



145TH STREET STATION SUBAREA PLAN



OCTOBER 2016



Table of Contents

145th Street Station Subarea Plan

Chapter 1

INTRODUCTION

▶ Background	1-1
▶ Subarea Plan Organization	1-2
▶ Planning Context	1-2
▶ Purpose and Need for the Subarea Plan	1-4
▶ Planning and Adoption Process for the Subarea Plan and Planned Action Ordinance	1-4
▶ Subarea Policies	1-7
▶ Other Relevant Plans and Policies	1-7
▶ Other Relevant City of Shoreline Plans	1-16

Chapter 2

COMMUNITY AND STAKEHOLDER ENGAGEMENT

▶ Overview of the Public and Stakeholder Involvement Plan	2-1
▶ Goals for Community Engagement	2-2
▶ Key Messages	2-2
▶ Participants in the Process	2-2
▶ Involvement Methods and Activities	2-6
▶ Summary of Community and Stakeholder Input Recieved at Visioning and Design Workshop Sessions	2-10

Chapter 3

EXISTING CONDITIONS AND POPULATION FORECASTS

- ▶ Station Subarea Geography 3-1
- ▶ Proposed Sound Transit Light Rail Station Facilities..... 3-4
- ▶ Land Use Patterns in the Subarea 3-4
- ▶ Existing Transportation Conditions..... 3-14
- ▶ Existing Population and Trends 3-29
- ▶ Existing and Planned Housing and Household Characteristics 3-32

Chapter 4

MARKET OUTLOOK AND ECONOMIC DEVELOPMENT POTENTIAL

- ▶ Summary of Key Findings of Subarea Market Assessment 4-1
- ▶ Context: Transit Oriented Development (TOD) and Infill Redevelopment 4-4
- ▶ Light Rail Stations/Transit Oriented Development adjacent to Interstate Highways 4-7
- ▶ Shoreline and the Station Subarea 4-8
- ▶ The Station Subarea 4-11
- ▶ Parcel Sizes 4-11
- ▶ Key Concepts for a Strong Station Subarea..... 4-13
- ▶ Housing Market..... 4-14
- ▶ Single Family Housing Prices 4-21
- ▶ Retail and Commercial Market 4-21
- ▶ Near and Medium Term Retail and Commercial Demand 4-24
- ▶ Long Term Retail and Commercial Demand 4-25
- ▶ Office Market 4-26
- ▶ Key Sites and Assets 4-29
- ▶ Other Economic Considerations..... 4-30
- ▶ Conclusion 4-34

Chapter 5

LONG TERM VISION

- ▶ Community-Driven Visioning and Planning Process5-1
- ▶ Vision Statement..... 5-2
- ▶ Zoning for the Station Subarea..... 5-3
- ▶ The First Twenty Years of Implementation, with or without Phasing Boundaries, Compared to Build-out 5-6
- ▶ Existing and Forecasted Population, Households, and Employment and Build-Out Timeframes 5-7
- ▶ Redevelopment Opportunities and Possibilities..... 5-11
- ▶ Conceptual Illustrations of Possible Redevelopment in the Subarea 5-13 through 5-20
- ▶ Policies for the Station Subarea 5-21
- ▶ Adopted Development Code Provisions..... 5-24
- ▶ Potential Development Code Revisions Related to the 145th Street Station Subarea Plan..... 5-25
- ▶ Site Development and Building Permit Requirements..... 5-26

Chapter 6

SUSTAINABILITY AND LIVABILITY BENEFITS OF THE SUBAREA PLAN

- ▶ An Introduction to the Benefits of Implementing this Plan6-1
- ▶ Supporting Adopted Federal, State, Regional, and Local Plans and Policies..... 6-4
- ▶ Environmental Benefits of Integrated Land Use and Transportation 6-6
- ▶ Enhanced Neighborhood Character..... 6-7
- ▶ Upgraded Infrastructure..... 6-7
- ▶ Economic Benefits and More Disposable Household Income..... 6-8
- ▶ Community Health and Livability..... 6-8
- ▶ Summary—The Triple Bottom Line..... 6-10

Chapter 7

INCREMENTAL IMPLEMENTATION STRATEGY

- ▶ Planning Horizon: Year 2035 7-1
- ▶ Anticipated Growth and Change over the Next Twenty Years 7-2
- ▶ Near Term Planning Actions..... 7-5
- ▶ Coordination and Outreach 7-5
- ▶ Exploring Potential Partnerships..... 7-6
- ▶ Capital Improvement Project Recommendations Based on Expected Growth through 2035 7-6
- ▶ Multimodal Transportation System Improvement Needs..... 7-7
- ▶ Utility Systems Improvement Needs 7-17
- ▶ Parks, Recreation, Open Space, and Other Areas of the Public Realm..... 7-25
- ▶ Schools and Other Public Services Needs 7-29
- ▶ In Conclusion 7-34

Introduction

1

145th Street Station Subarea Plan

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

Background

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

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

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

The DEIS and FEIS for the 145th Street Station Subarea studied a range of alternatives for future growth and change in the subarea. This included studying a No Action alternative and two action alternatives (Connecting Corridors and Compact Community) in the DEIS. After consideration of elements studied in the DEIS and public and agency comments, the City Council chose to study Alternative 4—Compact Community Hybrid and the potential to phase any of the action alternatives as additional options in the FEIS. The Council did not select any of the potential zoning alternatives as a “Preferred Alternative.” A recommendation was formulated by the City of Shoreline Planning Commission in a public hearing on August 22, 2016 (continued from August 18, 2016) for the City Council to consider adoption of Alternative 4 with amendments made based on public input. After the City Council made further amendments based on additional public comments, the 145th Street Station Subarea Plan package was adopted by City Council on September 26, 2016.

The adopted subarea plan package included the following ordinances:

- ▶ **ORD. NO. 750** Adopting the 145th Street Station Subarea Plan



Community Design Workshop #1, June 2014

and Amending the Comprehensive Plan and Land Use Map

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

Adoption of these ordinances amended the City’s Comprehensive Plan, including the Future Land Use Map; Development Code regulations and the Zoning Map; and established Planned Action boundaries and mitigation requirements to accommodate projected population growth.

Subarea Plan Organization

The 145th Street SSP includes the following sections:

1. Introduction
2. Community and Stakeholder Engagement
3. Existing Conditions and Population Forecasts
4. Market Outlook and Economic Development Potential

5. Long Term Vision
6. Sustainability and Livability Benefits of Implementing the Subarea Plan
7. Incremental Implementation Strategy

Planning Context

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

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

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

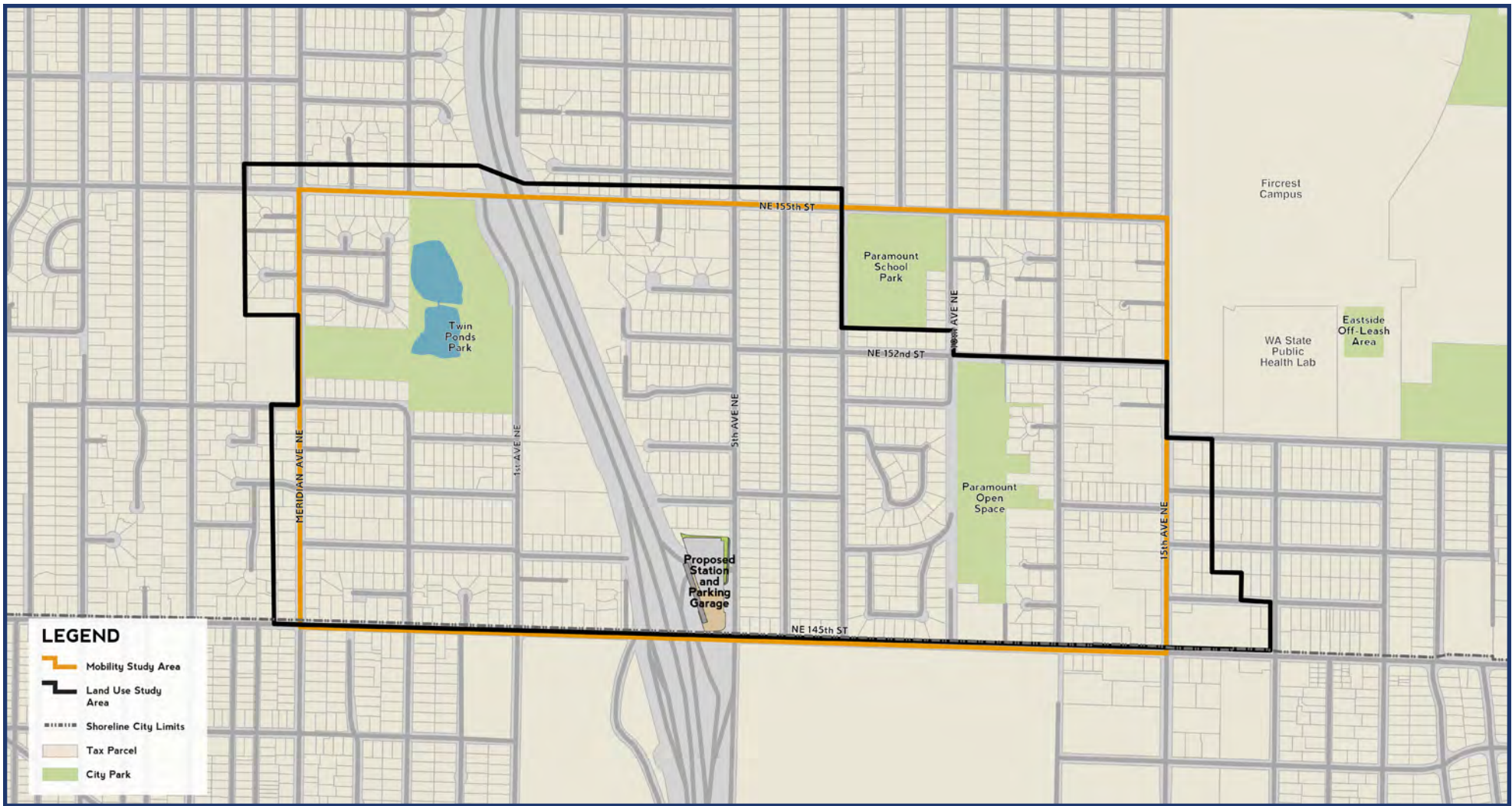


FIGURE 1-1: Subarea Planning Boundaries



Planning Diagramming

Purpose and Need for the Subarea Plan

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

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

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

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

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

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

SUBAREA PLANNING PROCESS

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

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

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

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

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

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

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

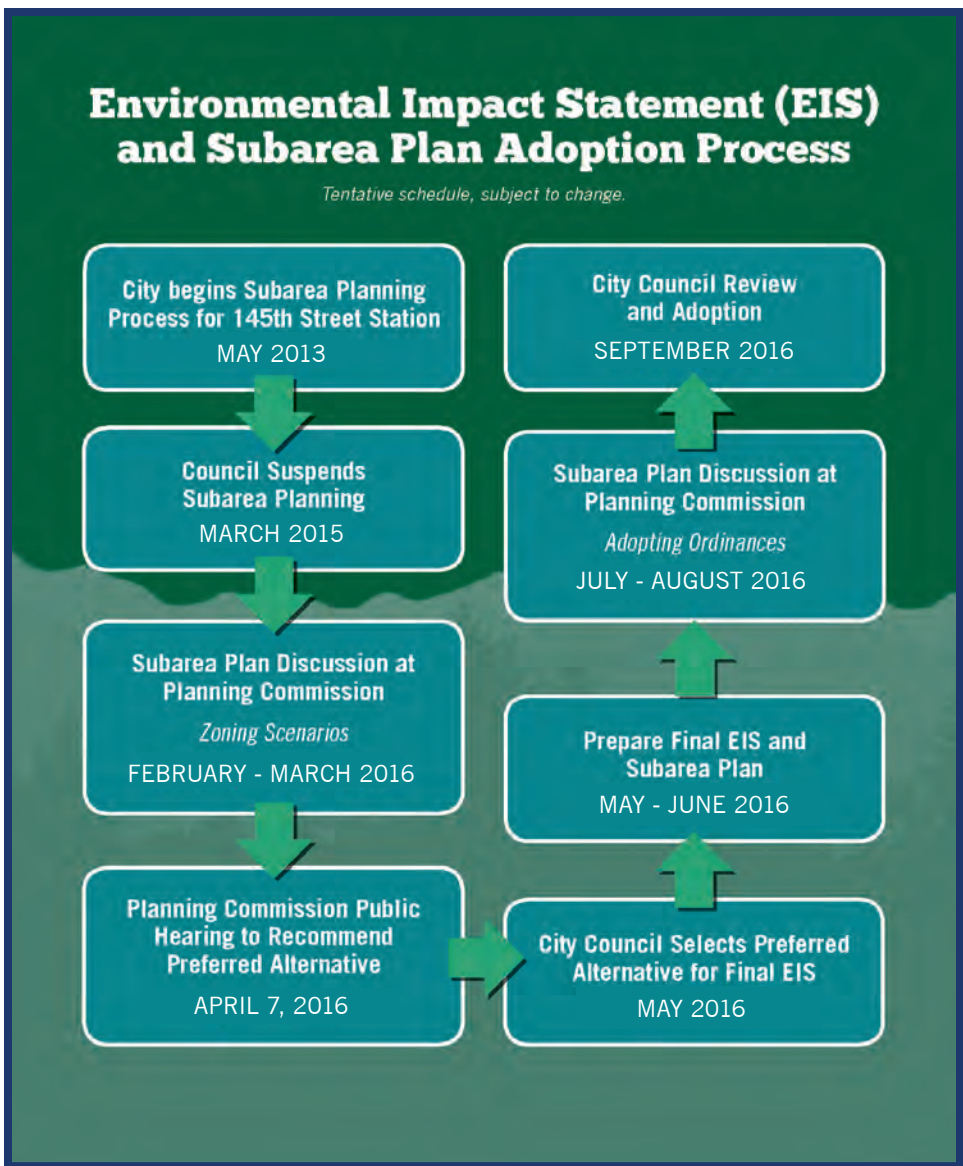


FIGURE 1-2: Environmental Impact Statement (EIS) and Subarea Plan Adoption Process

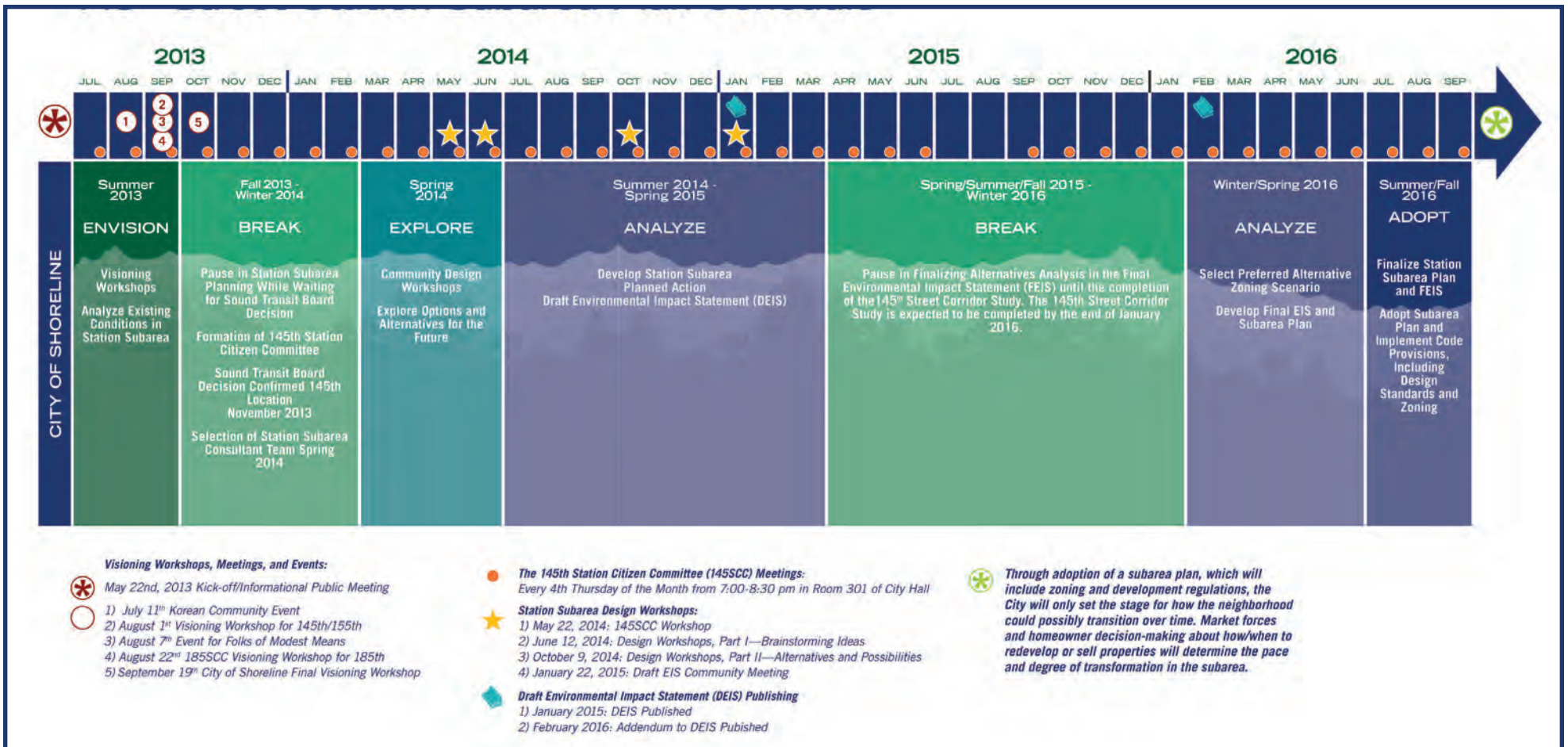


FIGURE 1-3: Planning Process and Schedule

PLANNED ACTION ORDINANCE

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

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

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

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



Community Design Workshop #1, June 2014

Subarea Policies

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

Other Relevant Plans and Policies

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

PARTNERSHIP FOR SUSTAINABLE COMMUNITIES

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

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

Coordinating federal investments in infrastructure, facilities, and services meets multiple economic, environmental, and community objectives with each dollar spent. For example, investing in public transit can lower transportation costs, reduce greenhouse gas emissions and other air pollution, decrease traffic congestion, encourage healthy walking and bicycling, and spur development of new homes and amenities around transit stations. The Partnership is guided by six Livability Principles (See page 1-10).

WASHINGTON STATE GROWTH MANAGEMENT ACT

The Washington State Growth Management Act (GMA) identifies a comprehensive framework for managing growth and development within local jurisdictions. The City of Shoreline plans for its growth in

accordance with the GMA, which means that its comprehensive plan establishes provisions and a capital improvement program with adequate capacity to support the City's share of projected regional growth, along with its own vision. Planned and financed infrastructure improvements are identified to support planned growth at a locally acceptable level of service. Development regulations are required to be consistent with and implement the comprehensive plan.

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

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

Partnership for Sustainable Communities Guiding Livability Principles

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

PUGET SOUND REGION VISION 2040 AND GROWING TRANSIT COMMUNITIES PARTNERSHIP

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

VISION 2040

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

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

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

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

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

GROWING TRANSIT COMMUNITIES PARTNERSHIP

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

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

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

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

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

COUNTYWIDE PLANNING POLICIES

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

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

Specific objectives include:

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



May 2014 145SCC Workshop

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

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

CITY OF SHORELINE VISION 2029

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

VISION 2029

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

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

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

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

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

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

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

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

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

Many different housing choices are seamlessly integrated within and around these commercial districts, providing a strong local customer base. Gathering places—like parks, plazas, cafes, and wine bars—provide opportunities for neighbors to meet, mingle, and swap the latest news of the day. Neighborhood main streets also serve as transportation



Community Design Workshop #1, June 2014

hubs, whether you are a cyclist, pedestrian, or bus rider. Since many residents still work outside Shoreline, public transportation provides a quick connection to downtown, the University of Washington, light rail, and other regional destinations.

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

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

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

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

Shoreline's Comprehensive Plan

defines transit-oriented communities as

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

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

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

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

FRAMEWORK GOALS

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

CITY OF SHORELINE COMPREHENSIVE PLAN POLICIES

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

SPECIFIC POLICIES RELATED TO LIGHT RAIL STATION AREAS

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

- LU23:** Collaborate with regional transit providers to design transit stations and facilities that further the City's vision by employing superior design techniques, such as use of sustainable materials; inclusion of public amenities, open space, and art; and substantial landscaping and retention of significant trees.
- LU24:** Work with Metro Transit, Sound Transit, and Community Transit to develop a transit service plan for the light rail stations. The plan should focus on connecting residents from all neighborhoods in Shoreline to the stations in a reliable, convenient, and efficient manner.
- LU25:** Encourage regional transit providers to work closely with affected neighborhoods in the design of any light rail transit facilities.
- LU26:** Work with neighborhood groups, business owners, regional transit providers, public entities, and other stakeholders to identify and fund additional improvements that can be efficiently constructed in conjunction with light rail and other transit facilities.
- LU27:** Maintain and enhance the safety of Shoreline's streets when incorporating light rail, through the use of street design features, materials, street signage, and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.
- LU28:** Evaluate property within a ½ mile radius of a light rail station for multi-family residential choices (R-18 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.
- LU29:** Evaluate property within a ¼ mile radius of a light rail station for multi-family residential housing choices (R-48 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.
- LU30:** Evaluate property along transportation corridors that connects light rail stations and other commercial nodes in the city, including Town Center, North City, Fircrest, and Ridgecrest for multi-family, mixed-use, and non-residential uses.
- LU31:** Implement a robust community involvement process that develops tools and plans to create vibrant, livable, and sustainable light rail station areas.
- LU32:** Create and apply innovative methods and tools to address land use transitions in order to manage impacts on residents and businesses in a way that respects individual property rights. Develop mechanisms to provide timely information so residents can plan for and respond to changes.
- LU33:** Encourage and solicit the input of stakeholders, including residents; property and business owners; non-motorized transportation advocates; environmental preservation organizations; and transit, affordable housing, and public health agencies.
- LU34:** Create a strategy in partnership with the adjoining neighborhoods for phasing redevelopment of current land uses to those suited for Transit-Oriented Communities (TOCs), taking into account when the city's development needs and market demands are ready for change.
- LU35:** Allow and encourage uses in station areas that will foster the creation of communities that are socially, environmentally, and economically sustainable.
- LU36:** Regulate design of station areas to serve the greatest number of people traveling to and from Shoreline. Combine appropriate residential densities with a mix of commercial and office uses, and multi-modal transportation facilities.
- LU37:** Pursue market studies to determine the feasibility of developing any of Shoreline's station areas as destinations (example: regional job, shopping, or entertainment centers).

- LU38:** Identify the market and potential for redevelopment of public properties located in station and study areas.
- LU39:** Encourage development of station areas as inclusive neighborhoods in Shoreline with connections to other transit systems, commercial nodes, and neighborhoods.
- LU40:** Regulate station area design to provide transition from high-density multi-family residential and commercial development to single-family residential development.
- LU41:** Through redevelopment opportunities in station areas, promote restoration of adjacent streams, creeks, and other environmentally sensitive areas; improve public access to these areas; and provide public education about the functions and values of adjacent natural areas.
- LU42:** Use the investment in light rail as a foundation for other community enhancements.
- LU43:** Explore and promote a reduced dependence upon automobiles by developing transportation alternatives and determining the appropriate number of parking stalls required for TOCs. These alternatives may include: ride-sharing or vanpooling, car-sharing (e.g. Zipcar), bike-sharing, and walking and bicycle safety programs.
- LU44:** Consider a flexible approach in design of parking facilities that serve light rail stations, which could be converted to other uses if demands for parking are reduced over time.
- LU45:** Transit Oriented Communities should include non-motorized corridors, including undeveloped rights-of-way, which are accessible to the public, and provide shortcuts for bicyclists and pedestrians to destinations and transit. These corridors should be connected with the surrounding bicycle and sidewalk networks.

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

Other Relevant City of Shoreline Plans

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

- ▶ 185th Street Station Subarea Plan, March 2015
- ▶ Shoreline Climate Action Plan, September 2013
- ▶ Economic Development Strategic Plan, January 2012
- ▶ Transportation Master Plan, 2011, with amendments adopted in December 2012 and December 2013
- ▶ Parks, Recreation, and Open Space Master Plan, July 2011
- ▶ Surface Water Master Plan, December 2011
- ▶ Town Center Subarea Plan, July 2011
- ▶ Southeast Neighborhoods Subarea Plan, May 2010
- ▶ Shoreline Environmental Sustainability Strategy, July 2008
- ▶ Shoreline Comprehensive Housing Strategy, March 2008

Community and Stakeholder Engagement

2

145th Street Station Subarea Plan

Public involvement has been important and integral to the development of the 145th Street Station Subarea Plan (SSP/subarea plan). The Shoreline community and stakeholders have been engaged throughout the planning process, especially the 145th Street Station Citizen Committee (145SCC), which is a self-facilitated group, not appointed by the City. The 145SCC is primarily composed of residents of the Parkwood and Ridgecrest neighborhoods, but the organization is open to anyone in the community.

Development around the new light rail station has the potential to provide Shoreline residents greater access to the region's transit system and create a vibrant, equitable transit-oriented community. To that end, the City has fostered an interactive process to engage stakeholders and the community in shaping potential alternatives for the station subarea. The process also has worked to build public support for a long term approach to growth and change in the subarea.

Overview of the Public and Stakeholder Involvement Plan

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

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

For more information about public and stakeholder involvement and the station subarea planning process, and to view the results of other workshops and activities, visit: www.shorelinewa.gov/lightrail. The Public and Stakeholder Involvement Plan can be viewed or downloaded at this website.



Korean Community Meeting, July 2013

Goals for Community Engagement

The following overarching goals guided the community and stakeholder engagement process for the 145th Street Station Subarea Plan (SSP/ subarea plan).

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

Key Messages

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

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

Participants in the Process

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

OVERALL COMMUNITY

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

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

- ▶ Shoreline’s 2015 population was estimated to be 55,439.
- ▶ While Shoreline’s population prior to the current decade remained fairly stable, the community has seen a small amount of growth in recent years. Between 2010 and 2015, the population grew by 2,432 (slightly less than one percent per year).
- ▶ The community’s demographics have been changing, including three noticeable trends:
 - ▷ Greater diversity in the community, with increasing Asian-American, Hispanic/Latino, African-American, and foreign-born residents.
 - ▷ Aging of the general population—the median age of residents increased from 39 in 2000 to 42 in 2010 (dropping slightly to 41.5 in 2014); Shoreline has the second largest percent of people 65 and older among King County cities, at 15.8 percent.
 - ▷ Families (two or more people related by birth, marriage, or adoption) declined from 65 percent to 61 percent of all households in Shoreline between 2000 and 2010. Non-family households increased from 35 percent to 39 percent of households. The number of people living in group quarters, such as nursing homes, adult family homes, and Fircrest increased by 9 percent between 2000 and 2010 based on the 2010 Census.
- ▶ Foreign born residents of Shoreline increased from 17 percent of the population in 2000 to 19 percent in 2010 (American Community Survey and US Census data).
- ▶ The largest minority population is Asian-American, composed of several subgroups, which collectively make up 15 percent of the population.

WHAT ARE THE BENEFITS?



PLANET

- Reducing carbon footprints and greenhouse emissions
- Mitigating climate change



REGION

- Preserving recreational and environmental functions of natural resource areas
- Reducing traffic congestion



COMMUNITY

- Promoting access and connectivity
- Increasing livability, employment, and housing options



NEIGHBORHOOD

- Enhancing complete streets and walkability
- Encouraging vitality and placemaking
- Providing goods and services



Community Design Workshop #1, June 2014

- ▶ The African-American population increased by 45 percent between 2000 and 2010, the highest increase of any population, followed by a 15 percent increase by people of two or more races.
- ▶ Hispanic people may be of any race, and this demographic increased by 41 percent between 2000 and 2010.
- ▶ “Baby boomers,” those born between 1946 and 1964, comprise approximately 30 percent of the population. Shoreline has the second largest percentage of people 65 and older among King County cities. The aging population of the community is an important consideration when coupled with the fact that many older adults heavily rely on transit for transportation.
- ▶ Among older adults, the fastest growing segment is people 85 and older, up 1/3 from 2000.
- ▶ An estimated 73 percent of dwelling units in Shoreline are single family homes; 27 percent are multi-family units.
- ▶ The median value of owner-occupied housing in Shoreline was \$205,300 in 1999 and in April 2016 median sale price for Shoreline was \$447,700, an increase from the 2007 high of 19 percent. The rapid increase in home values and rental costs puts increasing pressure on households in Shoreline, and widens the affordability gap for prospective buyers.

NEIGHBORHOOD INTERESTS

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

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



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

Neighborhoods that are part of the 145th Street Station Subarea include:

- ▶ Ridgecrest
- ▶ Parkwood

The subarea contains a very small portion of the Briarcrest neighborhood, on the east side of 15th Avenue.

Other neighborhoods near the subarea include:

- ▶ Meridian Park
- ▶ Highland Terrace
- ▶ Westminster Triangle
- ▶ North City

Neighborhoods throughout the rest of Shoreline include:

- ▶ Echo Lake
- ▶ Ballinger
- ▶ The Highlands
- ▶ Richmond Highlands
- ▶ Hillwood
- ▶ Richmond Beach
- ▶ Innis Arden

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

COMMUNITY-BASED ORGANIZATIONS

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

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

REGIONAL INTERESTS AND STAKEHOLDERS

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

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

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



145th Subarea Mapping

KEY PROPERTY OWNERS

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

- ▶ Sound Transit—Constructing the light rail system and station improvements, including parking
- ▶ Shoreline School District
- ▶ Shoreline Parks, Recreation, and Cultural Services—Public property owner in the 145th Station subarea
- ▶ All City departments
- ▶ Seattle City Light
- ▶ Public utility and service providers serving the station subarea (including Ronald Wastewater, North City Water District, and Seattle Public Utilities)
- ▶ Private property owners in the station subarea

Involvement Methods and Activities

In order to facilitate integral public and stakeholder engagement for the 145th Street Station Subarea Plan, the City of Shoreline has provided opportunities throughout the subarea planning and environmental review process, summarized below.

- ▶ **CITY WEBSITE POSTINGS/PROJECT WEBPAGES.** The City has posted information on its website and created project webpages for the subarea plan, DEIS, and FEIS, accessible via: www.shorelinewa.gov/lightrail. The information on the webpages has been frequently updated during the planning process. Posted information has provided background information on the subarea plan and environmental impact statements, described the schedule, and provided links to relevant documents as they were released for public review. Contact information for City staff also has been provided to allow the public to submit comments or ask questions about the subarea plan and environmental impact statements.
- ▶ **COMMUNITY WORKSHOPS/PUBLIC MEETINGS.** The City has hosted multiple community workshops and public meetings during the planning and environmental stages of work. Visioning workshops were held in the summer and fall of 2013 to gather public comments and ideas on the vision for the station subarea. In June of 2014, the City hosted a series of Design Workshops with the 145SCC and the community. In October 2014, the City hosted a second series of Design Workshops to introduce zoning scenario maps and computer modeling of how concepts discussed during the first workshop series could look. Summary reports for these workshops are available for viewing or downloading at: <http://www.shorelinewa.gov/home/showdocument?id=17748> and <http://www.shorelinewa.gov/home/showdocument?id=25421>

The workshops were effective in engaging diverse interests as well as the overall community. Separate meetings were held with the 145SCC group, as well as other community-based interests.

The design workshops provided the opportunity for hands-on development of alternatives using design-in-public techniques, and participants provided input on a variety of topics. This approach involved members of the station subarea planning team meeting with individuals and groups to present ideas and illustrate possible solutions through SketchUp modeling and visualization graphics.

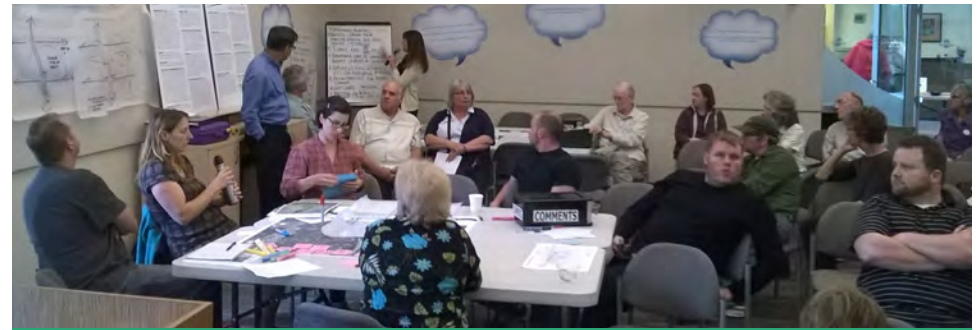
The "Green Network" concept plan that includes a recommended system of trails, pedestrian, and bicycle facilities through the subarea, along with green stormwater infrastructure, parks and open space improvements, and other amenities, was a direct outcome of the workshop sessions based on community interests.

Community meetings were noticed on the project website, and through email distribution lists, Alert Shoreline, press releases, and mailings. Invitations to individual stakeholder meetings were delivered via email distribution lists for various organizations.

- ▶ **DEIS SCOPING COMMENT PERIOD.** The station subarea planning process complied with the Washington State Environmental Policy Act (SEPA) for development of a planned action environmental impact statement (EIS). Specific public engagement methods were provided to support the planned action EIS, including SEPA scoping to present potential alternatives and environmental elements to be studied.

Public and agency comments were solicited in a scoping period from October 1-31, 2014. During this period, the general public, as well as public agencies and stakeholders, were invited to submit written comments on the scope of the EIS and offer written suggestions. In addition, the City documented comments received at the October 2014 public meeting related to scoping and answered questions about the subarea plan and EIS at that meeting.

- ▶ **DEIS COMMENT PERIOD AND PUBLIC MEETING.** The DEIS was released for public review on January 17, 2015 with a public and agency comment period extending through February 19, 2015.



Community Design Workshop #1, June 2014

The DEIS analyzed three potential zoning scenarios with regard to potential impacts and mitigation measures for land use patterns, plans, and policies; population, housing, and employment; multimodal transportation; streams, wetlands, and surface water management; parks, recreation, open space, natural areas, and priority habitat areas; schools, police, fire, and other public services; and utilities and energy use.

- ▶ **ADDENDUM TO DEIS.** Many comments were submitted on the DEIS, including comments about wetlands, streams, soils, trees, habitat, and surface and ground water in the subarea. To better respond to these comments, the City decided to undertake additional analysis of the natural systems in two locations that are known to contain large critical areas- Paramount Open Space and Twin Ponds Park. On February 18, 2016, two technical memos were published and discussed with the Planning Commission: a Wetlands and Streams Assessment, and Geotechnical Considerations for High Groundwater or Peat Conditions. These memos constituted an addendum to the DEIS, which was posted for public comment on February 19, 2016. Although not required, a public comment period was offered through March 21, 2016.

► **FEIS.** The FEIS was published in July 2016 and provided analysis not studied in the DEIS related to phasing and a fourth action alternative, Alternative 4—Compact Community Hybrid, which was a hybrid between two previous alternatives analyzed in the DEIS. This new alternative also retained R-6 single family zoning around parks in the subarea. The FEIS also integrated the content from the DEIS Addendum and the 145th Multimodal Corridor Study, and it included responses to comments on the DEIS and DEIS Addendum. As is typical with the SEPA process, there was not a formal comment period for the FEIS. However, several public meetings were held during the FEIS and subarea plan adoption process, as described below.

► **POST DEIS AND FEIS PLANNING COMMISSION AND CITY COUNCIL MEETINGS.** Additional Planning Commission and City Council meetings have been held for the FEIS, subarea plan, and Planned Action Ordinance review and adoption. Subsequent to preparation of the FEIS, the City prepared the subarea plan document, the Planned Action Ordinance, and code regulations to support implementation of the plan. The following timeline outlines the review schedule of the FEIS and subarea plan package for the 145th Street Station Subarea:

- ▷ *May 5 and 19*—Planning Commission meetings: Discuss potential Development Code regulations
- ▷ *June 2*—Planning Commission meeting: Discuss potential Development Code regulations
- ▷ *July 7*—Planning Commission meeting: Discuss Final EIS
- ▷ *July 21*—Planning Commission meeting: Discuss Subarea Plan and potential zoning scenarios
- ▷ *August 4*—Planning Commission meeting: Discuss Planned Action and adopting ordinances
- ▷ *August 18*—Planning Commission Public Hearing: Discuss Subarea Plan package and make recommendation to the City Council

- ▷ *August 22*—Continued Planning Commission Public Hearing: Finalize recommendation to the City Council
- ▷ *September 12*—City Council meeting: Study Session on Subarea Plan package
- ▷ *September 26*—City Council meeting: Council potentially adopts Ordinance Numbers 750, 751, and 752

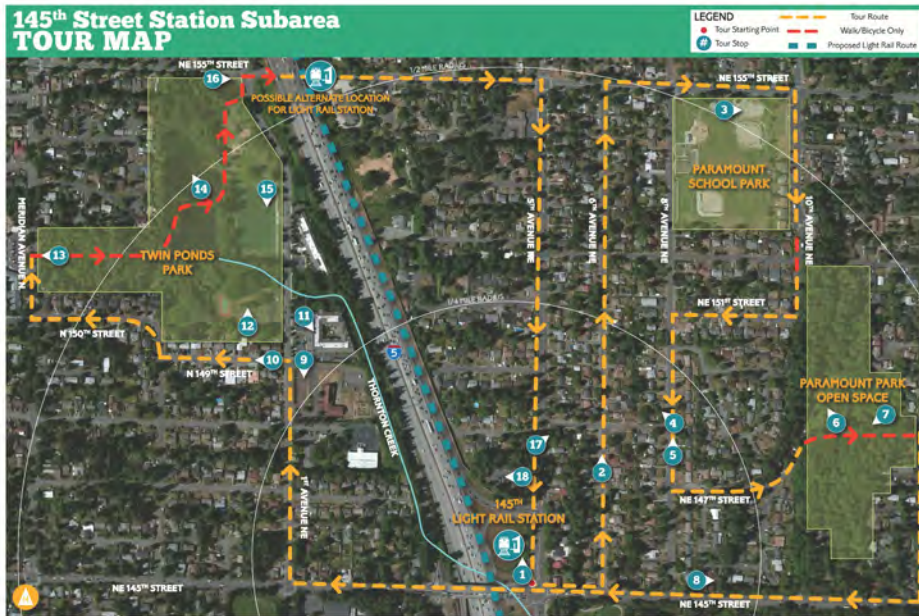
Planning Commission and City Council meeting materials, including packets, minutes or summaries, and other information is available on the following web pages by meeting date.

- ▷ *Planning Commission:* <http://www.shorelinewa.gov/government/departments/planning-community-development/planning-commission/meeting-agendas-and-minutes/-toggle-allpast>
- ▷ *City Council:* <http://www.shorelinewa.gov/government/shoreline-city-council/live-and-video-council-meetings>

► **SPECIAL BRIEFINGS, PRESENTATIONS, AND DISPLAYS.**

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

► **WALKSHOPS/WALKING TOUR MAPS.** Tour maps were developed for the subarea and posted online as well as in hard-copy form on signs out in the neighborhood. City staff also hosted tours during the summers 2013, 2014, and 2015. Participants could walk, bicycle,



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

- ▶ **VISUALIZATION GRAPHICS.** The project team developed visualization graphics using sketch models and perspective illustrations to show the public what various station subarea planning alternatives might look like if implemented. Viewers were able to look at the multiple perspectives from the sketch models and get a sense of *possibilities* for how the station subarea might change over time.
- ▶ **FLYERS, INFORMATION SHEETS ("101S"), RESPONSES TO FREQUENTLY ASKED QUESTIONS AND OTHER OUTREACH MATERIALS.** A variety of public information sheets and outreach materials have been developed during the station subarea planning

process to broaden awareness and educate the public about key aspects related to creating transit-oriented communities.

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

INVOLVEMENT ACTIVITIES BY PARTNER ORGANIZATIONS

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

- ▶ **SOUND TRANSIT** has its own process for public involvement, but is coordinating with City staff and City Council. Sound Transit's Board released its Final Environmental Impact Statement for the Lynnwood Link Extension project in April 2015. For more information, visit: <http://www.soundtransit.org/Projects-and-Plans/Lynnwood-Link-Extension>
- ▶ **THE 145TH STATION CITIZENS COMMITTEE (145SCC)** is a neighbor-led effort to inform residents about the light rail station subarea planning process and how to be involved, and to advocate for neighborhood interests. Organized by residents of the Parkwood and Ridgecrest neighborhoods, 145SCC aims for an inclusive participation process of all populations in these neighborhoods, with special attention paid to those populations who are historically underserved, to facilitate a resident-driven effort. Anyone is welcome to attend their monthly meetings. For more information email 145SCC@gmail.com

- ▶ **SENIOR SERVICES**, a regional organization involved in advocacy for community development that supports seniors' needs and seeks to engage underrepresented groups. Senior Services hosted two visioning events: the July 11, 2014 public meeting involving Shoreline's Korean community and the August 7, 2014 event that focused on engaging folks of modest means.

For a video of the Korean community meeting, visit:

<http://www.youtube.com/watch?v=IWBw3psGB1s#t=11>

For a video of the meeting with folks of modest means, visit:

<http://www.youtube.com/watch?v=mYpNSNalyIA>

- ▶ **FUTUREWISE**, a statewide public interest group working to promote healthy communities and cities, supported visioning activities in summer 2013.

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

Summary of Community and Stakeholder Input Received at Visioning and Design Workshop Sessions

Public input received at community design workshops and throughout the Scoping, DEIS, and DEIS Addendum process helped guide the development of alternatives analyzed in the FEIS and included in this subarea plan.

The City hosted five visioning events between July and September 2013, some in partnership with Senior Services, Futurewise, and Neighborhood Associations. Attendees provided feedback on their vision for neighborhoods surrounding future light rail stations with regard to housing, jobs and businesses, recreation and community services, transportation and mobility, and station design. For more information

and to view comments received, visit: <http://www.shorelinewa.gov/government/departments/planning-community-development/planning-projects/light-rail-station-area-planning/visioning-workshop-comments>.

In June of 2014, the City hosted a series of Design Workshops with the 145th Street Station Citizen Committee and the community. Key themes that emerged from the June workshops were described in a Summary Report and are listed below:

- ▶ Housing choices and opportunity
- ▶ Environmental protection and enhancement
- ▶ Mixed-Use corridor (5th Avenue and/or 155th Street)
- ▶ 145th Street and enhancing east/west transit connections
- ▶ Pedestrian and bicycle connections and bridging Interstate-5
- ▶ Safety and security
- ▶ Parking

In February of 2014, the City hosted a second series of Design Workshops to introduce zoning scenario maps and computer modeling of how concepts discussed during the first workshop series could look. The potential zoning scenarios introduced at the series of workshops are described below.

- ▶ **NO ACTION (ALTERNATIVE 1)** - This scenario is required to be analyzed in the EIS. Note that "No Action" does not mean "no change." Even if the City retained current zoning, property owners would still be able to maximize existing development capacity, including 35 foot heights in single-family zones, adding Accessory Dwelling Units, etc.
- ▶ **CONNECTING CORRIDORS (ALTERNATIVE 2)** - This scenario showcases both 5th Avenue and 155th Street as connecting corridors between station subareas; commercial districts at 165th Street, 15th Avenue, and Aurora Avenue N; and the Community Renewal Area at Aurora Square. Because potential development in this scenario is more spread out, lower density zoning (more area at 35 foot height limit and maximum base height of 65 feet closest to future station) was analyzed compared to the Compact Community scenario.

- ▶ **COMPACT COMMUNITY (ALTERNATIVE 3)** - This scenario does not emphasize corridors and focuses potential growth solely on the area within roughly a ½ mile radius of the future light rail station. Because potential development in this scenario is concentrated, higher density zoning (maximum base height of 85 feet closest to future station) was analyzed in several locations compared to the Connecting Corridors scenario.

Key themes that emerged from the February workshops where these potential zoning scenarios were introduced were also described in a Summary Report. Many of the themes were similar to discussions held the previous June.

With regard to housing choice, there were also concerns about change in the subarea. Many participants commented that they understood the purpose of increasing housing choices and opportunities in the subarea around the future light rail station. At the same time, many were concerned about how the change in density might affect the neighborhood. There was not a clear preference between the Connecting Corridors and Compact Communities scenarios—there were mixed perspectives. Participants encouraged the City to consider concentrating density in proximity to the station and making sure that the scale and height of redevelopment was compatible with surrounding single family neighborhoods. Similar to comments at the earlier workshop sessions, some participants were interested in proceeding with a livable density that would include an affordable mix of multi-family buildings, as well as townhomes, cottage style homes, and single family homes that are attractive to young families.

With regard to building heights, workshop participants had varying viewpoints about what the maximum height for new redevelopment should be in the subarea. Some wanted the height to predominantly remain below three stories (even though the height limit in the existing R-6 single family allows for heights of 35 feet). This perspective is represented in the Mixed-Use Residential-35 foot height zone (MUR-35') included in the action alternatives. Other participants suggested buildings no taller than five stories, and this is reflected in the Mixed-Use Residential-45



Community Design Workshop #1, June 2014

foot height zone (MUR-45') included in the action alternatives. Others recommended buildings of seven stories or taller focused around the light rail station; this is also reflected in potential zoning scenarios. Overall, height was a sensitive issue in community meetings with residents who live in the station subarea. Some participants expressed caution that the transition of change and redevelopment should be something that maintains the integrity of the residential-feel of the neighborhoods in the subarea—similar to that seen in Fremont or Columbia City.

Participants discussed the potential for connections to commercial uses along the key corridors. Workshop groups also discussed the importance of having more local restaurants, grocery stores, cafes, and other “Mom and Pop” businesses that are easily supported by commuters, pedestrians, and bicyclists. In general, participants were supportive of creating signature streets with landscaped medians, street trees, furnishings, curb extensions, and other features that enhance identity, improve walkability, and provide traffic calming.

Participants viewed community design illustrations showing greater density and building height at key intersections, such as the 145th Street and 5th Avenue intersection and the 165th and 5th Avenue Intersection. Again, similar to in earlier workshops, participants preferred



Virtual bulletin board comments

architectural building setbacks that provide transition to adjacent neighborhoods through a “wedding cake effect” (step backed floors) at the intersections and along key corridors.

Participants continued to remain passionate about the natural resources (including the Thornton Creek corridor and tributaries), parks, trees, and open space areas in and around the subarea. Key parks in the subarea include Twin Ponds Park, Paramount Park and Open Space, and Hamlin Park. Participants wanted to see these areas protected and enhanced as redevelopment occurs. Many suggestions for improving environmental quality of the parks and natural resources included protecting and preserving trees, planting new trees including street trees (with 145th Street improvements), creating more green space, addressing storm water issues, and improving water quality.

The Draft Environmental Impact Statement (DEIS) was published in January 2015 and analyzed each of the three potential zoning scenarios with regard to impacts and mitigations for land use patterns, plans, and policies; population, housing, and employment; multimodal transportation; streams, wetlands, and surface water management; parks, recreation, open space, natural areas, and priority habitat areas; schools, police, fire, and other public services; and utilities and energy use.

As part of the public process to discuss this analysis and any other potential zoning scenarios that should be considered through this FEIS, many community members supported studying a scenario that did not include upzoning around neighborhood parks and open spaces. This led to the development of Alternative 4- Compact Community- Hybrid. This scenario includes a maximum base height limit of 70 feet (MUR-70’) based on development regulations that were adopted as part of the 185th Street Station Subarea Plan.

This scenario shows a bike and pedestrian network based mostly on the Off-Corridor Network developed through the 145th Street Corridor Study, but also incorporates elements of the Green Network that was included in zoning scenarios analyzed in the DEIS. Detailed design of pedestrian and bike facilities will happen as part of later processes.

On May 2, 2016 when the Council decided to study Alternative 4 in this FEIS in addition to Alternatives 1, 2, and 3, they also chose to study the potential to phase zoning for all action alternatives. Ultimately, the Planning Commission recommended and the City Council adopted an amended version of Alternative 4 for the subarea plan. The adopted zoning is presented in Chapter 5.

Existing Conditions and Population Forecasts

3

145th Street Station Subarea Plan

Station Subarea Geography

N-NE 145th Street is the most prominent corridor in the subarea, also functioning as State Route (SR) 523 and the boundary between the City of Seattle and the City of Shoreline. Currently, Seattle owns the eastbound lane, King County owns the westbound lane, and Shoreline begins behind the north edge of the sidewalk.

The subarea generally extends approximately one-half mile north of the 145th corridor, with the western boundary at Meridian Avenue N, the eastern boundary near 15th Avenue NE, and the northern boundary at N-NE 155th Street.

For analysis related to the 145th Street Station Subarea Plan (SSP/ subarea plan), the City of Shoreline Planning Commission determined study area boundaries for land use and mobility with consideration of factors such as topography, the ability to walk and bike to and from the station, policy direction from Shoreline City Council, access to arterial streets, opportunity sites, environmental assets, and other existing conditions and influences. **Figure 1-1** illustrates the land use and mobility boundaries that together comprise the combined study area for the subarea.

The subarea is predominantly composed of portions of the Parkwood and Ridgecrest neighborhoods of Shoreline, but also includes a small area of the Briarcrest neighborhood, east of 15th Avenue. Bordering areas include the City of Seattle to the south, and incorporated areas of Shoreline to the north, west, and east. The City of Lake Forest Park is located to the east of the subarea. **Figure 3-1** illustrates the neighborhoods within and surrounding the subarea.

Analysis of population, housing, and employment projections and transportation planning in the subarea applies traffic analysis zone (TAZ) boundaries. Because TAZ boundaries align with census tract boundaries, they are commonly used for planning and analysis purposes. Refer to **Figure 3-2** for a map of the TAZ boundaries.

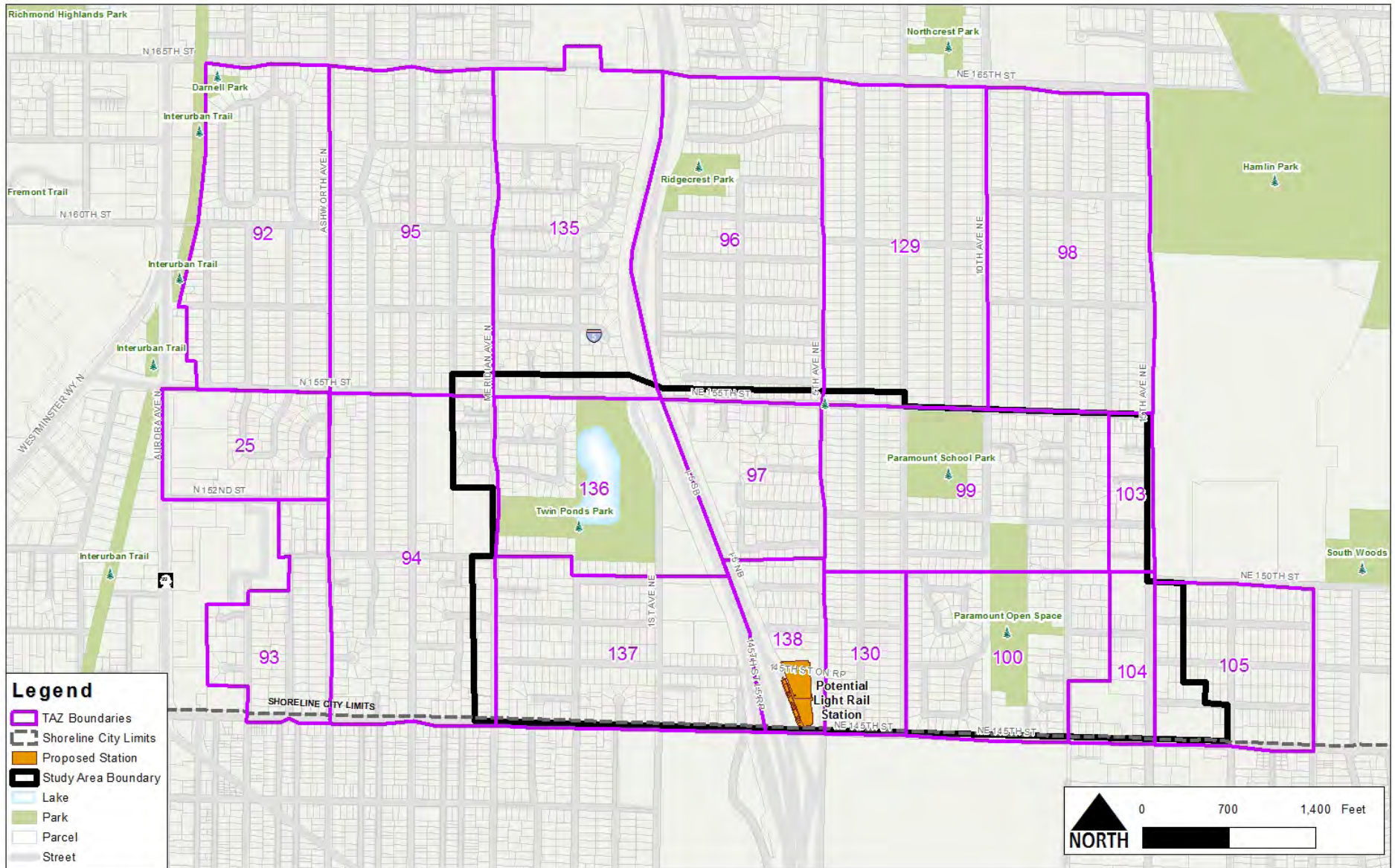


FIGURE 3-2: Traffic Analysis Zone (TAZ) Boundaries

Proposed Sound Transit Light Rail Station Facilities

Through a separate environmental process, Sound Transit identified the potential light rail station location. The preferred option for the station location is just to the north of NE 145th Street on the east side of and immediately adjacent to the Interstate 5 (I-5) corridor. A park-and-ride structure, also to be constructed by Sound Transit, potentially would be located also on the east side of I-5, just to the north of the light rail station.

The City of Shoreline supports the station location proposed by Sound Transit, and identifies the location in the City's Comprehensive Plan Land Use Map. **Figure 3-3** and **Figure 3-4** show conceptual design plans provided by Sound Transit for the 145th Street light rail station (preferred alternative). These figures show a conceptual level site plan and cross section views of the potential 145th Street light rail station and park-and-ride structure.

The second proposed Sound Transit light rail station in Shoreline is planned to be located immediately north of NE 185th Street, adjacent to the east side of I-5. The primary connecting routes between the 145th and 185th light rail station subareas include the north-south corridors of 5th Avenue NE, 8th Avenue NE, 10th Avenue NE, and 15th Avenue NE.

Land Use Patterns in the Subarea

Envisioning how the 145th Street Station Subarea could transform into a redeveloped transit-oriented community is benefitted by understanding the past and present settlement patterns and land uses in the vicinity.

HISTORY AND SETTLEMENT OF THE AREA

Early accounts of Shoreline tell how Native Americans traveled along the shores of Puget Sound and local streams collecting swordfern and kinnikinnick at Richmond Beach, and wild cranberries at what are now Ronald Bog and Twin Ponds parks. Controlled fires were set in the Richmond Highlands and North City areas to create meadows for the cultivation of certain wild plants and to provide inviting, open spaces for small game.

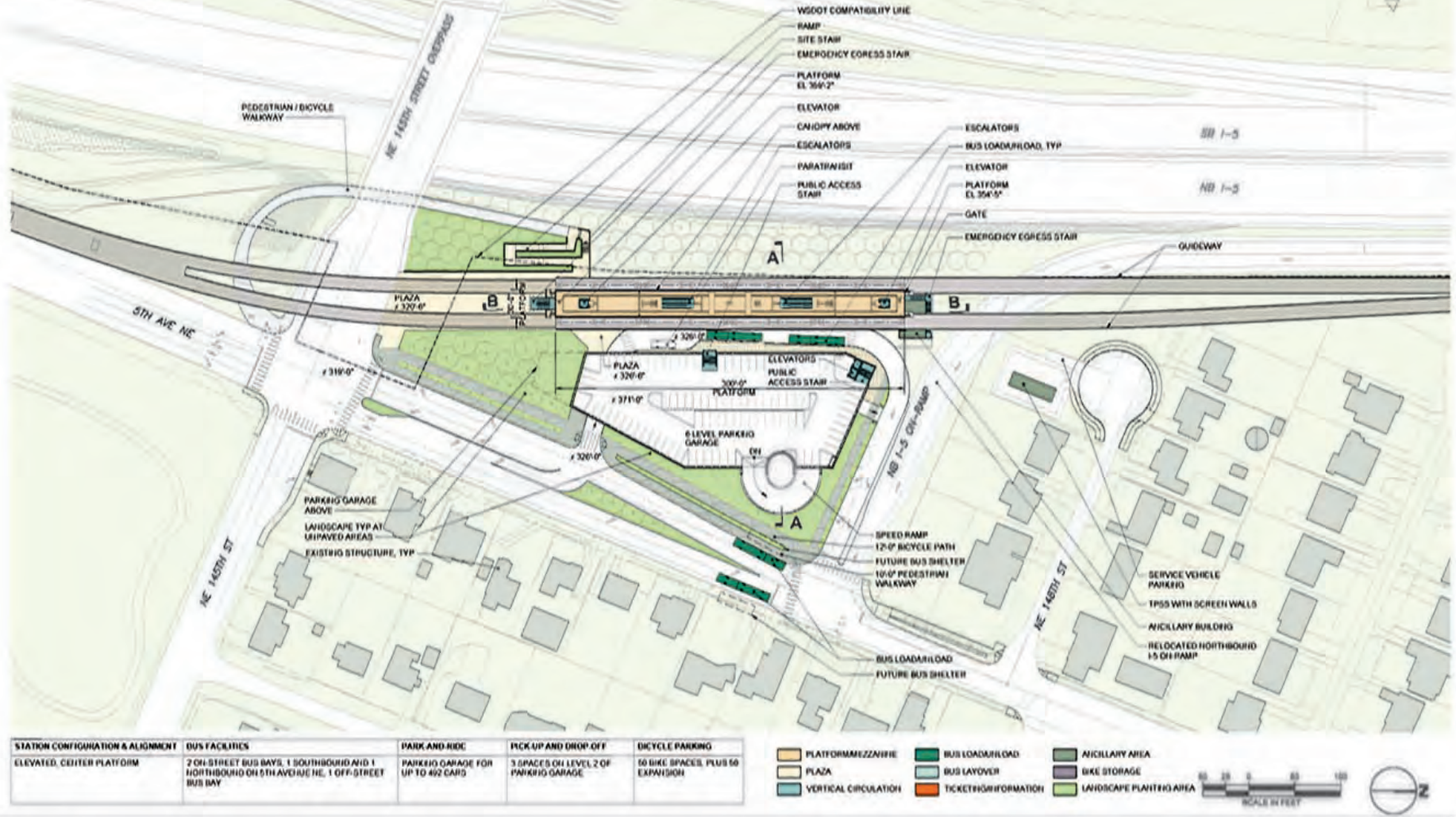
In the 1880s, the US Government opened the region to homesteading after railroad fever gripped the Northwest. Speculators planned towns in anticipation of the transcontinental railroad route. Among these was Richmond Beach, platted in 1890. The arrival of the Great Northern Railroad in Richmond Beach in 1891 spurred the growth of the small town and increased the pace of development in the wooded uplands.

Construction of the Seattle to Everett Interurban trolley line through Shoreline in 1906, and the paving of the North Trunk Road with bricks in 1913, made travel to and from Shoreline easier, increasing suburban growth. People could live on a large lot, raise much of their own food and still be able to take the Interurban, train, or (beginning in 1914) the bus to work or high school in Seattle. Children could attend one of two local elementary schools, and general stores provided most of the goods that could not be grown at home. Local produce from fruit orchards, chicken farms, and strawberry crops was transported via the Interurban or the train. The Fish family's Queen City Poultry Ranch on Greenwood at 159th was a prosperous chicken farm that attracted many visitors. Ronald Station along the trolley line was located near present-day Park at Town Center.



Mae Newkirk feeding chickens in 1914

SOUND TRANSIT LYNNWOOD LINK EXTENSION



**PREFERRED ALTERNATIVE
NE 145TH STREET STATION
SITE PLAN**

DWG NO. N13-AAP001
SHEET 32 OF 69
REV. NO. _____

FIGURE 3-3: Sound Transit Concept Plan for the 145th Light Rail Station



SOUND TRANSIT LYNNWOOD LINK EXTENSION

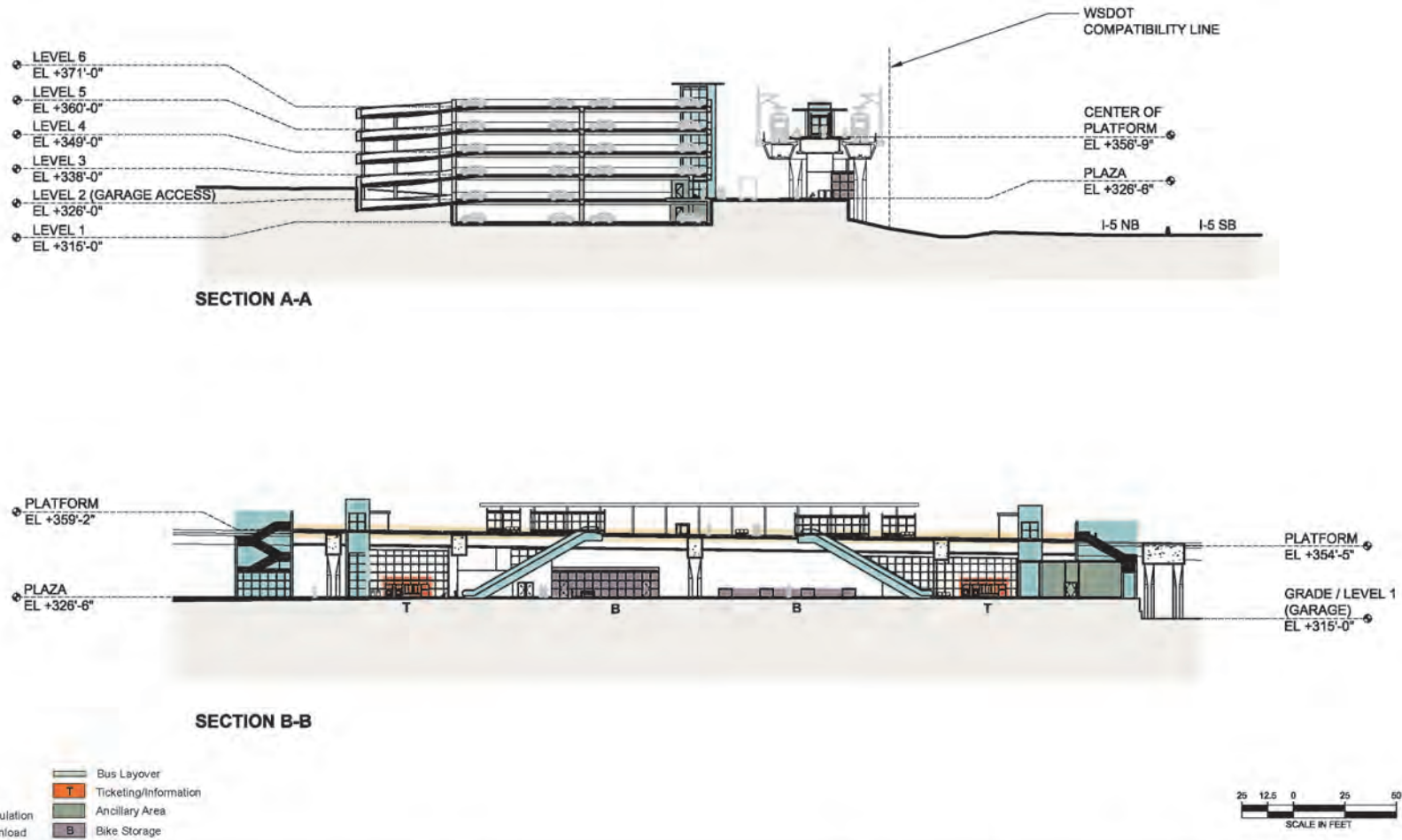


FIGURE 3-4: Sound Transit Concept Plan for the 145th Light Rail Station

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

A precursor to Interstate 5, Highway 99 was constructed to stretch from Mexico to Canada, offering more convenient access than ever before to America's new auto travelers. Originally known as the Pacific Highway, but later named Aurora Speedway and Aurora Avenue, there are conflicting histories of the source of the name "Aurora." Some say the name was meant to honor Aurora, Illinois, the hometown of Dr. Edward Kilbourne, a Fremont founder. Others say the name recognized the highway as a route north, toward the Aurora Borealis. Regardless of how the highway got its name, it changed the face of the area north of Seattle forever, and as more people took to the road in automobiles, there was less use of the old trolley line. The Interurban made its last run in February of 1939. By the late 1930s and early 1940s, commercial development concentrated along Aurora Avenue, which saw steadily increasing use as part of the region's primary north-south travel route. Traffic on 99 swelled, particularly after the closing of the Interurban.

The Great Depression and World War II (1930-1945) slowed the pace of development. Many Shoreline families managed to live off land they had purchased in better times. During World War II, building materials were rationed and housing construction virtually stopped. The only major development in Shoreline during the war was the Naval Hospital (now Fircrest). At its peak in 1945, the hospital housed over 2,000 patients and 600 staff.



Edward Yenne Grocery exterior Maywood ca 1925

With the end of the war came a substantial demand for family housing. The late 1940s saw large housing developments such as Ridgecrest (NE 165th to 155th Streets, 5th to 10th Avenues NE) spring up seemingly overnight. Schools ran on double shifts as families with young children moved into the new homes. In the late 1940s, business leaders and residents began to see Shoreline as a unified region rather than scattered settlements concentrated at Interurban stops and railroad accesses.

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

Shoreline continued to grow, becoming an attractive place to live in the central Puget Sound region due to the great neighborhoods, schools, parks, and other community features. After it became clear that an additional north-south freeway would be needed to handle the cross-state traffic, Interstate 5 was constructed in the 1960s, with the final segment in Washington state opening on May 14, 1969. With its opening, motorists could travel without stopping from the northern California state line to the Canadian border, and Highway 99 became

more of a regional route and alternate travel way to Interstate 5. The Interstate 5 corridor bisected the community that had become known as Shoreline, and made east-west travel on local roads more difficult.

Although known as “Shoreline” for decades, the community did not become officially incorporated city until 1995, and prior to that it remained an unincorporated area of King County north of Seattle. Today with 55,439 residents (2015 population), Shoreline is Washington's 15th largest city.

PRESENT-DAY LAND USE PATTERNS

The subarea today consists primarily of single family neighborhoods zoned as R-6 (residential, six units per acre) and developed at an average density of 3.2 units per acre. Refer to **Figure 3-5** for a map of existing zoning. In addition to single family residential uses, there are several houses of worship, parks, schools, and school properties within and in proximity to the subarea. For example, just northeast of the subarea a large contiguous area of land contains Hamlin Park, Kellogg Middle School, Shorecrest High School, Washington State Public Health Lab, and Fircrest Campus, although these parcels are owned and operated by various agencies.

Because most of the neighborhoods in the subarea were developed as single-family housing in the decades following World War II (primarily from the mid- to late 1940s through the 1970s, when the area was part of unincorporated King County), street standards did not require sidewalks, and as such, most of the local streets today do not have sidewalks or bike lanes. Also at that time when the neighborhoods were originally developed, surface water management standards were less intensive than they are today and as such, there are frequently drainage issues in the subarea. Stormwater facilities are generally below the standard now required by the Department of Ecology, and there are very few low impact development facilities such as rain gardens.

The City of Shoreline, incorporated in 1995, now has jurisdiction over this area and works with the community to prioritize capital transportation and infrastructure improvements throughout the city.



Twin Ponds Park

Although some improvements have been made in the subarea in recent years, budget constraints have limited the level of street and utility improvements completed to date.

Growth and change over the past 50 years in the subarea has been minimal, limited to areas that are zoned to accommodate redevelopment into a mix of residential, commercial, retail, and office at a few limited locations within and adjacent to the subarea.

NEIGHBORHOODS IN THE SUBAREA

The subarea includes the following defined Shoreline neighborhoods

- ▶ Parkwood
- ▶ Ridgecrest
- ▶ Briarcrest (Only a small portion of this neighborhood is within the subarea boundaries, specifically the parcels adjacent to the east of 15th Avenue NE.)

Shoreline’s neighborhoods are very engaged in the community and maintain active neighborhood associations. Shoreline’s Council of Neighborhoods consists of two representatives from each of the neighborhood associations (including those listed above). The Council

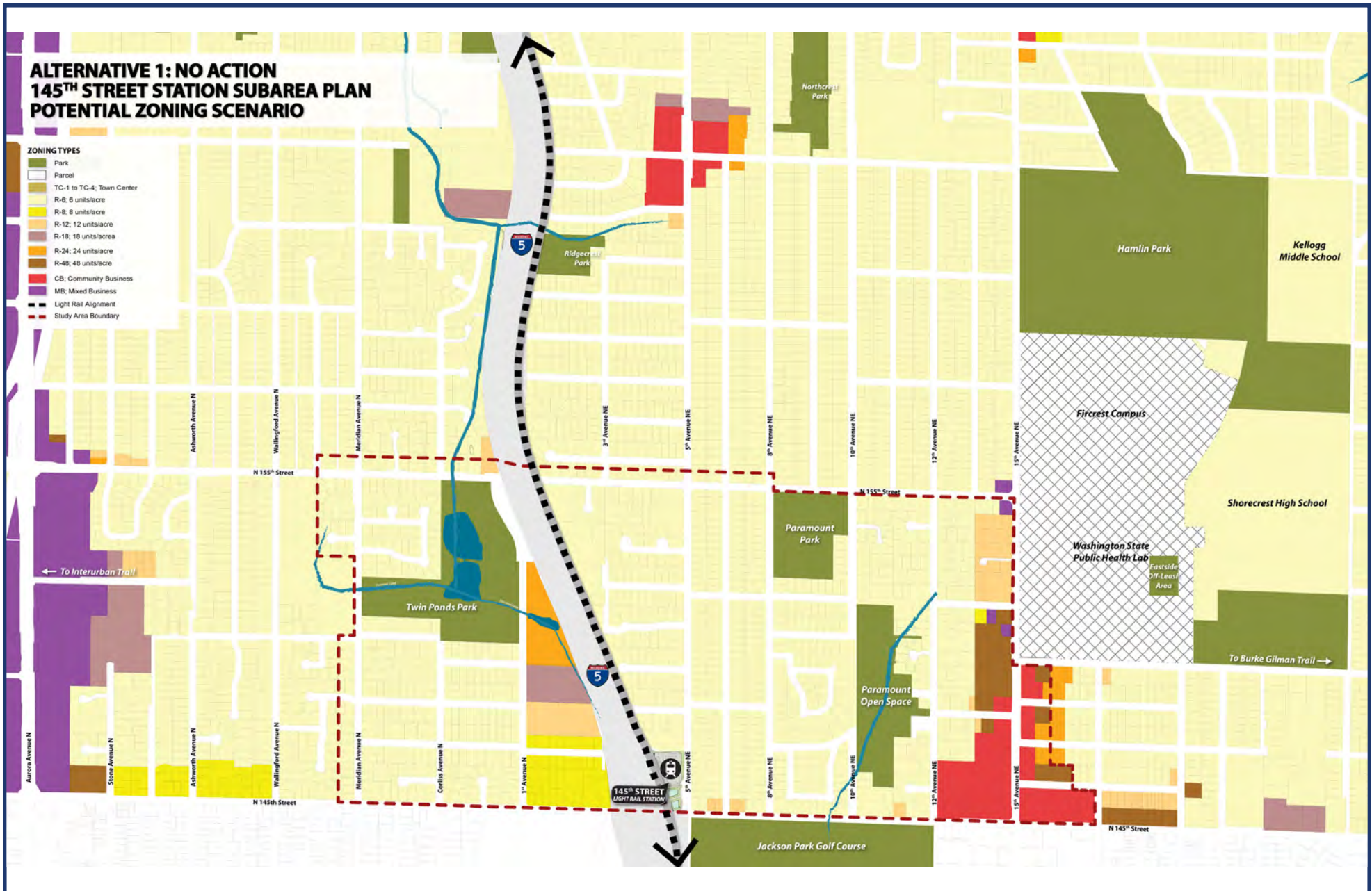


FIGURE 3-5: Existing Zoning Map



Ridgecrest Elementary School

of Neighborhoods meets monthly to network, learn about other neighborhood happenings and meet with City representatives. This two-way communication allows neighborhood associations to provide community input and the City to present information on programs and projects. Brief descriptions, including historical information, for the three primary neighborhoods in proximity to the subarea follow.

PARKWOOD NEIGHBORHOOD—Located at the southern edge of Shoreline, the Parkwood Neighborhood extends from N 160th Street to NE 145th Street, and from Aurora Avenue N to Interstate 5. Twin Ponds Park is a key feature of the neighborhood. Twin Ponds Park contains two ponds, recreational facilities, and a natural area with a stream that feeds Thornton Creek. Parkwood lies within the headwaters of the Thornton Creek watershed, a complex system of small streams and peat bogs, where wild cranberries were known to grow. Early accounts of the area mention how Native Americans would visit the area that is now Twin Ponds Park to collect the wild cranberries. The Interurban Trail crosses through the northwest corner of the neighborhood.

The Parkwood Neighborhood, like other neighborhoods of Shoreline, was primarily agriculture and forest with a few residential homes in the early 20th century. Businesses such as wood cutting, grocery, poultry, and fur animal husbandry took place. Extensive peat mining occurred in the Parkwood area as well. Eventually construction of roads such as North

Trunk Road (now Aurora Avenue N) led to easier access between the neighborhood and Seattle, increasing the neighborhood's desirability. Today, the predominant land use in Parkwood still consists of single family homes, with the exception of commercial uses along Aurora Avenue N, and public recreational facilities in Twin Ponds Park. In addition to single family homes, multifamily and assisted living residences also exist in the neighborhood. Parkwood's 2014 population was estimated to be 2,562.

RIDGECREST NEIGHBORHOOD—Ridgecrest Neighborhood extends from I-5 east to 15th Ave NE, and from the southern boundary of NE 145th Street to the northern boundary of NE 175th Street. The planned light rail station and park-and-ride structure is located in this neighborhood. The first major housing development in the neighborhood happened in the mid 1940s, near the end of World War II. Returning soldiers could purchase any one of the 100 houses that were built in 100 days. So many families with school age children moved to the neighborhood that the newly completed Ridgecrest Elementary School had to run double shifts. The majority of the single family housing stock was built in the late 1940s to early 1950s on large lots, set well back from the streets. Although some homes in this neighborhood were built earlier, including a log cabin built in 1933 from trees logged from the property that still stands today.

Today, Ridgecrest is a primarily a middle income, working class neighborhood that is both multi-cultural and multi-generational. According to the 2010 US Census, Ridgecrest had 6,116 residents and 2,175 homes, making it one of the most populated neighborhoods in Shoreline. The neighborhood also has nine houses of worship, and four parks, as well as Shoreline's only theatre and skate park, and the oldest operating 7-11 store in the State of Washington.

BRIARCREST NEIGHBORHOOD—Briarcrest Neighborhood is located in the southeast corner of the city, east of the Ridgecrest neighborhood, and extends to the eastern city limits, adjacent to Lake Forest Park. A large portion of Briarcrest was originally part of the Hamlin homestead acquired by the Hamlin family in 1895. The land was logged and farmed for decades. Much of the land of the original homestead was

sold and developed. In 1939 Seattle Trust and Savings Bank donated 8 acres to King County, which became Hamlin Park. Hamlin Park is considered the oldest official park in the King County park system (but today is part of the City of Shoreline's park system). Over the years, the park was expanded through land dedications, and an area to the east was acquired by the Shoreline School District. Today, the 80-acre Hamlin Park contains ball fields, public art, picnic areas, and forest. South Woods Park is another important open space in the neighborhood, consisting of a lowland forest with maintained trails, and pedestrian improvements.

Predominant land uses within the neighborhood in addition to parks and open space include single family residential homes, Shorecrest High School, Kellogg Middle School, and Acacia Cemetery.

KEY SITES AND ASSETS OF THE SUBAREA

TWIN PONDS PARK

Located just across I-5 and slightly to the north of the proposed station is Twin Ponds Park. This park is seen as a key feature, being the only major green-space and recreational area in the subarea west of I-5. The park is irregular in shape and surrounded by primarily single family homes, as well as an assisted living center across the street to the east.

The park was originally referred to as South Central Park by King County. The name was changed to Twin Ponds at some point, likely named after the two ponds that are the dominant feature of the park. In the 1940s and 1950s the property was mined for peat.

Recent improvements to Twin Ponds Park were implemented through a bond approved by voters in 2006. The bond acquired park property and made improvements to its soccer fields. Improvements included installation of synthetic turf to replace a formerly sand field. This also improved surface water quality and drainage. The Twin Ponds Community Garden is an organic P-Patch-style garden in the SE corner of Twin Ponds Park. It consists of 36 10' x 10' raised beds and two 4' x 10' accessible beds. "The Giving Garden" is located in the center of the community garden and is dedicated to growing food for donation to the



Shoreline Farmers Market

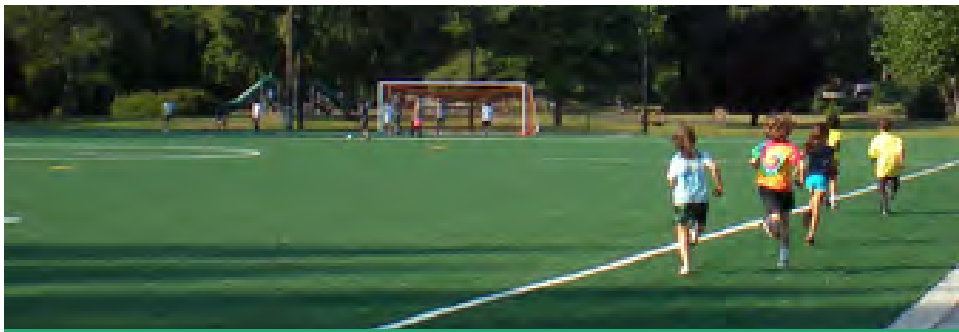
local food bank, Hopelink Shoreline. The Giving Garden is run entirely by volunteers. Twin Ponds Park and Twin Ponds Community Garden are owned and operated by the City of Shoreline.

PARAMOUNT OPEN SPACE AND PARAMOUNT PARK

Paramount Park and Open Space are located about five blocks east of the planned light rail station. Paramount Park is located just to the north of Paramount Open Space. Paramount Open Space is a wooded area available for passive recreation use with soft-surface trails, and interpretive and plant identification signage. Paramount Park has been improved to accommodate more active recreation and contains baseball/softball fields, restrooms, playground, skate park, a trail that circumnavigates the park, and picnic shelters. The park and open space areas are frequently used by area residents.

PROTECTION OF PARKS AND OPEN SPACE ASSETS

The City of Shoreline fully intends to preserve and protect existing park and open space lands in the subarea. As such, no change in land use is proposed for these areas. In community workshops during the planning process, participants emphasized that parks and open space areas should continue to provide valuable green space to future residents as the subarea redevelops, and that land use alternatives



Twin Ponds Park



should look to maximize access to these features. Participants also were concerned that the natural resources and habitat areas of the park be sufficiently protected to avoid impacts from population growth and more intensive use over time.

HOUSES OF WORSHIP

There are several houses of worship within the station subarea. These properties are larger in size than the single family parcels that make up most of the subarea. These properties may maintain their current uses in perpetuity, or they could become potential transit-oriented development sites due to their size and location along arterial and collector streets. If the property owners are willing and interested, portions or all of these sites have the potential to be redeveloped over time, converting all or portions of the site to mixed use with housing (including affordable options). The proposed zoning for the subarea would accommodate this redevelopment. These properties could either be redeveloped directly by the owners or sold to interested developers in the future at the owners' discretion.

SOUTHEAST NEIGHBORHOODS SUBAREA

The Southeast Neighborhoods Subarea is bounded on the south by NE 145th Street, on the west by 8th Avenue NE, on the north by NE 155th and NE 150th Streets, and on the east by Bothell Way.

The City of Shoreline developed a subarea plan for the Southeast Neighborhoods, which was adopted in May 2010. The plan was developed several years before the preferred location for the 145th Street light rail station was identified, but makes reference to a potential future light rail stop in the subarea. Updated land use designations were adopted in the subarea, allowing more medium and high density residential as well as mixed use and community business. Council may choose to amend the boundaries of the original subarea plan to “zipper” against the boundaries of the 145th Street Station Subarea Plan to avoid inconsistencies in land use designations within the Comprehensive Plan.

HOME-BASED BUSINESSES AND INTEREST IN CONVERTING FROM SINGLE FAMILY USE

There are a few small neighborhood businesses in the subarea, and an interest in more flexibility to convert single family homes to office and small business use. As with other urbanizing areas, there will be a growing need for more neighborhood services and businesses in the subarea. There is also an increasing trend in teleworking, with more people interested in having home-based businesses and offices. This growing need can be accommodated through zoning regulations that were adopted as part of the 185th Street Station Subarea Plan to provide more flexibility to convert single family homes to business and office uses along arterial streets.

AURORA SQUARE/SHORELINE PLACE COMMUNITY RENEWAL AREA

Aurora Square/Shoreline Place is a shopping district built in the 1960s at the crossroads of Aurora Avenue N and N 155th Street, outside the subarea, but within the retail service area of existing and future residents of the subarea. The 70-acre site was designated as a Community Renewal Area (CRA) by Shoreline City Council, recognizing that economic renewal would deliver multifaceted public benefits. A Renewal Plan for the CRA was developed in 2013 and calls for several key actions as part of redevelopment and revitalization of the area. The key opportunity related to the station subarea is proximity and access to the shopping center (in its current form as well as to potential future new uses there) via N-NE 155th Street.

Public amenities and infrastructure redevelopment at Aurora Square could be resources for future station subarea residents. For example, a grand public space is envisioned with redevelopment of the shopping center, which could become an important destination for subarea residents. Also the CRA plan calls for implementation of district energy and eco-district solutions. Infrastructure in N-NE 145th Street and/or N-NE 155th Street built for district energy conveyance could possibly be designed to extend to future customers in the station subarea. Good multimodal connections between Aurora Square/Shoreline Place and the station subarea will be important as planning, design, and implementation of redevelopment projects proceed. More information about the plan is available at: <http://www.cityofshoreline.com/business/aurora-square-community-renewal-area>.



THE FIRCREST CAMPUS

The Fircrest Campus is state-owned property that is not in the subarea, but located immediately to the east. Fircrest School, located at the campus, is a state-operated residential habilitation center for individuals with developmental disabilities. The Adult Training Program offers Fircrest residents vocational training and supported employment opportunities.

As with Aurora Square, redevelopment at the Fircrest Campus could offer land uses that are compatible and cohesive with the new redevelopment in the station subarea over time. However, any decisions about potential development on this campus would be up to the State, and entail a master planning process that would include extensive public involvement, and an act of the Legislature. The City is not considering any change in use or zoning regarding Fircrest as part of this subarea process.

NEIGHBORING COMMUNITIES

Within the City of Lake Forest Park located to the northeast and the City of Seattle located to the south of NE 145th Street, existing land uses are predominantly single family use, similar to Shoreline. Jackson Park Golf Course is located immediately south of NE 145th Street to the east of Interstate 5 (I-5), and Lakeside School is located immediately south of NE 145th Street to the west of I-5.

Existing Transportation Conditions

REGIONAL ACCESS

As a limited access freeway, classified as a highway of statewide significance, I-5 provides access from the mobility study area (see **Figure 1-1, Chapter 1**) south to Northgate, the University District, Capitol Hill, and Downtown Seattle and beyond, as well as to Mountlake Terrace, Lynnwood, and points north. I-5 also connects with State Routes 522 and 523, providing access to Lake Forest Park and Bothell. Additionally, I-5 serves as the key corridor for express regional bus service in the area. The nearest access point to I-5 from the subarea is the NE 145th Street interchange, centrally located at the southern edge of the subarea.

WSDOT Limited Access Control Policy

WSDOT has full control of access to roadways within 300 feet of a freeway ramp terminal. In the case of the 145th Street Station, this is pertinent for 5th Avenue NE and the I-5 Northbound on-ramp. WSDOT policy states that any change to existing land use within this 300-foot boundary would need to be re-evaluated to determine if access can remain if the land use is changed.

Deviations from the policy would require the Federal Highway Administration, WSDOT, Sound Transit, and the City of Shoreline to determine an appropriate course of action. This may be a constraint to the development and access allowed directly adjacent to the station location. Access for parcels within this constrained area may need to reconfigure site access to 6th Avenue NE.

SUBAREA STREET NETWORK

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

The principal arterials in the subarea are N/NE 145th Street and 15th Avenue NE, which form the southern and eastern edges. NE 145th Street is a state highway (SR 523) from I-5 to SR 522. N/NE 145th Street is not located within the City of Shoreline. The northern half of the right-of-way is located in unincorporated King County and the southern half of the right-of-way is located in the City of Seattle. Minor arterials within the study area include Meridian Ave N, N/NE 155th Street and 5th Avenue NE. **Figure 3-6** highlights the street classifications of the roadways within the study area. The proposed light rail station location is identified on the map immediately east of I-5 and north of NE 145th Street. The area is composed of a mostly gridded network. The non-arterial street grid is broken in many places by the presence of parks. Crossings of I-5 are limited, with the only east-west connections located along N/NE 145th Street and N/NE 155th Street.

EXISTING ROADWAY OPERATIONS

CONCURRENCY MANAGEMENT SYSTEM

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

TABLE 3-1: Level of Service Criteria for Intersection and Roadway Analysis

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

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

LEVEL OF SERVICE CRITERIA FOR INTERSECTIONS

A common metric to evaluate intersection operations is average seconds of delay per vehicle, which can be translated into a grade for Level of Service (LOS) as shown in **Table 3-1**. An additional metric is the evaluation of a roadway segment via the volume-to-capacity (V/C) ratio, which compares a roadway's vehicle demand against the theoretical capacity of that segment. These V/C ratios can also be translated into LOS grades as shown in the table. The LOS concept is used to describe traffic operations by assigning a letter grade of A through F, where A represents free-flow conditions and F represents highly congested conditions. As shown in **Table 3-3**, the City has adopted LOS D for signalized intersections on arterials, unsignalized intersecting arterials and roadway segments on Principal and Minor Arterials¹. WSDOT has a separate set of standards, which can also be referenced in **Table 3-3**. N/NE 145th Street is not subject to the City of Shoreline's LOS standards because it is not located within the City of Shoreline and is also a state highway between I-5 and SR 522.

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

STREET	SEGMENT	AVERAGE DAILY TRAFFIC	PM PEAK HOUR VOLUME*	VOLUME-TO-CAPACITY RATIO
EAST-WEST CORRIDORS				
N/NE 145th Street*	West of I-5	25,240	1,331	0.81
NE 145th Street*	East of I-5	31,790	1,431	0.87
N 155th Street	West of I-5	11,640	538	0.60
NE 155th Street	East of I-5	9,900	486	0.61
NORTH-SOUTH CORRIDORS				
5th Avenue NE*	I-5 NB on-ramp to NE 155th Street	7,170	530	0.76
15th Avenue NE	NE 145th to NE 150th Street	16,130	1,038	0.52
15th Avenue NE**	NE 150th to NE 155th Street	14,240	881	0.73
Meridian Avenue N	145th to 155th Street	6,220	392	0.56

Source: 2011 City of Shoreline Transportation Master Plan and updated traffic counts from 2014

*Note that 145th Street and the portion of 5th Avenue NE between NE 145th Street and the I-5 northbound on-ramp is exempt from the City of Shoreline's concurrency standard due to being within WSDOT jurisdiction.

**The City allows a V/C ratio of 1.10 for 15th Avenue NE, between NE 150th Street and NE 175th Street due to rechannelization for operational safety.

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 3-3: Level of Service Standards by Agency

AGENCY	LOS STANDARD
City of Shoreline	- LOS D for signalized intersections - LOS D for unsignalized intersecting arterials - V/C ratio of .90 (LOS D) for principal and minor arterials ²
City of Seattle	- LOS D (goal)
WSDOT	- LOS D for highways of statewide significance (HSS) - LOS E/mitigated for regionally significant state highways (non-HSS)

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

TRAFFIC VOLUMES

The existing conditions analysis uses data from the 2011 TMP update to describe current traffic operations and supplements it with more recent vehicle counts. Traffic counts were obtained from the City of Seattle, WSDOT, and the City of Shoreline and were also collected by the project team in July 2014. **Figure 3-7** and **Table 3-2** show existing traffic volumes and LOS values within the study area. N/NE 145th Street corridor has the highest east-west volume and carries over 30,000 vehicles per day. 15th Avenue NE is the busiest north-south corridor, with over 16,000 average daily trips (ADT). All segments in the subarea in the City of Shoreline currently operate within City LOS standards.

INTERSECTION EVALUATION

During the PM peak hour, all intersections within the subarea and under the City’s jurisdiction currently operate within the Shoreline LOS standards as shown in **Figure 3-8**. The most congested intersection is located at NE 145th Street and 15th Avenue NE, which operates at LOS E. While most intersections along N/NE 145th Street operate at LOS D or better, some individual movements experience higher levels of delay than an overall intersection LOS D would suggest. This includes the northbound left and westbound through movements at the NE 145th Street / 5th Avenue NE intersection.

COLLISION HISTORY

As shown in **Figure 3-9**, some intersections in the subarea have a relatively high number of vehicle collisions; experiencing a crash rate above 1.0 per million entering vehicles (MEV)². The intersection of N 145th Street and Meridian Avenue N averaged 12 collisions per year, or 1.39 collisions per MEV (col/MEV), with a high number of rear-end, left-turn, right-angle, and sideswipe collisions. NE 145th Street and 5th Avenue NE experienced 16 collisions per year, a rate of 1.18 col/MEV. NE 145th Street and 15th Avenue NE had 12 collisions per year, a rate of .90 col/MEV. With a high number of rear-end and right-angle collisions. Additionally, the unsignalized intersection of 5th Avenue NE and the I-5 Northbound on-ramp averaged 7 collisions per year, a collision rate of 1.37 col/MEV. All other intersections in the study area averaged fewer than 10 collisions per year. The collision rate for the entirety of the 145th Street corridor is 6.03 per million vehicle miles of travel, more than two and a half times higher than the 2010 Northwest Region average collision rate of 2.27 for Urban Principal Arterials.

Between 2011 and 2013, there were 15 pedestrian and bicycle collisions within the subarea, with five of the collisions located along N/NE 145th Street. Five collisions occurred along N 155th Street while three were located along 15th Avenue NE.

EXISTING TRANSIT SERVICE

The transit coverage within the subarea is provided by King County Metro and Sound Transit. **Table 3-4** details the current headways and destinations serviced by routes that traverse the area while **Figure 3-10** highlights the location of the routes.

There are many transit routes with service within and in the vicinity of the subarea, both in the peak and off-peak time periods. Peak-period routes connect the study area with regional growth centers such as Downtown Seattle, the University of Washington, Northgate, Bellevue, and Redmond. All-day service is primarily provided along the north-

² Information provided by Lynnwood Link FEIS using collision data from 2008 to 2011

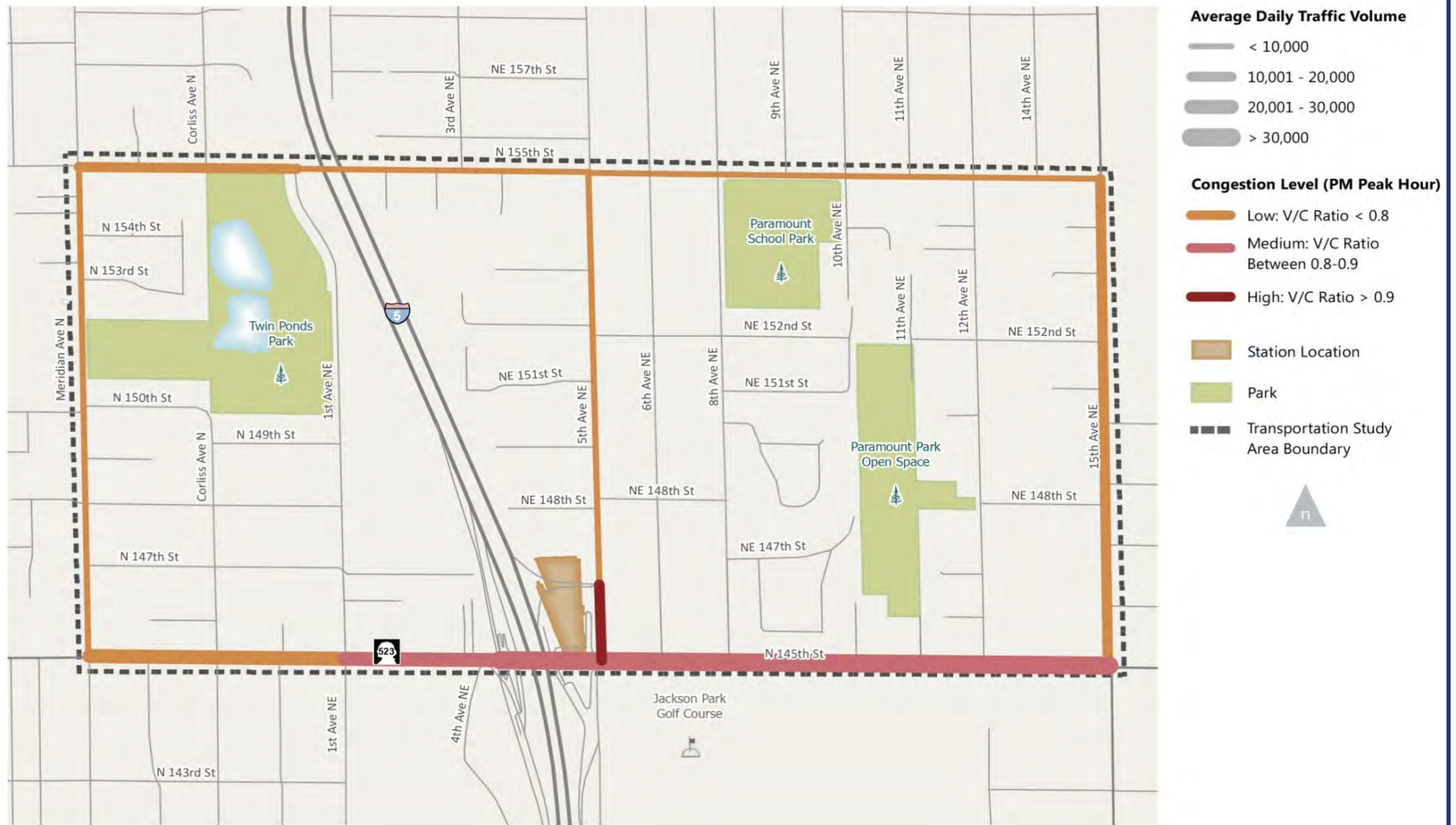


FIGURE 3-7: Average Daily Traffic and PM Peak Congestion (Existing Conditions)

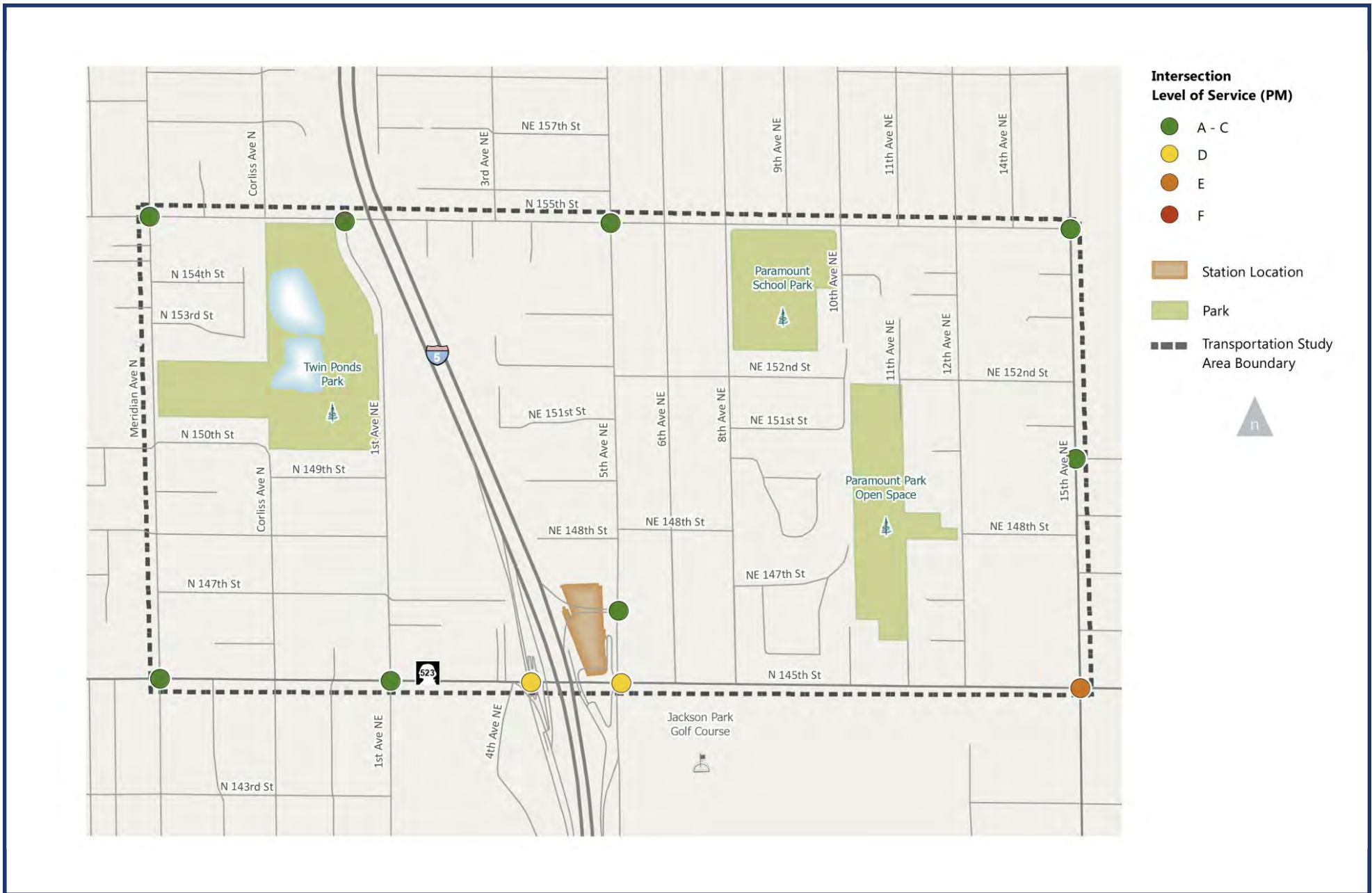


FIGURE 3-8: Intersection Level of Service (Existing Conditions)



FIGURE 3-9: Accident Rate (Existing Conditions)

TABLE 3-4 Existing Transit Service

ROUTE	WEEKDAY HEADWAYS (IN MINUTES)				DESTINATIONS SERVICED
	AM PEAK (6-9 AM)	MIDDAY	PM PEAK (3-6 PM)	EVENING	
ALL-DAY ROUTES					
KCM 330	60	60	60	60	Shoreline Community College, Lake City
KCM 346	30	30	30	60	Aurora Village, Meridian Park, Northgate
KCM 347	30	30	30	60	Northgate, Ridgecrest, North City, Mountlake Terrace
KCM 348	30	30	30	60	Richmond Beach, North City, Northgate
ST 512	15	15	15	15-30	Everett, Lynnwood, Mountlake Terrace, University District, Downtown Seattle
PEAK PERIODS					
KCM 77	15-25	-	15-30	-	North City, Maple Leaf, Downtown Seattle
KCM 242	30	-	30	-	Northgate, Ravenna, Montlake, Bellevue, Overlake
KCM 301*	15**	-	15**	-	NW Shoreline, Aurora Village, Shoreline Park and Ride, Downtown Seattle
KCM 303	15	-	15	60**	Shoreline Park and Ride, Aurora Village Transit Center, Meridian Park, Northgate, Downtown Seattle, First Hill
KCM 304	20-30	-	20-30	-	Richmond Beach, Downtown Seattle
KCM 308	30	-	30	-	Lake Forest Park, Lake City, Downtown Seattle
KCM 316	15-20	-	15-25	-	Meridian Park, Bitter Lake, Green Lake, Downtown Seattle
KCM 373	15	-	15	60**	Aurora Village Transit Center, Shoreline Park and Ride, Meridian Park, University District

Source: King County Metro, 2014

south corridors within the study area. Sound Transit provides all-day service from downtown Seattle to Lynnwood and Everett, with a stop at the NE 145th Street freeway station. However, this route does not serve the freeway station in the peak travel direction during the peak periods (i.e. there is no service at the southbound stop during the a.m. peak and there is no service at the northbound stop during the p.m. peak). There is no all-day east-west route that travels the entire length of the 145th Street corridor between Aurora Avenue and Lake City. The only east-west all day service in the subarea is along N/NE 155th Street. While Sound Transit routes 510, 511, and 513 and a number of Community Transit routes pass by the study area along I-5, they do not stop at the 145th Street freeway bus station.

PLANNED TRANSIT SERVICE

While the City of Shoreline does not have direct control over the transit service within its borders, a number of conceptual modifications with light rail deployment are identified in the TMP and King County Metro’s Connect Long Range Plan. The TMP specifies that bus service be redirected to better connect to the station once service begins, especially along N/NE 145th Street. The City will be engaged with King County Metro and Sound Transit over the next two years as part of the development of a Transit Service Integration Plan. The Metro Connects Long Range Plan assumes that three high frequent routes and one Sound Transit Bus Rapid Transit route will serve the NE 145th Street Station by 2040. Additionally, the Lynnwood Link FEIS forecast 2,600-6,000 daily light rail station boardings at the NE 145th Street Station. The Lynnwood Link FEIS noted that long-distance/commuter bus routes near the 145th Street Station could be rerouted to connect with the light rail station as a transfer point in order to provide a faster and more frequent trip.

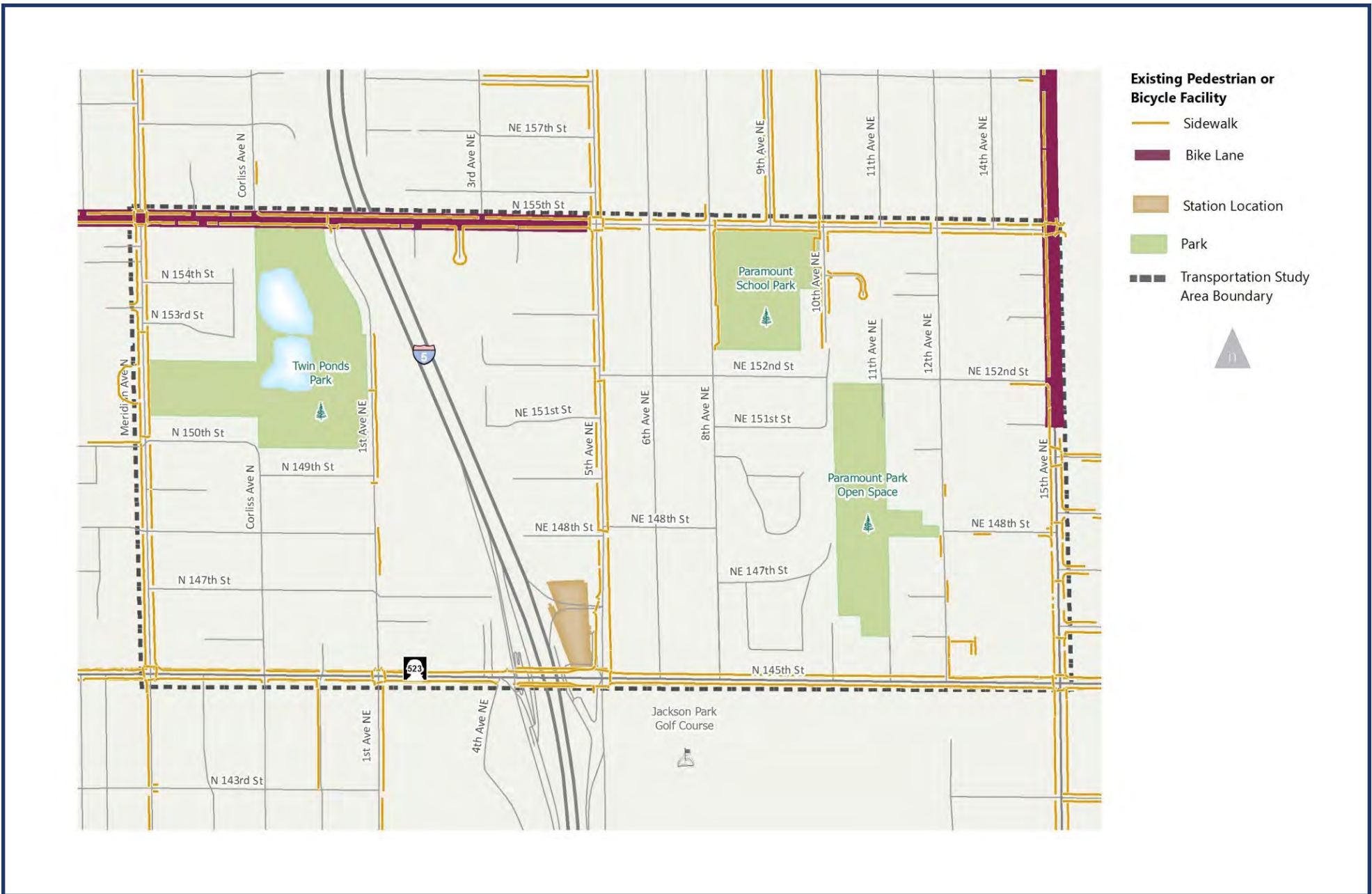


FIGURE 3-11: Existing Pedestrian and Bicycle Facilities

EXISTING ON-STREET PARKING CONDITIONS

A substantial portion of the subarea is residential in character and does not have on-street parking restrictions. Streets within the subarea where parking is restricted include the main corridor of N/NE 145th Street, portions of 1st Avenue NE between N 145th Street and N 155th Street, 5th Avenue NE south of the I-5 northbound on-ramp, and 15th Avenue NE between NE 145th Street and NE 155th Street. The Lynnwood Link FEIS evaluated parking supply and utilization for an area within a quarter-mile of the proposed station³. The study determined that there were 450 unrestricted on-street spaces and 350 off-street spaces in total with a utilization rate of 27 percent for the on-street spaces and 71 percent for the off-street locations. A later section on planned improvements provides a summary of the parking mitigation identified in the Lynnwood Link FEIS.

Due to the limitations of the midday evaluation and the geographic area covered, a qualitative assessment was conducted for the Shoreline 145th Street Station Subarea Plan FEIS during the periods in which residential on-street parking utilization is typically higher, such as evenings and weekends⁴. Within the subarea, there are approximately 1,950 on-street spaces available. Utilization was observed to be between approximately 10 percent and 20 percent for a majority of the non-arterial streets, with higher utilization of 20 and 30 percent observed along 6th Avenue NE.

PARK-AND-RIDE FACILITIES (EXISTING AND PLANNED)

King County Metro owns and operates the 68 space North Jackson Park park-and-ride lot at 14711 5th Avenue NE. This lot generally is 100 percent utilized⁵. As part of the Lynnwood Link Extension Preferred Alternative, a 500 space parking garage will be located on the eastern edge of I-5 just north of NE 145th Street in the WSDOT right-of-way and the existing park-and-ride area. The Lynnwood Link FEIS assumed that the garage would be fully utilized during the daytime hours. During the PM peak hour, it was estimated that 180 vehicles would exit the garage and 45 would enter. During the AM peak hour, it was estimated that 200 vehicles would enter the garage and 50 would exit⁶.

EXISTING PEDESTRIAN AND BICYCLE FACILITIES

Bicycle and pedestrian facilities are located sporadically throughout the mobility subarea. Figure 3-11 details the current sidewalk and bicycle infrastructure. Sidewalks exist on both sides of most arterial streets including Meridian Avenue N, 5th Avenue NE, 15th Avenue NE, N/NE 145th Street, and N/NE 155th Street. The quality and condition of these sidewalks varies throughout the subarea. The sidewalks along N/NE 145th Street are typically less than five feet wide, provide little buffer from heavy vehicle traffic, are in various states of repair, and are constricted by utility poles. The only existing bicycle facilities within the subarea are on N/NE 155th Street between Meridian Avenue N and 5th Avenue NE, and on 15th Avenue NE between NE 150th Street and NE 155th Street (these facilities continue beyond the subarea boundary). Currently there is not a direct bicycle connection to the proposed station site.

The neighborhoods within the subarea were primarily developed from the 1940s through the 1970s when the area was part of unincorporated King County. The street standards at that time did not require sidewalks, and as such, most of the non-arterial streets today do not have them. This is also true of bicycle lanes, which are not provided on non-arterial streets.

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

I-5 presents a barrier for east-west bicycle and pedestrian travel, as there are only two crossings within the subarea and they are approximately one-half mile apart. Bicycle lanes and sidewalks are present at N 155th Street. At the NE 145th Street interchange, the existing bridge has narrow, curbside sidewalks and no bicycle facilities. These minimal facilities, combined with heavy traffic volumes, the need for pedestrians to cross freeway on- and off-ramps, and limited north-south crossings, create an uncomfortable environment for pedestrians and bicyclists.

³ Data were collected mid-week in May 2012. Utilization was counted between 9 am and 11 am and between 1 pm and 4 pm.

⁴ Observations were conducted December 2014 on a Sunday between 7 am and 8 am.

⁵ King County Metro Park and Ride utilization report Second Quarter 2014

⁶ Vehicle volume estimates provided from the Lynnwood Link DEIS

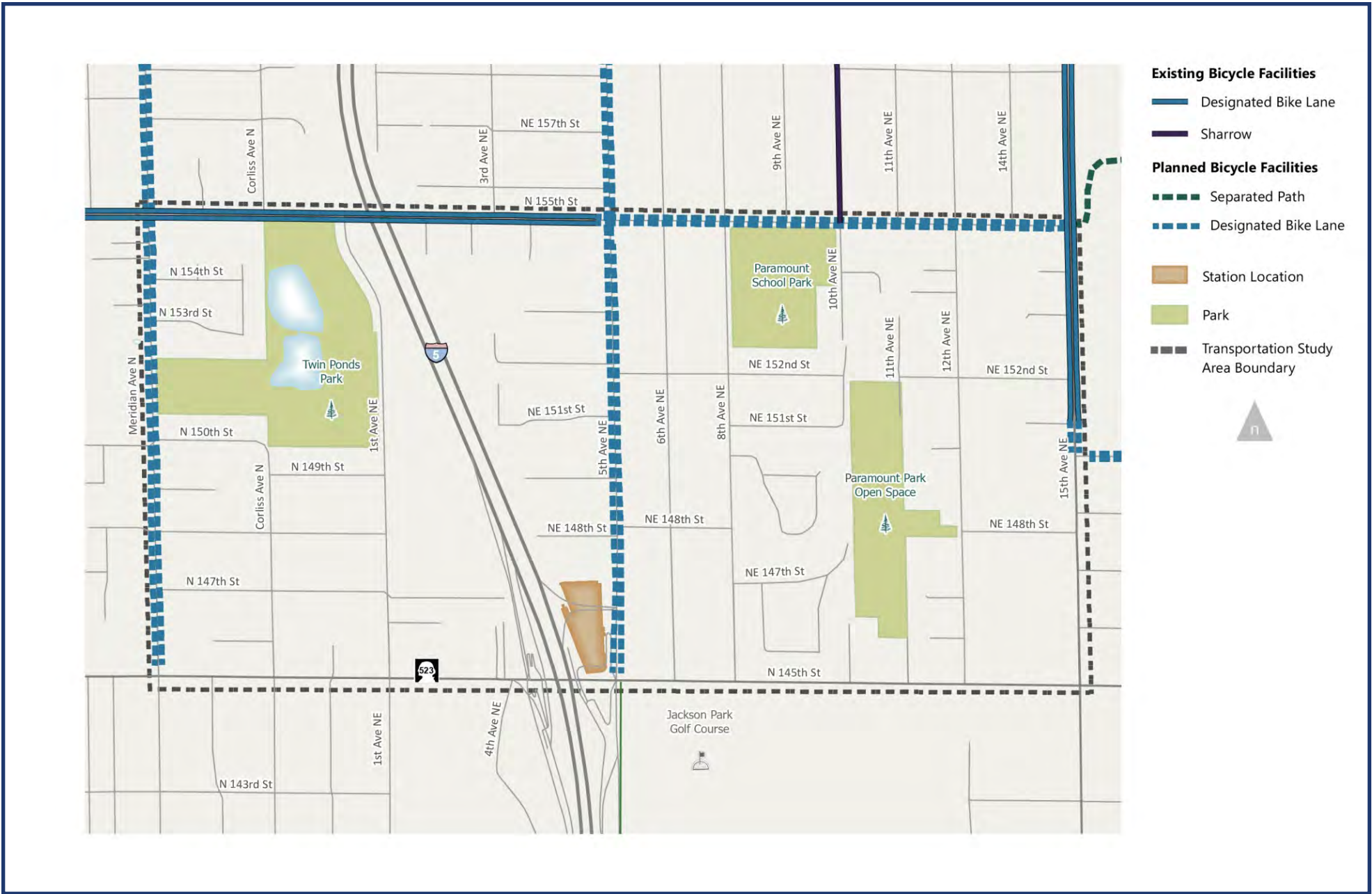


FIGURE 3-12: Bicycle System Plan from the Transportation Master Plan



FIGURE 3-13: Pedestrian System Plan from the Transportation Master Plan

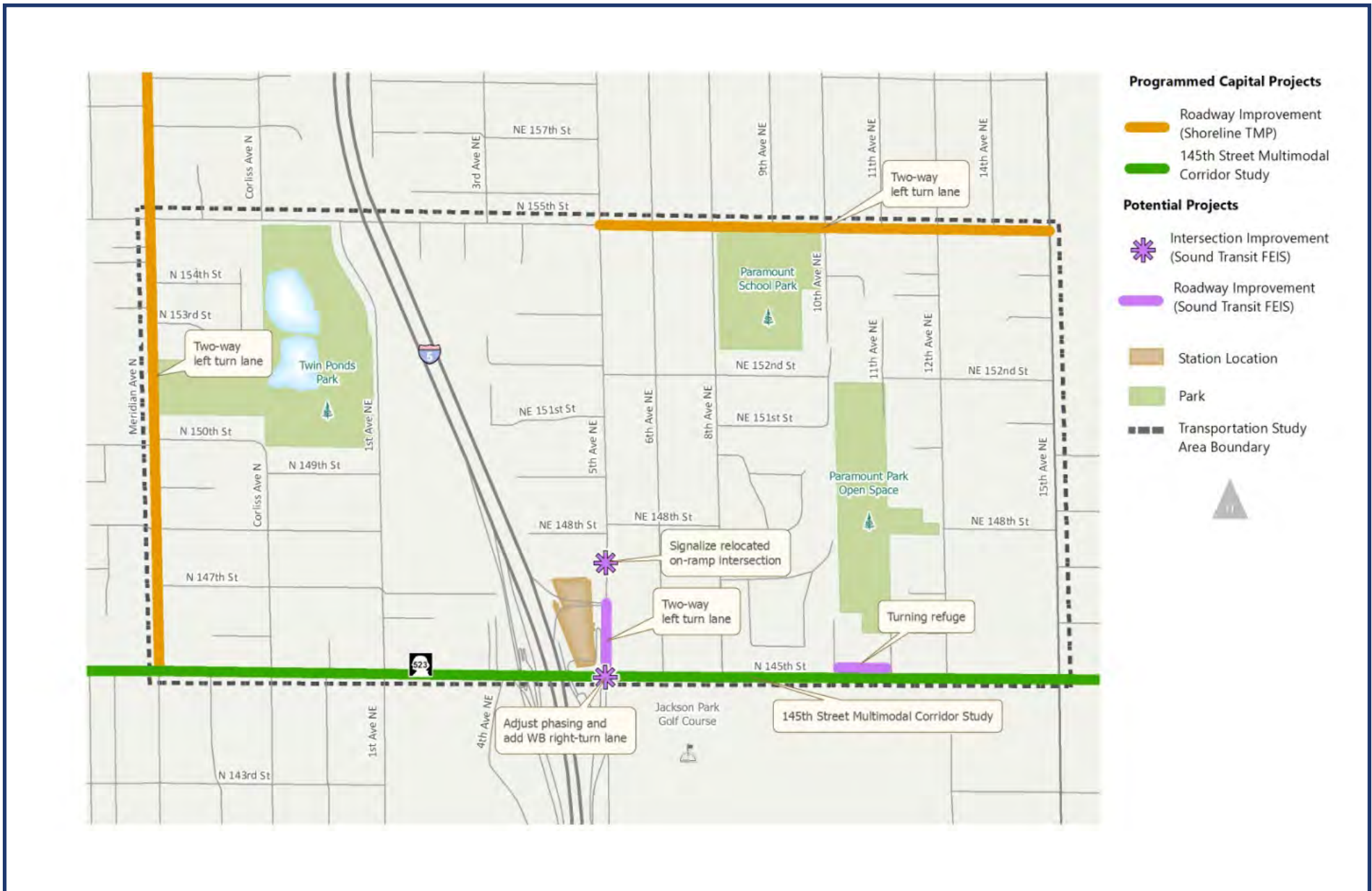
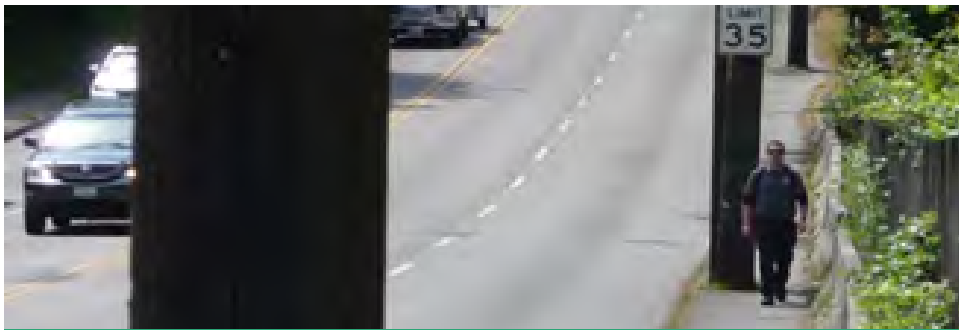


FIGURE 3-14: Roadway Improvements to Accommodate Growth Identified in the Transportation Master Plan



*Narrow and Non-ADA Compliant Sidewalk Facilities
Along NE 145th Street near 10th Avenue NE*

PLANNED MULTIMODAL TRANSPORTATION IMPROVEMENTS

PEDESTRIAN AND BICYCLE IMPROVEMENTS

The 2011 TMP identified a number of improvements to address the pedestrian and bicycle connectivity challenges described in the previous subsection. **Figure 3-12** highlights the planned bicycle improvements. **Figure 3-13** details the Pedestrian System Plan, as identified in the TMP. Within the subarea, the Bicycle System Plan recommends adding bicycle lanes along 5th Avenue NE, Meridian Avenue NE, and an extension of the current bicycle lanes along NE 155th Street to 15th Avenue NE. The extension of the bicycle lanes on NE 155th Street east of 5th Avenue NE, as well as bicycle lanes on NE 150th Street between 15th Avenue NE and 25th Avenue NE are part of the Interurban / Burke-Gilman Trail Connectors project that is specified in the 2016-2021 Capital Improvement Program and scheduled for completion in 2016. Bicycle lanes along Meridian Avenue NE and 5th Avenue NE are scheduled for completion at a later date.

The Pedestrian System Plan specifies sidewalk facilities for the minor and collector arterials in the subarea, including 1st Avenue NE, 5th Avenue NE, 15th Avenue NE, Meridian Avenue NE, and NE 155th Street. While several of these streets already have sidewalks, many do not comply with

the City's existing standards for materials, width and/or amenity zones. The 145th Street Multimodal Corridor study addressed sidewalk standards along N/NE 145th Street in addition to bicycle connections.

VEHICLE TRAFFIC IMPROVEMENTS

Figure 3-14 highlights projects identified in the TMP as well as in the Lynnwood Link FEIS that are needed to accommodate future planned growth and maintain the City's adopted transportation level of service standard. The TMP calls for the reconfiguration of Meridian Avenue N to allow for a two-way left turn lane from N 145th Street to N 205th Street. NE 155th Street would have a similar treatment, extending the current 3-lane profile from 5th Avenue NE to 15th Avenue NE. Potential traffic improvements listed in Sound Transit's Lynnwood Link FEIS related to a 145th Street station alternative are summarized below. It should be noted that the City of Shoreline has not agreed that these improvements are adequate mitigation for the proposed station.

- ▶ 5th Avenue NE: Two-way left-turn lane between NE 145th Street and the park-and-ride entrance along 5th Avenue NE
- ▶ NE 145th Street / 5th Avenue NE: Add a protected northbound right-turn phase. Add a protected westbound to northbound right-turn lane
- ▶ NE 145th Street / 12th Avenue NE: Add a short refuge area on NE 145th Street for eastbound approach

Additional improvements along N/NE 145th Street were identified in the 145th Street Multimodal Corridor Study and were incorporated into the transportation mitigation measures.

Existing Population and Trends

Shoreline's overall estimated population in 2015 was 55,439, based on information recently released by the US Census Bureau. Of the total population of Shoreline, an estimated 8,321 people live in the 145th Street Station Subarea (approximately 15.2 percent of the city's population).

Shoreline's population increased in the 1980s and 1990s, remained fairly stable between 2000 and 2010, but recently has started to increase. The city has grown an average of slightly under 1 percent per year since 2010 based on US Census Bureau estimations.

In review of the demographic composition of the population, two trends are occurring, including greater race/ethnic diversity and aging of Shoreline's population.

The largest minority population is Asian-American, composed of several subgroups, which collectively made up 15 percent of the population as of the 2010 Census. The African-American population, comprising 2,652 people, had the largest percentage increase, at 45 percent between 2000 and 2010, followed by people of two or more races, at 15 percent. Hispanics may be of any race, and this demographic increased 41 percent to 3,493. Additionally, foreign born residents of Shoreline increased from 17 percent of the population to an estimated 19 percent by 2010, as measured by the American Community Survey (ACS). By 2014 the ACS estimates these populations to be: Asian—7,880 (14.5 percent), Black/African American—3,171 (5.8 percent), two or more races—2,696 (5.0 percent), Hispanic/Latino—4,399 (8.1 percent).

The median age of community residents increased from 39 in 2000 to 42 in 2010 and dropped slightly to 41.5 by 2014. "Baby Boomers", those born between 1946 and 1964, comprise approximately 30 percent of the population. Shoreline has the second largest percent of people 65 and older among King County cities, at 15.8 percent. Among older adults, the fastest growing segment is people 85 and older, up one-third from 2000.

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

POPULATION GROWTH TRENDS AND FORECASTS

The central Puget Sound region is one of the fastest growing metropolitan areas in America. Seattle, Shoreline's neighboring city to the south, grew faster than any other major American city in 2013, according to the US Census Bureau, with approximately 18,000 people moving to the city in the one-year period. Seattle is the 21st largest city in the US. Seattle's growth rate from July 1, 2012 to July 1, 2013 was 2.8 percent, the highest rate among the 50 most populous US cities, bringing the total 2013 population to 652,405. From July 1, 2012 to July 1, 2013, the Seattle-Tacoma-Bellevue metropolitan area ranked tenth in numerical population growth of metropolitan areas of the US, adding 57,514 people. According to Puget Sound Regional Council's 2040 Transportation Plan, our region will add 1.4 million people and 1.1 million jobs by 2040.

Washington State's overall population was 7,061,400 as of April 1, 2016 and is forecasted to grow by just above 1 percent per year through 2025 and then at less than 1 percent per year through 2040 according to the Washington State Office of Financial Management.

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

In a review of other transit-oriented districts around light rail and high-capacity transit in the US, growth rates have varied greatly. Average annual growth rates of around 2 percent are often achieved, but are influenced by a variety of factors.



Potential Housing Styles in the Subarea

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

ESTIMATED ANNUAL POPULATION GROWTH RATE FOR SUBAREA PLANNING PURPOSES

Given all of the above growth statistics, the estimated average annual growth forecasted for the subarea is around 1.5 percent to 2.5 percent. This is the assumed growth rate for purposes of subarea planning and environmental analysis.

Population, housing, and employment may grow faster or slower than the 1.5 to 2.5 percent annual growth rate in any given year, or for several consecutive years. With the potential adoption of one of the zoning alternatives as a planned action, the City of Shoreline would monitor growth levels to the thresholds defined in the planned action ordinance.

The opportunity and potential for growth in the 145th Street Station Subarea will be higher with the adoption of the proposed mixed use zoning. However, growth would be moderated by potential challenges related to redevelopment, such as the need to aggregate parcels to create

sites large enough for mixed use and multifamily housing. Uncertainty about the market and property owners' interests in redeveloping or selling their properties also moderates the forecast for growth.

CAPACITY BUILDING FOR THE FUTURE AND FOCUS OF THE PLANNED ACTION

Given challenges associated with smaller parcel sizes (and the correlating need to aggregate parcels), redevelopment to the capacity of the proposed zoning for the subarea would take many decades. The rezoning creates capacity for redevelopment over the long term for current and future generations of residents in the subarea. Rezoning also allows flexibility for redevelopment to occur in a variety of locations in the subarea based on property owners' interests and development market influences. The proposed zoning under the subarea plan sets the vision for what could occur over the long term. The plan also defines capital improvement needs and project priorities to support potential redevelopment over the next twenty years, which is the established planning horizon (see Chapter 7). The plan addresses anticipated phasing and locations of redevelopment and makes specific recommendations for public investment in the subarea to support this first stage of growth.

ASSIGNED GROWTH TARGETS FOR SHORELINE

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

Applying Shoreline's current average household size of 2.4 people per residence, 5,800 new housing units equates to 13,920 new residents by 2035.

Another recent capacity target set by Puget Sound Regional Council (PSRC) calls for Shoreline to gain more than 7,200 new jobs by 2035, improving its jobs-to-housing ratio to 0.91. (Note: jobs-to-housing ratio and balance are discussed and defined later in this section.)

The City is required to plan for its assigned growth target and demonstrate that its Comprehensive Plan is able to accommodate the growth targets for housing units and employment. Sufficient land (zoning capacity) and strategies must be in place to show that there will be available housing and services for the projected population. The City of Shoreline has met these requirements through its Comprehensive Plan, which shows that growth targets can be met through housing and employment capacity, particularly along Aurora Avenue N.

Although the city has capacity to meet these growth targets with or without upzoning the station subarea, intensifying densities in proximity to the light rail station is "smart growth," consistent with regional goals and policies, as well as those adopted by the City. (See Chapter 6 for more information about smart growth principles.)

With more people living and working near high-capacity transit, Shoreline can better achieve the objectives of the Climate Action Plan and better meet the policies and provisions of the Comprehensive Plan and Transportation Master Plan. Adopted policies related to expanding



May 2014 145SCC Planning Workshop

housing and transportation choices and enhancing quality of life through better connectivity in the station subarea also can be realized.

Upzoning to create capacity for more residents and employees in proximity to high-capacity transit also will help to catalyze redevelopment and encourage higher rates of growth in the subarea than are currently being experienced citywide and regionally.

A review of growth rates over the last ten years shows that the City has only recently been barely keeping pace with the growth target of 200 housing units per year within the last couple of years and is not yet meeting the jobs/employment growth target range.

With adopting of upzoning or rezoning in the subarea, density would be added through various types of multifamily and transit-oriented development (mixed use buildings, condominiums, apartments, townhomes, etc.) allowed under the proposed MUR-70', MUR-45', and MUR-35' zoning categories. Attached single-family homes, cottage housing, accessory dwelling units, duplexes, triplexes, and other multiplexes would be expected to develop (within the proposed MUR-35' zoning), and these types of housing units would provide a transition between the more intensive density in the station vicinity and the traditional detached single family neighborhoods in outer areas.



Senior Living

With the new transit-supportive densities of housing and mixed use development proposed in the subarea, there will be growing pressure in the single family neighborhoods of the subarea and surrounding neighborhoods for additional housing units as more people seek to live near the station. That said, single family homes will continue to be a protected use in the subarea under any of the new zoning categories. Some homeowners may choose to maintain their homes in their current configurations, while others may renovate or redevelop their properties to maximize density.

REDEVELOPMENT POTENTIAL AND TIMING

The potential for growth and timing of redevelopment would be influenced by various factors in the subarea, including development market influences and individual property owner decisions on the use of their properties. Implementation of upzoning will maximize opportunities for future redevelopment, increase housing options and choices, and add a considerable amount of new jobs over time.

That said, redevelopment potential is influenced by parcel size. Most properties in the subarea are smaller sized single family lots that would need to be aggregated into larger parcels to create a site size suitable for

redevelopment to the proposed zoning. There are church/houses of worship parcels of larger size west of I-5 and north of 145th Street NE that would be suitable for additional growth in the near term, if property owners are interested in redeveloping and incorporating additional uses and development onto their site, or are willing to sell to an interested developer.

Because most properties within the subarea are smaller sized single family residential lots and would need to be aggregated, growth in the subarea would be anticipated to occur very gradually over many years. As an example, even if the higher average annual growth rate of 2.5 percent were to occur, it is estimated that it would take approximately 55 years to reach full build-out, and at a 1.5 percent average annual growth rate, it would take 87 years to reach full build-out of the proposed subarea zoning.

Existing and Planned Housing and Household Characteristics

Planning for expected growth requires an understanding of current housing and housing unit characteristics, as well as economic and market trends and demographics. A summary of the market assessment and economic trends is provided in Chapter 4 of this subarea plan. Below is a summary of current housing characteristics in Shoreline including conditions related to affordability. Much of the information presented is based on the supporting analysis in the 2012 Comprehensive Plan for the City of Shoreline, as well as more recent data.

COMPREHENSIVE HOUSING STRATEGY

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

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

SHORELINE AND SUBAREA HOUSING INVENTORY

Shoreline can be classified as a historically suburban community that is maturing into a more self-sustaining urban environment. Almost 60 percent of the current housing stock was built before 1970, with 1965 being the median year of home construction. Only 7 percent of homes (both single and multifamily) were constructed after 1999. Much of the housing stock is approaching 70 years of age and most is over 50 years old. More and more homeowners are either making substantial renovations to their homes or demolishing existing homes and replacing with new ones. This trend likely would continue absent upzoning in the subarea.

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

The characteristics of the subarea are consistent with these described for Shoreline overall, although the subarea has seen less infill construction and redevelopment activity than other areas of the city.



Example of Low Impact Development

QUANTITY OF HOUSING UNITS, TYPES, AND SIZES

Single-family homes are the predominant type of existing housing and encompass a wide range of options, which span from older homes built prior to WWII to new homes that are certified through the Leadership in Energy and Environmental Design (LEED) program. Styles range from expansive homes on large view lots to modest homes on lots less than one quarter acre in size. In the station subarea, the predominant single family lot size is 8,000 to 10,000 square feet (with some lots around 6,000 square feet). Although much of the existing zoning in the subarea is Residential, six units per acre (R-6), the current built density of the subarea is approximately 3.2 units per acre.

According to the 2014 ACS, there were 22,271 housing units within the City of Shoreline, an increase of 1,555 since 2000. About 65 percent of these housing units are detached single-family homes. Compared to King County as a whole, Shoreline has a higher percentage of its housing stock in single-family homes. See **Table 3-5**. In the 145th Street Station Subarea, including the TAZs associated with the subarea, it is estimated that there are currently 3,467 housing units based on data in the 2010 Census.



Affordable Housing at High Point in West Seattle

Table 3-5: Number of Dwelling Units and Percentage of Housing Types in Shoreline and King County

TYPE OF HOUSING	KING COUNTY		ROADWAY SEGMENT VOLUME-TO-CAPACITY RATIO (V/C)	
	UNITS	PERCENT	UNITS	PERCENT
2010 Total	851,261		22,787	
1 Unit	494,228	58.06%	16,290	71.49%
2+ Units	338,645	39.78%	6,422	28.18%
MH/TR/Spec	18,388	2.16%	75	0.33%
2015 Total	893,275		23,330	
1 Unit	506,079	56.65%	16,358	70.12%
2+ Units	369,051	41.31%	6,898	29.56%
MH/TR/Spec	18,145	2.04%	74	0.32%

Source: American Community Survey 2008-2012

Table 3-6: Average Household Size

	1980	1990	2000	2010
Shoreline	2.7	2.5	2.5	2.4
King County	2.5	2.4	2.4	2.4

Source: 1980 Census, 1990 Census, 2000 Census, 2010 Census

While the number of housing units increases in Shoreline each year, population levels show a potential trend toward a decrease in the number of people per household. This is consistent with national trends. However, overall in King County, household size has remained stable since 1990 (see **Table 3-6**). Shoreline’s existing average household size is 2.4 people per dwelling unit.

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

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

DEFINITION AND MEASURE OF HOUSING AFFORDABILITY

The generally accepted definition of affordability is for a household to pay no more than 30 percent of its annual income on housing. When discussing levels of affordability, households are characterized by their income as a percent of the Area Median Income (AMI). Affordable housing metrics for Shoreline are summarized in the box at the top of page 3-36.

Figure 3-14 shows wage/income levels for various professions.

SPECIAL NEEDS HOUSING AND HOMELESSNESS GROUP QUARTERS

Group quarters, such as nursing homes, correctional institutions, or living quarters for people who are disabled, homeless, or in recovery from addictions are not included in the count of housing units reported above. According to the 2010 Census, about 2.6 percent of Shoreline’s population, or 1,415 people, live in group quarters. This is a slightly higher percentage than the 1.9 percent of King County residents living in group quarters. Fircrest in Shoreline, one of five state residential habilitation centers for people with developmental disabilities, provides medical care and supportive services for residents and their families. In 2011, Fircrest had about 200 residents. This reflects a decline from more than 1,000 residents 20 years ago, as many residents moved into smaller types of supported housing, such as adult family or group homes.

FINANCIALLY ASSISTED HOUSING

As shown in **Table 3-7** financially assisted households for low- and moderate-income individuals and families exist in the City of Shoreline.

In addition to this permanent housing, King County Housing Authority provided 566 vouchers to Shoreline residents through the Section 8 federal housing program, which provides housing assistance to low income renters (City of Shoreline Office of Human Services, 2012).



Table 3-7: Assisted Household Inventory

PROVIDER	UNITS
King County Housing Authority	669
HUD Subsidized Units	80
Tax Credit Properties**	272
Total	1,021

Source: City of Shoreline Office of Human Services, 2012

** The Low Income Housing Tax Credit program was created by Congress through the passage of the Emergency Low Income Housing Preservation Act, 1987. When the tax credits expire, these properties may be converted to market rate housing.

HOMELESSNESS

According to the Shoreline School District, 376 students experienced homelessness during the 2014-2015 school year. According to the 2016 King County One Night Count of homeless individuals, 138 people were found living on the streets in the north of King County. The increasing rate of homelessness continues to be a growing issue of concern in the overall region.

Affordable Housing Metrics for Shoreline

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

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

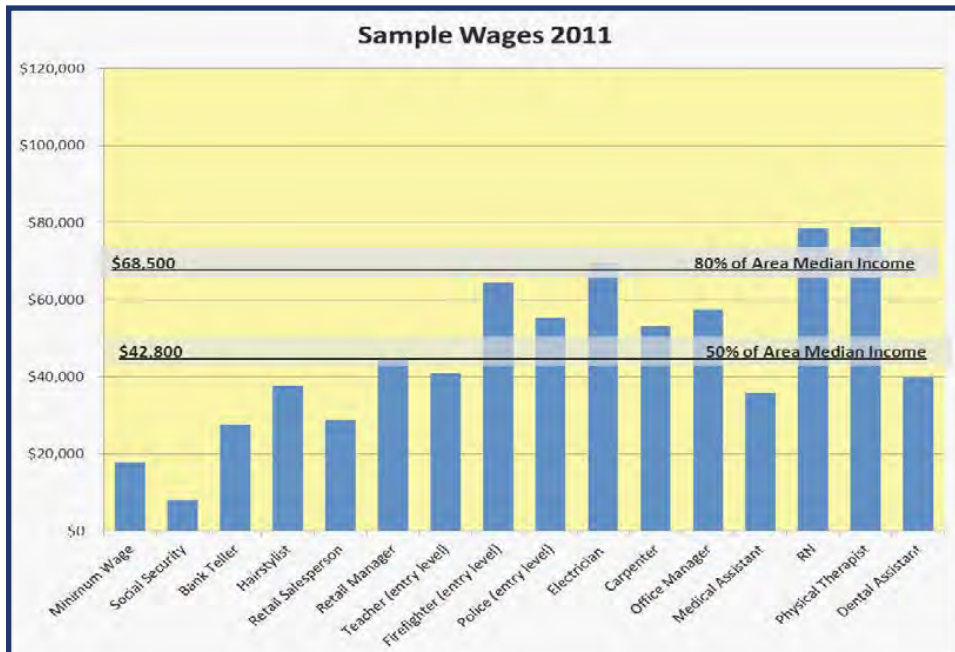


FIGURE 3-14: Income Levels/Sample Wages of Various Professions

Emergency and Transitional Housing Inventory

Five emergency and transitional housing facilities provide temporary shelter for their current maximum capacity of 49 people in the City of Shoreline. These facilities focus on providing emergency and transitional housing for single men, families, female-headed households, veterans, and victims of domestic violence. These facilities are listed in **Table 3-8**.

HOUSING TENURE AND VACANCY

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

In the 1980s and 1990s a shift began in the ownership rate. The actual number of owner-occupied units remained relatively constant, while the number of renter-occupied units increased to 32 percent of the city’s occupied housing units in 2000, and nearly 35 percent in 2010. This shift was mainly due to an increase in the number of multifamily rental units in the community. Refer to **Table 3-9**.

Table 3-8: Emergency and Transitional Housing Inventory

LOCATION	NO. OF OCCUPANTS	FOCUS
Caesar Chavez	6	Single Men
Wellspring Project Permanency	14	Families
Home Step Church Council of Greater Seattle	4	Female Head-of-Household
Shoreline Veterans Center	25	Veterans
Confidential Domestic Violence Shelter	6	Victims of Domestic Violence

Source: City of Shoreline Office of Human Services, 2012

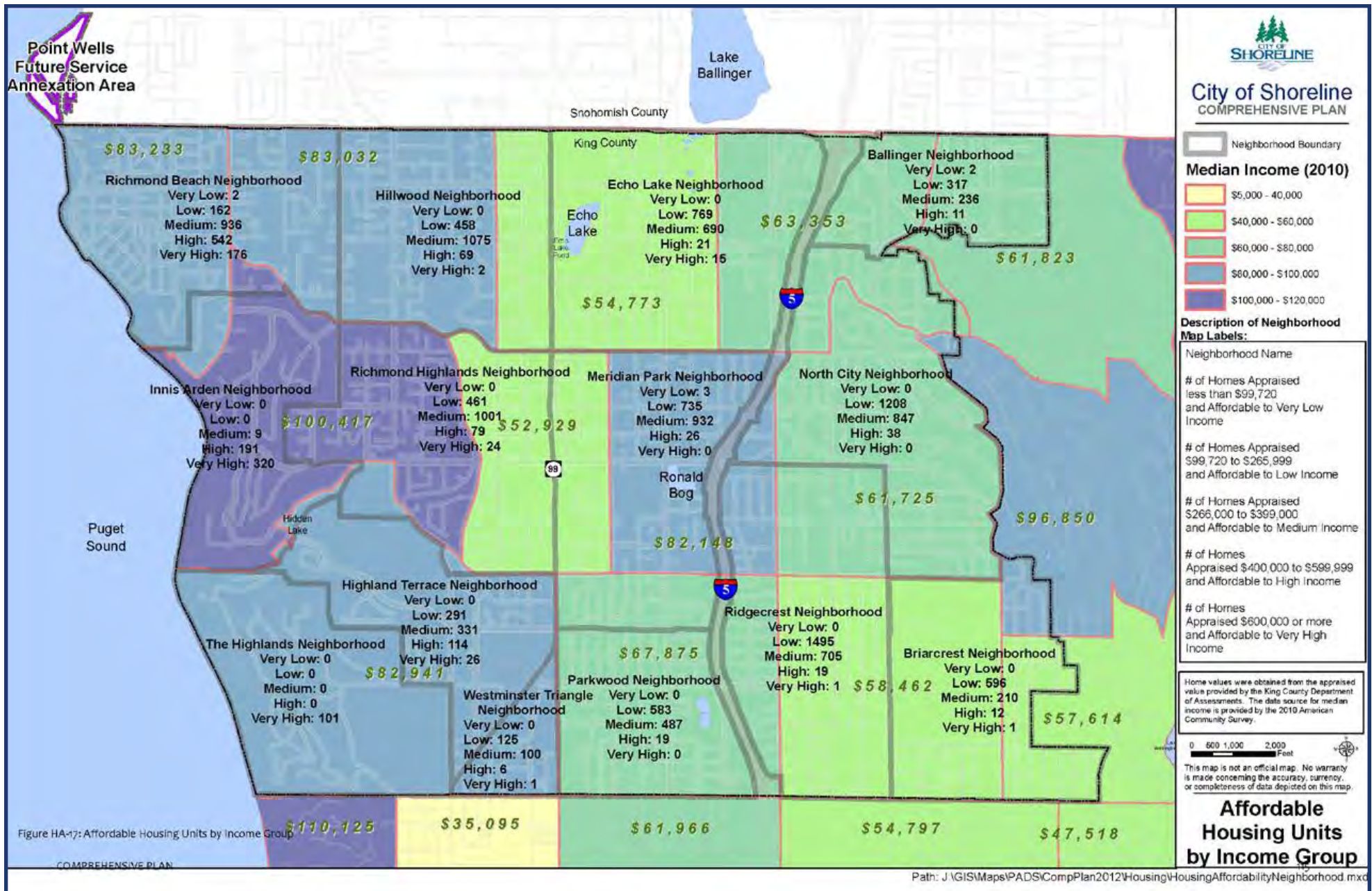


FIGURE 3-15: Affordable Housing Units by Income Group in Shoreline

Table 3-9: Housing Inventory and Tenure

	2000	2010	CHANGE 2000 TO 2010
Total Housing Units	21,338	22,787	+1,449
Occupied Housing Units	20,716	21,561	+845
Owner-Occupied Units	14,097 68% of Occupied	14,072 65.3% of Occupied	14,072 65.3% of Occupied
Renter-Occupied Units	6,619 32% of 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: City of Shoreline Office of Human Services, 2012

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

HOUSING DEMAND AND AFFORDABILITY

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

In 2014, about 61 percent of households were family households (defined as two or more related people), down from 65 percent in 2000. Approximately 30 percent were individuals living alone, an increase from 26 percent in 2000. The remaining 9 percent were in nonfamily households where unrelated individuals share living quarters. Households with children decreased from 33 percent of households in 2000 to 27.4 percent of households in 2014. Single-parent families also decreased from 7.4 percent to 6.9 percent of households, reversing the previous trend of increasing single-parent families. Shoreline now has a lower percentage of households with children than King County as a whole, where households with children account for about 29 percent of all households, down from 30 percent in 2000. **Table 3-10** summarizes the changing characteristics of households.

A CHANGING COMMUNITY

As previously mentioned, Shoreline’s population is becoming more ethnically and racially diverse. In 2000, 75 percent of the population was white (not Hispanic or Latino). By 2010, this percentage dropped to 68 percent and rose slightly to 69.9 in 2014. Shoreline’s changing demographic characteristics may impact future housing demand. Newer residents may have different cultural expectations, such as extended families living together in shared housing. The increase in the number of singles and older adults in the community suggests that there is a need for homes with a variety of price points designed for smaller households, including accessory dwelling units or manufactured housing.

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

Table 3-10: Changing Household Characteristics in Shoreline

	2000	2010	CHANGE 2000 TO 2010
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 w/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

THE NEED FOR AFFORDABLE HOUSING

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

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

Assessing affordable housing needs requires an understanding of the economic conditions of Shoreline households and the current stock of affordable housing. Estimated percentage of households at each income level is presented in **Table 3-11**.

AFFORDABILITY GAP

The “affordability gap” is the difference between the percentage of city residents at a particular income level and the percentage of the city’s housing stock that is affordable to households at that income level. A larger gap indicates a greater housing need. **Table 3-12** depicts the affordability gap. Since 2010, housing prices have been growing more rapidly than wage growth, further widening Shoreline’s affordability gap.

Table 3-11: Households by Income Level in Shoreline and King County

	SHORELINE	KING COUNTY
Very Low Income <30% AMI	3,154 (15%)	53,784 (13%)
Low Income 30% to 50% AMI	2,580 (12%)	52,112 (11%)
Moderate Income 50% to 80% AMI	3,665 (17%)	76,279 (16%)
80% to 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

Table 3-12: Affordability Gap

	SHORELINE	KING COUNTY
Very Low Income <30% AMI	825 (3.9%)	11%
Low Income 30% to 50% AMI	2,116 (10%)	2%
Moderate Income 50% to 80% AMI	4,886 (23%)	N/A
80% to 120% AMI	6,367 (30%)	N/A
>120% AMI	7,520 (35%)	216,821 (41%)

Source: King County Comprehensive Plan

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



Examples of Multifamily Housing

Where affordability gaps exist, households must take on a cost burden in order to pay for housing. Cost-burdened households paying more than 30 percent of household income for housing costs comprise 39 percent of homeowners and 48 percent of renters in Shoreline. Very low income cost-burdened households are at greatest risk of homelessness and may be unable to afford other basic necessities, such as food and clothing. The substantial affordability gap at this income level suggests that the housing needs of many of Shoreline's most vulnerable citizens are not being met by the current housing stock. Closing this gap requires the use of innovative strategies to provide additional new affordable units and the preservation/ rehabilitation of existing affordable housing. In order to assess the relative status of housing affordability in the city, comparison cities in King County were selected based on number of households and housing tenure. Two cities (Sammamish and Mercer Island) with few renters were selected for comparison, along with two cities (Kirkland and Renton) with a higher proportion of renting households. To compare Shoreline to these cities and to King County, the number of households in each income group countywide was compared to the number of households affordable at each income level. **Table 3-13** shows the comparison of affordability gaps in these communities to Shoreline's.

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

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

RISING HOME VALUES

As in much of the rest of the country, home prices in Shoreline fell during the Great Recession years, but started to rise again in late 2012. Prices have continued to increase and have even recently surpassed their pre-recession high of \$375,300 in June of 2007. The April 2016 median sale price for Shoreline was \$447,700, an increase from the 2007 high of 19 percent. The rapid increase in home values puts increasing pressure on households in Shoreline, and widens the affordability gap for prospective buyers.

A SEGMENTED MARKET

There has historically been a large discrepancy in the value of homes in the city's various neighborhoods. **Table 3-14** presents 2010 data extracted from home sales records used by the King County Assessor to assess the value of homes in various sub-markets within the city (the Assessor excludes sales that are not indicative of fair market value). Since home prices have risen dramatically in recent years, the market may be less segmented than in the past, but increasingly expensive or out of reach for many Shoreline households



Affordable Housing in Bend, Oregon

Table 3-13: Comparison of Affordability Gap

	VERY LOW INCOME AFFORDABILITY GAP	LOW INCOME AFFORDABILITY GAP	MODERATE INCOME AFFORDABILITY GAP	80% TO 120% AMIFORDABILITY GAP
Sammamish	12.1%	9.6%	10.1%	2.1%
Mercer Island	10.1%	8.9%	6.0%	6.7%
Kirkland	9.9%	4.9%	N/A	N/A
Renton	8.8%	N/A	N/A	N/A
Shoreline	8.6%	1.2%	N/A	N/A
King County	8.4%	N/A	N/A	N/A

Source: King County Comprehensive Plan

* Discrepancy between tables results from use of Countywide household data for comparison with other cities and King County.

Table 3-14: Single Family Housing Prices

NEIGHBORHOOD AREA	MEDIAN SALE PRICE, 2010	AFFORDABLE INCOME LEVEL*	AVERAGE CHANGE IN ASSESSED VALUE, 2010-2011
West Shoreline	\$500,000	>120% of AMI	-2.1%
West Central Shoreline	\$341,500	115% of AMI	-6.0%
East Central Shoreline	\$305,000	100% of AMI	-6.9%
East Shoreline	\$290,000	100% of AMI	-5.2%

Source: King County Assessor, 2011 Area Reports, 2011 HUD Income Levels

* Figures given are the percent of 2011 typical family Area Median Income (AMI) required to purchase a home at the 2010 median price. Affordable housing costs are based on 30% of monthly income. Figures are approximate. Additional assumptions were made in the affordability calculation.

Table 3-15: Shoreline Area Rental Market Rents and Vacancy Rates

	2008	2009	2010	2011	2012	2013	2014	2015
Average Rent	\$897	\$977	\$949	\$934	\$966	\$1,026	\$1,070	\$1,161
Percent Change from Previous Year		+8.9%	-2.9%	-1.6%	+3.4%	+9.8%	+4.3%	+8.5%
Market Vacancy*	2.7%	4.6%	7.1%	5.0%	4.0%	2.3%	1.9%	1.6%

Source: Dupree+Scott, The Apartment Vacancy Report

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

GMA AND REGIONAL POLICIES SUPPORTING AFFORDABLE HOUSING

The Washington State Growth Management Act (GMA) and regional plans include policies for housing. The GMA specifically states that its housing goal is to:

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

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

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

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

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

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

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

CITY OF SHORELINE AFFORDABLE HOUSING POLICIES AND REQUIREMENTS

Chapter 20.40.230 of the Development Code currently includes provisions for affordable housing. These provisions were revised through adoption of the 185th Street Station Subarea Plan. In addition, the City has developed draft policies for the subarea that address affordable housing needs, including direction for further implementation work to develop programs. These policies, Development Code provisions, and development standards related to housing and mixed use development in the subarea are summarized in Sections 3.1 and 3.2 of the FEIS.

In May 2015, the Housing Development Consortium of Seattle-King County awarded the City of Shoreline the Municipal Champion Award for its leadership in supporting affordable housing opportunities in Shoreline and across the region. The award recognizes the City's efforts to create an equitable community through tools like incentive zoning and impact fee exemptions for affordable housing that were adopted through the 185th Street Station Subarea Plan. These same regulations would apply to the 145th Street Station Subarea, including many incentives and requirements to build affordable units within developments or pay into a housing trust fund to support development of local affordable housing options. The City intends to continue to work with regional organizations and local non-profits to provide greater affordability over time.



Twin Ponds

Market Outlook and Economic Development Potential

4

145th Street Station Subarea Plan

Summary of Key Findings of Subarea Market Assessment

A market assessment was completed in August 2014 by Leland Consulting Group (LCG) to inform the subarea planning process. The analysis is intended to identify the type, scale, and phasing of real estate development likely to be feasible within the station subarea, and provide a preliminary list of the actions that the City could take to encourage transit-oriented development (TOD).

Key findings of the market assessment included:

- ▶ **CONTEXT: TOD AND INFILL DEVELOPMENT.** Over the past decade, there has been a major national trend favoring TOD and infill—urban development that takes place within the fabric of existing cities and suburbs. According to the US Census and Wall Street Journal, “many U.S. cities are growing faster than their suburbs for the first time in decades, reflecting shifting attitudes about urban living.” A new generation of Americans (Generation Y) is seeking out active and exciting urban neighborhoods, while America’s biggest generation (the Baby Boomers) is now retiring, and also in many cases, looking for a more compact, connected, and urban lifestyle. While urban central city locations will continue

to fare well, places that mix the best of suburban and compact, mixed-use qualities may be the most desirable. Transit is important to all demographic groups, with 52 percent of those polled nationwide stating that access to transit is an important factor in their choice of where to live. These demographic and consumer preference trends are very much in play in the Puget Sound region, where development trends during and following the recession have swung dramatically towards infill in places like Seattle, Bellevue, Mill Creek, and Bothell. Leland Consulting Group (LCG) expects these demographic demand drivers to remain in place for many decades, as the 145th Street Station Subarea redevelops.

- ▶ **THE STATION SUBAREA.** The station subarea benefits from the fact that Shoreline is a desirable community, with a reputation for good neighborhoods, parks, trails, schools, and safety. The Link light rail will also create a convenient connection to key destinations, notably the region’s most important jobs center, downtown Seattle, as well as SeaTac Airport, the University of Washington, Northgate Mall, and other communities to the north.

However, there will be challenges to development in the station subarea as well. These include a high degree of parcelization (many small properties in diverse ownership), little “center” or sense of place as yet, a pedestrian and bicycle network that is disconnected in some key locations, topography, and a challenging transportation and pedestrian environment on 145th Street. Similar challenges have been overcome elsewhere and can be overcome in Shoreline with the right plan, implementation strategy, investment, and time.

- ▶ **HOUSING MARKET.** Housing—including townhouses, apartments, and condominiums—is the most prevalent land use in TOD outside of central cities. One reason is that most transit trips are home-to-work trips, and people choose to live where they can take transit to work or school. Because Shoreline and the primary market area are projected to grow through 2035 and beyond, and because Shoreline should continue to attract medium- and higher-income households that can afford new housing, the station subarea has the potential to capture between 500 and 800 dwelling units during the first 20 years of development; over a 50 year period, the station subarea could attract between 1,300 and 2,000 housing units. In the first 20 years of development, new housing types are likely to range from two- and three-story townhouses to five- to seven-story mixed use mid-rise projects. In later years, taller projects may be possible. Thus, there will be demand for housing. However, the main challenges for this and other types of development summarized below will be land supply, and “place making”—creating an interesting, vibrant, people-oriented place at the station or nearby that will attract those looking for housing.
- ▶ **RETAIL MARKET.** As the population in the station subarea and throughout Shoreline continues to grow, these new households will generate new demand for retail and commercial services. In addition, there will be some potential to capture retail spending that is currently “leaking” out of Shoreline, and to replace

obsolete retail space. Within a 20-year timeframe, most retail is likely to be “pulled” into place as part of mixed-use projects, with housing above and some retail on the ground floor. Such retail and commercial space can provide a tremendous benefit, as restaurants, coffee shops, dry cleaners, day care, financial services, and other small tenants can enable residents and workers to accomplish many errands within one trip or a short walking distance, and create a sense of place in the station subarea. Over the long term (20 years or more), there will be potential to add larger scale retail: a grocery, pharmacy or small general merchandise store, along with more of the “in-line” retailers mentioned above. High quality access from arterial roads, sizeable floor plates (likely between one and two acres), and parking are very important to these types of retailers, and therefore a large site with immediate access to 145th Street and the station would be needed, which underscores the current challenges of land supply. Such larger scale retail would also take place as part of a mixed use project. Over 20 years, between 67,000 and 100,000 square feet of retail could be captured at the station subarea. Retail demand and needs should be revisited once this scale of retail development has been achieved.

- ▶ **OFFICE MARKET.** The Northend, stretching from Shoreline to Everett, has historically captured very little of the Puget Sound office market. Looking forward, there are a number of factors that suggest that it will be difficult to attract a significant amount of Class A or B office space to the station subarea. Office development tends to locate at the highest volume transportation nodes in a given region, such as downtown Seattle or major suburban freeway interchanges. In suburban locations, office parking requirements tend to be high, and therefore difficult to accommodate in land-scarce station subareas. Finally, the current suburban office development outlook is not promising, with virtually all new office development taking place in downtown Seattle and the Eastside.

Given this context, LCG recommends that plans for the station subarea focus on attracting ground floor “commercial office”—financial services, medical and dental offices, architecture and design firms, etc.—that have modest space demands, a local service area, and can fit in next to retailers. Such office space is assumed in the retail capture figures above. Second, the City should look to larger-scale development sites on Aurora or 15th Avenue NE for significant office development. Finally, the City should revisit the potential for additional office space once a dynamic place has been established through the development of significant housing, retail, and public spaces.

- ▶ **OTHER USES.** Major health care facilities, higher or primary education, government facilities, and other uses are also potential candidates for the station subarea, but are not “market-driven.” These uses typically depend on independent decisions made by local institutional leaders, and LCG did not review the potential for these uses as part of this analysis.
- ▶ **EMERGING VISION.** While a specific vision has not yet been adopted for the station subarea, LCG’s understanding is that the findings and recommendations summarized above are consistent with input that has been gathered from City Council and community events. This input has focused on concentrated nodes of development, improved east-west connectivity, Fifth Avenue NE as a “neighborhood boulevard,” and protected and enhanced parks, spaces, and natural resources.

Each of these key findings are described in more detail on the following pages. Implementation recommendations of the Market Assessment are provided in Chapter 7.



Context: Transit Oriented Development (TOD) and Infill Redevelopment

Beginning in the 1990s and continuing to the present, the geographic focus of real estate development nationally has shifted from outward expansion towards transit oriented development (TOD) and infill—urban development that takes place within the fabric of existing cities. While lower-density, single use development will continue for the foreseeable future, a greater share of investment and development is likely to happen in places like Shoreline’s 145th Street Station Subarea. According to Alan Ehrenhalt, author of *The Great Inversion*:

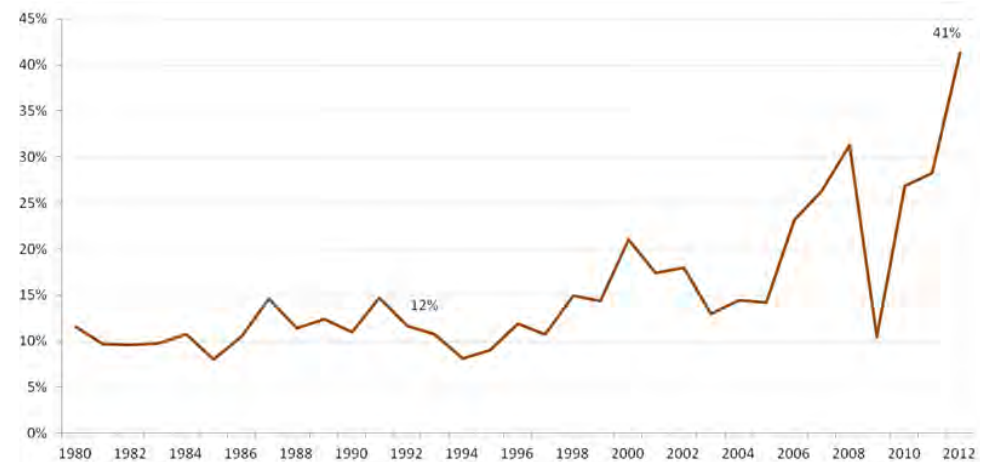
Between 1990 and 2007, central cities increased their share of housing permits within their metropolitan areas by more than double, the Urban Land Institute found. This continued after the housing recession caused the number of permits to plummet in the outer suburbs. What is more, statistics show, housing in cities and inner suburbs held their value during the recession far better than their exurban counterparts. There is a thirst for urban life among Millennials. It shows up in polls, in anecdotal conversation, in blogs and other casual writing. It is not based primarily on watching television shows such as *Friends* or *Seinfeld*, though those should not be discounted.

Figure 4-1 to the right shows the impact of the “great inversion” trend in the Puget Sound region through the City of Seattle’s “capture rate” of all residential building permits issued region-wide by year. During the 1980s and 1990s, Seattle’s capture rate hovered between 10 and 15 percent. Beginning in the late 1990s, this rate began to increase rapidly. In 2012 (the most recent year for which data is available from the federal government), Seattle captured 41 percent of all regional housing permits. This is just one indication of the demand for urban living; other examples are visible in Bellevue, Bothell, Mill Creek, and other cities in the region.



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

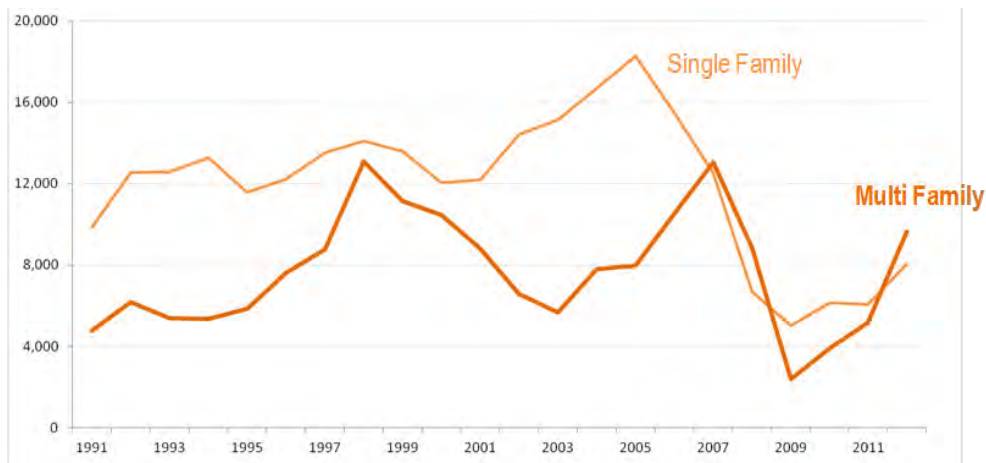
FIGURE 4-1: City of Seattle Capture Rate of All Puget Sound Residential Building Permits



Source: United States Department of Housing and Urban Development, Leland Consulting Group.

Figure 4-2 shows another indicator of shifting residential demand, with the number of multifamily housing permits overtaking single family housing permits in 2012. This likely represents both a short-term cyclical phenomenon and a longer-term consumer preference trend. While single family permits are likely to once again surpass the number of multifamily permits, multifamily is likely to capture a larger share of development than it did in the early 1990s and early 2000s.

FIGURE 4-2: Single Family and Multifamily Building Permits, Puget Sound Region



Source: United States Department of Housing and Urban Development, Leland Consulting Group.

Figure 4-3 shows the a 2014 forecast of “development prospects” by the Urban Land Institute (ULI), a national professional organization for developers, real estate investors, and land use professionals. Consistent with all years following the recession, infill product types such as infill housing and urban mixed use properties are viewed as the most promising development prospects.

FIGURE 4-3: Development Prospects by Property Type, 2014

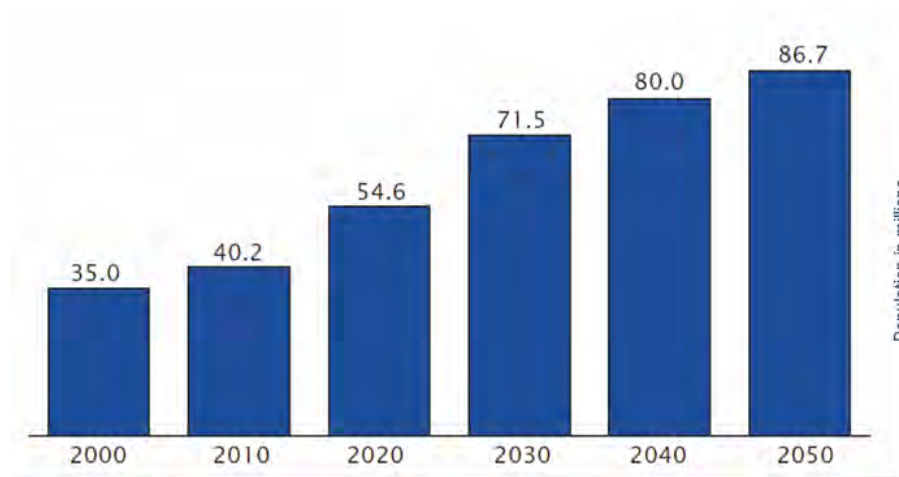


Source: Urban Land Institute, Leland Consulting Group.

Senior housing, student housing, and apartments—all of which may be good fits for the station subarea—are viewed as fair or above. Single use properties, particularly hotels, retail, and office, are generally viewed as the most risky type of development given today’s market conditions. Single family housing development has come back dramatically after being viewed as a very poor prospect for about five years.

As **Figure 4-4** shows, the number of Americans 65 years old and older will be growing dramatically in coming decades; in almost all metropolitan regions, the largest amount of population growth will come from these 65 and older households in the next two decades. The location preferences of these households varies widely: some will move to sunnier climes and others will stay in their current homes indefinitely.

FIGURE 4-4: Population Aged 65 and Over, United States



Source: Urban Land Institute, Leland Consulting Group.

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

Figure 4-5 shows some results of “American in 2013: Focus on Housing and Community,” a national survey conducted by the Urban Land Institute. The figure shows the percentage of all adults, and members of Generation Y as a subset of all adults, who ranked various neighborhood features as “important” or “very important” (6 or more on a scale of 1 to 10). This survey and others like it reveal two findings. First, access to transit is important to a majority of Americans, particularly younger Americans. Second, it is one among a large number of neighborhood characteristics that influences where people decide to live and work. One takeaway for station subarea planning is that cities and their partners need to make sure that many of these attributes are in place in order to realize true TOD.

FIGURE 4-5: Development Prospects by Property Type, 2014

Community Attribute	% who say it's important:	
	All Adults	Gen Y
Convenience to public transit	52	57
Neighborhood Safety	92	88
Quality of Public Schools	79	87
Space between neighbors	72	69
Short distance to work or school	71	82
Distance to medical care	71	73
Walkability	70	76
Distance to shopping/entertainment	66	71
Distance to family and friends	63	69
Distance to parks/recreational areas	64	68

Source: American in 2013: Focus on Housing and Community, Urban Land Institute, 2013.

Light Rail Stations/Transit Oriented Development adjacent to Interstate Highways

As a component of this market analysis, LCG was asked to review comparable light rail stations and surrounding transit oriented development that are located within highway rights of way, and the development that has taken place in surrounding station subareas. LCG studied a wide variety of station subareas. The figures on this page and on the following page show the two station subareas with the most relevant lessons for the 145th Street Station Subarea.

Center Commons, a 4.9-acre development pictured in **Figure 4-6**, was developed immediately south of the NE 60th Avenue light rail station in Portland, Oregon. The station boarding platform is within the Interstate 84 right of way, essentially at the grade of highway traffic, and below the grade of surrounding streets. Despite the lack of appeal or ambiance at the station subarea, Center Commons and other nearby development has been successful. Center Commons includes five different development components, including market-rate rental, ownership, senior, and affordable housing at a variety of different scales, from two to five stories. The shared public spaces are also of high quality, and the southeast corner of the block is occupied by a historic building and restaurant that was retained. The City of Portland (Portland Development Commission) and the regional government (Metro), were both involved in land acquisition, land value write-down, land sales, and other elements of the project. The project contains a total of 288 units at an average density of 65 units per net acre. Metro estimates that the project results in a net increase of approximately 45,800 transit trips per year.

Several key lessons learned are:

- ▶ Attractive and successful transit-oriented development adjacent to a freeway is possible.
- ▶ Most development at Center Commons is oriented towards the surrounding neighborhood and away from the freeway and

FIGURE 4-6: NE 60th Avenue Station and Center Commons, Portland, Oregon



Source: *American in 2013: Focus on Housing and Community*, Urban Land Institute, 2013.

station. The most attractive and successful public places are also somewhat distant from the freeway. It may be important to buffer development from the freeway.

- ▶ Proactive public sector agency involvement can help to spur development.

Figure 4-7 shows the Hollywood light rail station area in Portland, Oregon, about one mile west of the NE 60th Avenue Station shown above. The station boarding platform is also within the Interstate 84 right of way, essentially at the grade of highway traffic, and below the grade of surrounding streets.

Key lessons learned from this station are:

- ▶ A pedestrian and bicycle bridge/highway crossing was built, separate from the primary arterial roadway (39th Avenue), which significantly improves the non-auto connectivity in the area. This station would be far less accessible without the pedestrian and bicycle bridge.
- ▶ A wide variety of infill development has taken place in this station subarea, ranging from townhouses to mid rise (generally five story) mixed use projects.

¹ Leland Consulting Group site visits, and Center Commons Project Profile, Metro http://www.oregonmetro.gov/sites/default/files/centercommons_final.pdf

Shoreline and the Station Subarea

Figures 4-8 and 4-9 on the following page summarize some of the key demographic attributes of Shoreline, the 145th Street Station Subarea's residential "primary market area," King County, and the Puget Sound region (Seattle Metropolitan Statistical Area or MSA). The primary market area includes the City of Shoreline and parts of Lake Forest Park and North Seattle, and is the area from which new housing development at the station subarea is most likely to draw residents. Some key takeaways from Figure 4-8 include:

- ▶ Median household incomes in Shoreline, the market area, and King County are all above \$65,000 per year. This indicates a large population of middle- and upper-income households with the capacity to rent or buy new housing and spend retail dollars in the station subarea.

FIGURE 4-7: Hollywood Light Rail Station Subarea, Portland, Oregon



Source: *American in 2013: Focus on Housing and Community*, Urban Land Institute, 2013.

- ▶ Shoreline and the market area both have high percentages of households in the 55+ and 65+ age categories. As stated above, this is an important demographic group for TOD and infill development. Many of these households will be looking to downsize and "age in place" near where they already live. Shoreline should be ready to keep many of these residents local, either in market rate infill or age-restricted development.
- ▶ By contrast, Shoreline has a low share of 25 to 34 age households, and these types of households, which tend to locate in higher density environments, may be more difficult to attract to the City and station subarea. However, the light rail represents a promising opportunity to attract more younger households because it will provide a direct rail connection to University of Washington and North Seattle Community College.
- ▶ 64 percent of Shoreline households, and 68 percent in the market area, have one or two people, which are the most likely to choose TOD or infill development. This is a very large market: more than 38,000 households in the current market area.

Some key takeaways from Figure 4-9 below include:

- ▶ All the geographical areas reviewed have highly educated populations, particularly the primary market area and King County. About two-thirds of the households in the City, market area, and King County are employed in white collar work. Both education and white collar employment are correlated with interest in urban living.
- ▶ 63.5 percent of the households in Shoreline are owners, more than the other areas compared. This is likely also a reflection of the older households in Shoreline and prevalence of single family homes. There should be an opportunity to add rental housing stock to the mix, particularly to the degree that 55+ households can be retained and younger households added.

Key:

Lower Higher

Compared to the other geographical areas shown below.

Demographic Attribute	City of Shoreline	Primary Market Area	King County WA	Seattle MSA (Tacoma, Bellevue, Seattle)
Population	55,001	129,353	2,016,956	3,579,892
Number of Households	22,445	56,616	824,051	1,413,782
Family Households (2010 Census)	61%	55%	59%	62%
Household Size (Average)	2.39	2.24	2.40	2.48
Household by Size (2010 Census)				
1 - 2 person household	64%	68%	64%	62%
3 - 4 person household	29%	26%	28%	29%
5+ person household	7%	6%	8%	9%
Median Household Income	\$68,069	\$60,745	\$71,992	\$66,838
Per Capita Income	\$35,102	\$35,752	\$39,014	\$35,056
Population by Age				
0 to 24	26%	26%	30%	32%
25 to 34	13%	15%	16%	15%
35 to 44	13%	14%	15%	14%
45 to 54	15%	14%	14%	14%
55 to 64	16%	15%	13%	13%
65+	17%	17%	12%	12%
Median Age	43.4	41.7	37.8	37.5

Source: ESRI Business Analyst, US Census, Leland Consulting Group

FIGURE 4-8: Demographic Summary

Demographic Attribute	Shoreline City WA	Primary Market Area	King County WA	Seattle MSA (Tacoma, Bellevue, Seattle)
Education and Employment				
Less than High School	8.1%	7.9%	7.9%	8.5%
High School or Equivalent	17.1%	16.2%	17.0%	21.3%
Associate's or some college	31.5%	29.9%	29.1%	32.7%
Bachelor's or Advanced Degree	43.3%	45.8%	45.9%	37.5%
Occupation				
"White Collar"	66.8%	68.2%	69.1%	65.1%
"Blue Collar"	15.7%	14.4%	14.9%	17.9%
Housing				
Median Home Value	\$375,245	\$399,840	\$421,752	\$347,693
Household Tenure				
Owner Occupied Housing Units	63.5%	55.7%	57.2%	59.7%
Renter Occupied Housing Units	36.5%	44.3%	42.8%	40.2%

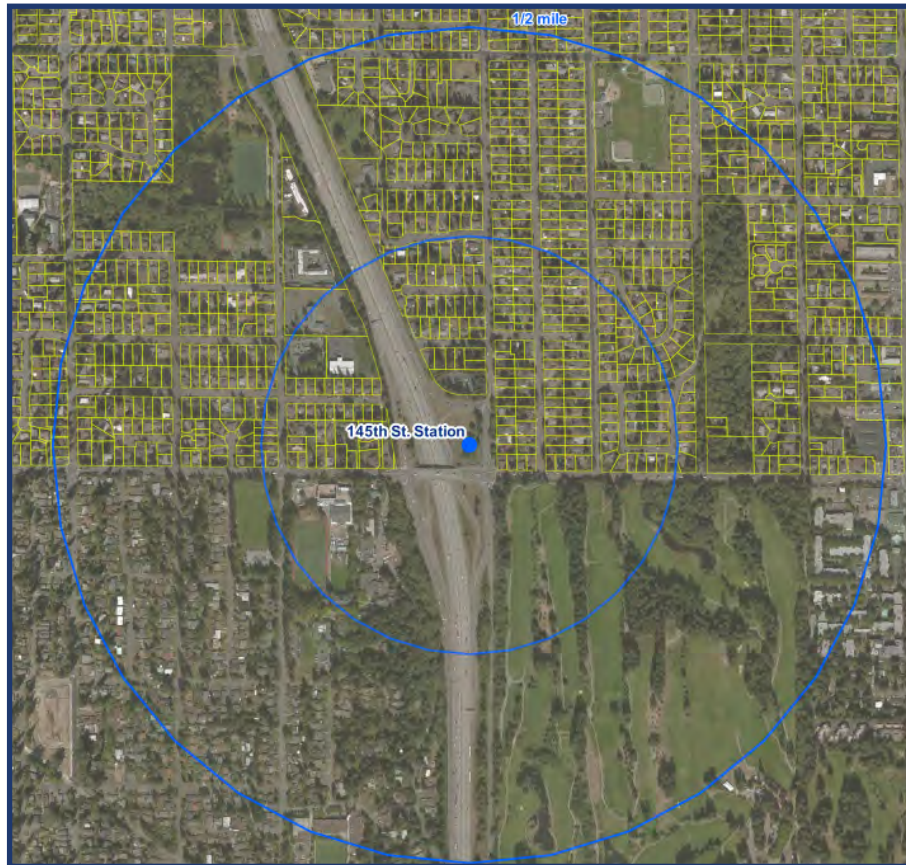
Source: ESRI Business Analyst, US Census, Leland Consulting Group

FIGURE 4-9: Demographic Summary (Continued)

The Station Subarea

Figure 4-10 shows the 145th Street Station Subarea with a one-quarter-mile circle (smaller blue circle), which represents about a 5 minute walk, and a one-half-mile circle, which represents a 10 minute walk. Most walk-in transit users tend to come from within this half-mile circle, and about 60 percent of transit users walk to transit.

FIGURE 4-10: The 145th Street Station Subarea



Source: Leland Consulting Group

A key feature of the station subarea is that the north half is located in the City of Shoreline and the south half is located in the City of Seattle. While this is a very important distinction in terms of the provision of services and jurisdictional control, the market—potential residents, shoppers, business tenants, and other users who drive real estate demand—is typically less attuned to this distinction. In addition, the urban environment in Seattle will, for better or worse, influence users' perceptions of the station subarea in Shoreline.

Parcel Sizes

Figure 4-11 shows a key feature of the station subarea vis-à-vis large scale redevelopment: a majority of properties are relatively small. In **Figure 4-11**, all lots that are 8,500 square feet or less are highlighted. Most of the other single family residential lots are approximately 10,000 square feet in size.

Diverse property ownerships, relatively small property sizes, and relatively high improvement (home) values present challenges for large scale development projects. A modest sized mixed use project can easily be 1.5 acres, which would require the acquisition of eight contiguous single family home lots within a narrow timeframe, and in the right location. This can be very time consuming and logistically challenging, and therefore developers will seek out large lots when possible. Zoning and regulation can encourage higher density development and provide density or other incentives for larger projects.

There are five large-lot properties (ranging in size from about one to three acres) to the northwest of the station and across I-5. These are the most obvious large-scale “development opportunity sites” in the ½ mile station subarea. The three southern properties are occupied by religious institutions; the two northern properties are occupied by Aegis, an assisted living provider. While they are opportunity sites, they are also privately owned, on the opposite side of I-5 from the station, and cannot be accessed to the south except via 1st Avenue NE.



Source: Leland Consulting Group

FIGURE 4-11: 145th Street Station Subarea: Lots of 8,500 Square Feet or Less Highlighted

Figure 4-12 shows the view from 145th Street, looking northwest, with the future Link light rail station just to the north. This photograph shows that Interstate 5 creates a significant east-west division in the station subarea that will be difficult to bridge. 145th Street is a high volume arterial with narrow sidewalks. Urban streets that are most welcoming for mid- or high-rise development typically have wide sidewalks (eight to 15 feet) that include trees/planter strips, and on street parking. Through the 145th Street Corridor Study, the City examined ways to make 145th Street more functional for all modes of travel, including pedestrian, bike, and transit. 145th Street slopes up to the west, which will make ground-floor retail on this street challenging; developers only build retail on sloped streets in the most high-density urban districts.

FIGURE 4-12: Looking Northwest from 145th Street/ Link Light Rail Station



Source: Leland Consulting Group
Note: the station location is approximate

These station-area challenges underscore the importance of looking to side streets such as 5th Avenue NE to create the most active, pedestrian friendly places. Side streets gain some exposure to the traffic on 145th Street, which will benefit retail, while having a naturally more pedestrian friendly character.

Key Concepts for a Strong Station Subarea

Five key concepts have helped to shape the 145th Street Station Subarea Plan, and these concepts are generally consistent with the findings of this market analysis.

- ▶ **CONCENTRATED DENSITY IN NODES OF DEVELOPMENT:** The subarea has capacity to support greater housing density, mixed use and transit-oriented development. Interest was expressed in focusing the highest density of development and redevelopment around key assets and key intersections, while retaining the residential neighborhood character of much of the subarea.
- ▶ **IMPROVED EAST-WEST CONNECTIVITY FOR PEDESTRIANS AND BICYCLISTS:** Improved routes and connectivity for pedestrians and bicyclists have been expressed as a top priority by the community. Three important points were raised: the idea of an enhanced bus feeder system connecting activity centers to the light rail station; the prioritization of East-West transit connections along NE 145th Street and other key streets; and an East-West pedestrian and bicycle bridge spanning I-5.
- ▶ **5TH AVENUE AS A NORTH-SOUTH NEIGHBORHOOD BOULEVARD:** Viewed as an important corridor linking the 145th Street Station and the 185th Street Station subareas, 5th Avenue was envisioned by many as a distinct, walkable and human-scale neighborhood boulevard and commercial corridor, anchored by higher-density mixed-use development at key nodes.



Housing Style Opportunities

- ▶ **PROTECTED & ENHANCED PARKS, SPACES AND NATURAL RESOURCES:** Preserving and protecting existing parks and open spaces, while creating new public gathering places, parks and “green infrastructure” was viewed as an important principle for planning, serving as public amenities as well as a means of improving area water quality.
- ▶ **GREEN NETWORK LINKING PARKS, SPACES, AND FUTURE DEVELOPMENT:** An overall concept relating to the four noted above was to create a Green Network of trails, pedestrian and bicycle facilities, green space, landscaping, trees, and elements of green infrastructure (such as green roofs and other Low Impact Development facilities) – connecting parks, open spaces and activity centers throughout the community.

Housing Market

Figure 4-13 shows the City of Shoreline boundary (outlined in dashed black line) and the primary residential market area defined by LCG. This market area includes the City of Shoreline as well as parts of Lake Forest Park and north Seattle, and represents the area from which the majority of future potential residents of the station subarea are most likely to be drawn. The market area also helps to understand baseline expectations about population growth and demographics. **Figure 4-13** also shows the rental multifamily housing projects in the area; the greater the number of units in the project, the larger the circle.

Several observations can be made based on the data reflected in **Figure 4-13**. First, the largest clusters of rental multifamily housing are located to the south, in Seattle, particularly around the Northgate Mall. Second, both within Shoreline and Seattle, rental multifamily is clustered along and around major arterial roads, particularly Aurora Avenue N and 15th Avenue NE. There are no multifamily housing projects located within a one-half-mile of the proposed 145th Street Station, and few located in close proximity to I-5.

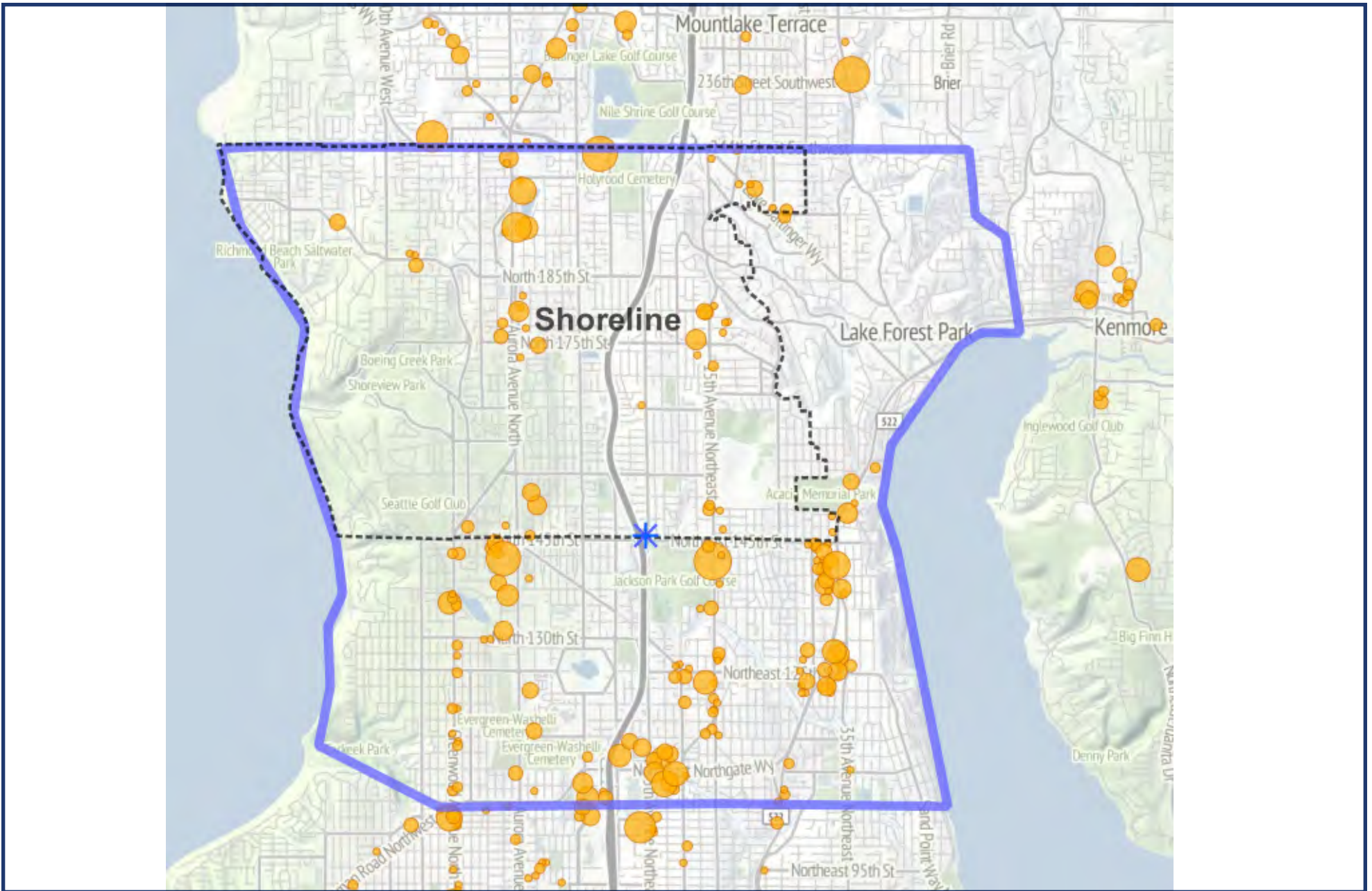


FIGURE 4-13: Primary Residential Market Area and Rental Multifamily Housing Projects

Table 4-1 shows LCG’s 20 year household growth projection for the primary market area. The projection is based on Puget Sound Regional Council (PSRC) estimates for current and future households by traffic analysis zone (TAZ). However, the annual household growth rate has been adjusted slightly upwards to 1.09 percent, because current projections completed by ESRI show that the market area, King County, and the Puget Sound region are growing faster than expected (at 1.38, 1.39, and 1.25 percent respectively). **Table 1** shows a total 20-year demand for more than 13,500 new housing units. This is larger than the total household growth since a small number of units will need to be replaced each year. This provides the base amount from which the station subarea can “capture” some of the significant housing demand in the market area.

The household growth shown in **Table 4-1**, along with the positive demographics presented previously (relatively high incomes, education, percentage of one and two person households, etc.) demonstrate that that the market area in general, and the station are specifically, will see strong housing demand in the coming decades.

TABLE 4-1: 20 Year Household Growth, Station Subarea Primary Market Area

Households	2014	52,788
	2024	58,849
	2034	65,606
Household Growth	2014-34	12,818
Annual Growth Rate	-	1.09%
Adjusted Unit Requirement	-	13,587

Source: Puget Sound Regional Council, ESRI, Leland Consulting Group

FIGURE 4-14: Malmo Apartments, Shoreline



The two images on the following page show two current “mid rise” density infill projects in Shoreline. The first (**Figure 4-14**) shows the Malmo Apartments, which became available in 2015, just off Aurora Avenue N and N 152rd Street. The second (**Figure 4-15**) shows the Echo Lake Apartments, completed in 2009, which are also located just off of Aurora, north of 185th Street. Both are examples of the type of projects that will be feasible during the next two decades at the 145th Street Station Subarea under certain conditions. Both can also be considered TOD, since they are both well served by the existing Rapid Ride high frequency bus service.

The two projects have been customized to meet the demands of two of the key target markets discussed earlier: younger Generation Y renters in the case of the Malmo, and 55+ households in the case of Echo Lake. While there are similarities between the projects, this translates into different marketing approaches and amenity packages. The Malmo offers generally smaller units with open floor plans; its web site boasts of wifi throughout and access to hip restaurants and night life. The Echo Lake apartments feature larger units (including some townhouses), more subdued interior design, a community pool, and is age restricted to households 55 and older. Both market their access to the Interurban Trail, walkable access to grocery stores and shops, and quick access to Seattle and the region.

FIGURE 4-15: Echo Lake Age Restricted Apartments, Shoreline



It is important to note that both projects are “pushing the market:” they are financially ambitious, and at the time, pioneering since there were no other truly comparable projects in Shoreline. If they are financially successful, other developers and lenders will seek to build similar projects in Shoreline, potentially at the station subarea and elsewhere; if they struggle, it will be much more difficult to obtain financing and build similar projects in the future. Reports indicate that Echo Lake has struggled through the recession but may become more profitable as the economy continues to gain momentum. The \$2.00 per square foot rental rate is an important rent (revenue) threshold for mixed-use, mid-rise developers. When developers can earn \$2.00 per square foot per month (\$1,200 per month for a 600 square foot unit), financial returns typically become strong enough to justify construction. While the Malmo’s asking rents are at or above this level, it remains to be seen whether the project can consistently generate such rents as it competes against other similar properties in north Seattle and elsewhere. (This report focuses on market rate rental economics since very little condominium development is now taking place.)

Figure 4-16 shows the Avalon Towers Apartments in downtown Bellevue, Washington. This is a high-rise project (13 and 23 story towers) that is not likely to be a feasible model in Shoreline due to development economics under current conditions. The higher structural and cosmetic construction costs associated with such buildings—including multiple floors of underground parking, multi-floor concrete podium, steel and concrete structure on residential floors, more numerous elevators, core circulation, and mechanical elements, more expensive cladding and interior finishes, etc.—mean that higher rents must also be achieved in order to justify development. Typically, feasibility for such projects begins at rents of between \$2.50 and \$3.00 per square foot. These rents are driven by a concentration of high-income households, and a highly desirable urban environment. There are no built projects in the market area achieving such rents at this time. However, given time and the maturation of the Shoreline market, some projects of this nature may be possible in the long-term future.

An unlikely project type for Shoreline given current development economics; may be more feasible over the longer term



The tables below show the projected 20-year housing demand for rental housing (**Table 4-2**) and ownership housing such as condominiums and townhomes (**Table 4-3**) based on all household growth in the market area. Two station subarea “capture rates” have been estimated: a conservative and more aggressive attainable capture rate, which represents the high end of the number of units that could potentially be attracted to the station subarea. LCG projects that the station subarea could capture approximately 330 to 520 market rate rental units, and 180 to 290 ownership units over a 20-year period. This assumes that an adequate amount of land can be aggregated and acquired by developers near the station subarea for reasonable prices, and that appropriate zoning and regulations are in place, among other conditions covered later in this chapter. Some housing in the three lowest income brackets is assumed to be wholly or partially subsidized by federal, regional, or local affordable housing programs. In addition, if public policy and low-income housing financing can be aligned, some additional affordable housing units could be included in the station subarea programs. In general, however, private market rate projects drive TOD and development feasibility

FIGURE 4-16: Avalon Towers Apartments, Bellevue

TABLE 4-2: Rental Housing: 20-Year Station Subarea Housing Demand

Annual Income Range	Approx. Rent Range	Trade Area Rental Demand	Conservative Capture Rate (within rentals)	Conservative Capture (units.)	Attainable Capture Rate (within rentals)	Attainable Capture (units.)
\$15-25K	\$375 - \$625	808	7.0%	57	11.0%	89
\$25-35K	\$625 - \$875	761	7.0%	53	11.0%	84
\$35-50K	\$875 - \$1,000	897	7.0%	63	11.0%	99
\$50-75K	\$1,000+	978	7.0%	68	11.0%	108
\$75-100K	\$1,000+	611	7.0%	43	11.0%	67
\$100-150K	\$1,000+	538	7.0%	38	11.0%	59
\$150 -200K	\$1,000+	98	7.0%	7	11.0%	11
over \$200K	\$1,000+	41	7.0%	3	11.0%	4
Totals		4,732	7.0%	331	11.0%	521

TABLE 4-3: Condominiums and Townhomes: 20-Year Station Subarea Housing Demand

Annual Income Range	Approx. Home Price Range	Trade Area For-Sale Demand (income \$15K+)	Pct. Townhome/Condo	Townhome/Condo Demand	Conservative Capture Rate (within condo/townhome)	Conservative Subject Capture (units)	Attainable Capture Rate (within condo/townhome)	Attainable Subject Capture (units.)
\$15-25K	\$75 to \$100K	143	50%	71	7.0%	5	11.0%	8
\$25-35K	\$100 to \$150K	326	50%	163	7.0%	11	11.0%	18
\$35-50K	\$150 to \$200K	734	50%	367	7.0%	26	11.0%	40
\$50-75K	\$200 to \$250K	1,467	50%	734	7.0%	51	11.0%	81
\$75-100K	\$250 to \$350K	1,427	40%	571	7.0%	40	11.0%	63
\$100-150K	\$350 to \$500K	1,908	25%	477	7.0%	33	11.0%	52
\$150 -200K	\$500K and up	717	20%	143	7.0%	10	11.0%	16
over \$200K	\$500K and up	774	15%	116	7.0%	8	11.0%	13
Totals		7,496	35%	2,642	7.0%	185	11.0%	291

Tables 4-2 and 4-3 show a 20 year and 50 year housing demand projection for the station subarea. A very long-term (100-year) demand projection has been extrapolated from the 50 year projection.

During the 20 year time horizon, Leland Consulting Group (LCG) projects that the station subarea has the potential to capture a total of between 516 and 811 new housing units. We have assumed an average density of 60 dwelling units per acre, which implies a mix of mid-rise (five or more stories) and lower-scale wood frame projects (largely wood frame apartments and townhouses). This is very similar to the density of the Center Commons project, the Portland-area TOD project described earlier in this chapter. At this density, nine to fourteen acres of net buildable land would be required to accommodate this amount of development. For a sense of scale, this is equivalent to about two or three Center Commons projects. LCG assumes that no net new single family housing will be built in the station subarea, although many single family homes would probably be rehabbed and replaced.

For the financial feasibility reasons outlined above, LCG recommends that the focus for the next 10 to 20 years be on encouraging development that is between two and seven stories in scale. This scale of development is more economical in the near term, can create a strong sense of place, and can “prove” the viability of the station subarea market and therefore set the stage for higher density development in the future if desired.

Table 4-4 shows a 20 year demand projection for the subarea, for between 516 and 811 housing units. Table 4-5 shows a 50 year demand projection for the station subarea, for between 1,291 and 2,028 housing units. The density of 80 units per acre assumes a mix of low, mid, and high-rise (10 or more stories) construction. This suggests a potential 100 year build out of between approximately 2,500 and 4,000 units—a sizeable urban neighborhood. All 50 and 100 year projections are highly speculative by nature, since technology, lifestyles and lifespans, climate, and many more factors have the potential to change dramatically in that time.

TABLE 4-4: 20 Year Demand Projection

HOUSING TYPE	DWELLING UNITS		
Rental	331	TO	521
Condo/Townhome	185	TO	291
Single Family	-	TO	-
TOTAL	516	TO	811
Average Density	60		
Acres Required	9	TO	14

Source: Leland Consulting Group.

TABLE 4-5: 50 Year Demand Projection

HOUSING TYPE	DWELLING UNITS		
Rental	828	TO	1,301
Condo/Townhome	462	TO	727
Single Family	-	TO	-
TOTAL	1,291	TO	2,028
Average Density	80		
Acres Required	16	TO	25

Source: Leland Consulting Group.

Single Family Housing Prices

Home prices in Shoreline cover a fairly broad range, as shown in **Table 4-6**. Median home prices in the past year have increased considerably in central and eastern Shoreline, at a rate nearly double that of King County; however they have remained essentially flat in the western area of Shoreline. As the housing market continues to strengthen, much of Shoreline continues to be attractive to potential homebuyers looking for a greater value than other areas in the County. Amenities, such as Shoreline’s high-performing school district, RapidRide E Line BRT, and the coming Lynnwood Link extension will contribute to strengthening demand for existing and new housing in Shoreline.

TABLE 4-6: Median Home Price, Shoreline and King County, 2012-2013

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

Note:

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

Source: DQNews; BAE, 2013.

Retail and Commercial Market

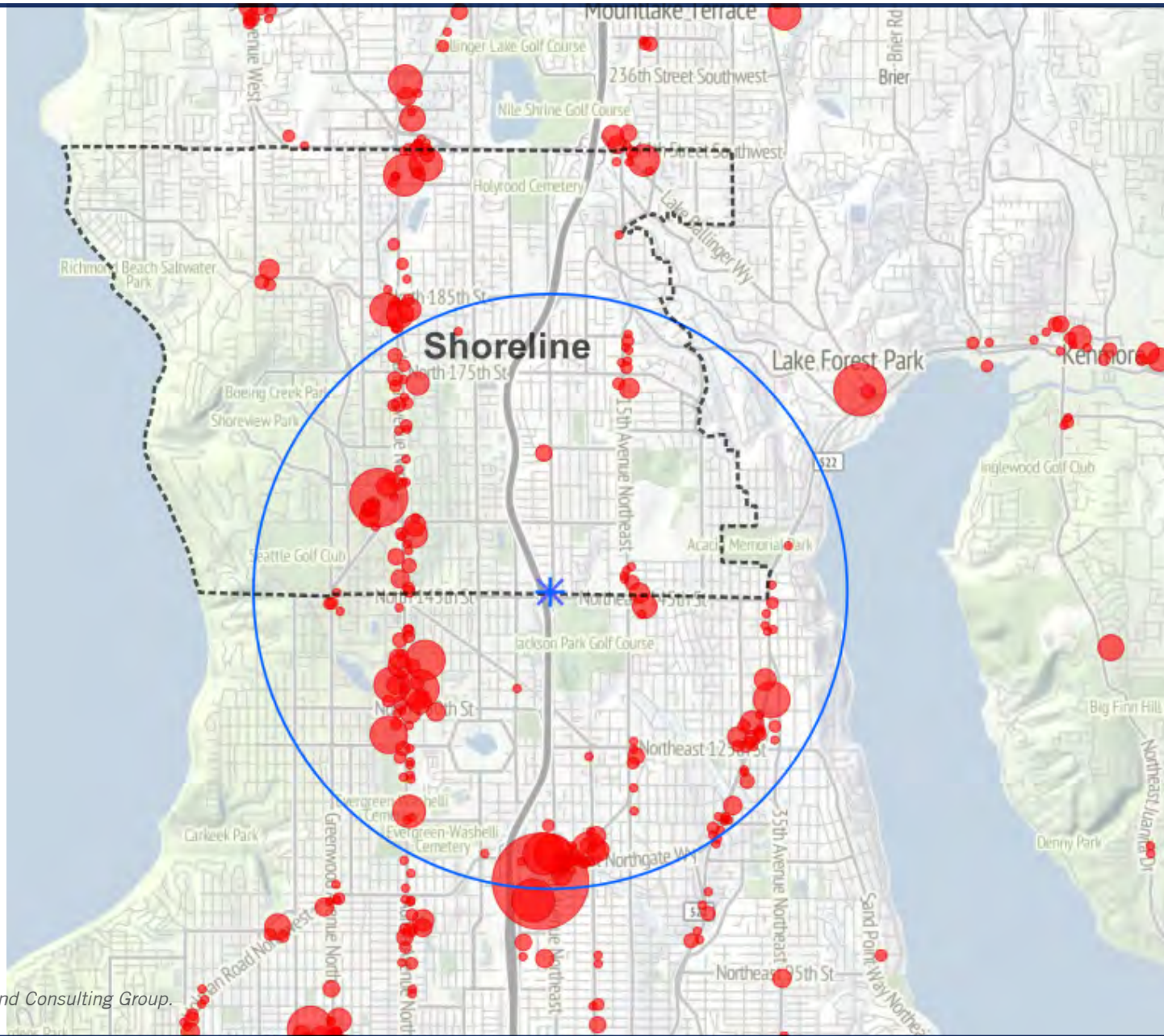
While Shoreline is home to many retail establishments, the City’s Comprehensive Plan identified a significant amount of sales “leakage” in some retail categories. Leakage refers to a deficit in sales made in the city compared with the amount of spending on retail goods by Shoreline residents. This leakage suggests that there are major retail opportunities in several areas, as shown below.

Percentage of Shoreline Resident Retail Dollars Spent Elsewhere (Leakage):

- ▶ **HEALTH AND PERSONAL CARE STORES:** 41.2 percent
- ▶ **CLOTHING AND CLOTHING ACCESSORIES STORES:** 90.5 percent
- ▶ **GENERAL MERCHANDISE STORES:** 71.2 percent
- ▶ **FOOD SERVICE AND DRINKING PLACES:** 36.5 percent

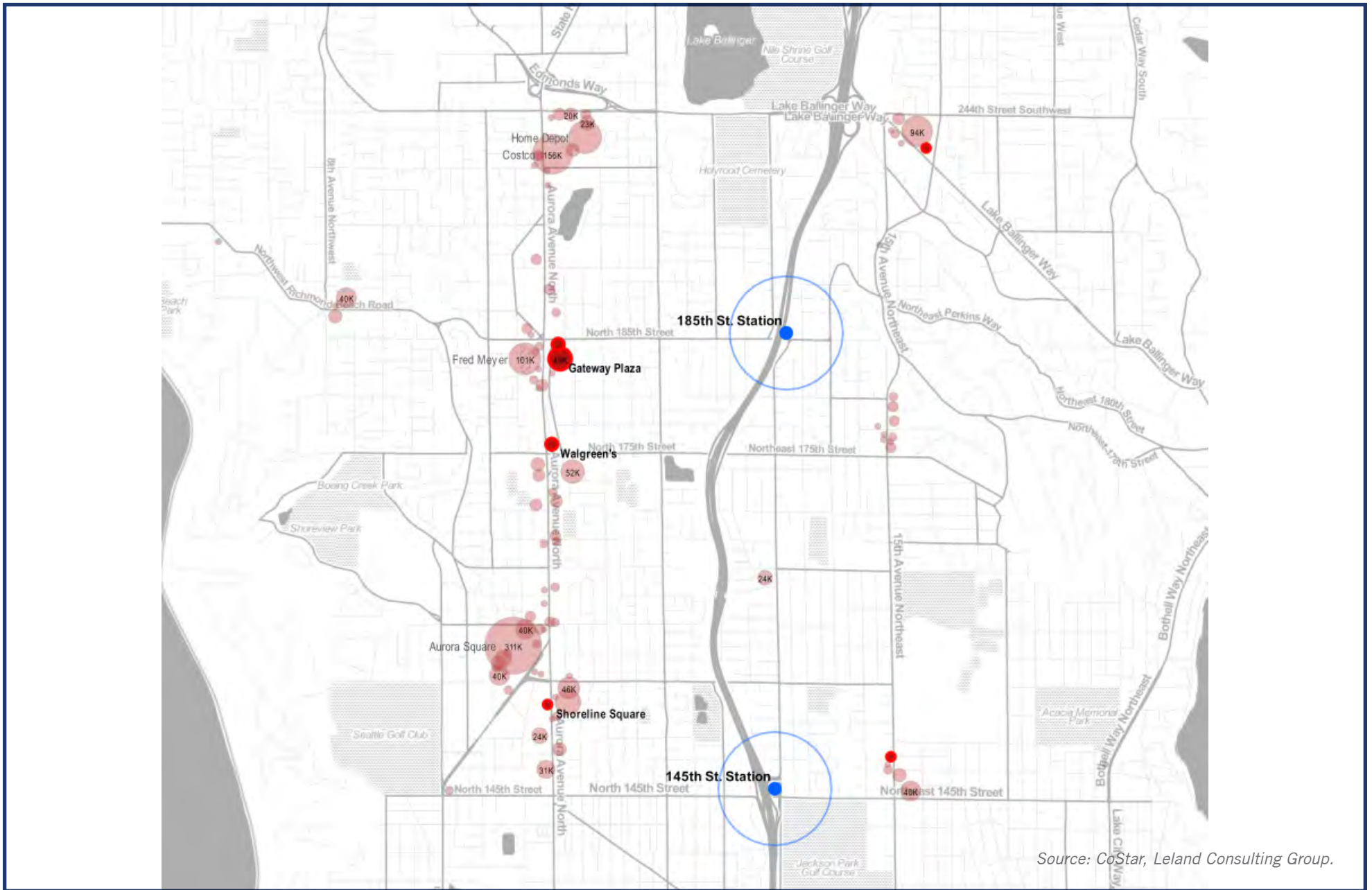
While addressing leakage and associated opportunities related to the type of retail is important to consider, during the next twenty years, the retail focus at the station subarea should focus on establishing quality of place and providing services for local residents rather than quantity of retail space. Under the right conditions, retail can be pulled into place along with other types of development, particularly housing, during this timeframe. Without significant development of other kinds, it will be difficult for developers to justify retail- or commercial-only development, regardless of what is allowed under comprehensive plan and zoning rules.

As **Figure 4-17** shows, the environment for large-format retail is very competitive, and nearly all retailers are located on high-traffic arterial roads, particularly Aurora Avenue N, and also 15th Avenue NE and other streets. The Northgate Mall is another major retail center that is just on the edge of the two-mile station subarea radius (shown as a blue circle below). The retail centers shown in red below are scaled to show their total square footage; larger retail centers are shown as larger red circles. Regional and sub-regional retail types, such as fashion, home decoration and furniture, major entertainment, and beauty supplies will almost



Source: CoStar, Leland Consulting Group.

FIGURE 4-17: Current Retail Locations, Shoreline and Vicinity



Source: CoStar, Leland Consulting Group.

FIGURE 4-18: Current Retail Locations and Half-Mile Station Subareas, Shoreline

certainly continue to locate in these corridors and nodes, or others like them. The “community” and “neighborhood” retail environment is also very competitive. Grocery stores and pharmacies typically anchor this scale of retail, and are complemented by a variety of other stores including restaurants, salons, banks and financial services, etc.

Two grocery-anchored centers are located just over a half-mile away from the station subarea: The Aurora Village Shopping Center on Aurora just north of NE 145th Street is anchored by Safeway, and a QFC grocery anchors a neighborhood center on NE 145th Street and 15th Ave. NE. Most grocers seek locations where they are at least a mile from the closest completion, and therefore, a grocery anchor is unlikely until such time as the station subarea has developed considerably. Most retail is located on north-south oriented arterials, since this tends to follow the work-to-home commute, when a large share of spending at neighborhood retail centers takes place.

Figure 4-18 shows retailers within a smaller geographical area. In addition, retail properties that have been developed since 2004 have been highlighted in darker red. This reveals a prevalent trend in development over the past decade: retail (as well as other types of commercial) development have slowed considerably. This is due to short term factors such as the economy, but also major long term factors, such as increasing online shopping, “just in time” inventory, and therefore the diminishing need for large retail floor spaces. LCG projects that the pace of retail development in the coming decades will also be slower, and smaller in scale, than in the past.



Near and Medium Term Retail and Commercial Demand

A small restaurant and retail space are shown in **Figure 4-19**. While the total retail area of such retailers is typically 1,000 to 3,000 square feet, they can provide important goods and services, a sense of place, and a social hub for an infill neighborhood. Such small commercial tenants can include restaurants, coffee shops, other food vendors, salons, small medical offices, title companies and real estate offices, pet stores, and electronics. While these tenants prefer locations alongside anchor retailers such as grocery stores and pharmacies, a small number could be located at the station subarea in the first ten or more years of development, assuming that housing can also be attracted. These total retail area is likely to be no more than 25,000 square feet.

As these retailers will not have the benefit of a neighborhood retail anchor, they will benefit from high traffic exposure on 145th Street, a high volume of transit users, and a significant local population if properly located with accessibility to each of these markets.



FIGURE 4-19: Restaurant and Small In-line Retailer in Mixed Use Project

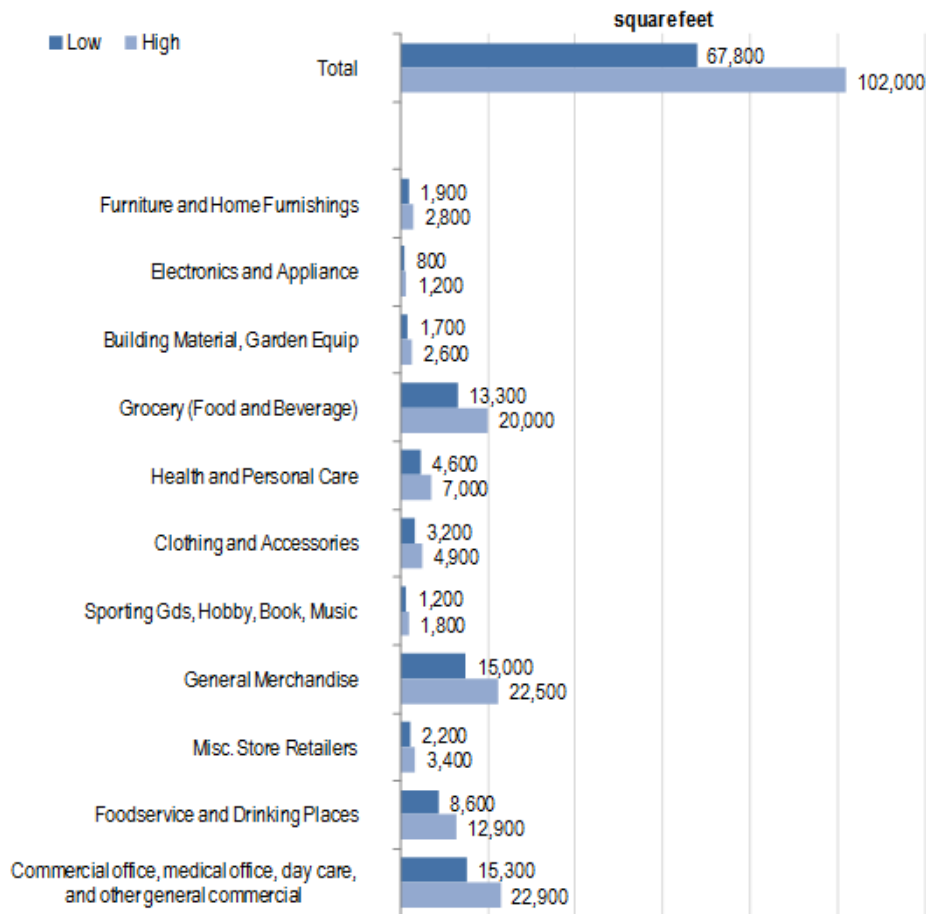
Long Term Retail and Commercial Demand

Table 4-6 shows a potential long-term retail program that could be contemplated once significant residential development has occurred (800-plus units), some retail is in place, and the public realm around the station subarea (pedestrian and bike connections, sidewalks, and station-area plaza) has been improved. This retail program should not be attempted or expected until this development is in place. This retail program would also require one to two acres of ground-floor site area for the primary retailers, as well as a comparable amount of space for underground parking. It would be built as part of a mixed use project, with housing and other uses on upper floors. The site should front onto N-NE 145th Street, the street that carries the most passersby, and therefore has the greatest visibility.

Over the long term retail in the station subarea will benefit from ongoing population growth within Shoreline and the station subarea, and therefore increasing demand (consumer spending). In addition, there will be some potential to capture retail spending that is currently “leaking” out of Shoreline, and to replace obsolete retail space. As shown below, anchor tenants or tenant groups in this space would be grocery (food and beverage), general merchandise (e.g. pharmacies), food service (restaurants), and commercial office/general commercial. The total demand would be for between 67,800 and 102,000 square feet of retail and commercial space.

As suggested earlier in this chapter, there will be challenges to attracting this scale of retail. These include local (Aurora Avenue N and 15th Street NE) and regional competition; the difficulty of providing easy ingress and egress from both directions on 145th Street; smaller parcel sizes in the station subarea compared to those needed for large scale development; and orientation on an east-west rather than one of the north-south arterials, which carry the majority of work-to-home commute traffic.

TABLE 4-7: Median Home Price, Shoreline and King County, 2012-2013



Source: CoStar, ESRI, Leland Consulting Group.

Office Market

Figure 4-20 shows the amount of office space that is existing and under construction within the five major Puget Sound region submarkets tracked by CoStar, a commercial real estate data provider. Shoreline is included in the Northend submarket, and the data is from the first quarter of 2014. Downtown Seattle dominates the regional market for office space, with the Eastside a strong and growing competitor. The Northend (which also includes Northgate, North Seattle, Lynnwood, Edmonds, and Everett), Southend, and Tacoma, are secondary office markets.

Office development tends to locate at the highest volume transportation nodes in a given region, such as downtown Seattle or major suburban freeway interchanges. In suburban locations, office parking requirements tend to be high (three spaces per 1,000 square feet), and therefore difficult to accommodate in land-scarce station subareas.

Figure 20 also shows that office development is slow, particularly outside of downtown Seattle and the Eastside. As of early 2014, 4,000 square feet of office space was under development in the Northend, representing an annual growth rate of less than one tenth of one percent. (This amount is rounded to zero in the figure below).

As shown in Figure 4-5 earlier in this chapter, new office development nationwide generally continues to be viewed as a poor prospect. This is true for a number of reasons. Many companies shed space during the recession, which continues to be refilled. Companies continue to downsize their total space, and the amount of space occupied per person, as hard-wall offices are eliminated and replaced by open floor plans. In addition, employees can work from home or in coffee shops. Many office fixtures that required space, particularly extensive paper files, are being eliminated. Finally, companies hurt by the recession are highly reluctant to take on additional space and operating costs. While some of these factors will change as the economy improves, others

are long-term trends that LCG and other market analysts expect will significantly dampen the demand for new office development over the long term.

Figure 4-21 shows the office space currently located in Shoreline. Office locations, shown as blue circles, are scaled to the size (square feet) of office space. Darker blue circles represent office built in the past decade (since 2004). The largest office space built in the city in that time period is Shoreline City Hall. Similar to retail spaces, office development in Shoreline is clustered along Aurora Avenue N and 15th Avenue NE.

Given this context, LCG recommends that plans for the 145th Street Station Subarea focus on attracting ground floor “commercial office” space—financial services, medical and dental offices, realtors, small architecture firms, and other uses—that have modest space demands, a local service area, and can fit in next to retailers. Such office space is assumed in the retail capture figures noted above. Second, the City should focus efforts to attract large scale employers to the larger-scale development sites on Aurora or 15th Avenue NE. Finally, the City should revisit the potential for significant office development at the station subarea once a dynamic place has been established through the development of significant housing, retail, and public spaces.

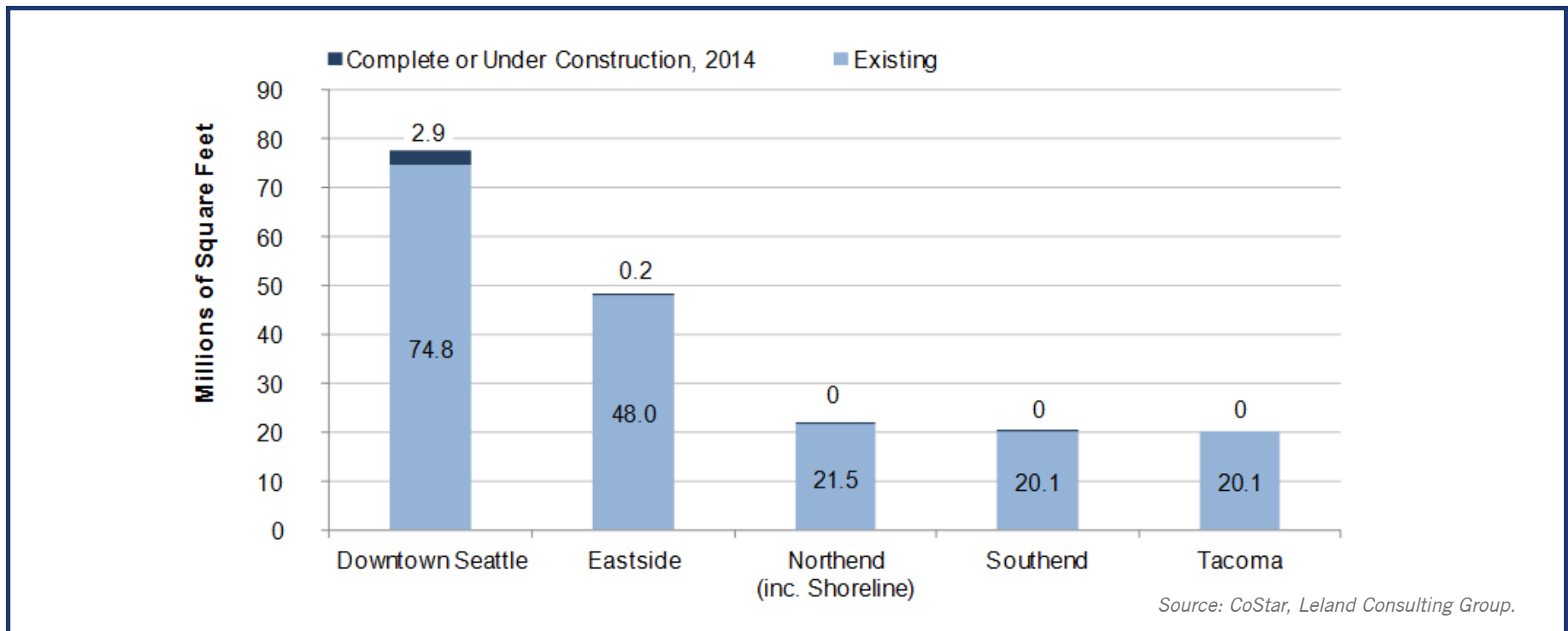


FIGURE 4-20: Puget Sound Regional Office Space: Existing and Under Construction, Q1 2014

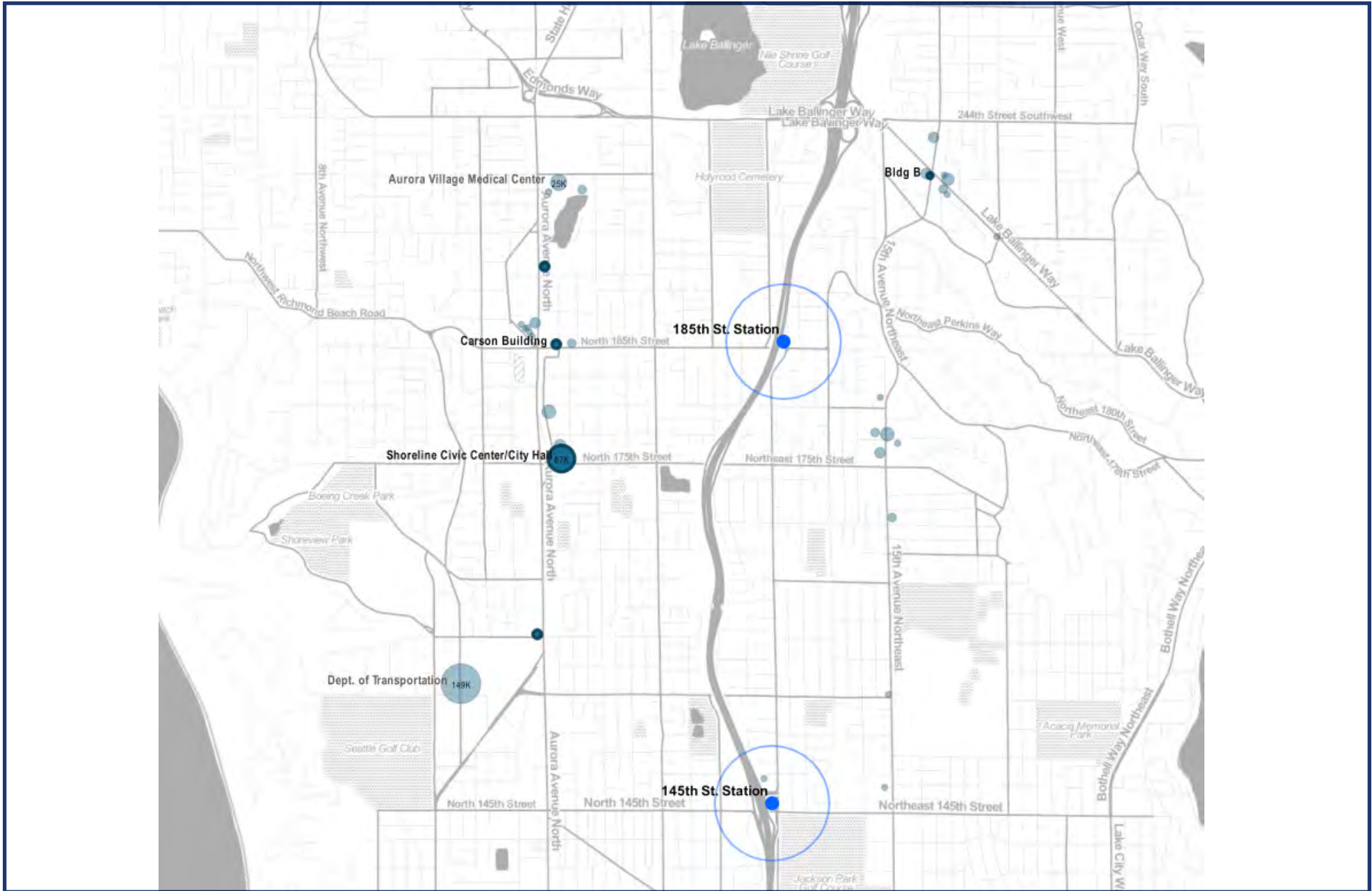


FIGURE 4-21: Current Office Locations and Half-Mile Station Subareas, Shoreline

Key Sites and Assets

Figure 4-22 shows the areas where LCG recommends that the City, other public agencies, and private developers focus their efforts for realizing higher density transit-oriented development in the station subarea. The City's redevelopment focus should be very close to the station—immediately to the west, east, or north. The direction may depend partially on where opportunities emerge through willing sellers or blocks of aggregated properties.

One set of development opportunities (Area A, See **Figure 4-22**) is on the west side I-5. This includes a northern section composed of three large houses of worship/church properties totaling that total 9.1 acres. However, this area is difficult to get to from the station on foot. If it could be combined with additional properties in the 7.3 acre area immediately south that is currently occupied by single family homes, it would improve prospects for redeveloping the entire 16-acre area with a mix of two to seven story housing and mixed use development.

The station itself is a development site. It should be a place where residents of the surrounding neighborhoods and Shoreline community want to go, even if they are not catching a train. Any plazas or public spaces should be of high quality, and include water features, places to sit and relax, and potentially public art. The City and Sound Transit should strongly consider at least one small retail space at the station where coffee, grab-and-go food, and sundries can be sold, even if such space is rented at below-market rates. The quality of the station as a gateway, plaza, and place has the potential to encourage or discourage new housing and mixed use development immediately around it, since open space and retail are among the top amenities that potential urban residents are looking for. Care should be taken to soften the presence of any parking structures here through quality exterior materials, vertical landscaping, interesting design at the ground level, or other features. The station itself is likely to be the largest public investment made in the station subarea within the next decade, and it should be done right.

Sound Transit will host a series of three workshops when they reach different phases of design to share current information and get feedback from the City and residents. The City also developed a set of Guiding Principles for light rail facility design for use in evaluating Sound Transit's proposals. A PowerPoint presentation from an Open House hosted by the City in January 2016 about Sound Transit's design process and the City's Guiding Principles for said design is available here: <http://www.shorelinewa.gov/home/showdocument?id=25055>.

Immediately to the east and north of the station, the 62.6 acre triangle (Area B, See **Figure 4-22**) surrounding 5th Ave. NE is a development opportunity area. If properties of adequate size can be assembled, and regulation encourages higher densities, the area could redevelop with a mix of two to seven story housing and mixed use development over time.

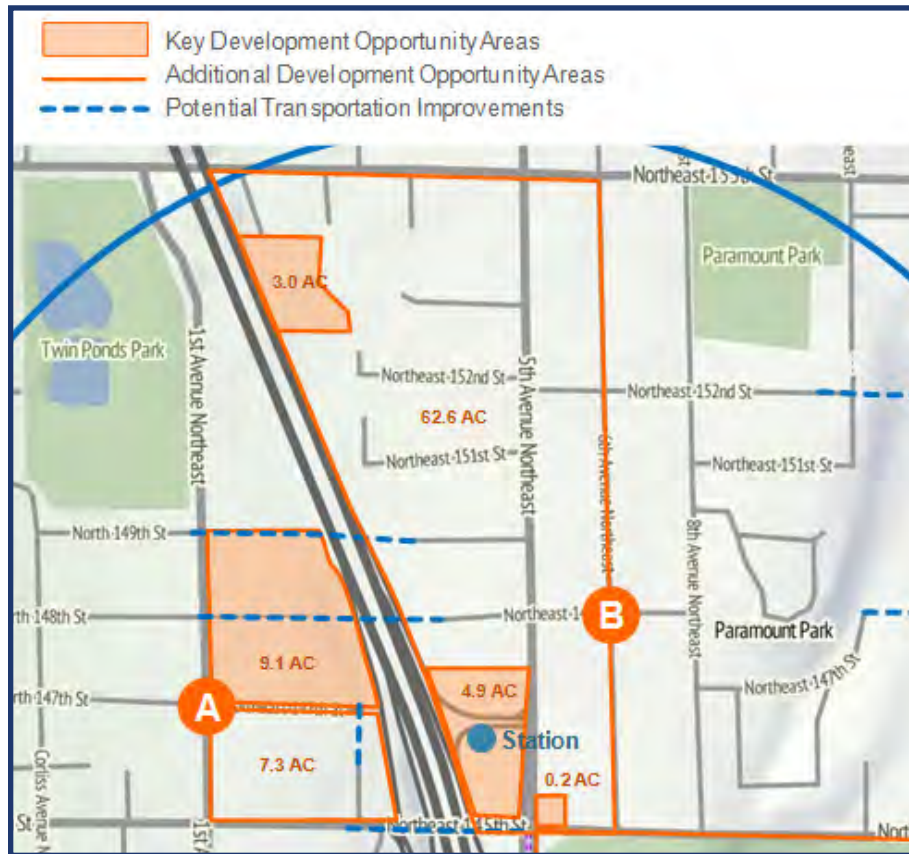
The intersection of 5th Avenue NE and NE 145th Street may have the greatest near-term potential for some retail/commercial hub, since there will be considerable passersby on foot, bike, and car. However, traffic circulation at this intersection could deter those at the station from patronizing retail on the east side of 5th Avenue NE. The first 500 feet of 5th Avenue itself could attract some of the retail/commercial spaces described above since it will also have moderate visibility from NE 145th Street and the station, and is also much more pedestrian friendly than NE 145th Street.

There is a small, publicly-owned pump station at the corner of 5th Avenue NE and NE 145th Street that could be redeveloped in the event the pump station was moved.

Over the long term, the Jackson Park Golf Course (to the south, outside the City of Shoreline and in the City of Seattle) as a potential development opportunity site. Fewer Americans are playing golf every year, and by some reports, 300 golf courses around the county have closed in the past decade. While the City of Shoreline cannot control the future of this course, it should continue to monitor the site and be prepared partner with Seattle in the event it becomes available for reuse in part or whole.

Finally, a series of potential transportation improvements are highlighted in **Figure 4-22**. These include two potential I-5 pedestrian/bicycle bridge alignments; connectivity improvements to the west and east of the station; and improvements on NE 145th Street. These improvements, largely to pedestrian and bicycle infrastructure, can improve transit use, the vitality of the neighborhood, and development prospects—particularly ground floor retail.

FIGURE 4-22: Opportunities for Future Development



Other Economic Considerations

2012-2017 ECONOMIC DEVELOPMENT STRATEGIC PLAN

The City of Shoreline’s Office of Economic Development Strategic Plan for 2012-2017 seeks to achieve sustainable economic growth by supporting placemaking projects. The plan acknowledges Shoreline’s two planned station subareas as key economic development opportunities.

TRANSIT-ORIENTED DEVELOPMENT POTENTIAL REPORT BY SOUND TRANSIT

Sound Transit retained Kidder Mathews to prepare the Lynnwood Link Extension Station Area Transit-Oriented Development Potential report in 2013. This report included a preliminary market assessment of the demand for office space, multifamily housing, retail space, and lodging. The findings of the TOD Development Potential report were generally consistent with the findings of the 145th Street Station Subarea Market Assessment.

THE POTENTIAL IMPACT OF TRANSIT ON PROPERTY VALUES AND PROPERTY TAXES

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

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

VALUE PREMIUM IMPACTS

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

Numerous studies have used statistical models and other methods to examine whether premiums exist for real estate prices or lease rates

near transit stops, particularly for commuter and light rail systems. A summary of various fixed guideway transit value premium studies was published in 2008 by the Center for Transit Oriented Development, a non-profit organization associated with Reconnecting America.

Entitled *Capturing the Value of Transit*, the publication reviews the concepts associated with this topic, and summarizes the findings of more than 20 analyses of the effect of fixed guideway transit on different land uses around the US. Many of these studies, in turn, identified a range of value premiums associated with fixed guideway transit, and utilized a variety of techniques to come to this conclusion. The range of findings from the wealth of literature indicates that this topic presents challenges in distilling conclusions applicable directly to other locations. As shown below, *Capturing the Value of Transit* found the reviewed studies to conclude the following, as shown in **Table 4-8**.

TABLE 4-8: Range of Value Premiums Associated with Transit

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

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

While **Table 4-8** focuses on those studies that found a premium, the report also describes a study that found negative impacts on value associated with fixed guideway transit. A 1995 study, by Dr. John Landis at the University of California, Berkeley, found that values for single family homes within 900 feet of light rail stations in Santa Clara County were 10.8 percent lower than comparable homes located further away, and no value premium could be identified for commercial properties within one-half mile of BART stations in the East Bay of the San Francisco Bay Area. Compared to other research though, the potential for decrease in values is rare and likely influenced by other factors.

One of the most thorough analyses conducted after 2000, when contemporary fixed guideway transit systems had established their resurgence as a modern, desirable form of transportation in urban America, was conducted by Dr. Robert Cervero at the University of California, Berkeley. This study, a survey of other studies covering only housing value premiums associated with fixed guideway transit, found that among the seven locations (Philadelphia, Boston, Portland, San Diego, Chicago, Dallas, and Santa Clara County), value premiums ranged from 6.4 to over 40 percent. The authors concluded that value premiums depended on a variety of factors, including traffic congestion, local real estate market conditions, and business cycles.

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

One key aspect of the literature is the separation of fixed guideway transit's impacts on existing real estate versus its impacts on new

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

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

REVENUE BASE— SALES TAX AND PROPERTY TAX

The revenue base of the City is another measure of the strength of the local economy. A strong revenue base supports necessary public facilities and services for an attractive place to live and work. Two major elements of the revenue base are taxable retail sales and the assessed valuation for property taxes. A review of Shoreline's taxable sales and assessed valuation compared with other cities yielded the following observations.

- ▶ Compared to the peer cities and King County, Shoreline has a relatively low revenue base. Among peer cities, Shoreline had the second lowest per capita taxable sales and second lowest per capita assessed valuation in 2010.

- ▶ Growth in assessed valuation has been moderate over the past decade, averaging a 6.7 percent annual increase. This could be due to a relative lack of new construction in comparison to a younger community, such as Marysville.
- ▶ Retail sales growth has averaged 1.5 percent annually. This is the second highest rate of increase among the peer cities and higher than King County as a whole.

OTHER REVENUE SOURCES

Other sources of revenue for the City include the gambling tax, utility tax, permit fees, grants, and impact and other fees. Gambling taxes are collected at a rate of 10 percent of gross receipts for card rooms in the city. Projected gambling tax revenue for 2012 equals 6 percent of the total forecasted general fund operating revenues. Thirteen percent of total forecasted general operating revenues are expected to come from the utility tax, and 8 percent from license and permit fees. This compares to 32 percent from property taxes, and 20 percent from sales taxes. The remaining revenue comes from contract payments, state and federal grants, and other sources.

PROPERTY TAX IMPACTS

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

- ▶ **ONE-PERCENT CONSTITUTIONAL LIMIT:** the State Constitution limits the regular combined property tax rate for all agencies to one percent, except for voter approved levies for schools or other agencies (such as the increase in the tax rate approved by Shoreline voters in 2010);
- ▶ **LEVY INCREASE LIMIT:** Taxing districts, such as cities, are limited to a levy limit (limit on increase in property tax revenues)

of no more than one percent of prior year property tax revenues, except for increases due to new construction, annexation, or voter approved increases; and

- ▶ **LEVY AMOUNT LIMIT:** There is a statutory limit on the maximum total levy for various types of taxing districts. The current maximum amount for cities is 0.59 percent of assessed value, excluding any voter-approved additional levies.

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

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

As described previously, there may be a potential for a one-time increase of between five to ten percent in property values within one-half mile of the 145th Street Station. The one-time increase in property values will need to be evaluated against overall changes in Shoreline property values to determine how it would impact property taxes for homeowners around the new light rail stations. For example, if the new stations lead to a five percent increase in value, but this occurs in a hot real estate market where property values are increasing at a faster rate on an annual basis, the increase in assessed values for properties around the station may be driven more by market conditions than the new transit station.

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



Art and Swim Camp at Shoreline

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

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

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

Conclusion

The market assessment shows potential demand for multifamily residential housing and neighborhood-supporting retail in the subarea over the next twenty years.

Property values likely will increase at levels of 5 to 10 percent within one-half mile of the light rail station once it is operating.

This increase in property value will not necessarily translate to increases in property taxes for everyone. Many factors influence property tax assessments. With the regional economy gaining strength, experts are forecasting that there will be growing employment opportunities as well as ongoing increased demand for housing and jobs in the coming decades.

With the neighboring City of Seattle being one of the fastest growing cities of its size in the US and the attractiveness of living along the light rail line, Shoreline station subareas should experience market pressure for redevelopment. This will be tempered by the availability of sites large enough to support TOD, which in turn will be contingent upon owners' willingness to sell their properties and to aggregate with other property owners.

Although overall, the outlook is positive, these forces will moderate redevelopment activity, and as such, it is expected to take many decades for the station subarea to reach full build-out of the proposed zoning.

Long Term Vision

5

145th Street Station Subarea Plan

Community-Driven Visioning and Planning Process

The long term vision for the 145th Street station subarea is the outcome of a robust community-driven visioning and planning process that has set a strong foundation for future redevelopment. Chapter 2 summarizes community and stakeholder engagement activities that helped shape this plan over the three-and-a-half-year planning process.

The City's policy basis for planning vibrant, equitable communities around high-capacity transit in Shoreline began with the Council adopting framework goals for the process, which were later incorporated into the major update of the Comprehensive Plan in 2012. The City adopted specific land use policies (LU23 through LU46) for the light rail station area that call for the City's involvement in design of the station and extensive community engagement in planning of the station subarea. Other policies provided guidance regarding expanded multi-family residential choices in the station subarea and a full range of transportation and infrastructure improvements to support this change in land use.

The policies also call for allowing and encouraging uses in station subareas that will foster the creation of communities that are socially, environmentally, and economically sustainable. The policies encourage

development of station areas as inclusive neighborhoods in Shoreline with connections to other transit systems, commercial nodes, and neighborhoods. As a result of this planning process, new policies specific for the 145th Street Station Subarea have been developed. These are presented later in this chapter of the subarea plan.

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

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



Vision Statement

A “livable community” is one where *walking, biking, and transit are the best choice for most trips, public spaces are beautiful, well-designed and maintained, and the city is safer, healthier and more accessible. This makes walking and bicycling safer, transit faster, and public life more pleasant.* This is the overarching vision for the 145th Street Station Subarea.

Over time, the subarea will transform into a vibrant transit-oriented village with a variety of housing choices and neighborhood supporting retail connected by a green network of pedestrian and bicycle facilities, stormwater infrastructure, parks and open spaces, and other amenities. Housing opportunities and choices will be available for people of various income levels and preserving the livable qualities that Shoreline citizens cherish.

Over time, public and private investment will enhance the village setting, creating a walkable, safe, healthy, and livable place for people of all ages and cultures. People will be able to easily walk and bicycle to and from the light rail station, shopping, parks, schools, and other community locations from their homes. Neighborhood-oriented businesses and services will emerge as the village grows, along with places for civic celebrations, social gatherings, and public art. Eventually, the new transit-oriented village will become one of the most desirable places to live in Shoreline.



Zoning for the Station Subarea

The proposed plan for zoning for the 145th Street Station Subarea calls for increased multi-family housing and mixed use development under the following classifications:

- ▶ **MUR-70'**: Mixed use residential with 70-foot maximum base building height
- ▶ **MUR-45'**: Mixed use residential with 45-foot maximum building height;
- ▶ **MUR-35'**: Mixed use residential with 35-foot maximum building height;

These new zoning designations were developed to support neighborhood-serving businesses and additional housing styles. They represent a change from the current system of defining zoning by density maximums to using height limits instead. The City updated Code provisions through adoption of the 185th Street Station Subarea Plan to add MUR-35', MUR-45', and MUR-70' zones and define allowed uses; dimensional, design, and transition standards; mandatory requirements; and incentives for desired amenities. Existing single-family homes are protected under all new zoning designations. Refer to the illustrations at the end of this chapter depicting potential housing styles that could be built within these zoning categories.

Figure 5-1 shows proposed zoning in the subarea. Figures 5-2 and 5-3 show Comprehensive Plan designations and the Planned Action boundaries, respectively.





Existing single-family homes are protected under all new zoning designations.

MUR-70'

MIXED-USE RESIDENTIAL—70-FOOT MAXIMUM BASE HEIGHT:

This zone would allow building heights of 70 feet, generally five to six stories tall with some flexibility for different roof top amenities. This zone would accommodate mixed use with residential and/or office uses above commercial or other active use at the ground floor level. Building types would generally be 5 over 1 (five levels of wood-frame construction over a one level concrete podium at the ground floor level).

POTENTIAL HEIGHT BONUS WITH DEVELOPMENT AGREEMENTS IN THE MUR-70' ZONE

The City Council included regulations adopted as part of the 185th Street Station Subarea Plan that create provisions for developer agreements that could award additional height/density for projects that provide a mix of required and optional amenities. See additional discussion later in the section regarding development regulations for more information. This would only be applicable to development projects in the MUR-70' zone.

The next feasible building height for construction after the 5 over 2 or 5 over 1 building type that can be built under any of these base zones

requires steel frame construction, which is significantly more expensive, and usually requires at least twelve stories to cover costs. As such, the allowable maximum height for buildings in the MUR-70' zone with development agreements would be 140 feet, which would allow up to approximately fourteen stories.

It is anticipated that redevelopment to these building heights could take many years to implement. Redevelopment of this type (supporting building heights of seven stories to fourteen stories with development agreements) would require aggregation of a large number of parcels. Given current market forces, it is likely that density styles more comparable to MUR-45' and MUR-35' would occur more commonly in the next ten to twenty years through infill development, with more intense uses occurring over a longer period of time. Any potential development agreements would be required to go through a public process, including notification and the opportunity for public input.

MUR-45'

MIXED-USE RESIDENTIAL—45-FOOT HEIGHT LIMIT: This zone would allow multi-family building types. The height limit for MUR-45' would be 45 feet, which equates to a four story building. The MUR-45' zone



Examples of MUR-35 Housing Styles

would allow housing styles such as mixed use buildings with three levels of housing over an active ground floor/commercial level. Buildings such as row houses, townhomes, live/work lofts, professional offices, apartments, etc. also could be developed in MUR-45', and single family homes along streets classified as "arterials" could be converted to commercial and professional office uses.

MUR-35'

MIXED-USE RESIDENTIAL—35-FOOT HEIGHT LIMIT: This zone would allow multi-family and single family detached and attached housing styles such as row houses, townhomes, and potentially cottage housing. The height limit for this zone is 35 feet, which is the same as single-family R-6 zones, and equates to a 3-story building. MUR-35' also would allow commercial and other active uses along streets identified as arterials. These types of buildings might include live/work lofts, professional offices, and three-story mixed use buildings (two levels of housing over one level of commercial). This also would allow conversion of existing homes to restaurants, yoga studios, optometrist offices, and other uses.

The First Twenty Years of Implementation, with or without Phasing Boundaries, Compared to Build-Out

City of Shoreline Comprehensive Plan Land Use policy LU34 provides direction to examine phasing of redevelopment. The proposed phasing of zoning in the subarea was discussed by the Shoreline Planning Commission during the April 7 public hearing to select a Preferred Alternative zoning scenario. The staff report from that meeting, which includes considerations with regard to phased zoning, is available here: <http://www.shorelinewa.gov/home/showdocument?id=25603>. The City Council discussed phased zoning at their May 2, 2016 meeting and requested that the concept be studied in the FEIS for all action alternatives (Connecting Corridors, Compact Community, and Compact Community Hybrid). Minutes from that meeting are available here: <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/Council/Minutes/2016/050216.htm>.

Phasing was adopted for the subarea by City Council. Under the proposed phased approach, new zoning has been adopted within the Phase 1 boundary and redevelopment would occur within that geographic area in the coming years. (See **Figure 5-1**.) The Phase 2 boundary and proposed new zoning within that area could potentially be activated in 2033. This means growth and change would primarily occur within the Phase 1 boundary through 2033 and thereafter, could occur throughout the subarea for the future decades until build-out.

The proposed Phase 1 zoning area would remain in place for nearly for ten years after light rail station is operational in 2023. Ordinance 752 stipulates that Phase 2 zoning would be activated at the 2033 anniversary of adoption (likely September or October), but also that staff shall prepare a report to the City Council every six years in order to keep them informed about the rate of redevelopment and mitigation measures implemented to date.

Over the next 20 years and beyond, it will be important that the station subarea redevelops as a cohesive, connected community that is supportive of transit, but also that provides residents and potential developers with some predictability about when market forces are likely to support redevelopment of different areas.

For more information about what can be expected in the subarea during the first twenty years of plan implementation, refer to Chapters 6 and 7.

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

EXISTING POPULATION, HOUSING, UNITS, AND EMPLOYMENT IN THE SUBAREA (2014 DATA)

Population	8,321
Housing Units	3,467
Employees	1,595

- This population is based on the data aggregated to Traffic Analysis Zones (TAZs) which encompass and extend beyond the subarea (see graphic at end of this guide).

- Population, housing, and employment levels forecasted are estimates that include the City of Shoreline subarea area geography. Land area south of N-NE 145th Street, inside the City of Seattle limits is not included in this study area.

- The total estimated population of the City of Shoreline was 55,439 in 2015.

ESTIMATED TWENTY-YEAR AND BUILD-OUT POPULATION, HOUSING UNITS, AND EMPLOYMENT PROJECTIONS

SUBAREA PLAN (COMPACT COMMUNITY HYBRID ZONING)	
2035	10,860 to 13,343
Population*	11,207 to 13,365
2035	1,950 to 2,370
Housing Units*	4,670 to 5,681
2035 Employees*	2,180 to 2,678
Build-Out Population	32,367
Build-Out Housing Units	13,486
Build-Out Employees	11,011
Build-Out Years	55 to 87 years by 2071 to 2103

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

PROJECTED NET INCREASES IN POPULATION, HOUSING UNITS, AND EMPLOYMENT OVER EXISTING LEVELS

SUBAREA PLAN (COMPACT COMMUNITY HYBRID ZONING)	
2035 Population	+2,886 to +5,314
2035 Housing Units	+1,203 to +2,214
2035 Employees	+585 to 1,083
Build-Out Population	+24,046
Build-Out Housing Units	+10,019
Build-Out Employees	+9,416

As discussed in Chapter 4, it is estimated that the population in the subarea would grow at around 1.5 percent to 2.5 percent on average annually. This is based on analysis of current growth rates in the region, as well as the anticipation that the rate of growth may increase with the allowance of higher density zoning in the subarea. Estimated time

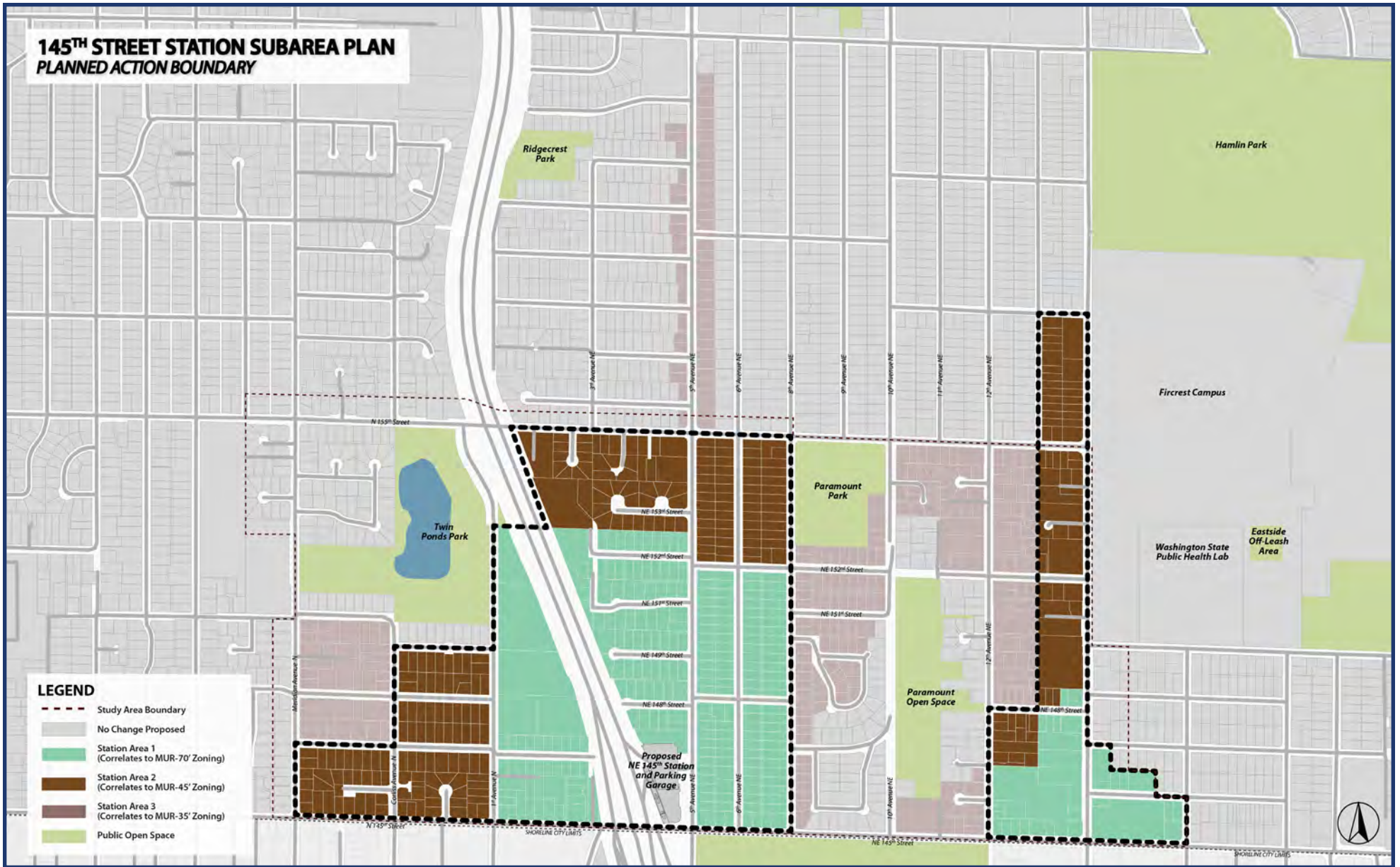


FIGURE 5-3: Planned Action Boundary for the Subarea

frames for achieving full build-out of the proposed zoning based on the estimated annual pace of growth of is 87 years at 1.5 percent and 55 years at 2.5 percent.

The estimated total number of housing units in the subarea would increase to 4,670 at 1.5 percent growth and 5,681 at 2.5 percent growth by 2035. Although the market assessment projected a demand for 500 to 800 or more housing units through 2035, this was a conservative estimate. If the subarea supported 25 percent of the city's forecasted housing growth, the projection would be 1,450 housing units by 2035. There is also the potential that housing growth could occur more rapidly than projected given Seattle population growth in recent years and improving market conditions.

Zoning that provides more capacity for growth than projected provides flexibility to respond to market characteristics and homeowner preferences in the subarea. A variety of housing choices would be available through the proposed mixed use residential (MUR) zoning categories.

PROJECTED DEVELOPMENT AND CAPITAL IMPROVEMENTS TO SUPPORT THE FIRST TWENTY YEARS OF IMPLEMENTATION

As projected development/redevelopment occurs in the subarea, various infrastructure improvements will be made to support the new land uses. Streets and intersections, bicycle and pedestrian facilities, surface water management facilities, utilities, park improvements, and various amenities would be created with each future project, helping to build out the subarea infrastructure. At the same time the City and other service providers will be making capital investments in various projects to support growth in the subarea and other locations throughout their service areas. Capital improvements needed to support the first twenty years of implementation have been identified in this subarea plan, consistent with Washington State Growth Management Act (GMA) provisions. See Chapter 7.



Conceptual illustration of live/work units and multifamily buildings proposed in West Seattle (Johnston Architects)

MARKET TRENDS AND DEMAND FOR HOUSING AND MIXED USE

A market assessment prepared by Leland Consulting Group for the 145th Street Station Subarea identified potential transit-oriented development opportunities for the next twenty years. The market assessment predicts an increased demand in multifamily and various types of housing as Shoreline continues to attract residents of varying income levels. While the market assessment identified a potential demand for approximately 500 to 800 residential units or more through 2035, additional demand for housing could occur during the next twenty years depending on changes in the market, opportunities provided elsewhere, property owners' willingness to redevelop or sell their properties for redevelopment, and other factors. Certainly, the demand for housing would continue beyond twenty years, and may grow higher depending on these factors. For more information about the findings of the assessment, refer to Section 3.1 in Chapter 3 of the FEIS or Chapter 4 of this subarea plan.

The Urban Land Institute (ULI), a national professional organization for developers, real estate investors, and land use professionals researches and tracks trends in redevelopment across the nation. In a 2014



Luncheon event at the Shoreline Conference Center

forecast of “development prospects,” ULI ranked infill housing and urban mixed use redevelopment as the two highest prospects. Retiring baby boom generation and the emerging generation of home buyers and renters (also known as the Millennials or Generation Y) are creating a higher demand for urban infill housing and mixed use. Based on recent studies by ULI and others, both of these types of consumers are seeking active neighborhoods and in many cases are looking for more compact, connected urban lifestyles.

While urban central cities are projected to do well in the coming years based on this demand, places that mix the best of suburban and compact, mixed use qualities may be most desirable. In a recent national survey American in 2013: Focus on Housing and Community, ULI found that among all adults polled (including Baby Boomers and Millennials/Gen Y-ers), the quality of public schools, parks and recreation opportunities, walkability, and short distance to work or school all ranked as important or very important. Shoreline’s reputation as a livable community, with good schools, parks, trails, and other amenities, will continue to attract residents in the coming decades.

Redevelopment Opportunities and Possibilities

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

MAXIMIZING HOUSING OPPORTUNITIES IN THE IMMEDIATE VICINITY OF THE PLANNED LIGHT RAIL STATION

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

The Housing Development Consortium emphasized the importance of creating affordable housing opportunities in proximity to the station:

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

- ▶ *Density Bonuses*
- ▶ *Incentive/Inclusionary Zoning*
- ▶ *Development Agreements*
- ▶ *Reductions in fees and other regulations*



Example of TOD Streetscape, Portland, Oregon

- ▶ *Permitting priority, streamlining, or flexibility*
- ▶ *Reduced parking requirements*
- ▶ *Multifamily Tax Exemption (MFTE)*
- ▶ *Transfer of Development Rights for Affordable Housing (TDR)*

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

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

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

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

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

HOME-BASED BUSINESSES AND INTEREST IN CONVERTING FROM SINGLE FAMILY USE—There are a few small neighborhood businesses within and near the subarea, and current regulations allow home-based businesses with certain caveats, such as only using 25 percent of the square footage of the residence for said business. As expressed through the community visioning and design workshops, there is also an interest in more flexibility to convert single family homes to office and small business use.



Examples of Public Spaces and Public Art

There will be a growing need for more neighborhood services and businesses in the subarea, including yoga studios, optometrist offices, and coffee shops. There is also an increasing trend in teleworking, with more people choosing to forego the daily commute. This growing need is being addressed through zoning regulations to provide more flexibility to operate a wider variety of business and office uses from homes and to convert single family homes to business and office uses.

PUBLIC SPACES, PARKS, STREETSCAPES, PUBLIC ART, AND OTHER COMMUNITY AMENITIES—As redevelopment projects are implemented over time, new public spaces, parks, streetscapes, and community amenities would be necessary and required. In addition, the City intends to prioritize capital improvements in the subarea, completing key transportation, infrastructure, and parks projects to support redevelopment. These projects will enhance the public realm, improve pedestrian and bicycle connectivity, transit access, and the aesthetics of streets and public areas.

The City envisions that improvements would integrate rain gardens and green stormwater solutions in streetscapes. There will be a growing demand for neighborhood parks and recreation space in the subarea.

The City will explore opportunities to acquire and develop park land, and work with developers to meet the demand for parks and recreation facilities as part of project development, through mandatory regulations and potential developer agreements. Capital street improvement and park projects may incorporate features such as community gardens, trees and landscaping, social gathering spaces, public art, wayfinding, and other elements along key corridors.

Conceptual Illustrations of Possible Redevelopment in the Subarea

Figures 5-4, 5-5, 5-6, 5-7, 5-8, 5-9, and 5-10 illustrate potential long term redevelopment opportunities for the station subarea with implementation of the proposed zoning over time.

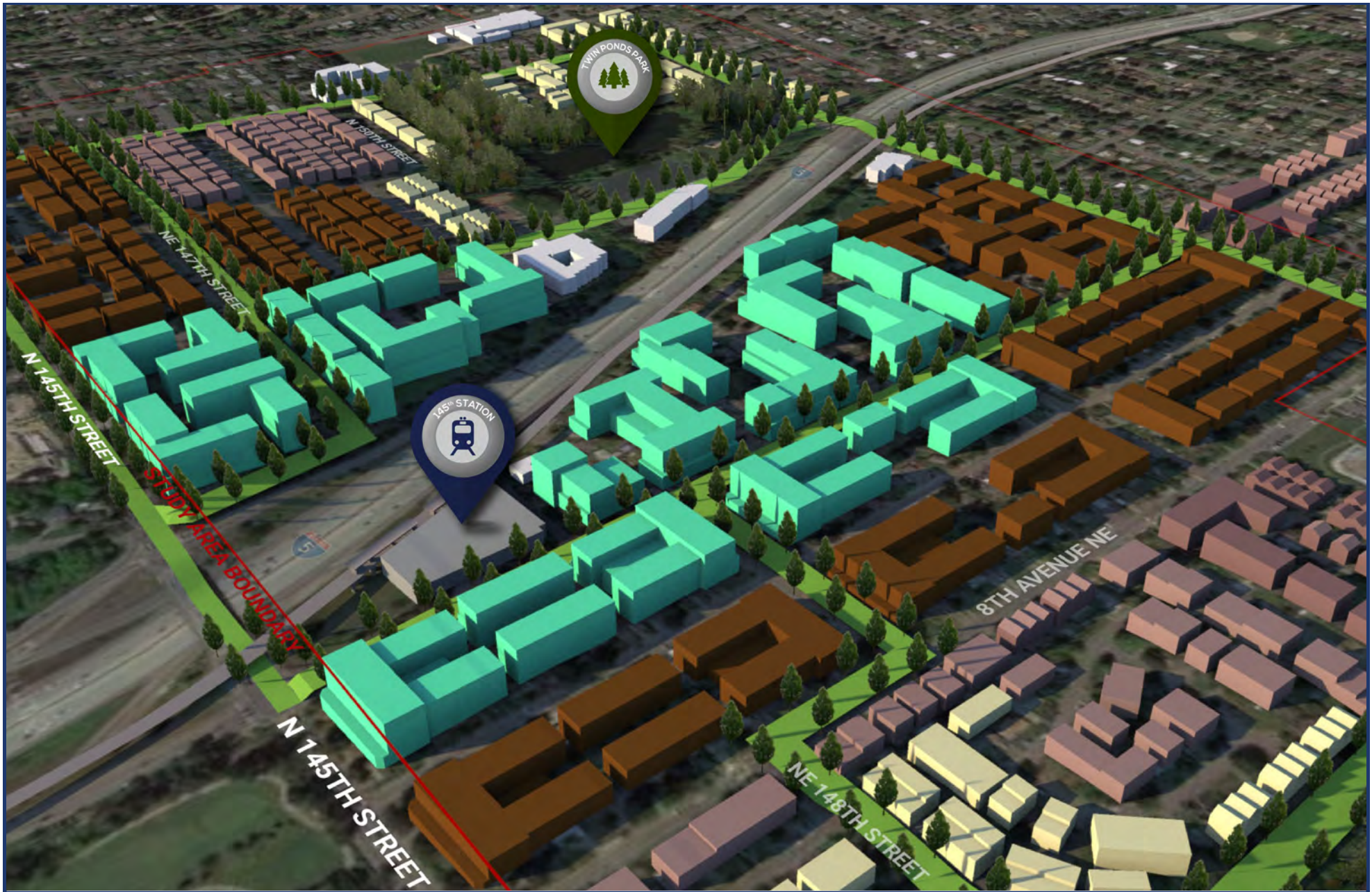


FIGURE 5-4: Sketch-Up Model View for the Planned Action Zoning, Looking Northwest toward the Potential Light Rail Station



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



FIGURE 5-6: Conceptual Possibility of Residential Development in the Vicinity of 5th Avenue, with MUR-45' and MUR-35' Zoning



FIGURE 5-7: Conceptual Possibility for Redevelopment and Improvements in the Vicinity of 5th Avenue NE and NE 149th Street, Looking Southwest with MUR-70' Zoning



FIGURE 5-8: Conceptual Possibility of Development Around Paramount School Park, with MUR-45' and MUR-35' Zoning (Not Applicable to Alternative 4 Zoning)



FIGURE 5-9: Conceptual Possibility of Development Around Twin Ponds Park, with MUR-45' and MUR-70' Zoning in the background of the Community Gardens



FIGURE 5-10: Conceptual Possibility of Residential Development in the Vicinity of Paramount Open Space, including Stormwater Planters along the street as part of the "Green Network" Concept

Policies for the Station Subarea

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

Because the Comprehensive Plan and other City Master Plans and Strategies provide direction that applies to the station subarea, it was not necessary to draft extensive new policy language specific to the subarea. Policies included below provide specific guidance for subarea plan implementation, including topics for further study or action.

LAND USE

1. Promote adaptive reuse of historic structures.
2. Consider adoption of a fee-simple administrative subdivision process.
3. Promote more environmentally-friendly building practices. Options for doing so may include:
 - A. Adoption of International Green Construction Code
 - B. Encouraging the development of highly energy efficient buildings that produce or capture all energy and/or water used on-site (Net Zero).
 - C. Partner with the International Living Future Institute to adopt Living Building Challenge Ordinance and/or Petal Recognition Program.
4. Continue planning to determine the specific requirements for meeting future demands on utilities, infrastructure, parks, and schools. Cost estimates will be an important component of this planning. In addition, funding sources will need to be identified.

TRANSPORTATION

1. Develop a multi-modal transportation network within the subarea through a combination of public and private infrastructure investments. Emphasize the creation of non-motorized transportation facilities and improvements that support greater transit reliability. The bicycle and pedestrian network should have robust connectivity with existing and proposed non-motorized corridors within the city and region. Elements that increase safety for all users, such as Crime Prevention through Environmental Design (CPTED), lighting, and crash countermeasures should be a top priority.
2. Encourage property owners and developers to incorporate non-motorized transportation facilities into development projects in order to complete the transportation network in the subarea. These facilities should be open to the public and recorded to ensure permanent access.
3. Require site access via side streets and/or alleyways in order to minimize driveways and conflict points with bicycles, pedestrians, and transit.
4. Monitor traffic impacts associated with redevelopment including cut-through traffic, vehicular speeding, and spillover parking. Implement appropriate mitigation measures as needed such as traffic calming, police enforcement, and/or Residential Parking Zones.
5. Ensure that developments provide frontage improvements. Analyze viability of fee-in-lieu program for areas where the cross-section design has not been confirmed, in order to fund City-sponsored frontage improvements.
6. Evaluate opportunities to incorporate best practices for complete street design concepts, including but not limited to grid patterns of short blocks, narrower lane widths, low impact development techniques, street trees, pedestrian-scale lighting, and intelligent transportation systems.
7. Implement improvements along arterials to revitalize business, increase pedestrian and bicycle safety and usability, and add vehicle capacity where necessary.

8. Analyze all street classifications in the subarea to determine appropriate cross-sections for each, including sidewalks, amenity zones, and non-motorized facilities where appropriate, and update the Engineering Development Manual Master Street Plan accordingly.
9. An update of the Master Street Plan should:
 - A. Examine classifications of roadways to determine which should be improved to reduce congestion and which should be improved to include traffic-calming measures and discourage cut-through traffic.
 - B. Consider reclassifying arterials within the subarea to accommodate potential growth projections.
10. Provide framework for traffic-calming methods for non-arterial streets to be consistent with or function as an update to the Neighborhood Traffic Safety Program.
11. Include provisions for generous bicycle and pedestrian facilities that minimize conflicts between transit, vehicles, and bicycles by designing bicycle facilities to be physically separated from travel lanes and dedicated exclusively for bicycles.
12. Identify opportunities to maximize use of outside sources to fund or finance infrastructure projects throughout the subarea including federal, state, and local grant agencies, private investments and the Landscape Conservation and Local Infrastructure Program (LCLIP).
13. Planning and implementation of improvements along NE 145th Street and intersecting streets should be consistent with the adopted 145th Corridor Study, including its guiding principles.
14. Create a cross-corridor connection plan between the Interurban Trail (Aurora Avenue N) on the west and 15th Avenue NE on the east and the light rail station(s).
 - A. Analyze an east-west (Aurora Avenue N - 15th Avenue NE) non-motorized connection route utilizing N and NE 155th Street.
 - B. Include north-south connection recommendations such as 15th Avenue NE, 5th Avenue NE, and Meridian Avenue N.
 - C. Explore sub-route connections between the corridors for access to Shoreline Community College and Shoreline Place on the west and Briarcrest Neighborhood on the east as well as extended connections to the Burke-Gilman Trail.
 - D. Identify “marked” sub-route connections between these major routes and the 145th Street Station.
 - E. Incorporate the designation of these roads as alternative “non-motorized arterials.”
 - F. Identify needed bicycle and pedestrian improvements to these routes to reduce conflicts between motorized and non-motorized use.
 - G. Encourage connectivity from development projects to the designated network.
 - H. Use pavement color and signage to enhance way-finding and safety for pedestrians and bicyclists.
15. Explore joint funding of a non-motorized bridge crossing at NE 147th or 148th Street with City partners to include King County, the Washington State Department of Transportation, and Sound Transit.
16. Develop a multi-use, non-motorized trail in the light rail line alignment, along the east side of Interstate-5, connecting the two stations at NE 185th and 145th Streets.
17. Establish a pedestrian connection from the eastern terminus of NE 147th Street, south along the west side of the NE 145th Street off-ramp, connecting to NE 145th Street if a non-motorized bridge is not constructed at NE 147th/148th Street.
18. Create partnership opportunities to reestablish or improve connections across I-5 by building a freeway lid or creating new crossings, especially where these can enhance opportunities for development and open space within the subarea.

COMMUNITY DESIGN

1. Support Sound Transit's community involvement process during the design phase for stations and other light rail facilities.
2. Enhance public spaces, including bicycle and pedestrian amenities, art, and other placemaking elements.
3. Monitor aesthetic impacts of new development. Implement mitigations, such as modifications to signage and design regulations as necessary.
4. During the transition of the subarea from low density residential development to mixed-use residential development, monitor the condition of structures and sites to ensure property is maintained in accordance with the City's Property Maintenance Code. Consider increasing resources for code enforcement in the subarea if through monitoring it is confirmed that compliance issues with the City's Property Maintenance Code are increasing.
5. Improve the area around 145th Street and 15th Avenue with placemaking treatments, such as lighting, benches, and landscaping, to identify it as a gateway to the city.
6. Encourage the development of walkable communities by installation of a pedestrian friendly street grid and street design that includes amenities such as curb, gutters, amenity zones, sidewalks, street landscaping, and trees.

ECONOMIC DEVELOPMENT

1. Connect the light rail station subarea with commercial districts along Aurora Avenue N and 15th Avenue, and at 5th Avenue and 165th Street.
2. Identify priority nodes along 145th Street and others corridors in the subarea in which to target incentives for redevelopment that encourage catalyst projects and initial growth.
3. Encourage redevelopment along the 15th Avenue corridor to revitalize the business district.

4. Consider incentive program for new buildings to incorporate District Energy and Combined Heat and Power systems and other innovative energy saving solutions.
5. Study feasibility for non-permanent economic uses, such as food trucks and coffee carts, near complementary uses and during community events. Identify appropriate locations for these types of uses, public health requirements, and the necessary infrastructure to support them.

UTILITIES

1. Pursue Solarization program, community solar, or other innovative ways to partner with local businesses and organizations to promote installation of photovoltaic systems.
2. Implement Low Impact Development (LID) retrofits, where feasible, within public right-of-way as streets are improved by private development and City and utility capital improvement projects.
3. Develop a strategy for undergrounding overhead utilities.
4. Consider the use of alternative energy in all new government facilities.
5. Based on actual redevelopment and studies prepared for development within the station subarea, periodically analyze redevelopment patterns. Consider targeted planning efforts for areas that are not developing as envisioned.
6. Encourage innovative technologies to make buildings as efficient as possible with regard to energy and water use.
7. Explore sub-basin approach to stormwater management to reduce costs and incentivize redevelopment.

PARKS, RECREATION, AND OPEN SPACE

1. Acquire property to increase available land for park and recreation use.
2. Develop a park impact fee and/or dedication program for acquisition and maintenance of new parks or open spaces.



Paramount Park Open Space

3. Ensure Twin Ponds and Paramount Open Space Parks' pedestrian connections from the neighborhood to the 145th Street light rail station are designed and constructed to fit the character of the parks.
4. Mitigate impacts of increased activity in existing parks and open spaces by creating a major maintenance/capital investment funding program.
5. Through Parks Master Planning processes, determine specific needs for spaces, facilities, and programs to accommodate anticipated growth, taking into consideration demographic projections.
6. Establish additional park space with active recreation near areas of denser development, outside of wetlands and other critical areas.
7. Consider purchasing parcels with critical areas and their buffers to increase open space, prioritizing areas around Paramount Open Space and Twin Ponds Park.

NATURAL ENVIRONMENT

1. Prioritize acquisition of sites that are ill-suited for redevelopment due to high water table or other site-specific challenge for new environmental or stormwater function.
2. Encourage planting new trees and preserving existing stands of trees (especially native and conifers) in and around the perimeter of a site.
3. Consider establishing a fee-in-lieu program for private property tree replacement that could be used for reforesting public open spaces.
4. Ensure existing wetlands, streams, and their buffers are protected as redevelopment happens.
5. Ensure any unavoidable impacts to existing wetlands, streams, and their buffers are mitigated through restoration or enhancement.
6. Develop opportunities for creating wildlife and/or greenway corridors connecting existing park and open spaces.

HOUSING

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

Note: This policy should NOT be construed to mean use of eminent domain. It provides guidance to examine potential tools recommended by partner organizations, which were more complex than those adopted through Development Code regulations associated with the 185th Street Station Subarea Plan.

3. Identify and develop relationships with owners of privately owned and federally assisted multi-family housing, which will lead to the retention of the long-term affordability of this housing stock.
4. Develop a fee schedule or formula in SMC Title 3 to set the fee-in-lieu value for mandatory affordable housing, including ongoing maintenance and operation costs.

Adopted Development Code Provisions

The City adopted amendments to regulations in the Development Code to allow new uses and dimensional standards for Mixed-Use Residential zoning designations through the 185th Street Station Subarea Plan. These regulations would also apply to MUR zoning within the 145th Street Station Subarea. A brief summary of these adopted provisions is provided below.

- ▶ **DEVELOPMENT AGREEMENTS**—A new set of provisions is proposed allowing Development Agreements that would require specific elements from redevelopment projects in exchange for density/height increases. Elements such as affordable housing, green building standards, and structured parking would be required. Elements such as combined heat and power systems, provision of commercial uses, sidewalk cafes, provision of public open space, and other amenities would be encouraged.
- ▶ **AFFORDABLE HOUSING**—Expanded provisions encourage and require affordable housing as part of redevelopment projects.
- ▶ **LIVE/WORK AND CONVERSION OF SINGLE-FAMILY HOMES TO BUSINESS AND OFFICE USE**—Live/work units are a permitted use in MUR-70' and MUR-45' zones and are permitted along arterials in MUR-35'. Similarly, conversion of single-family homes to commercial uses such as restaurants, yoga studios, and optometrist offices are permitted along arterials in MUR-35' and MUR-45' zones and throughout MUR-70' zoning.
- ▶ **GREEN BUILDING**—Regulations require green building and low impact development.
- ▶ **HISTORIC PRESERVATION**—While no formally designated historic landmarks exist in the subarea, there are twelve parcels listed in the City's inventory that are potentially eligible. The mitigation for these potential historic resources would involve a review of historic and cultural resources as part of redevelopment affecting those parcels. Prescriptive measures to mitigate potential impacts would need to be developed by the City.

- ▶ **UPDATED DEVELOPMENT STANDARDS**—A variety of amendments to development standards are proposed to reflect the new MUR zoning categories and to require and encourage specific elements such as:
 - ▷ Height limits (discussed previously in this section)
 - ▷ New front, rear, and side yard setbacks
 - ▷ Standards for transition areas, which include architectural step backs in the building design (“wedding cake” form), and landscaping requirements
 - ▷ Vehicular access oriented to side and rear rather than to the front along arterials
 - ▷ Traffic calming measures
 - ▷ Compatible architectural styles
 - ▷ Streetscape improvements and landscaping requirements
 - ▷ Open space and recreation facilities for residents
 - ▷ Parking quantity, access, and location standards
 - ▷ Shared parking, high occupancy vehicle (HOV), and electric vehicle (EV) parking encouraged
 - ▷ Vehicle circulation and access
 - ▷ Good pedestrian access
 - ▷ Bicycle parking facilities
 - ▷ Lighting to enhance safety and security
 - ▷ Building orientation to the street and transitions between buildings
 - ▷ Design of public spaces
 - ▷ Building façade articulation and compatible architectural form
 - ▷ Covered access ways
 - ▷ Preferences for architectural finishes and materials
 - ▷ Preferences for fencing and walls
 - ▷ Screening of utilities, mechanical equipment and service areas

- ▷ Land clearing, and site grading standards
- ▷ Tree conservation encouraged with residential redevelopment
- ▷ Signage requirements
- ▷ Integration of public art, planters, water features, and other public amenities

Potential Development Code Revisions Related to the 145th Street Station Subarea Plan

In addition to standards that were adopted through the 185th Street Station Subarea Plan, additional amendments were adopted for the 145th Street Station Subarea Plan. For more information, refer to Exhibit A of Ordinance 756.

Potential regulations relate to:

- ▶ Critical Areas Reasonable Use Permit
- ▶ Station Area Uses
- ▶ Single-family detached in MUR-35' and MUR-45' zones
- ▶ Minimum density in MUR-35'
- ▶ Maximum setback on 145th and 185th Streets
- ▶ Additional height for rooftop amenities
- ▶ Minimum density calculations
- ▶ Townhouse design standards in MUR-45'
- ▶ Site improvement thresholds for change of land use
- ▶ Access to development from 5th Avenue NE
- ▶ Frontage improvements for change of land use

Site Development and Building Permit Requirements

Future redevelopment projects in the subarea will be subject to City of Shoreline site development and building requirements, summarized below.

- ▶ **APPLICABLE REGULATIONS AND STANDARDS** - Various codes and ordinances in effect in the City of Shoreline relate to development of property and construction of buildings and structures. The codes are either adopted by or referenced in the Shoreline Municipal Code (SMC), and more specifically, the Shoreline Development Code. Land Development is regulated by the Shoreline Development Code (Title 20, SMC), with provisions related to Land Use and Zoning, Subdivisions, Critical Areas, Development Standards, and other requirements. Design and construction projects must comply with applicable SMC requirements, as well as provisions of the Shoreline Comprehensive Plan, Engineering Development Manual, Washington State Department of Ecology (DOE) Stormwater Management Manual, International Residential Code, International Building Code, ICC Accessibility Requirements, International Energy Conservation Code, Uniform Plumbing Code, International Fire Code, and other international requirements and Washington State Amendments.
- ▶ **PERMIT PROCESSES AND DECISIONS** - The City of Shoreline processes and issues a variety of permits and approvals for land development and construction. The application, review, and decision making process for each are based on who makes the decisions, the amount of discretion exercised by the decision maker, the level of impact associated with the decision, and the amount and type of public input sought, and the type of appeal opportunity. The decision makers are City Council, Hearing Examiner, Planning Commission, Department Director, and/or staff. Permits or approvals fall into four types of development decisions, listed below. Several of the most common permit processes are further described on the following page.

TYPE A (MINISTERIAL)	TYPE B (ADMINISTRATIVE)	TYPE C (QUASI-JUDICIAL)	TYPE L (LEGISLATIVE)
Accessory Dwelling Unit	Binding Site Plan	Formal Subdivision	Amendments to the Comprehensive Plan
Lot Line Adjustment	Conditional Use Permit	Rezone of Property	Amendments to the Development Code
Building Permit	Short Subdivision	Special Use Permit	Development Agreements
Final Short Plat	SEPA Threshold Determination	Critical Areas Special Use Permit	
Home Occupation, Bed and Breakfast, Boarding House	Shoreline Substantial Development Permit, Shoreline Variance, and Shoreline CUP	Critical Areas Reasonable Use Permit	
Interpretation of Development Code		Final Formal Plat	
Right-of-Way Use	Zoning Variance	Street Vacation	
Shoreline Exemption Permit		Master Development Plan	
Sign Permit			
Site Development Permit			
Deviation from Engineering Standards			
Temporary Use Permit			
Clearing and Grading Permit			
Administrative Design Review			
Floodplain Development Permit			
Floodplain Variance			

- ▶ **PRE-APPLICATION MEETING** - Pre-application meetings are required prior to submitting an application for any Type B or Type C actions and/or any application for a project located within a critical area or its buffer. Type A actions may schedule a pre-

application meeting if desired. Examples of Type B actions include Binding Site Plans, Conditional Use Permits, Preliminary Short Subdivisions, and Zoning Variances. Examples of Type C actions include Preliminary Formal Subdivisions, Critical Areas Reasonable Use Permit, Special Use Permit, Final Formal Plat, and Master Development Plan.

- ▶ **TRAFFIC STUDIES** - Any development proposal that would generate 20 vehicle trips during the pm peak hour is required to submit a traffic study. The level of detailed required for each project is determined at the pre-application meeting. The traffic study will include impact analysis and recommendations to address improvement needs to serve future traffic volumes, Level of Service (LOS) standards, access, traffic demand management strategies, and other topics.
- ▶ **SITE DEVELOPMENT PERMIT REQUIREMENTS/STORMWATER MANAGEMENT REQUIREMENTS** - Site plan drawings, civil engineering plans (grading, erosion control, drainage and paving, utilities, etc.), critical areas worksheets, SEPA environmental checklists, slope calculations, tree retention information, landscaping plans, and other requirements must be submitted with site development permit applications. These plans must show how the project complies with the applicable regulations and standards summarized above. Stormwater management requirements apply to all development projects, including Small Impact Projects (triggering Minimum Requirement #2 of the DOE Stormwater Management Manual), Medium Impact Projects (single family), and Large Impact Projects (commercial, multi-family, subdivisions, etc.).
- ▶ **CLEARING AND GRADING PERMIT REQUIREMENTS/ GEOTECHNICAL REPORTS** - Clearing and grading permits require the same information as Site Development Permits, as well as site cross sections, geotechnical reports, plans for Temporary and/or Permanent Erosion and Sedimentation Control Facilities, and other information.



Trail of Cedars at Twin Ponds Park

- ▶ **COMMERCIAL/MULTI-FAMILY BUILDING PERMIT REQUIREMENTS** - Building permit applications for commercial and/or multi-family buildings must include critical areas worksheets, transportation impact fee estimation forms, fire flow and sewer availability certificates, SEPA environmental checklists, neighborhood meeting reports, site plans, mailing labels for public notices, waste diversion plans and salvage assessments, tree retention information, landscaping plans, frontage improvement plans, civil engineering plans, construction drawings showing architectural work planned, and other information.
- ▶ **RESIDENTIAL BUILDING PERMIT REQUIREMENTS** - Residential building permit applications must include critical areas worksheets, transportation impact fee estimation forms, water and sewer availability certificates, construction drawings, site plans, tree retention information, building coverage and hardscape calculations, and other information.

The City of Shoreline administers various other types of permits and approvals. Proponents for any site development or building permit actions should consult with the Planning and Community Development Department to confirm permitting and submittal requirements for their projects.

Sustainability and Livability Benefits of the Subarea Plan

6

145th Street Station Subarea Plan

Implementing the 145th Street Station Subarea Plan will result in a multitude of sustainability and livability benefits to the Shoreline community and surrounding region. This chapter of the plan summarizes the potential benefits that could be realized over the coming decades with transit-oriented development in the subarea.

An Introduction to the Benefits of Implementing this Plan

The 145th Street Station Subarea Plan proposes a framework of transit-oriented development (TOD) within walking distance of the planned light rail station. Implementing TOD can have significant benefits to individuals, communities, regions, states, the economy, and the natural environment. The success and benefits of TOD is a well-researched and documented topic. Findings from studies and information from the United States Environmental Protection Agency (US EPA), Center for Transit-Oriented Development (CTOD), Smart Growth America, and other sources are summarized in this chapter of the subarea plan.

There are significant opportunities that come with implementing transit-oriented development (TOD)—multifamily housing and mixed use in

compact form around high-capacity transit stations. A 2011 report from CTOD summarizes the benefits of TOD as:

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

Transit-Oriented Development

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

Various communities in California have implemented extensive TOD over the last several decades. A recent study, *Factors for Success in California's Transit-Oriented Development*, commissioned by the California Department of Transportation, identified the following ten potential benefits of TOD. It should be noted that while additional density and mixed uses within the subarea will likely increase the number of local people, households, cars, and jobs, residents and employees within TOD areas generally drive and emit less greenhouse gas emissions *per capita* than those in traditional single-family neighborhoods.

- ▶ **TOD CAN PROVIDE MOBILITY CHOICES.** By creating "activity nodes" linked by transit, TOD provides important mobility options for young people, the elderly, people who prefer not to drive, and those who don't own cars. Places that offer travel options are very much needed in congested metropolitan areas.
- ▶ **TOD CAN INCREASE PUBLIC SAFETY.** TOD development results in active places that are busy through the day and evening. Having such activity and lots of people around provides "eyes on the street" and helps increase safety for pedestrians, transit users, and many others.

- ▶ **TOD CAN INCREASE TRANSIT RIDERSHIP.** TOD improves the efficiency and effectiveness of transit service investments. It is estimated that TOD near stations increases transit use by 20 to 40 percent.
- ▶ **TOD CAN REDUCE RATES OF VEHICLE MILES TRAVELED (VMT).** Vehicle travel in many areas of the US tends to increase either at the same pace as population growth or to disproportionately higher levels. This has a lot to do with how land use patterns have been developed and creating housing and residential areas that are not accessible to employment areas with good transit systems. TOD can lower annual household rates of driving by 20 percent to 40 percent for those living, working, and/or shopping near transit stations.
- ▶ **TOD CAN BOLSTER HOUSEHOLDS' DISPOSABLE INCOME.** Housing and transportation rank as the first and second largest expenses in households, respectively. TOD can increase disposable income by reducing household driving costs: one estimate shows a household saving \$3,000 to 4,000 per year. The access to so many amenities in just a few short blocks can significantly increase a family's disposable income by eliminating the need for a second car.
- ▶ **TOD REDUCES GREENHOUSE GAS EMISSIONS, AIR POLLUTION, AND ENERGY CONSUMPTION RATES.** Since TODs provide safe and easy access to transit and typically occur in walkable and bikeable areas, people tend to drive less. As such, greenhouse gas emissions, air pollution and energy consumption rates are lower. TODs can reduce rates of greenhouse gas emissions by 2.5 to 3.7 tons per year for each household.
- ▶ **TOD CAN HELP CONSERVE RESOURCE LANDS AND OPEN SPACE.** Because TOD consumes less land than low-density, auto-oriented growth, it reduces the need to convert farmland and open spaces to development.

- ▶ **TOD CAN PLAY A ROLE IN ECONOMIC DEVELOPMENT.** TOD is increasingly used as a tool to help revitalize aging downtowns and declining urban neighborhoods, and to enhance tax revenues for local jurisdictions.
- ▶ **TOD CAN DECREASE INFRASTRUCTURE COSTS.** Since TOD features more compact development and often results from infill development, local governments can often reduce by up to 25 percent infrastructure costs of expanding water, sewage and roads.
- ▶ **TOD CAN CONTRIBUTE TO MORE AFFORDABLE HOUSING.** TOD can add to the supply of affordable housing by providing lower-cost and accessible housing, and by reducing household transportation expenditures. Housing costs for land and structures can be significantly reduced through more compact growth patterns

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

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

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

The environmental price of urban sprawl and highway construction often leads to the destruction of key ecosystems like wetlands and streams, which provide homes to important species and benefits like clean water and recreational activities to people living nearby. Encouraging development in areas that are already urbanized, known as infill development, spares ecosystems and the services they provide. The travel time savings they experience in shorter, easier commutes and more convenient neighborhoods translate to savings for fragile and significant ecosystems.

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

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

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

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

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

- ▶ **PARTNERSHIP FOR SUSTAINABLE COMMUNITIES**—This subarea plan supports the United States Department of Housing and Urban Development (HUD), the Department of Transportation (DOT), and the Environmental Protection Agency (EPA) interagency partnership and aligned policies for sustainable communities. Expanding housing choices, integrating land use and transportation, and investing in vibrant and healthy neighborhoods that attract businesses are key principles that implementing the plan will support.
- ▶ **WASHINGTON STATE GROWTH MANAGEMENT ACT**—Implementing the subarea plan will result in growth and redevelopment that is consistent with the Growth Management Act’s statutory goals, including the importance of reducing urban sprawl, encouraging efficient multi-modal transportation systems, encouraging the availability of affordable housing, protecting the environment, and enhancing the state’s quality of life, among others. A key purpose of preparing this subarea plan is to create a framework for implementation that will ensure public facilities and services necessary to support development will be in place as the subarea grows, an important premise of the Growth Management Act.
- ▶ **VISION 2040 PLAN FOR THE PUGET SOUND REGION**—Implementation supports the long-range vision for maintaining a healthy region and promoting the well-being of people and communities, economic vitality, and a healthy environment for the central Puget Sound region. Specifically, the plan proposes

focusing growth within already urbanized areas to create walkable, compact, and transit-oriented communities that maintain unique local character. The plan also will provide a range of affordable, healthy, and safe housing choices and promote fair and equal access to housing for all people.

- ▶ **GROWING TRANSIT COMMUNITIES PARTNERSHIP**—This subarea plan is consistent with the Partnership’s commitment to make the most of the \$25 billion investment in regional rapid transit by locating housing, jobs, and services close enough to transit so that more people will have a faster and more convenient way to travel. The plan is consistent with the station area typology “Build Urban Places,” as discussed in Chapter 1.
- ▶ **COUNTYWIDE PLANNING POLICIES**—This subarea plan is consistent with the King County Countywide Planning Policies and provides the opportunity to meet assigned growth targets for Shoreline for decades to come. The plan supports the Countywide Planning Policies by establishing a framework for creating a vibrant, diverse and compact urban community and “focusing redevelopment where residents can walk, bicycle or use public transit for most of their needs.”
- ▶ **CITY OF SHORELINE VISION 2029 AND FRAMEWORK GOALS**—This subarea plan reinforces Shoreline’s vision for being a regional and national leader for living sustainably and creating a city of strong neighborhoods and neighborhood centers with diverse housing choices. Implementing the plan will support the Framework Goals that guide planning in Shoreline and contribute to improving community health and ensuring that Shoreline is a safe and progressive place to live, and better for the next generation and generations to come—all key premises of Vision 2029.

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



Kids at Shoreline's School's Out Camp

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



Twin Ponds Playfield

- ▶ **SHORELINE PARKS, RECREATION, AND OPEN SPACE MASTER PLAN (WHICH ALSO FUNCTIONS AS THE PARKS, RECREATION, AND OPEN SPACE ELEMENT OF THE COMPREHENSIVE PLAN)**—Consistent with the Parks, Recreation, and Open Space (PROS) Master Plan, this subarea plan proposes that parks and recreation facilities be provided to support the new transit-oriented community as it develops over time. Implementation of the subarea plan also will preserve, protect, and enhance natural resources and will provide for transportation options to better connect citizens to recreation and cultural facilities, which are key policies of the PROS plan.
- ▶ **SHORELINE SURFACE WATER MASTER PLAN**—Redevelopment and street improvements will be required to meet the provisions of the Surface Water Master Plan, as well as Washington State Department of Ecology requirements pertaining to surface water management and water quality. Capital projects as well as private developments will integrate green stormwater infrastructure solutions to meet these requirements. Overall, the surface water system will be improved with redevelopment over current conditions since much of the subarea was developed in an era without the level of stormwater regulation that is in place today.

Environmental Benefits of Integrated Land Use and Transportation

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

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

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

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



Popular Modes of Travel in the Seattle Area

Enhanced Neighborhood Character

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

Upgraded Infrastructure

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

Economic Benefits and More Disposable Household Income

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

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

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

As mentioned in the introduction of this chapter, transportation ranks behind housing and the second highest expense for households. When residents can live near high-capacity transit and in walkable and bikeable communities, they don't have to drive as much. Some of their typical household income spent on driving can go toward other household

expenses. Studies have shown that living in a transit-oriented community can increase disposable income by reducing household driving costs.

It will take time to develop the amenities of walkable neighborhood where needs for goods and services can be met locally. As the neighborhood evolves and other technological and behavioral changes (such as ride-sharing options) become more common, one goal of subarea planning has been that households in proximity to the light rail stations could own, on average, one car instead of two. One estimate shows a household could save \$3,000 to 4,000 per year by eliminating the need for a second car when you factor in the costs of insurance, parking, fuel, car payments, maintenance, and other expenses related to vehicle ownership and use.

Community Health and Livability

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

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

The amenities of an urban neighborhood appeal to a growing number of people who are in their 50s and above. Market researchers are seeing a trend toward trading suburban homes with condos and apartments in vibrant, urban neighborhoods.

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

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

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

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



Shoreline's Farmers Market

Multiple research studies have demonstrated a clear relationship among the design of the built environment, walkability, and health. These studies have found that residents of TOD neighborhoods drive less and walk more as part of their daily activities. An Active Living Research study of residents in 33 California cities revealed that the obesity rate among adults who drove the most was 27 percent, which is about three times higher than the obesity rate among those who drove the least (9.5 percent). In another study, researchers compared two groups of randomly selected commuters in Charlotte, North Carolina, where a new light rail system was built. After one year, commuters who regularly took the new train were, on average, 6.45 pounds lighter than those who continued driving to work.

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

Research shows that living in a more walkable neighborhood or community also brings livability and social benefits. People know more of their neighbors in a walkable area and tend to be more actively involved in their community. They are more active, healthier, and happier on average. People who live in walkable communities feel that they

have more friends, and feel that their neighborhoods are safer and more active. People are more connected to and invested in their community in a walkable area. Studies show that more volunteerism and community building activities occur in these areas. People also are willing to pay more to live in a walkable community in recognition of these benefits.

Summary—The Triple Bottom Line

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

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

Any change can be unnerving, and the neighborhood will likely experience “growing pains” as it transitions over time. Yet important environmental goals can be realized as well. One objective of station subarea planning is that people will be able to ride transit, walk, and bicycle more, and drive less, reducing regional congestion, air pollution, and greenhouse gas emissions. Another is that through responsible, sustainable, and green building and site development, natural resources

will be protected, stormwater will be well-managed, water quality will be improved, and opportunities to enhance the neighborhood with new trees, rain gardens, and other landscaping will be realized.

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

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

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

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

Incremental Implementation Strategy

7

145th Street Station Subarea Plan



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

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

Planning Horizon: Year 2035

Build-out of the proposed zoning described in Chapter 5 for the subarea, will take many decades to be realized (55 to 87 years at 1.5 percent to 2.5 percent growth). Proposed actions in this chapter of the subarea plan anticipate the level of change that will occur over the next twenty years after adoption of the plan—by 2035. Understanding impacts and necessary mitigations in this 20 year timeframe will allow the City to prioritize capital projects in the near term; analyzing impacts of full build-out also provides an understanding of long-term needs. If development happens more quickly than the projected growth rate, the City knows what mitigations need to be implemented by developers. If at some point in the future proposed development would exceed the level analyzed in the EIS process, additional analysis of impacts and requisite improvements would need to be performed before projects could move forward.



Anticipated Growth and Change over the Next Twenty Years

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

► 2016 TO 2019

The first three years after plan adoption, system plans will need to be updated such as transportation, sewer, water, and surface water master plans. The City's Parks, Recreation, and Open Space (PROS) Plan is currently in the process of being updated and is already anticipating the potential growth in the two station subareas (at 145th and 185th Streets). The City's and other service providers' capital improvement plans will be updated to reflect the new projects that will be needed to support the subarea. This will also be an intensive time of coordination and outreach with agencies, service providers, property owners, etc. The City and other agencies will seek funding for capital projects and move forward with implementing them. The City also will be

exploring possible partnerships in redevelopment activity, such as with non-profit affordable housing providers and environmental organizations for restoration opportunities.

The light rail station and system will be going through final design. Sound Transit intends to host a series of three workshops at various stages of design to present the most current information to the City and community and get feedback. Sound Transit will also likely begin acquiring property and initial stages of construction during this timeframe.

Some property owners may move forward with redevelopment or work with other property owners to aggregate parcels to sell for redevelopment. There could be more of a focus in areas closest to the station or on larger parcels that can accommodate redevelopment without aggregation.

► 2020 TO 2024

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

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

The City also will continue to explore potential partnerships in redevelopment and a partnership project could move forward. Examples of partnership projects might include development of regional surface water facilities to serve the subarea, supporting an affordable housing project, and working with Sound Transit to include some community uses and active uses as part of station and park-and-ride development.

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

Construction of the light rail station and system would progress toward completion and operation of the system by 2023. Existing and new residents and employees in the subarea would be able to access the station via improved streets, intersections, and sidewalks. It is hoped that people from the subarea will primarily walk and bicycle to the station given improvements planned by Sound Transit and the City. People from the outer reaches of the subarea and from throughout the surrounding region (including the



Modes of transportation to and from the City of Shoreline are expanding.





Paramount Park P-Patch

rest of Shoreline, west Lake Forest Park, and North Seattle) will access the station via improved local transit connections and park-and-ride. Bike share and car share programs may be implemented.

► **2025 TO 2035**

The ten-year timeframe after light rail begins operating likely will result in more change and redevelopment activity in the subarea than the previous ten years before 2024. During this ten-year timeframe, systems planning and capital improvement plan updates would occur according to their normal cycles. The City and other agencies will continue to fund and implement capital projects to support growth.

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

Redevelopment throughout the subarea (where the new zoning has been adopted) will continue. There may continue to be more of a focus on larger parcels and areas surrounding the station, but redevelopment may also occur elsewhere throughout the subarea. In accordance with the anticipated pace of average annual growth

TABLE 7-1: Projected Population, Households, Employees, and GSF Active Uses in the Subarea by 2035

1.5 TO 2.5 PERCENT AVERAGE ANNUAL GROWTH	
2035 New Population	+2,886 to 5,314 More People*
2035 New Housing Units	+1,203 to 2,214 More Housing Units*
2035 New Employees	+585 to 1,083 More Employees * in Approximately 550,000 GSF
2035 Total Population	11,207 to 13,635 Total People
2035 Total Households	4,670 to 5,681 Total Housing Units
2035 Total Employees/ GSF of Active Use	2,180 to 2,678 Total Employees in up to Approximately 1,350,000 GSF

* Above current levels of population, housing units, employees, and ground floor active space in the subarea. Numbers include redevelopment in the area of adopted zoning in the subarea, as well as in subarea portions of the Traffic Analysis Zones (TAZs) that encompass the subarea.

of 1.5 percent to 2.5 percent, it is estimated that there could be up to 2,214 new households/housing units and up to approximately 550,000 additional gross square feet (GSF) of ground-floor/street-level active uses such as retail, professional office, and neighborhood services developed in the subarea as part of new projects as shown in the **Table 7-1**. Total estimated population and numbers of employees in the subarea are also depicted in the table.

The light rail system will continue to operate, with continuous building ridership coming from existing and new residents and employees in the subarea. With ongoing improvements to streets, intersections, and sidewalks throughout the subarea, more and more people will be able to walk and bicycle to the station, while some from the outer reaches of the subarea and from throughout the surrounding region will access the station via improved local transit connections and park-and-ride. Bike share and car share programs may be in place by this time.

Near Term Planning Actions

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

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

Likewise, the City will update its Capital Improvement Plan to reflect prioritization of the improvements needed in the subarea and continually monitor redevelopment, completion of capital improvements, and ongoing improvement needs in the subarea. The City also will update systems plans, including the Parks, Recreation, and Open Space Plan; Surface Water Master Plan; and Transportation Master Plan. The City will work to fund and complete key planning and design projects such as the 145th Street Corridor Project. Estimated costs for planning and plan updates are listed at the end of this chapter.

Coordination and Outreach

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

- ▶ Sound Transit
- ▶ Washington State Department of Transportation
- ▶ Shoreline School District
- ▶ Seattle City Light
- ▶ Property Owners
- ▶ Shoreline Water District
- ▶ Seattle Public Utilities
- ▶ Ronald Wastewater District
- ▶ Energy and communications service providers
- ▶ Solid waste management contractor(s)
- ▶ Interdepartmental representatives at the City from Transportation, Surface Water, Utilities, Parks and Recreation, and other departments
- ▶ Human and social services providers

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



Potential Transit-Oriented Redevelopment



Exploring Potential Partnerships

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

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

Capital Improvement Project Recommendations Based on Expected Growth through 2035

While overall the subarea zoning would not be expected to build out for approximately 55 to 87 years, improvement needs for the next twenty years have been defined based on the 1.5 to 2.5 percent growth rate projected for the subarea.

The assumed growth rates are based on historical trends in the region and may fluctuate around the average of 1.5 and 2.5 percent annually depending on actual market conditions. Additionally, while the analysis assumed an equal distribution of development throughout the subarea, particular parcels may redevelop at a higher or lower rate than the average. The length of time until full build-out of the subarea plan will enable the City and other agencies and service providers to monitor growth and proactively plan for needed improvements. This should occur as development proceeds in order to provide a sustainable and efficient infrastructure system within the subarea, and so that public services like parks and schools can keep pace with growth.

In the meantime, the next twenty years will bring an important focus on funding and implementing projects to support anticipated growth through 2035. This plan forecasts capital improvements needed to accommodate existing uses and redevelopment over the next twenty years. This includes expansion of and improvements to the transportation system, utilities such as water, sewer, surface water, energy, and communications, as well as parks and recreation and other public services. Anticipated capital improvement needs are described on the following pages for:

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

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

Multimodal Transportation System Improvement Needs

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

GROWTH FORECASTS

The proposed land use plan for the subarea was referenced to projected multimodal transportation improvement needs for the next twenty years. An assumed average growth rate of approximately 2 percent was based on historical trends in the region, however this may fluctuate between 1.5 and 2.5 percent depending on actual market conditions. Actual distribution of development would impact where and when specific roadways and areas would experience a change in travel patterns.

TABLE 7-2: Percentage of Trips by Mode and GHG Emissions

	EXTERNAL ¹ WALK/ BIKE TRIPS	EXTERNAL TRANSIT TRIPS	INTERNAL TRIPS	EXTERNAL AUTO TRIPS	TOTAL PM PEAK TRIPS GENERATED	EXTERNAL PM AUTO TRIPS GENERATED	PER CAPITA GHG (METRIC TONS / 100 HOUSEHOLDS)
First Twenty Years (Up to 2035)	7%	8%	18%	67%	7,850	5,280	3.0
Subarea Overall	12%	10%	23%	55%	18,061	10,160	2.6

¹ External trips are assumed to start or end outside of the study area. By contrast, internal trips both start and end within the study area.

AVERAGE DAILY TRAFFIC AND INTERSECTION LEVEL OF SERVICE

As shown in the tables on the next page, additional trips resulting from growth and redevelopment over the next twenty years would increase average vehicle delay at intersections and along roadways, particularly along N/NE 145th Street. However, many intersections would still operate at or better than LOS D during the PM peak period.

Congestion along N/NE 145th Street and other streets would be influenced by actual development patterns and how this new development is accessed. While impacts from light rail implementation are addressed in the Lynnwood Link Extension FEIS, the following section identifies specific steps the City may take to address any potential impacts related to land use development within the subarea over the next twenty years.

MULTIMODAL TRANSPORTATION IMPROVEMENTS AND ACTIONS NEEDED IN THE NEXT TWENTY YEARS

A gradual level of growth and change is expected for the subarea in the coming decades. Over the next twenty years and beyond, the City and other transportation service providers will be closely monitoring growth and proactively planning for needed improvements. Multimodal transportation improvements and actions that would be needed over the next twenty years would include upgrades to roadway segments and intersections and pedestrian facilities. Transit service, bike and car sharing programs, traffic calming features, and parking management actions also will need to be implemented gradually over the next twenty years.

Table 7-3: Projected PM Peak Period Intersection Level of Service for the Next Twenty Years

SIGNAL TYPE	INTERSECTION	EXISTING LOS / DELAY (SEC)	NO ACTION LOS / DELAY (SEC)	20-YEAR ALT2 LOS / DELAY (SEC)	20-YEAR ALT3 LOS / DELAY (SEC)	20-YEAR ALT4 LOS / DELAY (SEC)
Signalized	145th St / Meridian Ave	B / 16	D / 55	F/270	F/250	F/240
Signalized	145th St / 1st Ave	B / 18	E / 57	F/123	F/100	F/95
Signalized	145th St / SB I-5	D / 46	E / 66	E/70	E/70	E/74
Signalized	145th St / 5th Ave	D / 42	F / 81	F/100	F/100	F/110
Signalized	5th Ave / I-5 NB On-ramp	A / <10	A / <10	A / <10	A / <10	A / <10
Signalized	145th St / 15th Ave	E / 60	F / 94	F/106	F/102	F/102
Signalized	150th St / 15th Ave	B / 16	C / 21	B/13	A/9	B/17
Signalized	155th St / 15th Ave	C / 30	D / 37	D/48	D/47	D/46
Signalized	155th St / 5th Ave	B / 10	B / 17	B/17	B/16	B/17
Unsignalized	155th St / 1st Ave	C / 21	E / 49	F/105	F/93	F/113
Signalized	155th / Meridian	B / 14	C / 27	D/42	D/47	D/51

Notes: Large delay values (over 240 seconds) rounded to the nearest ten; Level of Service results do not incorporate improvements identified in the 145th Street Multimodal Corridor Study

The City, Sound Transit, and other agencies will be making capital improvements in the subarea as the light rail station is constructed. Other improvements and actions would gradually be incorporated as development occurs to provide a sustainable and efficient transportation system in the subarea. All new development will go through the standard review process and would only be approved with necessary and appropriate infrastructure investments provided by the development.



Bicyclists in Shoreline

Table 7-4: Projected Average Daily Traffic Volumes and PM Peak Period Congestion for the Next Twenty Years

STREET	SEGMENT	EXISTING PM PEAK HOUR VOLUME/VC RATIO ²	NO ACTION PM PEAK HOUR VOLUME/VC RATIO	20-YEAR ALT2 VOLUME/VC RATIO	20-YEAR ALT3 VOLUME/VC RATIO	20-YEAR ALT4 VOLUME/VC RATIO
EAST-WEST CORRIDORS						
N/NE 145th Street*	West of I-5	1,330 / 0.81	1,650 / 1.00	1820 / 1.10	1790 / 1.08	1800 / 1.09
NE 145th Street*	East of I-5	1,430 / 0.87	1,630 / 0.99	1710 / 1.03	1700 / 1.03	1730 / 1.05
N 155th Street	West of I-5	540 / 0.60	700 / 0.73	750 / 0.79	740 / 0.78	780 / 0.82
NE 155th Street	East of I-5	490 / 0.61	610 / 0.64	620 / 0.65	620 / 0.65	630 / 0.66
NORTH-SOUTH CORRIDORS						
5th Avenue NE*	I-5 NB on-ramp to 155th Street	530 / 0.76	670 / 0.96	700 / 1.00	700 / 1.00	730 / 1.04
15th Avenue NE	145th to 150th Street	1,040 / 0.52	1,290 / 0.65	1310 / 0.66	1320 / 0.66	1340 / 0.67
15th Avenue NE**	150th to 155th Street	880 / 0.73	1,150 / 0.96	1160 / 0.97	1170 / 0.97	1180 / 0.98
Meridian Avenue N	145th to 155th Street	390 / 0.56	650 / 0.78	740 / 0.88	720 / 0.86	730 / 0.87

Notes: Traffic volumes and congestion level results shown above do not incorporate improvements identified in the 145th Street Multimodal Corridor Study. These improvements and others recommended in this plan will address the traffic congestion and service needs to improve level of service

* N/NE 145th Street and the portion of 5th Avenue NE between NE 145th Street and the I-5 northbound on-ramp is exempt from the City of Shoreline's concurrency standard due to being within WSDOT jurisdiction.

** The City allows a V/C ratio of 1.10 for 15th Avenue NE, between NE 150th Street and NE 175th Street due to rechannelization for operational safety.

² One-directional volume only, signifying the direction with the highest volume

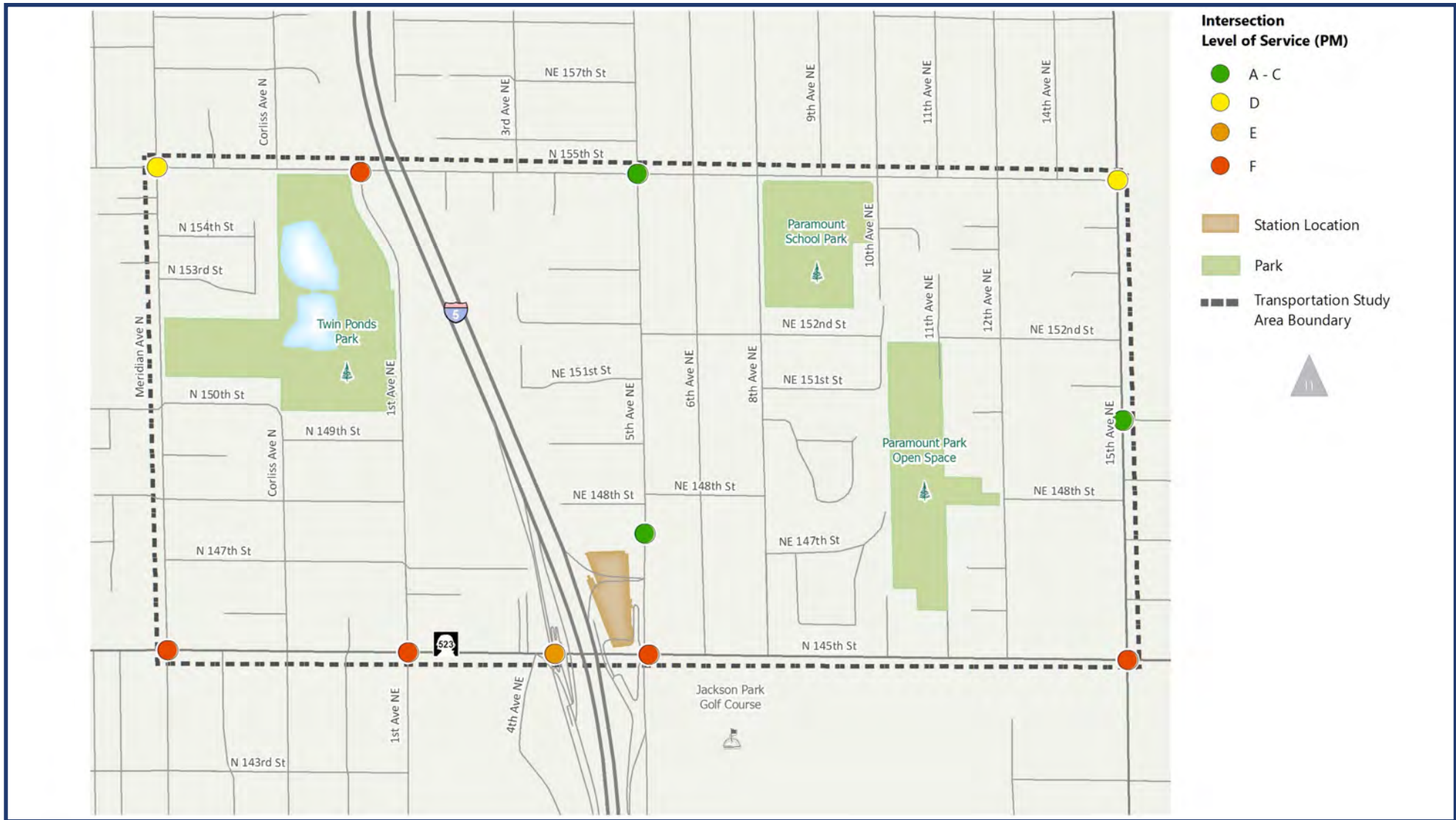


FIGURE 7-1: Average Daily Traffic and PM Peak Congestion for the First Twenty Years (up to 2035)

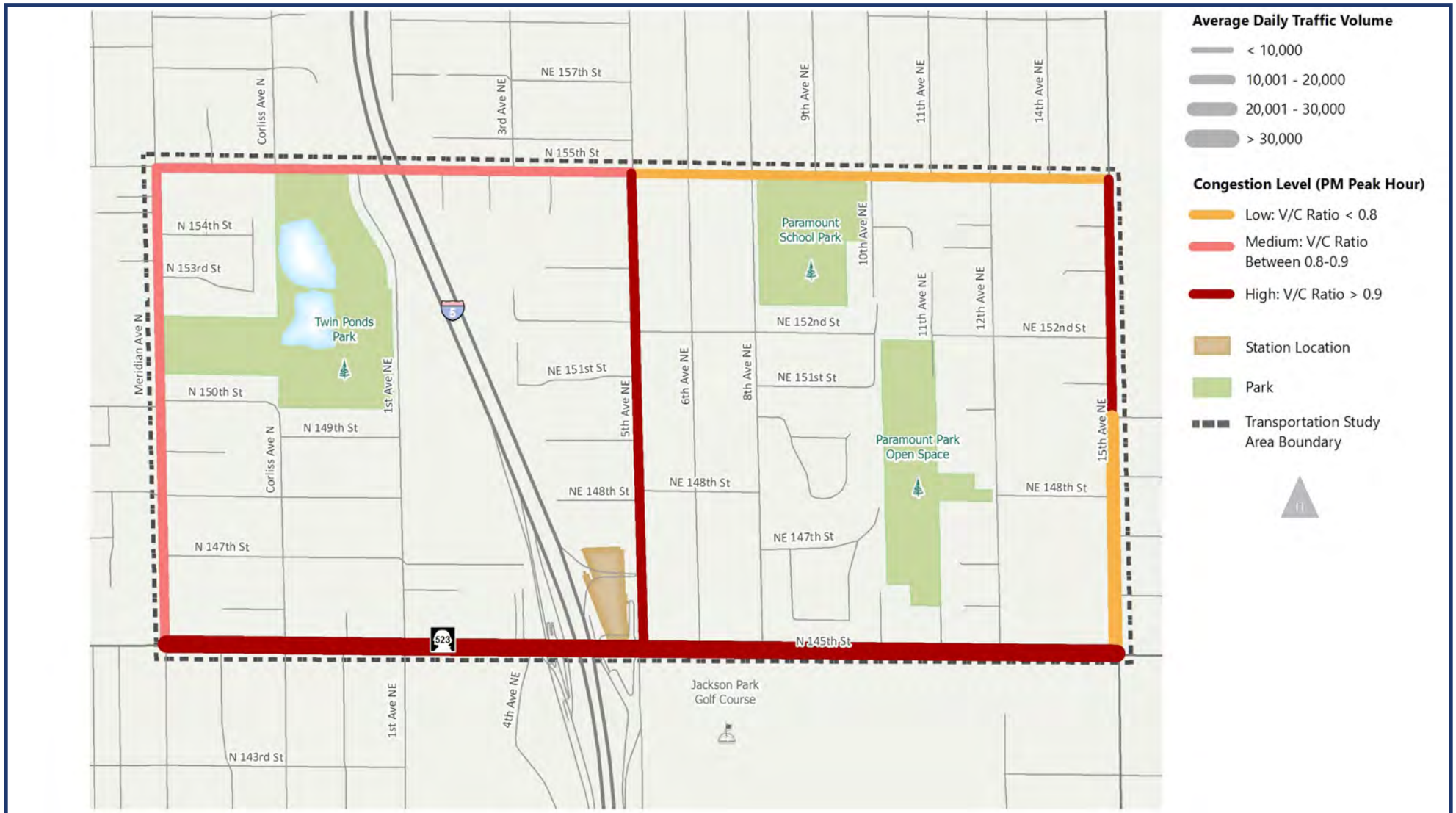
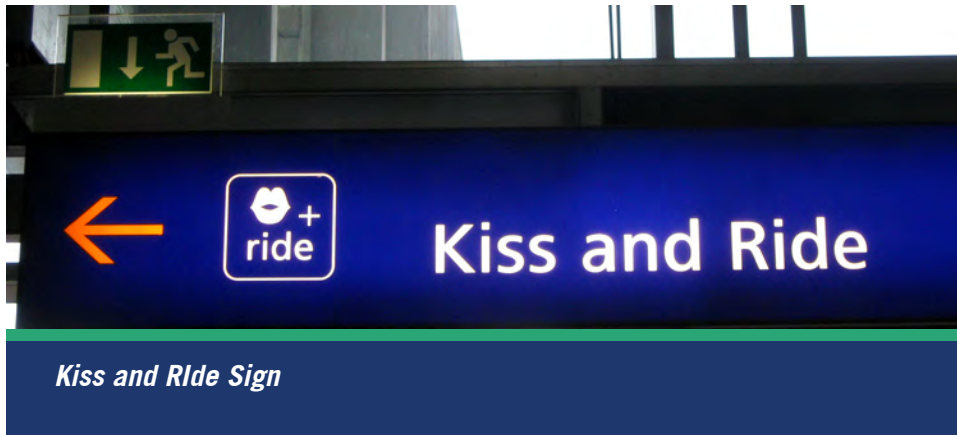


FIGURE 7-2: Intersection Level of Service for the First Twenty Years (up to 2035)



Kiss and Ride Sign

MULTIMODAL TRANSPORTATION ACTIONS AND IMPROVEMENTS RECOMMENDED FOR THE SUBAREA OVER THE NEXT TWENTY YEARS

In addition to the roadway improvements called out in the TMP, the following measures are recommended for subarea over the next twenty years.

N/NE 145TH STREET

Implement recommendations from the 145th Street Multimodal Corridor Study including:

- ▶ Traffic signal improvements at the intersections at Meridian Avenue N and 1st Avenue NE
- ▶ Improved signalized intersections which will include new left turn lanes, right turn lanes, and signal timing changes for the portion between Aurora Avenue N and NE 15th Avenue NE
- ▶ Transit signal priority along the corridor
- ▶ Revised interchange at I-5 with a button-hook on-ramp to allow eastbound 145th Street to northbound I-5 traffic to turn right onto 5th Avenue NE and loop under the bridge
- ▶ Additional left-turn storage on existing bridge over I-5

- ▶ New eastbound right-turn lane to southbound I-5
- ▶ New southbound off-ramp right turn lane
- ▶ New westbound right turn lane at 5th Avenue NE
- ▶ Grade-separated crossing for non-motorized traffic over the SB I-5 off-ramp
- ▶ New bridge deck for 145th Street over I-5 that includes a multi-use trail on the north side
- ▶ Sidewalks upgraded to meet City standards
- ▶ Westbound BAT lane/queue jump lane east of 5th Avenue NE
- ▶ Eastbound BAT lane/queue jumps east of 15th Avenue NE
- ▶ Wheelchair accessible bus stops
- ▶ Off-corridor bike network
- ▶ Restricted left-turn access mid-block east of 5th Avenue NE

N/NE 155TH STREET

- ▶ Consistent with the TMP, extend the two-way left turn lane from 5th Avenue NE to 15th Avenue NE with bicycle lanes
- ▶ Construct a northbound right-turn pocket at the intersection of N/NE 155th Street and 1st Avenue NE
- ▶ Consider signalization or a roundabout at the intersection of N/NE 155th Street and 1st Avenue NE

5TH AVENUE NE

- ▶ Construct a two-way left turn lane from the I-5 NB on-ramp to N/NE 155th Street

MERIDIAN AVENUE N

- ▶ Consistent with the TMP, convert Meridian Avenue N to a three-lane profile with a two-way left-turn lane and bicycle lanes

BICYCLE AND PEDESTRIAN FACILITIES

- ▶ Implement recommendations for the off-corridor bike network from the 145th Street Multimodal Corridor Study referenced in the previous section (see proposed network next page).

With redevelopment, the City intends to improve overall pedestrian and bicycle connectivity by allowing for more dedicated pathways with parcel consolidation and expanded development. Any new large-scale development in the area under the proposed zoning should consider pedestrian and bicycle paths through the sites to allow for connections to the station and subarea amenities without the need to travel along busy arterials.

The City is interested in exploring opportunities for bicycle sharing and bicycle storage facilities near the station to encourage and enhance bike access to transit.

TRAFFIC CALMING

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

TRANSIT SERVICE AND CAR SHARING PROGRAMS

Depending on final design of the station, ample bus pull-out and layover space should be provided to maintain operations efficiency and prevent spillover impacts to the roadway network.



Seattle Bike Share

Transit service integration and improvements will be an important priority after the light rail station is operating. As part of the Transit Service Integration Plan (TSIP) currently under development, the City will be working with transit service providers to ensure transit vehicles can operate efficiently through the subarea. Strategies these agencies may employ include the construction of signal priority systems, queue jumps, and bus bulbs. The City of Shoreline will continue coordinating with area transit agencies in the development of a TSIP for the light rail station subarea. This coordination should coincide with ongoing traffic monitoring and analysis to ensure transit service reliability along the major corridors in the area.

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

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

PARKING MANAGEMENT STRATEGIES

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

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

City code stipulates that development may reduce its parking supply according to the following criteria:

20.50.400 Reductions to minimum parking requirements.

- A. Reductions of up to 25 percent may be approved by the Director using a combination of the following criteria:
 1. On-street parking along the parcel's street frontage.
 2. Shared parking agreement with nearby parcels within reasonable proximity where land uses do not have conflicting parking demands. The number of on-site parking stalls requested to be reduced must match the number provided in the agreement. A record on title with King County is required.

3. Parking management plan according to criteria established by the Director.
 4. A City approved residential parking zone (RPZ) for the surrounding neighborhood within one-quarter mile radius of the subject development. The RPZ must be paid by the developer on an annual basis.
 5. A high-capacity transit service stop within one-quarter mile of the development property line with complete City approved curbs, sidewalks, and street crossings.
 6. A pedestrian public access easement that is eight feet wide, safely lit and connects through a parcel between minimally two different rights-of-way. This easement may include other pedestrian facilities such as walkways and plazas.
 7. City approved traffic calming or traffic diverting facilities to protect the surrounding single-family neighborhoods within one-quarter mile of the development.
- H. In the event that the Director approves reductions in the parking requirement, the basis for the determination shall be articulated in writing.
 - I. The Director may impose performance standards and conditions of approval on a project including a financial guarantee.
 - J. Reductions of up to 50 percent may be approved by Director for the portion of housing providing low income housing units that are 60 percent of AMI or less as defined by the U.S. Department of Housing and Urban Development.
 - K. A parking reduction of 25 percent may be approved by the Director for multifamily development within one-quarter mile of the light rail station. These parking reductions may not be combined with parking reductions identified in subsections A and D of this section.
*Note that this reduction will not be granted until the light rail station exists.
 - L. Parking reductions for affordable housing may not be combined with parking reductions identified in subsection A of this section. (Ord. 731 § 1 (Exh. A), 2015; Ord. 706 § 1 (Exh. A), 2015; Ord. 669 § 1 (Exh. A), 2013; Ord. 654 § 1 (Exh. 1), 2013; Ord. 238 Ch. V § 6(B-2), 2000).

ESTIMATED COSTS FOR TRANSPORTATION SYSTEM IMPROVEMENTS AND ACTIONS

Table 7-5 below displays estimated costs for recommended transportation actions and improvements in this plan.

Table 7-5: Transportation System Improvements to Support the Planned Action through 2035

Street	Description	Low	High	Notes
N/NE 155th Street	Extend the two-way left turn lane from 5th Avenue NE to 15th Avenue NE with bicycle lanes	\$500,000	\$800,000	Consistent with cost estimates used in the TMP
N/NE 155th Street	Construct a northbound right-turn pocket at the intersection of N/NE 155th Street and 1st Avenue NE	\$200,000	\$400,000	Assumes necessary costs for ROW/roadway construction
N/NE 155th Street	Consider signalization or a roundabout at the intersection of N/NE 155th Street and 1st Avenue NE	\$500,000	\$800,000	Costs use blended average of signalization or roundabout construction
5th Avenue NE	Construct a two-way left turn lane from the I-5 NB on-ramp to N/NE 155th Street	\$400,000	\$700,000	Consistent with cost estimates used in the TMP
Meridian Avenue N	Consistent with the TMP, convert Meridian Avenue N to a three-lane profile with a two-way left-turn lane and bicycle lanes	\$500,000	\$800,000	Consistent with cost estimates used in the TMP
145th Street Multimodal Corridor Study Improvements	Aurora Avenue to I-5	\$46,000,000	\$50,600,000	<ul style="list-style-type: none"> ■ Project limits are from Aurora Avenue to I-5 SB ramps ■ Includes new traffic signals at Aurora, Ashworth, Meridian, and 1st Ave ■ This concept aims at rehabilitating existing pavement and sidewalks ■ 5' sidewalk on South side ■ 8' sidewalk plus 5' amenity zone on north side

Table 7-5 (continued): Transportation System Improvements to Support the Planned Action through 2035

Street	Description	Low	High	Notes
145th Street Multimodal Corridor Study Improvements	Aurora Avenue to I-5	\$46,000,000	\$50,600,000	<ul style="list-style-type: none"> Assumes new striping and channelization for entire corridor Utility Undergrounding is included. Water main is not included.
145th Street Multimodal Corridor Study Improvements	I-5 Interchange Area	\$21,400,000	\$23,500,000	<ul style="list-style-type: none"> Based on "Preliminary Preferred Design Concept" Assumes new traffic signal at 5th Ave Assumes new signal at SB ramps Assumes 14' non-motorized ped bridge Assumes demo of sidewalks on existing bridge, and bridge widening for lane and sidewalk Property acquisition from Lakeside school needed for additional right turn lane to SB I-5 Sidewalks and roadway improvements from 3rd Ave to 5th Ave, includes half of 5th Avenue intersection Includes ramp improvements, additional lane SB off ramp Button hook ramp, eastbound to northbound I-5 Property acquisition for sidewalk on north side of 145th street is not included No costs associated with Thornton Creek included, exempt per ST EIS. Assumes reconstruction of NB ramp from button hook to the merge with existing NB ramp.
145th Street Multimodal Corridor Study Improvements	I-5 to SR-522	\$85,000,000	\$93,500,000	<ul style="list-style-type: none"> Based on "Preliminary Preferred Design Concept" From SR522 to 5th Ave Includes queue jumps and some BAT lanes This concept aims at achieving maximum transit travel time benefit while minimizing property impacts 13' sidewalks are assumed including 5' amenity zone and 8' sidewalk. 12' outside lanes, 11' thru and turn lanes Utility undergrounding is assumed. No improvements to water main or sewer main.

Utility System Improvement Needs

Utilities analyzed in the planning process include:

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

For the electricity, natural gas, telephone, cable, and communications services, incremental growth and redevelopment would be able to be served through typical extensions of lines and services supported by customer fees and charges with each connection/service. For this reason, no specific capital improvements have been identified in the subarea plan for these utilities.

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

Each utility provider will need to update their systems master plans to reflect the adopted zoning and potential growth in customers and redevelopment. As part of updating their plans, they will confirm

specific incremental improvement needs and plan for these through their normal procedures. This process may amend some of the planning-level descriptions of improvement projects and related costs described in this section of the plan. Refer to **Table 7-6** for estimated utilities improvements costs and **Figures 7-3, 7-4, and 7-5** for locations of needed utility improvements.

WATER SYSTEM AND FACILITIES MANAGED BY SEATTLE PUBLIC UTILITIES

For the next twenty years, increased demand within the Seattle Public Utilities portion of the subarea would primarily be within TAZ 137, converting primarily R-6 zones to Mixed Use Residential (MUR) development.

A number of the existing pipes within this TAZ are 4" and 6" diameter pipes, which may not be adequate for fire flow or water circulation. Approximately 6,600 feet of existing 4" and 6" diameter mains may need to be upsized to 8" mains within the next twenty years, including the following:

1. 900 feet of pipe along Corliss Avenue N, from NE 147th Street to NE 150th Street. This would connect a dead-end section of pipe, and create a loop in the system for additional water flow and fire suppression. Sections of existing pipe may need to be upsized to 8" diameter mains.
2. 400 feet of pipe along NE 150th Street, from Meridian Avenue NE to 1st Avenue NE. This section of pipe may need to be upsized to 8" diameter mains.
3. 500 feet of pipe along NE 148th Street from Meridian Avenue NE to Corliss Avenue NE. This would connect a dead-end section of pipe, and create a loop in the system for additional water flow and fire suppression. Sections of existing pipe may need to be upsized to 8" diameter mains.
4. 700 feet along NE 147th Street, from Corliss Avenue NE to 1st Avenue NE. This section of pipe may need to be upsized to 8" diameter mains.
5. 450 feet along 1st Avenue NE, from NE 147th Street to NE 145th Street. This section of pipe may need to be upsized to 8" diameter mains.

6. 600 feet along NE 147th Street, from the edge of the cul-de-sac to 1st Avenue NE.
7. 350 feet along NE 146th Street, from the edge of the cul-de-sac to Corliss Avenue NE.
8. 1,250 feet within the loop south of NE 155th Street, along NE 153rd Street to Stone Avenue NE to Interlake Avenue NE. Demand is not projected to be extensive within this neighborhood; however fire hydrants within this loop currently do not meet current standards for fire flow, and may need to be upsized.

The above listed improvements are approximate estimates to provide a ballpark synopsis of the impacts rezoning will have on the study area. The improvements are not based on hydraulic modeling. SPU routinely completes modeling of its service area, and identifies water system improvement needs based on specific performance requirements, specifically fire flow as the driving factor. SPU projects that they have adequate fire flow within their service area, and have sufficient capacity to handle the projected demand. Projected improvements listed are based on the comparison of areas that are anticipated to generate the largest amount of demand, and which may also be currently serviced by smaller diameter pipes (less than 8 inches in diameter) and dead-end pipe sections. Actual improvements may differ from what is shown, and is dependent on hydraulic modeling when specific development is planned within the study area.

WATER SYSTEM AND FACILITIES MANAGED BY NORTH CITY WATER DISTRICT

Similar to the Seattle Public Utilities portion of the subarea, redevelopment and growth with adoption of the subarea plan will generate demands on the water system through 2035. Within the next twenty years, redevelopment within the North City Water District portion of the subarea is projected to increase demand by 310 percent. The most demand is projected within TAZs 97, 99, 103, 104, 130, and

138. The total length of pipe potentially necessary to accommodate the projected population in 2035 is approximately 12,000 feet of mainline water improvements (upsizing/replacements).

Recommended improvements are based on the assumption that the subarea will eventually be built-out with land uses allowed under the adopted zoning. For the purposes of the plan, it is assumed that infrastructure upsizing to serve the high-end twenty-year 2.5 percent growth rate may include a higher level of improvements.

With further planning and analysis, the utility provider would determine the most cost effective and efficient method for making improvements to serve growth in the interim years up to the built-out condition.

Estimated improvements needed to serve the next twenty years of growth (but assuming full upsizing to serve build-out) include the following.

Approximately 12,000 feet of existing 6" diameter mains may need to be upsized to 8" mains within the next 20 years, including the following:

1. 350 feet along NE 153rd Street, from the edge of cul-de-sac to 5th Avenue NE. This section of pipe may need to be upsized to 12" diameter mains within the next twenty years.
2. 1,900 feet within the loop west of 5th Avenue NE, along NE 151st Street, 3rd Avenue NE, and NE 152nd Street. This section of pipe may need to be upsized to 12" diameter mains within the next twenty years.
3. 2,000 feet along NE 152nd Street, from 5th Avenue NE to 12th Avenue NE. This section of pipe may need to be upsized to 12" diameter mains within the next twenty years.
4. 550 feet along 8th Avenue NE, from NE 147th Street to NE 145th Street. This section of pipe may need to be upsized to 12" diameter mains within the next twenty years.
5. 500 feet along NE 149th Street, from the end of the cul-de-sac to 5th Avenue NE. This section of pipe may need to be upsized to 12" diameter mains within the next twenty years.

6. 1,150 feet within the loop south of NE 147th Street, along 9th Avenue NE, NE 146th Street, and 9th Place NE.
7. 1,400 feet within the loop east of 8th Avenue NE, along NE 150th Street, 9th Place NE, NE 148th Street, and 9th Avenue NE.
8. 900 feet along 10th Avenue NE, from NE 155th Street to NE 152nd Street.
9. 650 feet along NE 151st Street, from 8th Avenue NE to 10th Avenue NE.
10. 2,650 feet along 12th Avenue NE, from NE 155th Street to NE 145th Street. This section of pipe may need to be upsized to 12" diameter mains within the next twenty years.

The listed improvements are approximate estimates to provide a ballpark synopsis of the impacts rezoning will have on the study area. The improvements are not based on hydraulic modeling. It is not anticipated that all improvements would be constructed at once. This analysis provides the City and North City Water District an idea of forecasted demands projected for certain sections of the city. Projected improvements listed are based on the comparison of areas that are anticipated to generate the largest amount of demand, and which may also be currently serviced by smaller diameter pipes (less than 8 inches in diameter) and dead-end pipe sections. Actual improvements may differ from what is shown, and is dependent on hydraulic modeling when specific development is planned within the study area.

WASTEWATER SYSTEM AND FACILITIES MANAGED BY THE RONALD WASTEWATER DISTRICT

Within the next twenty years, redevelopment as a result of the subarea plan in the Ronald Wastewater District would be projected to increase demand by 250 percent. The most demand is projected within TAZs 97, 99, 103, 104, 130, 137 and 138.

Based on the assumption of maximum sewer flow rates with minimum pipe slope for demand generated solely from development within the subarea, most pipes within the subarea are of adequate size to accommodate the projected population for the next twenty years, with the exception of the following pipe runs:



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

1. The main trunk main entering the City of Seattle near the intersection of 5th Avenue NE and crossing N 145th Street, may need to be upsized to a 36 inch diameter main.
2. The 12 inch main which crosses below I-5, along N 149th Street, and discharges to the existing 36" trunk main, may need to be upsized to an 18 inch diameter main.
3. The 8 inch main which crosses below I-5, near N 146th Street, and discharges to the existing 36" trunk main, may need to be upsized to a 12 inch diameter main.
4. The trunk main collecting wastewater for basin #24, located, through an easement east of 9th Avenue NE, reduces from an 18" diameter pipe to a 10 inch diameter pipe between NE 146th Street and NE 145th Street. This 130 foot section of pipe would most likely need to be upsized to an 18 inch diameter pipe.
5. The 8 inch main along 15th Avenue NE, between N 150th Street and N 145th Street, may need to be upsized to an 18 inch diameter pipe.

Leading up to complete build-out, these sections of pipe would need to be periodically reevaluated, and may need to be upsized in order to accommodate additional demand generated.



Rain garden bump-outs in Shoreline neighborhood

The listed improvements are approximate estimates to provide a ballpark synopsis of the impacts rezoning will have on the study area. The improvements are not based on hydraulic modeling. It is not anticipated that all improvements would be constructed at once, but would provide the City and Ronald Wastewater District an idea of forecasted demands projected for certain sections of the city. Projected improvements listed are based on the comparison of areas that are anticipated to generate the largest amount of demand, and maximum flow rates of existing sewer main diameters. Actual improvements may differ from what is shown, and is dependent on hydraulic modeling when specific development is planned within the study area. Additional evaluation will need to occur to verify the pipe diameter is adequate with the inclusion of additional flows from customers in Seattle.

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

Projected surface water improvement needs for the next twenty years to serve subarea redevelopment include the following.

- A. 1,350 feet along 8th Avenue NE from NE 155th Street to NE 150th Street
- B. 1,800 feet along 6th Avenue NE from NE 152nd Street to NE 145th Street
- C. 550 feet along NE 151st Street from 8th Avenue NE to 10th Avenue NE
- D. 300 feet along NE 145th Street from 6th Avenue NE to 5th Avenue NE
- E. 12" diameter or larger pipes or bioretention swales may be necessary in some locations.

If specific Phase 1/Phase 2 boundaries are not adopted, additional conveyance pipe runs likely would be needed to accommodate the projected population in 2035 over a broader geographic region. 12" diameter or larger pipes or bioretention swales may be necessary in the following areas:

- A. 1,350 feet along 8th Avenue NE from NE 155th Street to NE 150th Street
- B. 1,800 feet along 6th Avenue NE from NE 152nd Street to NE 145th Street
- C. 2,200 feet along 12th Avenue NE from NE 148th Street to NE 145th Street, and along NE 145th Street to 17th Avenue NE
- D. 550 feet along NE 151st Street from 8th Avenue NE to 10th Avenue NE
- E. 300 feet along NE 145th Street from 6th Avenue NE to 5th Avenue NE

TABLE 7-6: Utilities—Estimated Capital Improvement Costs

WATER SERVICE—ESTIMATED CAPITAL IMPROVEMENT COSTS		
North City Water District Water Service		
Pipe Length	8" main	Cost
350	\$270	\$94,500
1,900	\$270	\$513,000
2,000	\$270	\$540,000
550	\$270	\$148,500
500	\$270	\$135,000
1,150	\$270	\$310,500
1,400	\$270	\$378,000
900	\$270	\$243,000
650	\$270	\$175,500
2,650	\$270	\$715,500
TOTAL		\$3,253,500

Seattle Public Utilities Water Service		
Pipe Length	8" main	Cost
900	\$270	\$243,000
400	\$270	\$108,000
500	\$270	\$135,000
700	\$270	\$189,000
450	\$270	\$121,500
600	\$270	\$162,000
350	\$270	\$94,500
1,250	\$270	\$337,500
TOTAL		\$1,390,500

SANITARY SEWER SERVICE—ESTIMATED CAPITAL IMPROVEMENT COSTS						
Ronald Wastewater District—Sanitary Sewer Service						
Pipe Length	12" main	Cost	18" main	Cost	36" main	Cost
200 *					\$450	\$90,000
750			\$380	\$285,000		
350 **	\$300	\$105,000				
130 **			\$380	\$49,400		
1,350			\$380	\$513,000		
650		\$325,000				
TOTAL		\$1,042,400				

* Improvements only analyzed within the City of Shoreline. Upsizing this main may need to extend into the City of Seattle service area. No information available for Seattle service area.

** Improvements include upsizing pipes under I-5, which may require boring or pipe bursting larger pipes below the freeway.

SURFACE WATER MANAGEMENT SERVICE—ESTIMATED CAPITAL IMPROVEMENT COSTS		
City of Shoreline—Surface Water (Stormwater) Management Service		
Pipe Length	12" main	Cost
1,350	\$200	\$270,000
1,800	\$200	\$360,000
550	\$200	\$110,000
300	\$200	\$60,000
2,200 *	\$200	\$440,000
TOTAL		\$1,240,000

* Improvements may be necessary if specific Phase 1/Phase 2 boundaries are not adopted.

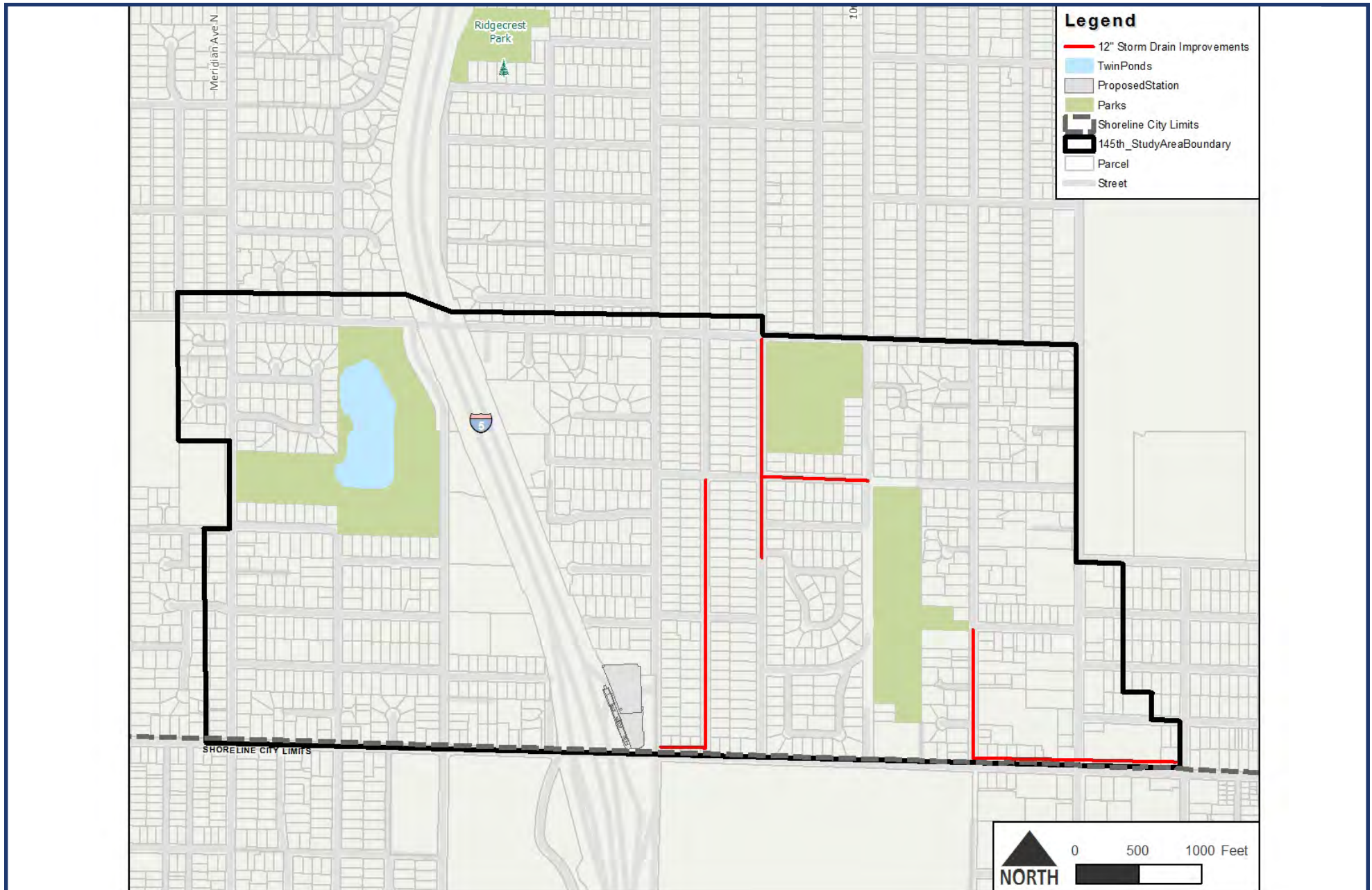


FIGURE 7-3: City of Shoreline Planned and Recommended Surface Water Improvements

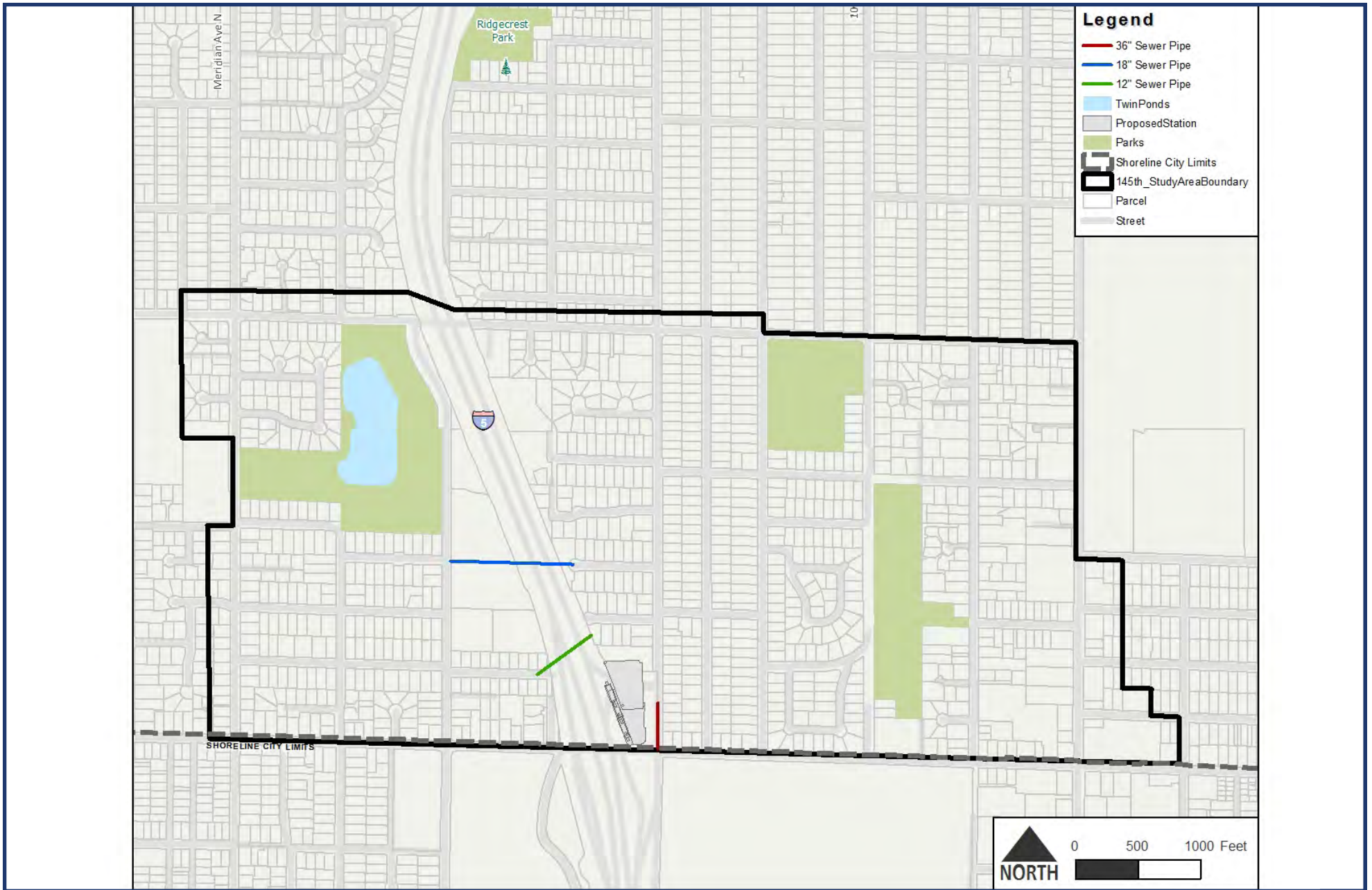


FIGURE 7-4: Ronald Wastewater Planned and Recommended Wastewater Improvements

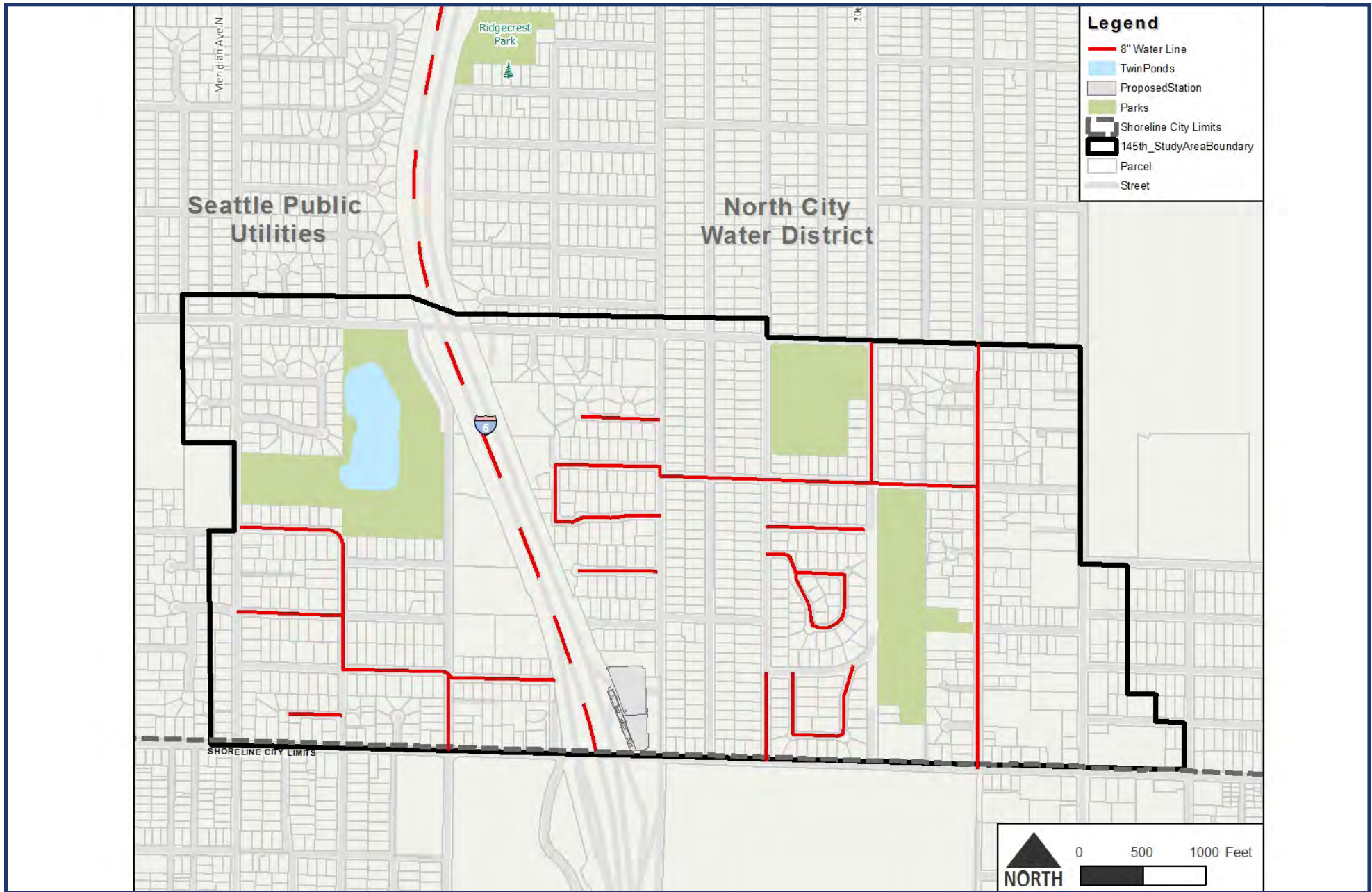


FIGURE 7-5: North City Planned and Recommended Water Improvements



UW Soccer plays a soccer match at Twin Ponds Playfields

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

PARKS, RECREATION, AND OPEN SPACE

The projected total population of residents in the subarea by 2035 will reach 11,207 to 13,635 (assuming a 1.5 to 2.5 percent average annual growth rate), living in an estimated 4,670 to 5,681 total housing units. 2,180 to 2,678 total employees would be expected in the subarea by 2035. This is 2,886 to 5,314 new residents (as well as 1,203 to 2,214 new housing units and 585 to 1,083 new employees) above current levels in the subarea.

While there appear to be adequate regional and community parks in Shoreline to serve future growth, neighborhood parks will be needed in the subarea as the population increases. The PROS Plan analyzes the target level of service (LOS) for neighborhood parks, through an amenities-driven approach.

Even though there are a variety of existing parks and open space areas in the subarea and surrounding vicinity to serve future population needs, the projected 2035 population level would create a demand for approximately one new neighborhood park in place by the end of the twenty-year horizon of 2035, if not before.

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

Given the relatively compact service area, and that demand for parks and recreation is based on population growth, the decision to adopt phasing would not change the demand analysis. The same demand for parks and recreation would occur with or without adopted phasing.

When considering the specific type of facilities the increased population would need, it is important to evaluate a number of factors, including community involvement, availability of the different classifications of parks and open space, and level of service standards.



Farmers Market

Community involvement during the subarea planning process has confirmed that residents are interested in preserving and protecting existing parks and open spaces and the natural areas within these in the subarea. Community members also want to ensure that neighborhood parks and other facilities (playgrounds, public gathering spaces, teen centers, etc.) are available to serve new residents as they move to the area in the future. They are also interested in public art, enhanced streetscapes, and other amenities.

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

With consideration of the NPRA standard, the number of new residents in the subarea and assuming that some existing facilities in the subarea and in surrounding areas are currently meeting neighborhood park needs, there likely would be an additional demand for one new neighborhood park in twenty years (by 2035) and additional neighborhood parks

at build-out. Some of this demand could continue to be served by neighborhood school facilities as well as neighborhood parks in areas bordering the subarea. Most of the demand would need to be met by new parks, recreation, and open space facilities. Neighborhood parks potentially could be integrated into the redevelopment of large parcels and by adding property to existing parks and open space areas.

The City of Shoreline's amenities-driven approach to meeting the LOS neighborhood parks provides for the inclusion of larger community and urban park development with neighborhood park amenities and school property to meet the needs of the projected population. Playfields, play equipment, recreation courts, and other facilities at schools are important to meeting the LOS. In the future, the use of schools sites such as Paramount School Park might change. The School District may need to use the site for school/educational purposes again with growth in the subarea. If this occurs, it will be important to coordinate with the School District to continue to provide public access to the school site and facilities to serve the neighborhood's needs.

It is envisioned that redevelopment of the subarea would create urban plazas, pocket parks, playgrounds, trail corridors, and other open spaces through private development and City initiative. These also could serve some of the demand for neighborhood park space.

It is important to remember that the other level of service standard referenced is for neighborhood parks to serve an area within one-half mile. As such, parks could be developed at the periphery of the subarea in the future that would serve residents' needs. If other types of parks, recreation, and open space facilities are provided as part of redevelopment, the level of service could be sufficient for an urban neighborhood. This assumes that existing neighborhood parks in areas near the subarea would be able to serve some of the growing population. In some cases, these existing neighborhood parks may need new facilities such as play equipment or other elements to improve their recreation capacity for use by the surrounding residents.

Smaller (one-half acre or less) dispersed urban park, open space and plazas that act as public gathering spaces, could also help to serve the demand in the subarea if incorporated into redevelopment projects.

The required updates to the PROS Plan (every six years) create a way for the City to continue to monitor the need for parks as the neighborhood grows, seek funding to maintain and acquire property, and develop new neighborhood park facilities in the subarea to serve the growing population's needs. One of the important objectives of developing a subarea plan is to identify these key areas of need, so that the City and its partners can begin to proactively plan to serve these in the near term. Recognizing that future property values would likely increase in the subarea, it may be advantageous to seek property for parks and open space use in the near term. This would require examination of potential funding options, such as dedications, grants, bond levies, or other means. The current capital budget does not include funding for any near term acquisition, but the 2017 update to the PROS Plan will consider establishing an impact fee for this purpose.

Priority habitat areas such as at Twin Ponds Park are protected by local, state, and federal regulations. Areas of urban forest are more vulnerable to potential impacts associated with redevelopment in the subarea. The City's adopted critical areas ordinance calls for preservation of groups of mature trees, planting of native landscaping, and other provisions. Department of Ecology (DOE) regulations related to surface water management also recognize preservation of natural areas as a best practice. Redevelopment projects in the subarea will be required to comply with these regulations as applicable.

DEMAND FOR OTHER HUMAN SERVICES/ COMMUNITY SUPPORT FACILITIES

The growing population of the subarea also will generate demand for a wide range of other human services and community support facilities, such as community center facilities, community meeting and classroom facilities, recreation center facilities, places to exercise, and other services

and facilities. It is anticipated that the level of public services will expand over time as the population and tax base in the community grows. Private sector businesses would also serve some of the demand over time as would the developers of mixed-used buildings in the subarea.

OTHER RECOMMENDED ACTIONS

A number of park-related projects are currently in the PROS Plan recommendations list and the City's Capital Improvements Plan. The PROS Plan has short-term, mid-term, and long-term recommendations along with community goals during the current planning period. In the future, these recommendations will be reviewed annually and appropriately considered during budgeting of the Capital Improvement Plan.

The PROS Plan will receive an update in 2017 and again in 2023 and 2029. Planning for the 2017 update is currently underway. The City will reassess the demands and needs and will modify implementation recommendations based on changing needs. The City will evaluate the level of recent and pending changes in the station subarea and make recommendations for additional park, recreation, and open space facilities accordingly.

Implementing the PROS Plan recommendations will help to ensure that parks, recreation, and cultural services are provided to the growing subarea. In addition, the following policies are proposed to address the needs for parks, recreation, and open space in the subarea.

- ▶ Acquire property to increase available land for park and recreation use.
- ▶ Develop a park impact fee and/or dedication program for acquisition and maintenance of new parks or open spaces.
- ▶ Ensure Twin Ponds and Paramount Open Space Parks' pedestrian connections from the neighborhood to the 145th Street light rail station are designed and constructed to fit the character of the parks.
- ▶ Mitigate impacts of increased activity in existing parks and open spaces by creating a major maintenance/capital investment funding program.



Marimba Youth Band performs at Paramount Park

- ▶ Through Parks Master Planning processes, determine specific needs for spaces, facilities, and programs to accommodate anticipated growth, taking into consideration demographic projections.

Additional subarea plan policies proposed to address the natural environment could also provide mitigation for population growth within the subarea and illustrate how parks, surface water, and transportation initiatives can coordinate at the project level, such as:

- ▶ Prioritize acquisition of sites that are ill-suited for redevelopment due to high water table or other site-specific challenge for new environmental or stormwater function.
- ▶ Encourage planting new trees and preserving existing stands of trees (especially native and conifers) in and around the perimeter of a site.
- ▶ Consider establishing a fee-in-lieu program for private property tree replacement that could be used for reforesting public open spaces.
- ▶ Ensure existing wetlands, streams, and their buffers are protected as redevelopment happens.
- ▶ Ensure any unavoidable impacts to existing wetlands, streams, and their buffers are mitigated through restoration or enhancement.
- ▶ Develop opportunities for creating wildlife and/or greenway corridors connecting existing park and open spaces

THE GREEN NETWORK CONCEPT

Implementation of a “Green Network” of trails, sidewalks, bike lanes and other facilities in green streets, parks, and open spaces is envisioned and would be implemented over time as redevelopment occurs in the subarea. The Green Network would also include stream corridors, wetlands, and other natural areas.

Improvements in the Green Network would enhance bicycle and pedestrian accessibility and safety and provide connectivity to and from the light rail station, as well as between homes, parks, school, and other community destinations in the subarea.

With stormwater management, green infrastructure/low impact development systems, stream corridor enhancement, and protection of wildlife habitat, the Green Network would provide a variety of environmental benefits.

Improvements could be made through transportation, surface water, or park improvement processes, and as such would need to be coordinated through various City departments.

The Green Network includes streets enhanced for pedestrian and bicycle use in the subarea based on the outcomes of the 145th Street Multimodal Corridor Study via an off-corridor network. The maps that follow show this Off-Corridor pedestrian and bicycle network, along with the Green Network concept. Photos show the types of features that would be preserved and that would continue to emerge in the subarea as part of redevelopment.

Schools and Other Public Services Needs

SCHOOLS

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

- ▶ 793 to 965 elementary students
- ▶ 242 to 295 middle school students
- ▶ 506 to 615 high school students

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

The entire subarea is located within Shoreline School District. As such, implementation of Phase 1 and Phase 2 geographic boundaries would not affect the potential impacts to school services and facilities, which are analyzed based on projected population growth in the subarea.

Actions that will be taken over the next twenty years to serve the demand for the growing subarea population include the following.

- ▶ The School District will continue to monitor growth levels within its service area, including the station subarea and document trends in student enrollment in order to plan, prepare, and request community support for resources for the addition of facilities and services to support the growth.
- ▶ The School District retains properties for future uses that may be needed. The school district facility west of Shorecrest High School currently being used as a warehouse and central kitchen should be retained for future potential school use to serve the growth projected for the subarea.
- ▶ The District also has the ability to alter or shift special program assignments to free up space for core programs: gifted programs, arts, activities, and others.



Preschool Playground

- ▶ Boundary adjustments could occur to reallocate the area from which individual schools draw attendance. As completed recently with the high schools, expansion of affected schools, if feasible, without eliminating required playfields or parking, could be a planned improvement to accommodate increases in demand.
- ▶ The City of Shoreline does not currently charge impact fees to new development applications for school facilities. The City should coordinate with the Shoreline School District to monitor and determine the potential eligibility for an impact fee program over time. For example, King County charges school impact fees to development projects in unincorporated areas. Impact fees are adopted annually by ordinance following a thorough review by the School Technical Review Committee and the King County Council of the each district's capital facility plan and enrollment projections.
- ▶ In order to be eligible to collect impact fees, school districts must demonstrate that there is not adequate capacity to serve growth. King County was able to demonstrate that they did not have capacity prior to implementing its impact fee program. Shoreline School District would need to do the same. Fees vary per school district and are assessed and collected for every new residential dwelling unit. Low-income housing, senior housing, and community residential facilities are exempt from the fee program.

POLICE, FIRE, AND EMERGENCY SERVICES

The projected 2035 population of new (additional) residents would be to 2,886 to 5,314 (living in 1,203 to 2,214 housing units), above current levels of residents and households in the subarea. This would create a demand for approximately 2.5 to 4.5 new commissioned police officers by 2035 (over today's levels) to address arising needs such as increased crimes and offenses and to provide added patrol and protection services.

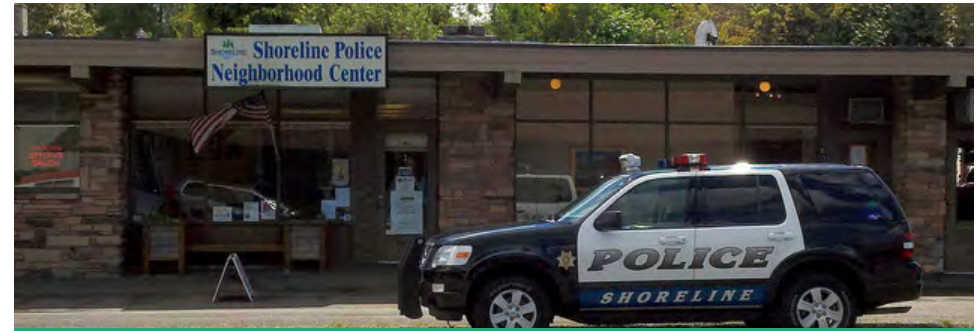
Fire and emergency service providers would need to increase staffing, equipment, and facilities to handle approximately 287 to 664 new calls annually in the subarea by 2035.

The entire subarea is located in fairly compact geographic area that is served by the same police, fire, and emergency services providers. As such, implementation of Phase 1 and Phase 2 geographic boundaries would not affect the potential impacts to these services and facilities, which are analyzed based on projected population growth in the subarea.

With the building heights and types proposed, there would be a need for emergency and fire service providers to evaluate current equipment and vehicles to determine if additional resources would be needed. For example, increased ladder height may be needed, and rescue and evacuation training needs may change.

Given the level of existing services and facilities compared to the potential future demand, additional funding and resources would be needed to support increases in the level of service provided by police, fire, and emergency services. Modern technology incorporated into new medium to high density developments is likely to increase efficiencies within the communication, call, and dispatch services within the subarea, benefiting police, fire, and emergency services.

Because build-out would be expected to occur very gradually over several decades, it is anticipated that the service providers would be able to monitor growth in their activities, proactively plan for, and seek



Shoreline Police Neighborhood Center and on bicycles



funding and resources to adjust services as needed to respond over time. Other considerations and actions that would help to address the demand for police, fire, and emergency services include the following.

- ▶ The demand for police protection could be reduced through requirements for security-sensitive design of buildings and Crime Prevention through Environmental Design (CPTED) principles for surrounding site areas.
- ▶ Provisions of onsite security services could reduce the need for police protection.
- ▶ The Fire Department places a lot of emphasis on fire prevention tactics and community education to reduce unintentional injuries and the loss of life and property from fire, accidents, and natural disasters by increasing public awareness.
- ▶ Implementation of advanced technology features into future development could increase response time and improve life safety in emergency situations.
- ▶ Behavioral changes through education and increased use of outreach, as well as volunteer services such as neighborhood watch programs also could help to reduce demand for some services.
- ▶ The increases in households and businesses in the subarea will result in increased tax revenue, which could help to offset some of the additional costs associated with providing increased services and the need for additional facilities related to police, fire, and emergency services.
- ▶ With further evaluation and planning, the City could consider the potential for a satellite police station in the subarea over the long term future.



Shoreline Fire Department

OTHER PUBLIC SERVICES

SOLID WASTE MANAGEMENT

The population increase in the subarea would increase demand for solid waste, recycling, and food and yard waste collection services over the course of the time the population reaches build-out levels.

Approximately 1,226 to 2,257 more customers would generate 28,198 to 51,911 additional pounds per week of solid waste by 2035.

Solid waste services are paid through fees. Additional customers would increase the revenue base for solid waste management services. In addition, the City and its contractor could manage the fee structure and potentially increase fees in the future if needed to address the additional demand for services. It is anticipated that this would be a last resort if outreach and education do not result in reduced solid waste levels. It is anticipated that increases in households and businesses in the subarea would result in increased tax revenue, which could help to offset some of the additional costs associated with providing increased solid waste services.

More landfill space may be needed to support waste management, along with more intensive management of solid waste levels including actions to reduce and divert waste to avoid this outcome.



Shoreline City Hall

As discussed previously, growth would be expected to occur gradually, allowing time to comprehensively plan and expand services as needed. Other actions and considerations affecting solid waste management include the following.

- ▶ To reduce construction related waste, the City already requires development applicants to provide evidence that they recycled or reused building materials when redeveloping sites, and as part of their application requires them to explain what measures were included.
- ▶ The City may condition Planned Action applications to incorporate feasible recycling and reuse measures.
- ▶ The City or other entities involved in solid waste management could increase outreach to educate residents and businesses about the importance of waste reduction and recycling. Programs to encourage more composting, conversion of waste to energy, reuse, recycle, barter/trade, etc. could be intensified over time. These efforts could lead to behavioral shifts in the subarea.
- ▶ Solid waste services are paid through fees. Additional customers would increase the revenue base for solid waste management services. Through recycling, reuse and waste reduction, the City works with King County to monitor and reduce the need for additional landfill space.

CITY HALL/SHORELINE CIVIC CENTER/CITY SERVICES

The Shoreline Civic Center and City Hall is located at 17500 Midvale Ave. N., in the heart of Town Center. This 67,000 square foot, LEED Gold certified building was completed in 2009 with an expected lifespan of 50-100 years. It offered the ability for the City to consolidate services to one location, and will further that goal to better serve the community by welcoming the new police department in late 2017.

City Hall currently includes the Executive, City Clerk, Attorneys, Finance, Administrative Services, Human Resources, Parks and Cultural Services, Public Works, and Planning and Community Development.

In 2016, the City had a count of 148 full-time employees (FTEs). The current level of service for the City calculates to approximately 2.67 employees per 1,000 residents, which is lower than most Puget Sound cities. If the City assumes additional responsibilities in the future, such as jurisdiction over utility systems, this ratio could change with more employees per 1,000 residents.

HISTORICAL MUSEUM/ARTS AND CULTURE

The Shoreline Historical Museum is located north the subarea at the intersection of N 185th Street and Linden Avenue N. It is managed and operated by a non-profit organization with a mission dedicated to preserving, recording, and interpreting the heritage of the historic Shoreline area and its relationship to the Northwest region. Various arts and cultural groups are active in the community and provide a variety of community services.

LIBRARIES

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

POSTAL BUILDINGS

United States Postal Service offices are located at Aurora Avenue N and N 145th Street as well as 17233 15th Avenue NE. These locations provide full service to the surrounding community with hours from 8:30 – 5:30 Monday through Friday, and open from 8:30 to 3:00 on Saturdays. Lobby areas are open 24 hours for PO Box access, mail drop off, and other self-service features. The demand for postal services has been in general decline in the US for several years due to the reliance of the public on other communication methods such as email services and social media.

HUMAN AND SOCIAL SERVICES

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

Population growth would increase demand for City services and other public services, but there would be the need for expanded services and facilities over time.

Redevelopment over time would necessitate ongoing needs for new regulations, planning and development review, and capital projects, as well as City staff to perform these functions. Based on the additional population growth anticipated, the following increases in demand for other types of public and community services would be expected.

The addition of approximately 2,886 to 5,314 more people to the subarea by 2035 would result in:

- ▶ Demand for 7.71 to 14.19 additional FTE City employees by 2035; and
- ▶ 5.2 percent to 9.6 percent increase in demand for other services such as library, museum, arts and culture, postal, and human/social services by 2035.

The entire subarea is served by the same public service providers. As such, implementation of Phase 1 and Phase 2 geographic boundaries would not affect the potential impacts, which are analyzed based on projected population growth in the subarea.

The increased population in the subarea over time will require additional public services, including the need for a variety of services. For all public services, it is anticipated that increases in households and businesses in the subarea would generate increased tax revenue, which could help to offset some of the additional costs associated with providing increased services and facilities to serve the growing population. Also, because growth would happen gradually over many decades, it is anticipated that the demand could be monitored, planned for, and served in a manageable way over time. Other actions may include the following.

- ▶ The City may consider increases in development application review fees to cover costs associated with increased redevelopment activities in the subarea.
- ▶ The City should continue to provide outreach and communication to other public service entities listed above to make them aware of the potential for growth over time and the gradual increased demand for services that may accompany the growth.
- ▶ The City and other human/community services providers should monitor the need for additional services and facilities as growth occurs over time and properly plan for and allocate resources toward expanding and enhancing services to address increased demand.

In Conclusion

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

Construction of the Seattle to Everett Interurban trolley line through Shoreline in 1906, and the paving of the North Trunk Road with bricks in 1913, made travel to and from Shoreline easier, increasing suburban growth. During the early twentieth century, Shoreline attracted large developments drawn by its rural yet accessible location, and commercial centers formed around Interurban stops at Ronald (175th Street and Aurora Avenue N) and Richmond Highlands (185th Street and Aurora Avenue N).

Car travel facilitated settlement, which increased considerably by the mid-1920s. Highway 99 was constructed to stretch from Mexico to Canada, offering more convenient access than ever before to America's new auto travelers. As more people took to the road in automobiles, there was less use of the old trolley line. The Interurban made its last run in February of 1939. By the late 1930s and early 1940s, commercial development concentrated along Aurora Avenue, which saw steadily increasing use as part of the region's primary north-south travel route. Traffic on 99 swelled, particularly after the closing of the Interurban.

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

Interstate 5. The Interstate 5 corridor bisected the community that had become known as Shoreline.

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

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

www.otak.com



Hanmi Global Partner