

## 3.2 Population, Housing, and Employment

This section describes the affected environment, analyzes potential impacts, and provides recommendations for mitigation measures for population, housing, and employment.

### 3.2.1 Affected Environment

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.

#### *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 185<sup>th</sup> Street Station Subarea, approximately 14.5 percent of the city's population. (Note: population is based on subarea boundaries that extend to the outer boundaries of the Traffic Analysis Zones of the subarea. See discussion on page 3-94.)

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

In review of the demographic composition of the population, two trends are occurring, including greater race/ethnic diversity and aging of Shoreline's population. The largest minority population is Asian-American, composed of several subgroups, which

collectively made up 15 percent of the population as of the 2010 Census. The African-American population, comprising 2,652 people, had the largest percentage increase, at 45 percent between 2000 and 2010, followed by people of two or more races, at 15 percent. Hispanics may be of any race, and this demographic increased 41 percent to 3,493. Additionally, foreign born residents of Shoreline increased from 17 percent of the population to an estimated 19 percent by 2010, as measured by the American Community Survey.

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

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

#### *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 21<sup>st</sup> 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 also can 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 would take the pressure off 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 multi-plexes would be expected to develop as a result of the proposed R-18 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. See Section 3.1 for a more detailed explanation of expected urban form and neighborhood character.

### Population Study Area for Purposes of the DEIS

While the subarea plan is focused on the study areas shown in Figures 1-1 and 1-2 in Chapter 1, for purposes of population and employment projection calculations the limits of Traffic Analysis Zones (TAZ) boundaries are assumed as the study area. In some cases, these boundaries extend beyond the land use and mobility study area boundaries designated for the subarea, and overall the area covers a broader geography. TAZs are the common methodology for analyzing demographics regionally in planning. TAZs for the study area are depicted in **Figure 3.2-1**. It is

important to note that the population figures throughout this DEIS (existing and forecasted) relate to the areas shown in this TAZ map, beyond the land use and mobility (multi-modal transportation) study area boundaries. The existing estimated population within the 185<sup>th</sup> Street Station Subarea, including the TAZs associated with the subarea is 7,944. Population within these TAZs has been a key factor in calculating potential impacts and demand for transportation, public services, utilities in this DEIS.

Recent plans for the Point Wells area have been presented by Snohomish County, which is going through a separate environmental impact analysis process to assess redevelopment opportunities. While potential population growth for Point Wells would occur outside the 185<sup>th</sup> Street Station Subarea, projected traffic in the subarea as a result of Point Wells development is assumed in this DEIS, as described and analyzed in Section 3.3 Multi-Modal Transportation.

### Estimated Annual Population Growth Rate for Subarea Planning Purposes

Based on population trends and forecasts, and for the purposes of estimating annual population growth rates for the action alternatives in this DEIS (Alternative 2—Some Growth and Alternative 3—Most Growth), an estimated annual growth rate of between 1.5 percent and 2.5 percent is used. 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 (either under Alternative 2—Some

Growth or Alternative 3—Most Growth). 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 being the Shoreline Center. Although the Shoreline School District has no current plans for redevelopment of the site, proposed upzoning under Alternative 2—Some Growth or Alternative 3—Most Growth would maximize opportunities for future redevelopment.

The North City school site is another opportunity site in the subarea. The School District has no plans for redevelopment of the site. The site currently houses preschool and homeschooling facilities. As stated in Section 3.4—Public Services, and consistent with the District’s policies, the current site functions are valuable to the neighborhood and the potential need for a future neighborhood school to serve increased population/households reinforces the importance of this site as a long term place of education.

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 and would need to be aggregated into

larger parcels to create an overall size suitable for redevelopment to the proposed zoning. As such, throughout the DEIS analysis, it is stated that growth in 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 would take at least 60 years to reach full build-out of Alternative 3—Most Growth, and it would take at least 100 years to reach full build-out at a 1.5 percent annual 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 185<sup>th</sup> Street Station Subarea Plan will be a long-range plan to be achieved over generations. It will be a plan that creates capacity and opportunity for redevelopment over the long term for current and future generations of residents in the subarea. 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 185<sup>th</sup> Street Station Subarea Plan will set the vision for what could occur over the long term, it also will define capital improvement and project priorities to support potential redevelopment over the next 20 years, which is the established planning horizon. The plan will address anticipated phasing and locations of 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 will be set for the alternative that is selected (Preferred Alternative), and these will be presented in the FEIS with the description of that alternative. Potential impacts associated with the Preferred Alternative identified in the FEIS also will be analyzed to the horizon year of 2035 for comparison purposes, which will require an assumption of a percentage of growth by 2035 for the analysis and phasing



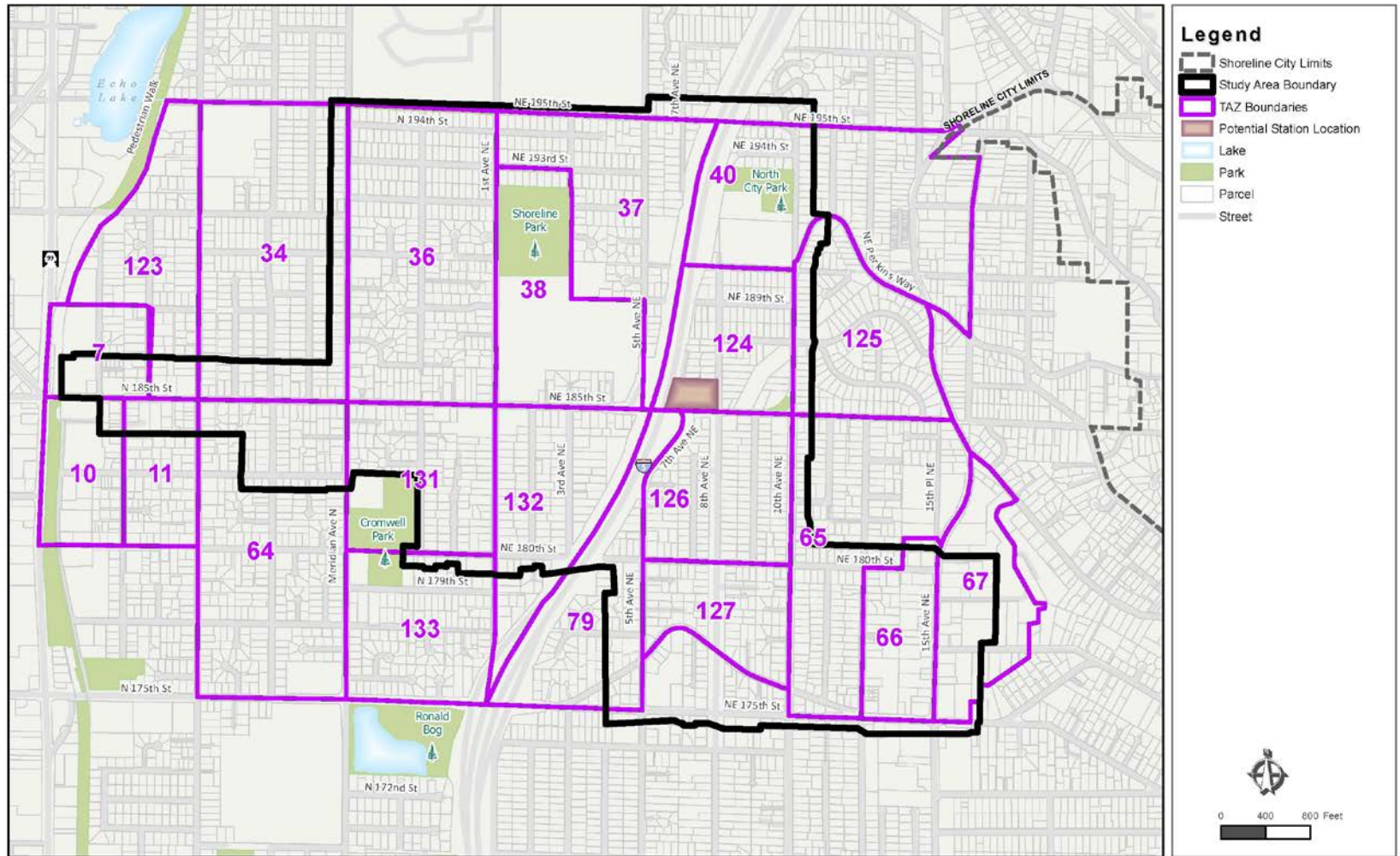


Figure 3.2-1 Traffic Analysis Zones (TAZs) in Proximity to 185<sup>th</sup> Street Station Subarea, Referenced for Population Calculations

assumptions. The FEIS will include specific impacts analysis and recommended mitigation measures, including capital improvements and updated regulations to support the Preferred Alternative.

## Existing and Planned Housing and Household Characteristics

Planning for expected growth requires an understanding of current housing and household characteristics, as well as economic and market trends and demographics. A summary of the market assessment and economic trends was provided in Section 3.1. 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 185<sup>th</sup> Street Station 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.

### *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 3.2-1**. In the 185<sup>th</sup> 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 3.2-2**). Shoreline's average household size is currently 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). The box at right highlights information pertaining to affordable housing metrics in Shoreline. **Figure 3.2-2** 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.

### ***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.

Table 3.2-1 Number of Dwelling Units for Each Housing Type

Type of Housing	Shoreline (units)	Shoreline (percent)	King County (units)	King County (percent)
Single-family	16,295	72.5%	504,083	59.3%
Duplex	258	1.1%	16,727	2.0%
Triplex/4-plex	516	2.3%	37,876	4.5%
Multifamily (5+ units)	5,218	23.2%	269,949	31.9%
Mobile Homes	134	0.6%	17,385	2.1%
Other (boat, RV, van, etc.)	49	.02%	753	0.1%

Source: American Community Survey 2008-2010

Table 3.2-2 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

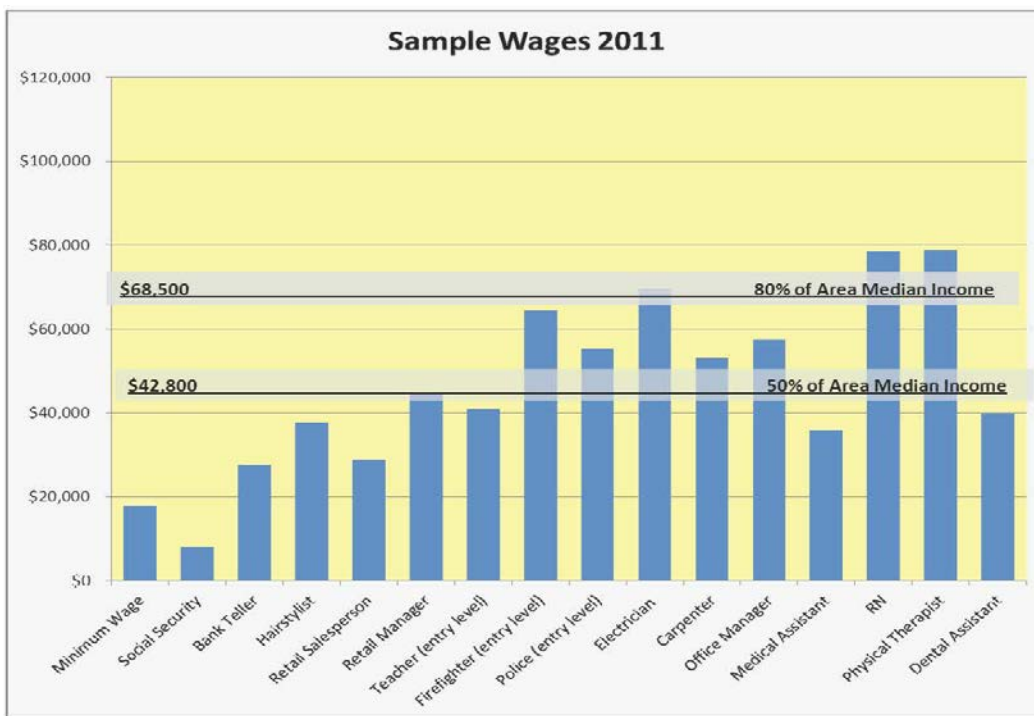


Figure 3.2-2 Income Levels/Wages of Various Professions

Table 3.2-3 Assisted Household Inventory

Provider	Units
King County 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 passage of the Emergency Low-Income Housing Preservation Act in 1987. When the tax credits expire, these properties may be converted to market rate housing.





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 3.2-3** financially assisted housing units 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).

### **Homelessness**

According to the Shoreline School District, 123 students experienced homelessness during the 2010-2011 school year. According to the 2012 King County One Night Count of homeless individuals, 31 people were found living on the streets in the north end of King County.

### **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 3.2-4**.

### ***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 3.2-5**.

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 3.2-6** summarizes the changing characteristics of Shoreline's 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 private automobiles.

### 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 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 3.2-7**.

**Table 3.2-4 Emergency and Transitional Housing Inventory**

	# 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.

**Table 3.2-5 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 68.0% of occupied	14,072 65.3% of occupied	-25 0.2% decrease
<b>Renter-Occupied Units</b>	6,619 32.0% occupied	7,489 34.7% of occupied	+870 13.1% increase
<b>Vacant Units</b>	622 2.9% of total	1,226 5.4% of total	+612 99.7% increase

Source: 2000 Census; 2010 Census

Table 3.2-6 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 32.7% of total	6,015 27.9% of total	-760 11.2% decrease
<b>Single-person Households</b>	5,459 26.5% of total	6,410 29.7% of total	+951 17.4% increase
<b>Households with an Individual over 65</b>	4,937 23.8% of total	5,509 25.6% of total	+572 11.6% increase

Source: 2000 Census; 2010 Census

Table 3.2-7 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

### 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 3.2-8** depicts the affordability gap.

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 3.2-9** shows the comparison of affordability gaps in these communities to Shoreline’s.

**Figure 3.2-3** 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.

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 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 3.2-4 and 3.2-5**). While decreasing prices lower the affordability gap for prospective buyers, they can also increase risk of deferred maintenance, vacancy, and



Table 3.2-8 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.

Table 3.2-9 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 H-8 results from use of Countywide household data for comparison with other cities and King County

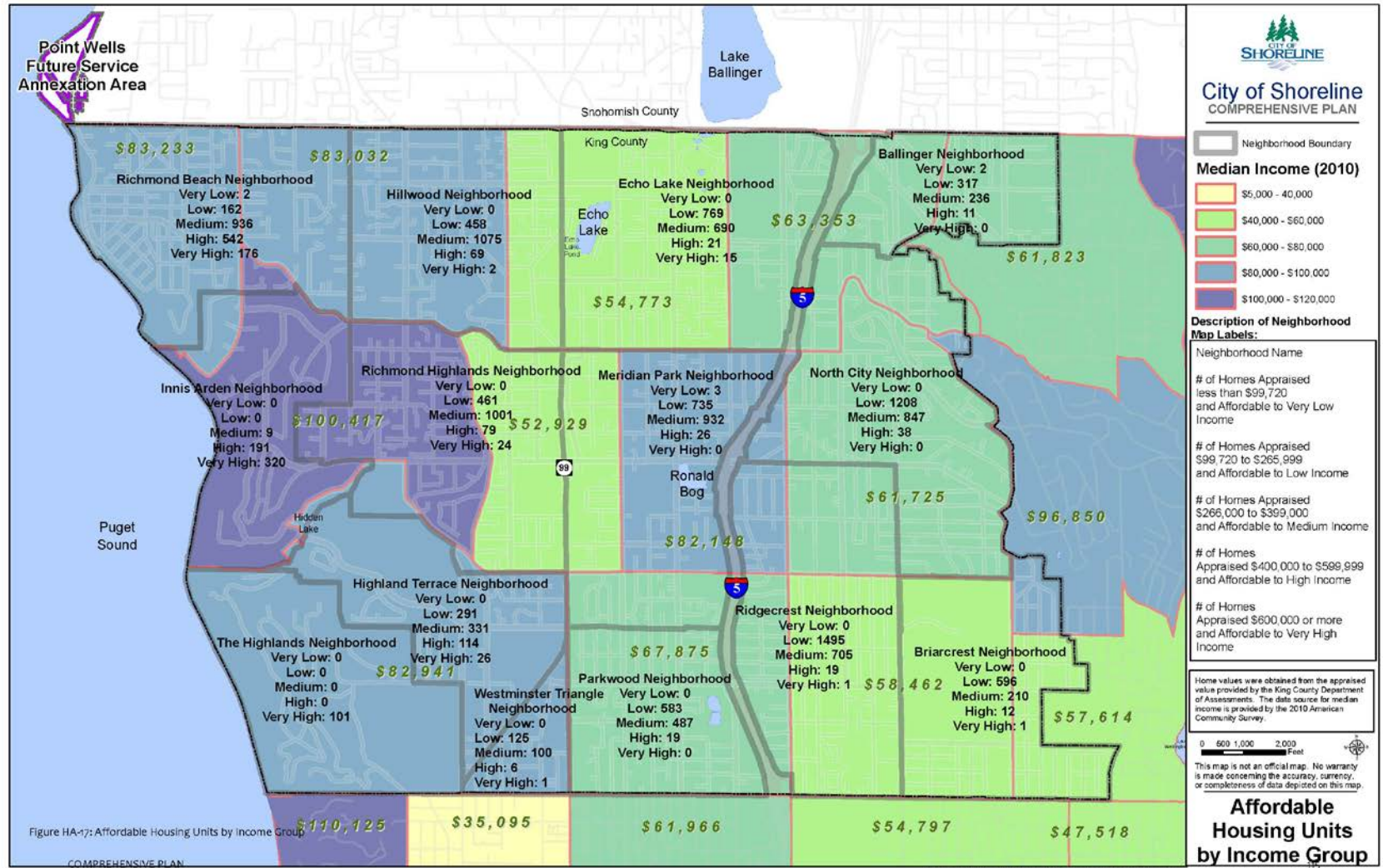


Figure 3.2-3 Affordable Housing Units by Income Group in Shoreline

abandonment. Although home and property prices are now increasing again, they have yet to reach peak levels of 2007.

### 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 3.2-10** 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 3.2-11** 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.

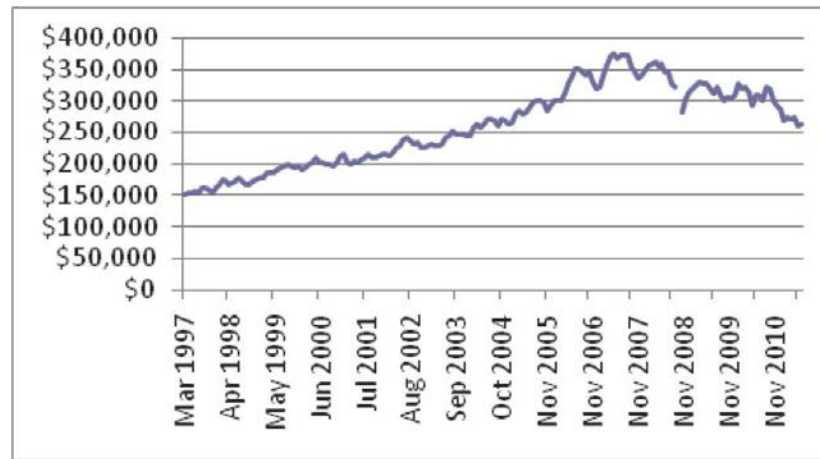
### Neighborhood Quality and Housing Choice

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 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.

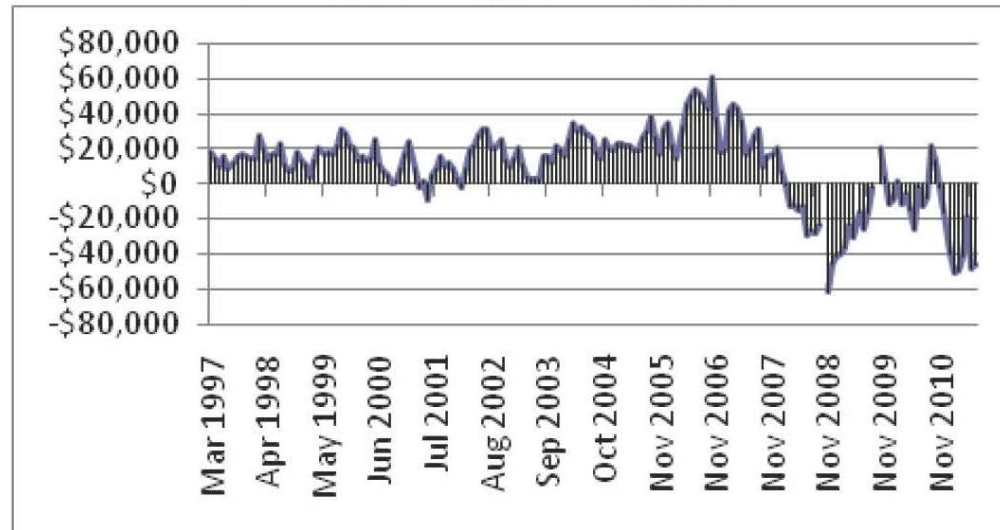
Housing choice refers to the ability of households in the city to live in the neighborhood and housing type of their own choosing. Housing choice is supported by providing a variety of housing that allows older adults to age in place and new families to be welcomed into existing neighborhoods. While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



Source: Zillow.com

Figure 3.2-4 Median Sales Price of Homes in Shoreline



Source: Zillow.com

Figure 3.2-5 Year-Over-Year Change in Median Sales Price



**Table 3.2-10 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 3.2-11 Shoreline Area Rental Market Rents & Vacancy Rates**

	2008	2009	2010	2011	2012
<b>Average Rent</b>	\$897	\$977	\$949	\$934	\$966
<b>Market Vacancy*</b>	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





### **GMA and Regional Policies Supporting Affordable Housing**

The City of Shoreline's policies related to housing and relevant to potential development in the station subarea are summarized in Section 3.1. 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.*

### **Employment in Shoreline and the Subarea**

In 2012, approximately 16,409 jobs existed in the City of Shoreline. Of these jobs, approximately 46 percent were service related; 17 percent were government; 16 percent were retail; 13 percent were education; 3 percent were construction; 3 percent were finance, insurance, and real estate; 1 percent was wholesale trade, transportation, and utilities; and 1 percent was manufacturing (PSRC Employment Database).

Most of these jobs were located along Aurora Avenue N. However, other employment clusters include the Shoreline Community College, and neighborhood business centers in North City, Richmond Beach Shopping Center, 5th Avenue NE and NE 165th Street, and 15th Avenue NE and NE 145th Street. Less obvious places of employment include home occupations (people working out of their homes).

Major employers within the community include (listed in alphabetical order):

- CRISTA Ministries

- Costco
- Fircrest Residential Habilitation Center
- Fred Meyer
- Goldie’s Casino
- Home Depot
- Northwest Security
- Shoreline, City of
- Shoreline School District
- Shoreline Community College
- State Department of Transportation

In the 185<sup>th</sup> Street Station Subarea and nearby areas within the TAZ boundaries, there are currently 1,448 jobs, including jobs along Aurora Avenue N/Town Center Subarea and in the North City Subarea, which are anchors to the station subarea. This is an estimated level of employment, which was also assumed in the City’s Transportation Master Plan.

### ***Employment Growth Trends and Targets***

Employment within the city is a measure of the current economic activity. The following employment growth characteristics were summarized in the Economic Development Supporting Analysis to the City’s 2012 Comprehensive Plan.

- Non-government employment in Shoreline is predominantly oriented toward services and retail. These two sectors comprised 62 percent of total employment as of 2010.
- Employment growth has been concentrated in services, which was the fastest growing sector between 2000 and 2010.

- The other non-government sectors in which employment grew in the last decade were manufacturing and construction/resources. Despite growth, the two sectors together accounted for only 4.4 percent of the total employment as of 2010.
- Total employment in Shoreline continued to grow over the past decade, though at a much slower pace than in the previous five years.

Encouraging employment growth within the city would improve Shoreline’s jobs-to-housing ratio/balance. Jobs and housing are “balanced” at approximately 1.5 jobs per household. Jobs-to-housing ratio or balance is “a means to address travel demand by improving accessibility to jobs, as well as to goods, services, and amenities” (PSRC, Vision 2040). The creation of new jobs through economic development can help alleviate a mismatch between jobs and housing, reducing commute times and creating more opportunities for residents to work and shop within their own community.

Shoreline’s jobs-to-housing ratio was 0.72 in 2010 compared to the desirable ratio of 1.5, highlighting the need for job growth and employment-supporting development.

The City conducted an analysis that compared its employment characteristics to other cities in the region and found that jobs-housing balance varies considerably throughout the region.

Ratios of comparative cities in 2010 were:

- Lynnwood 1.53
- Tukwila 5.56
- Marysville 0.51
- Kirkland 1.27

King County’s overall ratio was 1.29 and Snohomish County’s was 0.82.

In comparing Shoreline's median household income, unemployment rate, and poverty rate to these same peer cities, Shoreline had the second highest median income (only Kirkland was higher); the second lowest unemployment rate (Kirkland was lower); and the second lowest poverty rate (Kirkland was lower).

The King County Countywide Planning Policies, 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 2006-2031 planning period. Shoreline's growth target for this period is 5,000 additional jobs, projected to 5,800 by 2035. This employment growth target was also adopted by the City.

A more recent target set by PSRC calls for Shoreline to gain more than 7,200 new jobs by 2035, improving its jobs-to-housing ratio to 0.91.

Several factors constrain substantial commercial development (and resultant job growth) in Shoreline, including the limited number of large tracts of developable land available for commercial or industrial uses.

In the past, Shoreline was considered a "bedroom community" from which residents travelled elsewhere for higher-wage jobs and more complete shopping opportunities. Recognizing new and innovative ways to support the local economy will assist efforts to plan for the addition of 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.

## ***Other Economic Conditions Pertinent to Growth and Economic Development Opportunities***

### **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, 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.

### 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.

Retail sales in Shoreline 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. 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

### Real Estate Market Conditions—Office

Shoreline has few large office concentrations or multi-tenant office buildings. New office development could provide locations for various service providers, as well as the management and support facilities for businesses with multiple outlets. The office vacancy rate for buildings listed on Officespace.com is approximately 25 percent. However, there is little or no new Class A office space in the city available to prospective tenants.

The Shoreline Center site in the station subarea is of a size that could support major redevelopment of a mix of uses, including office, residential, retail, community, and recreational uses. The office community, and recreational uses on the site today could be housed in newer more compact facilities, opening a large portion of the site to redevelopment potential. As previously discussed in Section 3.1, the City is interested in potentially redeveloping its adjacent pool site and possibly integrating the use with a multi-purpose recreation center, and as part of this evaluation, partnering with the School District to example potential for redevelopment of the Spartan Center.

### Real Estate Market Conditions—Residential

New residential development in Shoreline provides housing for the local workforce and creates new opportunities for families to live in the city. Permit activity for new residential development has been increasing since 2010. The Countywide Planning Policies (CPPs) for King County set a target for the City of Shoreline to grow by about 200 households per year. A faster pace of new residential development will be needed in Shoreline to achieve this goal, and to achieve the overall target of 5,800 additional households by 2035 (with the starting year of 2006). Market analysis completed for the subarea show a demand for residential use (see Section 3.1 for more information).

### 2012-2017 Economic Development Strategic Plan

After a year-long collaborative process, the City of Shoreline’s Office of Economic Development adopted the 2012-2017 Economic Development Strategic Plan. The Strategic Plan seeks to achieve sustainable economic growth by supporting “placemaking” projects that realize six Council Guidelines for Sustainable Economic Growth:

- Multiple areas – improvements and events throughout the city that attract investment;

- Revenue – growing revenue sources that support City programs;
- Jobs – employers and business starts that create more and better jobs;
- Vertical growth – sustainable multi-story buildings that efficiently enhance neighborhoods;
- Exports – vibrant activities and businesses that bring money into Shoreline; and
- Collaboration – broad-based partnerships that benefit all participants.

Shoreline’s Economic Development Strategic Plan identified significant projects that can dramatically affect the economic vitality of Shoreline. These city-shaping placemaking projects are:

- Creating a dynamic Aurora Corridor neighborhood – unleashing the potential created by the City’s tremendous infrastructure investment;
- Reinventing Aurora Square – catalyzing a master-planned, sustainable lifestyle destination;
- Unlocking the Fircrest Surplus Property – establishing a new campus for hundreds of living-wage jobs; and
- ***Planning Light Rail Station Areas – two imminent and crucial opportunities to create connectivity for appropriate growth.***

## 3.2.2 Analysis of Potential Impacts

### Population, Housing, and Employment Forecasts for Each Alternative

Under all alternatives, employment and housing would increase, but much more substantially under Alternative 2—Some Growth and Alternative 3—Most Growth, than under Alternative 1—No Action. Both of the action alternatives (Alternative 2—Some Growth and Alternative 3—Most Growth) would assist the City in meeting household and employment growth targets and would be consistent with goals, policies, and objectives of adopted plans (Climate Action Plan, Comprehensive Plan, Transportation Master Plan and others).

Forecasted growth in population, housing, and employment for each of the alternatives is summarized below and depicted in **Table 3.2-11** on page 3-117.

#### ***Alternative 1—No Action***

Under Alternative 1, based on recent population and employment growth forecasts studied in the development of the City’s Transportation Master Plan (dispersed option for growth), population in the subarea would grow to approximately 8,734 people. Assuming an average of 2.4 people per household, there would be 3,639 households and 1,736 jobs within the station subarea by 2035. This compares to a current levels of 3,310 households and 1,448 jobs in the station subarea. As such, under Alternative 1—No Action, an additional 329 households and 288 jobs would occur in the subarea by 2035 approximately. Current population in the subarea is estimated at 7,944 people, so under Alternative 1—No Action, it is estimated that there would be an additional 790 people by 2035.



The anticipated growth in employment would not be effective in helping to address Shoreline’s target range of between 5,800 and 7,200 jobs by 2035 and achieving a better jobs-to-housing balance. Most growth in employment would need to occur elsewhere in the city. A review of citywide zoning confirms that the city does have the capacity elsewhere to accommodate the employment target range.

### ***Alternative 2—Some Growth***

Under Alternative 2, the population would increase to 17,510 total at full build-out of the proposed zoning, including a portion of the Town Center Subarea and all of the North City Subarea. Approximately 7,296 households and 9,750 jobs could be accommodated within the station subarea. This also assumes that the Shoreline Center site would be completely redeveloped to the zoned density.

Applying an estimated annual growth rate of between 1.5 percent and 2.5 percent, it is anticipated that full build-out of Alternative 2—Some Growth would take approximately 30 to 50 years (2045 to 2065) to be realized. This alternative would add potentially 3,986 households and 8,302 jobs to the subarea and would increase population by 9,566 people above the current levels.

By 2035, applying the same estimated annual growth rate of 1.5 percent to 2.5 percent, the total population of the subarea would be between 10,860 and 12,040. There would be an estimated 4,525 to 5,017 households and approximately 1,979 to 2,195 jobs. This would be a net increase over current levels of 2,916 to 4,096 additional people, 1,215 to 1,707 additional households, and 531 to 747 additional jobs in the TAZ zones of the station subarea.

Implementation of Alternative 2—Some Growth would expand housing choices and jobs in the subarea to a much greater level

than under Alternative 1—No Action, but to lesser extent than under Alternative 3—Most Growth. Adoption of the 185<sup>th</sup> Street Station Subarea Plan and supporting Planned Action Ordinance would be expected to spur more redevelopment in conjunction with planned capital improvement projects that will be prioritized for the subarea.

The forecasted increase in jobs help to address Shoreline’s need for a better jobs-to-housing balance by achieving a portion of the region’s projections for employment growth in Shoreline (5,800 to 7,200 jobs by 2035). (Although as noted above, the city does have the capacity to meet the target range elsewhere.) Remembering that the build-out estimate for Alternative 2 is 30 to 50 years (2045 to 2065), only a portion of the 9,750 total jobs would be in place by 2035 to meet the target of 5,800 to 7,200 jobs.

### ***Alternative 3—Most Growth***

Under Alternative 3, the population would increase to 37,315, and approximately 15,548 households and 27,050 jobs could be accommodated in the station subarea at full-build out of proposed zoning, including a portion of the Town Center Subarea, all of the North City Subarea, and the Shoreline Center. It is anticipated that full build-out would take approximately 60 to 100 years (2075 to 2115) to be realized at an estimated annual rate of growth between 1.5 percent and 2.5 percent. This alternative would add potentially 12,238 households and 25,602 jobs in the station subarea and would increase the population by 29,371 people above the current levels.

By 2035, Alternative 3 would be anticipated to achieve the same growth in population, households, and jobs as Alternative 2, applying the estimated annual growth rate of 1.5 percent to 2.5 percent. Because of the higher densities allowed and the higher capacity for change, Alternative 3 could potentially build-out at a

faster rate than Alternative 3, but this would still occur many decades into the future. It is important to consider that growth may not happen at a steady, even pace year-to-year. As larger redevelopment projects are implemented, there may be higher growth rates in those years. For example if the Shoreline Center site were to redevelop at some point in the future, the addition of households and employment opportunities there would cause a spike in growth in the subarea during the year of full occupation.

**Table 3.2-12  
Population, Housing, and Employment Projections  
for the DEIS Alternatives**

	<b>Current Levels</b>	<b>Alternative 1 No Action by 2035</b>	<b>Alternative 2 Some Growth by 2045+</b>	<b>Alternative 3 Most Growth by 2075+</b>
<b>Population</b>	7,944	8,734	17,510	37,315
<b>Households</b>	3,310	3,639	7,296	15,548
<b>Employment/ Jobs</b>	1,448	1,736	9,750	27,050
<b>Net Increases Based on TAZ Boundaries</b>		<b>+700 People +328 Households +288 Jobs</b>	<b>+ 9,566 People +3,986 Households +8,302 Jobs</b>	<b>+29,371 People +12,238 Households +26,602 Jobs</b>

The addition of jobs in the subarea would help to achieve a balanced jobs-to-housing ratio in Shoreline over time and in meeting the region’s projections for employment growth in Shoreline (5,800 to 7,200 jobs by 2035). Given the build-out

estimate for Alternative 3 is 60 to 100 years (2075 to 2115), only a portion of the 27,050 total jobs would be in place by 2035 to meet the target range. As mentioned above, the city has the capacity elsewhere to meet the job growth target range.

### **Consistency with Housing and Employment Policies and Housing Choice Opportunities**

In considering adopted policies at the local, regional, and state levels that pertain to housing and employment, Alternatives 2 and 3 better support these policies than Alternative 1. This is due primarily to the added variety of households and employment opportunities that the zoning changes would accommodate over time. Under Alternative 1—No Action, there would be only a minimal increase of housing, which would be primarily single family. Alternatives 2 and 3 propose zoning categories that would allow a wider variety of housing types (multifamily and single family) and increase the number households to much higher levels than under Alternative 1. The range of housing types would be affordable to a wider diversity of income levels under Alternatives 2 and 3.

### **Neighborhood Quality and Character**

Considering aspects such as street and infrastructure improvements (street upgrades, intersection and crossing treatments, better drainage, utility upgrades, etc.), overall neighborhood quality would be better under Alternative 2—Some Growth and Alternative 3—Most Growth than under Alternative 1—No Action. Alternative 1 would not include the extent of capital investment and improvements that would occur under Alternatives 2 and 3.

Because the rate of growth under Alternatives 2 and 3 would be expected to be similar, the rate of neighborhood improvements

would also be similar over time. As such, both Alternatives 2 and 3 would have similar positive effects on the quality of the neighborhood.

In terms of neighborhood character, Alternative 1 would result in the least change to neighborhood character related to housing type and land use, but also would not bring about changes related to enhanced identity, streetscape and green street enhancements, wayfinding public art, public open space, and other treatments that would occur under Alternatives 2 and 3.

Alternative 3 would create the greatest amount of change over time in the urban form character of the neighborhood, with higher buildings and densities than under Alternative 2. Both Alternatives 2 and 3 would change single family uses to multifamily and mixed uses along the N and NE 185<sup>th</sup> Street/10<sup>th</sup> Avenue NE/NE 180<sup>th</sup> Street corridor and within walking distance to the transit station.

### Economic Development Opportunities

Under Alternative 1, economic development growth brought about by increases in population and job opportunities would be more minimal compared to Alternatives 2 and 3. As discussed above, the increased population base and households will support funding for capital improvements and new development will provide jobs for residents of the neighborhood, Shoreline, and the region.

### 3.2.3 Mitigation Measures

No adverse impacts would be expected related to population, housing, and employment as a result of implementing Alternative 2—Some Growth or Alternative 3—Most Growth. While Alternative 3 would best meet a variety of adopted state, regional, and City of Shoreline goals, policies, and objectives,

Alternative 1 would not be consistent with these in that the intensity of population, households, and jobs in the station subarea would not be significantly increased.

***Housing Choice and Affordability***— While no adverse impacts would be expected as a result of implementing either of the two action alternatives, it will be important to consider how to regulate and encourage affordable housing choices and options in the subarea. Providing a range of housing choices, particularly the provision of affordable housing options, is strongly encouraged for high-capacity station areas by local, regional, state, and federal policies. In addition to existing policies and provisions related to affordable housing under the current Comprehensive Plan and the Shoreline Municipal Code (including the Development Code), Shoreline will explore other innovative approaches to maximize affordable housing and housing choices, such as:

- Incentives and bonuses;
- Inclusionary zoning and requirements;
- Reduced and shared parking requirements for affordable housing projects;
- Property tax exemption programs;
- Micro-housing and other innovative solutions; and
- Other methods to encourage housing choice and affordability.

### **3.2.4 Significant Unavoidable Adverse Impacts**

No significant unavoidable adverse impacts would be anticipated with the implementation of mitigation measures described in this section and in Section 3.1 related to population, housing, and employment under Alternative 2—Some Growth or Alternative 3—Most Growth. The concern with implementing Alternative 1—No Action would be that it is not consistent with adopted goals, policies, and objectives at the state, regional, and local levels to support growth management and integrated land use and transportation planning in high-capacity station areas.

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