live in the 185th Street Station Subarea, approximately 14.5 percent of the city's population.

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

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

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

Families (two or more people related by birth, marriage, or adoption) declined from 65 percent to 61 percent of all households in Shoreline between 2000 and 2010. Non-family households increased from 35 percent to



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.

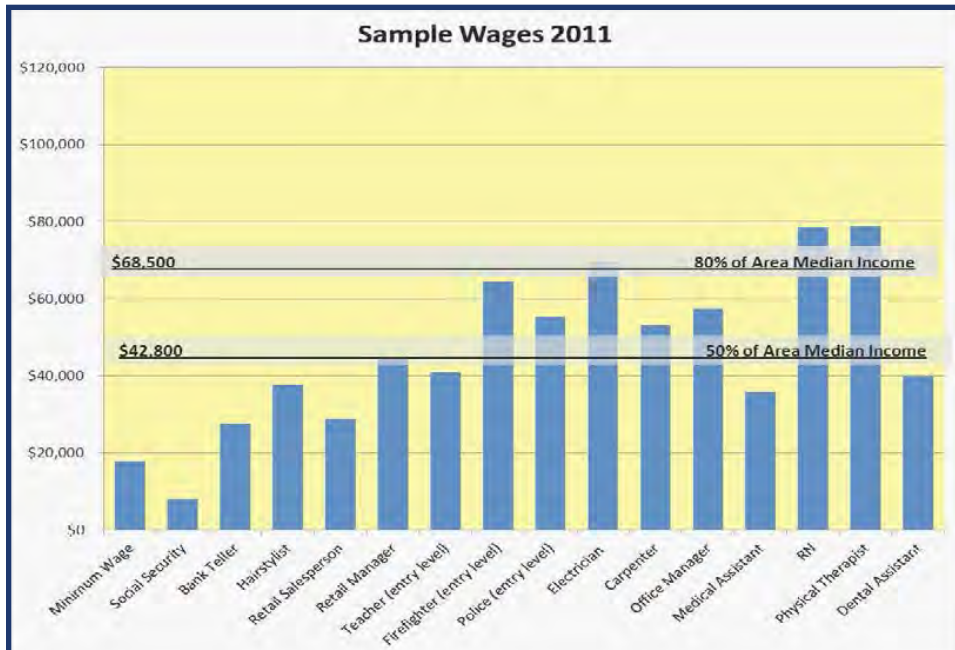


FIGURE 3-14: Income Levels/Sample Wages of Various Professions

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

Source: 2000 Census; 2010 Census

Table 3-8: Changing Household Characteristics in Shoreline

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

Source: 2000 Census; 2010 Census

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

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

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

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

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

AFFORDABILITY GAP

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

Table 3-10: Affordability Gap

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

Source: King County Comprehensive Plan

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

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

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

Table 3-11: Comparison of Affordability Gap

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

Source: King County Comprehensive Plan

* Discrepancy with Table 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.

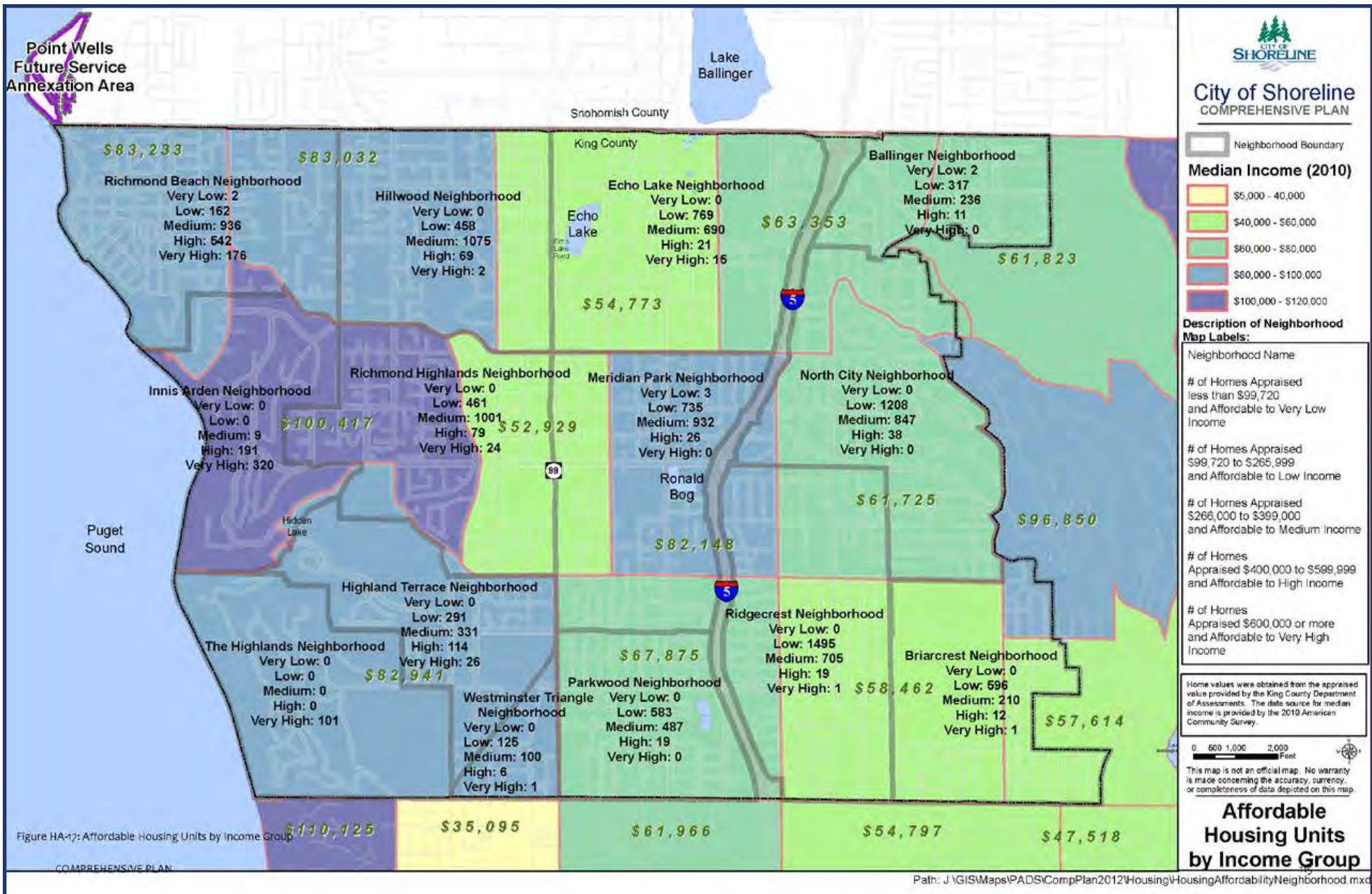
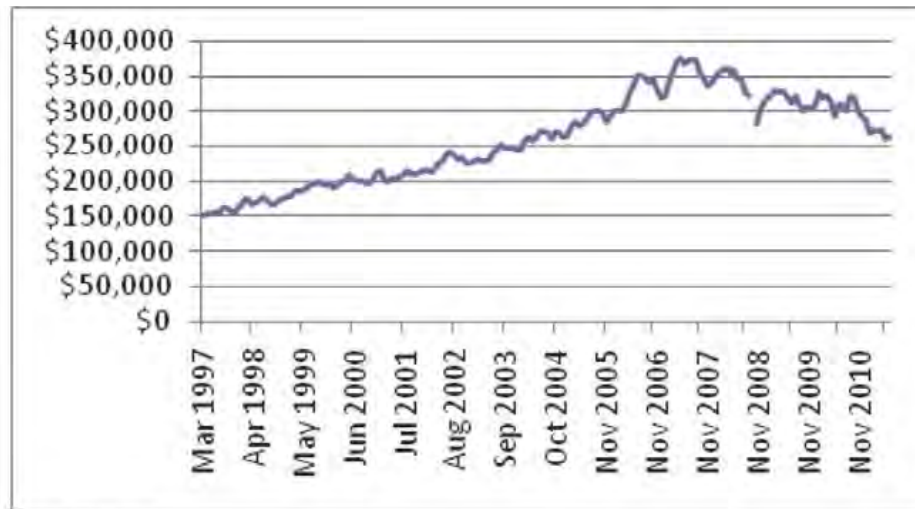


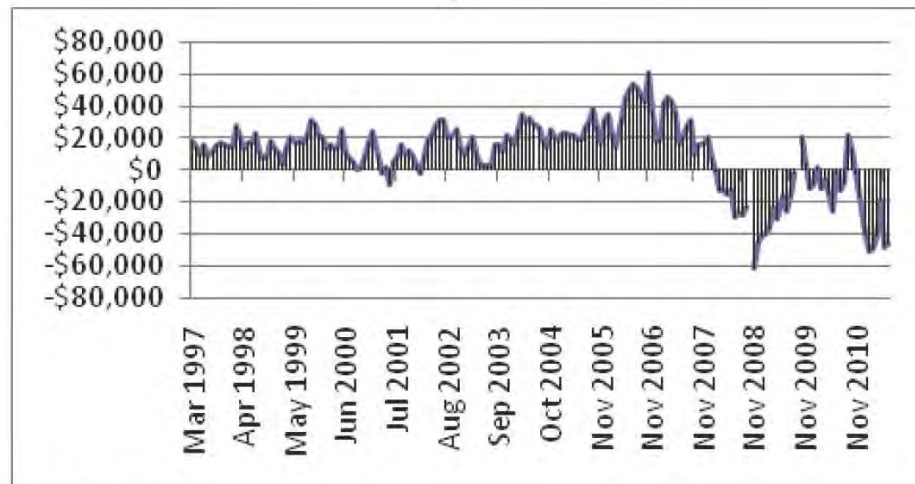
FIGURE 3-15: Affordable Housing Units by Income Group in Shoreline

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