

DRAFT LIGHT RAIL STATION SUBAREAS PARKS & OPEN SPACE PLAN

March 2017

Table of Contents

Introduction	1
Two Planned Sound Transit Light Rail Station Facilities	1
Planning Goals	2
LU41:	2
Sub Areas and Anticipated Impacts	3
145th Street Station Subarea	3
Key Park and Open Spaces Sites of the Subarea	3
Twin Ponds Park	3
Paramount School Park	4
Paramount Open Space Park	4
The Fircrest Campus	4
Impact of Growth in Parks and Open Space in 145th Street Station Subarea	5
The Next Twenty Years (Up to 2035)	5
At Full Build Out	5
185 th Street Station Subarea.....	5
Key Park and Open Space Sites of the Subarea	6
Shoreline Center.....	6
Shoreline Park	7
North City Park	7
Rotary Park.....	7
Seattle City Light Rights-Of-Way	7
Impact of Growth in Parks and Open Space.....	7
The Next Twenty Years (Up to 2035)	7
At Full Build Out	8
Light Rail Station Area Subarea Planning Recommendations	9
The Green Network Concept at 145 th Street Station Subarea	9
Connecting Corridor and Creating a Signature Street on 185th	9
Recommended Light Rail Station Subarea Mitigation Measures.....	10
Parks and Open Space Plan for the Subareas	11
Light Rail Station Park and Open Space Targets for 2035 and Beyond	11
Meeting Future Outdoor Recreation Needs	13
Meeting Future Park Land Needs.....	13

Shoreline’s Plan for Parks, Recreation & Cultural Services 2017-2022

Opportunity Mapping Process and Background 14

 Multi-Functional Opportunities Spaces as Priority Investments 14

 Connection Opportunities 16

 Integration with the Bicycle and Pedestrian System Plan..... 17

 Light Rail Shared-Use Path 17

 New All Ages and Abilities Neighborhood Greenways..... 17

Priority Acquisition Opportunities 19

Priority Improvement Opportunities 27

Conclusion..... 36

Introduction

Shoreline is an evolving city that is consistently looking towards the future. Dramatic improvements to the Aurora Avenue corridor, 145th Street corridor and Light Rail Station Subareas Plans are just a few examples of how Shoreline looks to, and prepares for, the future. Parks and open spaces are similarly an important part of the future of Shoreline, particularly in areas where the City is planning for growth to occur.

Over the past year, the City conducted an extensive public process to update the City's Parks, Recreation and Open Space Plan (PROS Plan). As part of that process, the City developed this Light Rail Station Subarea Parks and Open Space Plan to proactively plan for parks and open space improvements near the light rail corridor.

This plan describes the changes coming to the areas around the two new light rail stations and their anticipated impacts, focusing on the impacts to parks and open spaces. The document then presents a series of specific recommendations and mitigation measures for the PROS Plan. The result of this Plan will be incorporated into the PROS Plan to guide the overall development of parks and recreation services for Shoreline.

Two Planned Sound Transit Light Rail Station Facilities

As part of its Lynnwood Link Extension project, Sound Transit will locate light rail stations in Shoreline. The station locations are to the north of NE 145th Street and just to the north of NE 185th Street on the east side of and immediately adjacent to the Interstate 5 (I-5) corridor. A park-and-ride structure would be located also on the east side of I-5, to the north of the 145th Street light rail station. A second park-and-ride structure would be located on the west side of I-5, just north of the 185th Street overpass. Service is planned to start in 2023.

In spring of 2013, recognizing the likelihood of light rail coming to the Shoreline, the City of Shoreline entered into community-based visioning and planning to address future land use, transportation, and neighborhood enhancements in the community's light rail station Subareas at NE 185th and NE 145th Streets.

This plan:

- Outlines the overarching city-wide planning goals
- Describes the 145th Street and 185th Street Subarea Plans and anticipated impacts from population and development growth.
- Identifies measures from the environmental analysis for mitigating the impacts of the Subarea plans.
- Outlines a plan for parks and open space in and around the Subareas.
- Offers some implementation strategies and action steps.

Planning Goals

The Subarea plans that resulted from that planning process anticipate population and housing growth in areas surrounding the light rail stations. The light rail station Subarea plans anticipate the need for expanded parks and open space in and around the Subareas and call for the development of a parks and open space plan describe how the City will to meet that need.

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

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 and specifically address parks and open space.

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.

The Subarea plans state that “plan implementation also will address a variety of needs, benefitting the Shoreline community as well as the broader region, including ... the need for family-friendly parks and amenities as part of new developments and capital investments...”

The City of Shorelines Parks, Recreation and Open Space Plan (PROS Plan) establishes as goals to:

1. Preserve, enhance, maintain and acquire built and natural facilities to ensure quality opportunities exist.
2. Provide community-based recreational and cultural programs that are diverse and affordable.
3. Meet the parks, recreation and cultural service needs of the community by equitably distributing resources.
4. Establish and strengthen partnerships with other public agencies, non-governmental organizations, volunteers and City departments to maximize the public use of all community resources.
5. Engage the community in park, recreation and cultural services decisions and activities.

The policies and goals established in the city's Comprehensive Plan for the 145th and 185th Street station Subareas and the PROS Plan provide overarching guidance for this Light-rail Station Subareas Parks and Open Plan. Key implementation strategies and action items from this plan will be incorporated into the City's PROS Plan.

Sub Areas and Anticipated Impacts

145th Street Station Subarea

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** illustrates the Subarea planning boundaries and shows the location of the potential light rail station and park-and-ride structure.

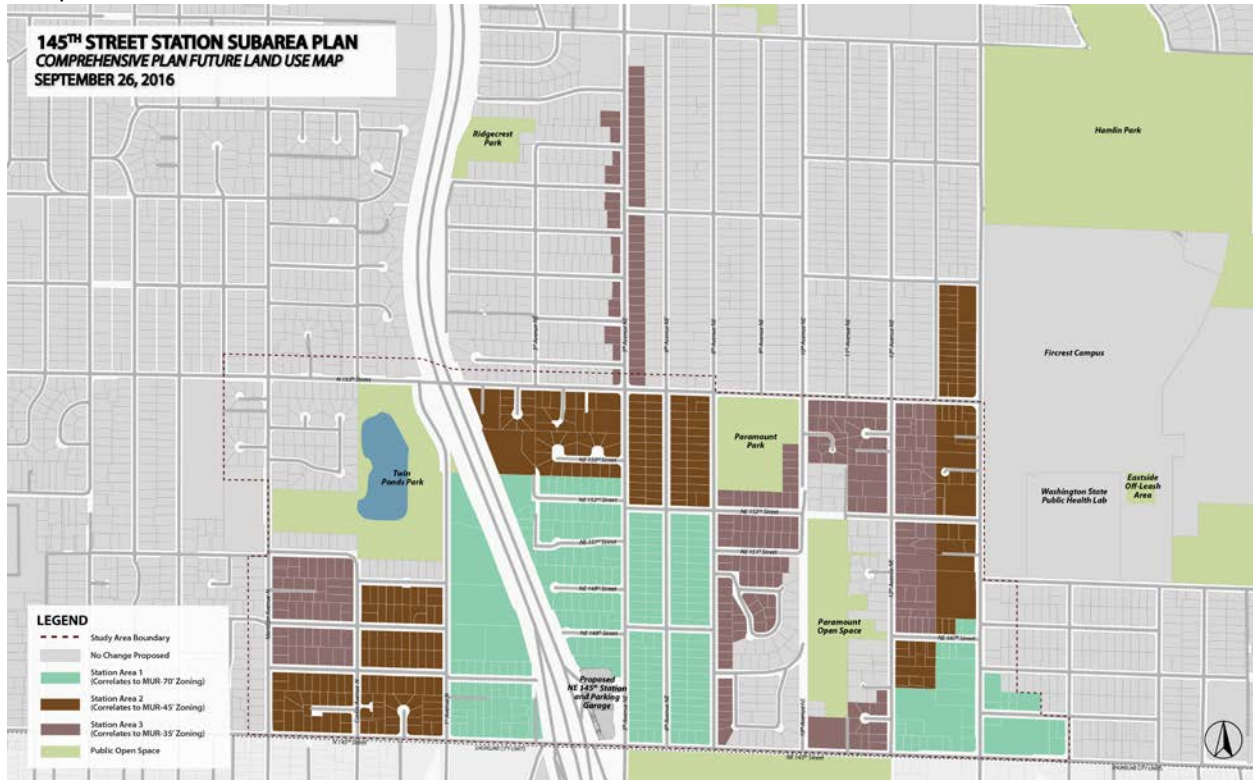


Figure 1: 145th Light Rail Station Subarea Map

Key Park and Open Spaces Sites 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 2006 Park Bond funded improvements to its soccer field. Improvements included installation of synthetic turf to replace a formerly sand field. The turf field and lighting will be replaced in 2017. 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 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. The park also includes a children's playground, restroom, nature trails, and tennis court and viewing dock over one of the ponds.

Paramount School Park

Paramount School Park, classified as a community park, was constructed on land that is owned by the Shoreline School District. Maintained by the City, this park is 8.6 acres and located northeast of the station at NE 155th Street. Designated a Community Park, this site is primarily open lawn and grass athletic fields with a grouping of trees on its northern boundary. The site was master planned in 2000, a skate park completed in 2002, and the rest of the park was open to the public in 2003. Recent improvements include play equipment upgrades, new exercise equipment and swings. As part of the City of Shoreline/Shoreline School District Joint Use Agreement, the site could be reclaimed by the School District to develop a future school site to meet population demands. Recreational assets may still be available to the public for use after school hours, dependent on School District policies.

Paramount Open Space Park

Classified as a Natural Area, this park is 10.69 acres of forest-land located approximately four blocks directly east of the proposed station. The site consists of hillsides and slopes as well as adjoining lowlands and wetlands, with streams crossing. There is a small, developed area near the southern boundary of the site. Recent improvements include removal of invasive vegetation and construction debris, trail and park entry improvements, dedication bench and new signage.

The Fircrest Campus

The Fircrest Campus is state-owned and operated 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. Large portions of the site are maintained as open lawn areas that are open to the general public to visit. Other portions of the site are unused parking lot or open site where buildings formerly stood. The neighboring communities have expressed interest to the state about more accessibility to the site and suggested it would be a good opportunity for park amenities. The City rents a portion of the Fircrest property for use as an off-leash dog area.

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.

Impact of Growth in Parks and Open Space in 145th Street Station Subarea

The Next Twenty Years (Up to 2035)

The projected total population of residents in the Subarea would be 11,207 to 13,635 (assuming a 1.5 to 2.5 percent average annual growth rate) by 2035. There would be an estimated 4,670 to 5,681 total households and 2,180 to 2,678 total employees in the Subarea by 2035. This is 2,886 to 5,314 new residents (as well as 1,203 to 2,214 new households and 585 to 1,083 new employees). The projected 2035 population level would create a demand for approximately one new neighborhood park to be in place by the end of the twenty-year horizon of 2035.

At Full Build Out

The total population would be expected to rise to 32,367 people living in 13,486 housing units and 11,011 employees in the Subarea at full build-out. This growth level would not be expected to be reached for 55 to 87 years or more (by 2071-2103 or beyond) based on an estimated average annual growth rate of 1.5 to 2.5 percent.

The projected population would create a demand for approximately six to seven neighborhood parks in the Subarea. (This would be approximately two to four new neighborhood parks given existing parks in the Subarea.) It is assumed school facilities would continue to serve part of the demand, and given the lack of available land and space for new neighborhood parks, some of the demand potentially could be served by smaller-sized neighborhood parks and dispersed mini-parks, recreation facilities, and urban plazas/public gathering spaces created as part of redevelopment sites.

185th Street Station Subarea

The Subarea generally extends between N-NE 175th Street to N-NE 195th Street and between Aurora Avenue N (SR 99) to the west and 15th Avenue NE (North City Business District) to the east. The Subarea includes portions of the Echo Lake, Meridian Park, and North City neighborhoods and borders the Ridgecrest neighborhood of Shoreline. N-NE 185th Street is the central spine of the Subarea and the vision for redevelopment is generally located along the N-NE 185th Street/10th Avenue NE/NE 180th Street corridor. The Subarea extends approximately one-half mile (or about a ten-minute walk) north and south of the 185th corridor. While the focus of the Subarea plan was to create a vision and plan for the Subarea surrounding the proposed light rail station, boundaries also encompass existing commercial/retail and multi-family land use areas in North City Business District (north of NE 175th Street) and along Aurora Avenue N, part of the Town Center district. **Figure 2** illustrates the Subarea planning boundaries and shows the location of the potential light rail station and park-and-ride structure.

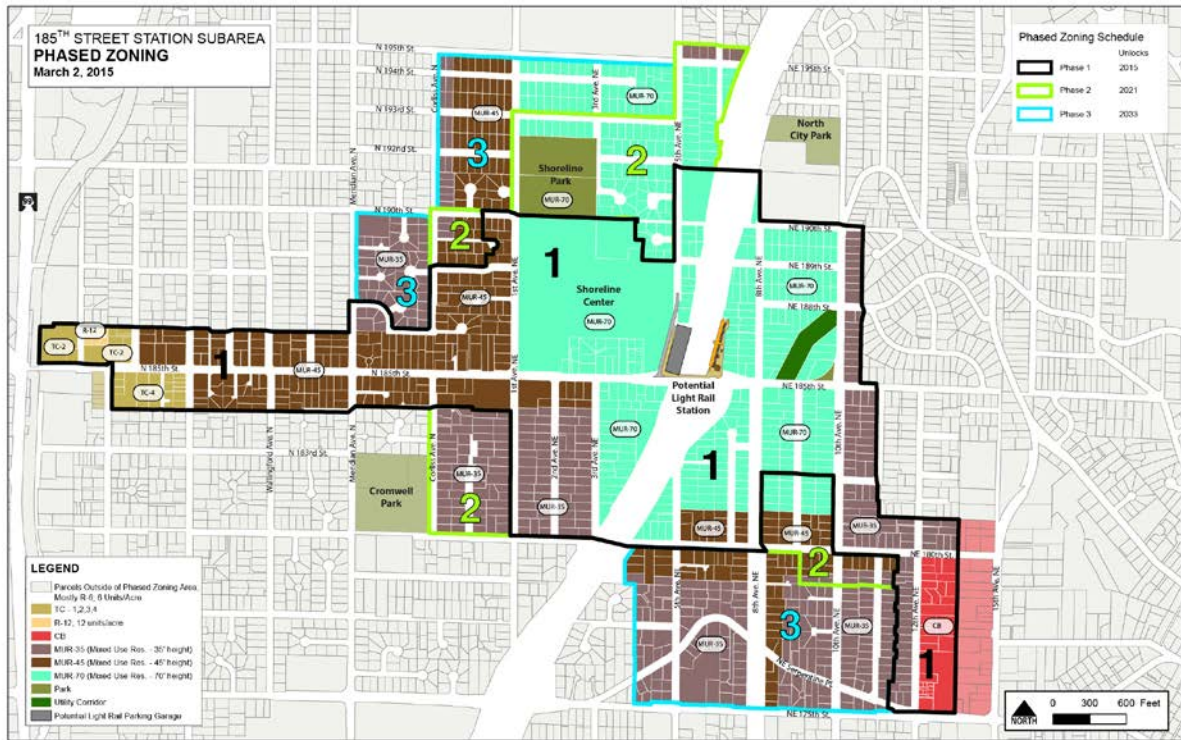


Figure 2: 185th Street Station Subarea Map

Key Park and Open Space Sites of the Subarea

Shoreline Center

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

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

The Conference Center hosts a wide variety of events from small meetings and workshops to large conferences and conventions, and social gatherings such as community banquets and wedding receptions. One of the ten largest event venues in the Seattle area, the Conference Center’s hallways serve as a gallery for art work created by students of the Shoreline School District, enjoyed by thousands

of visitors each year. Works by local professional artisans are also displayed in the on-site gallery of the Shoreline Lake Forest Park Arts Council.

The School District as a property owner will make final decisions about if and when redevelopment of the site occurs. The long term future of the Shoreline Pool, Spartan Recreation Center and the fields and tennis courts are dependent on redevelopment decisions by the School District.

Shoreline Park

Shoreline Park is a 11.6-acre Community Park located on the northwest edge of the Subarea. The Shoreline Pool is located on School District property in Shoreline Park. The park has a wooded area with a paved trail, a children's playground, two soccer fields with lights, tennis courts and a restroom. The southern half is owned by the Shoreline School District.

North City Park

The four-acre North City Park is located to the north of the North City elementary school. The elementary school, which had an enrollment of approximately 375 students, was closed at the end of the 2006-2007 school year. The Shoreline School District will reopen it starting in the fall of 2017.

North City Park is a wooded park with a paved loop trail and unpaved social trails. The school playground is immediately adjacent and accessible from the park.

Rotary Park

Rotary Park is a 0.3-acre park located at the corner of NE 185th Street and 10th Ave NE. It is a small park with a picnic table and benches. It is infrequently used.

Seattle City Light Rights-Of-Way

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

Impact of Growth in Parks and Open Space

The Next Twenty Years (Up to 2035)

The Final Environmental Impact Statement for the Subarea plan concluded that population growth would result in increased demands for parks, recreation, and open space resources. The projected population of new residents in the 185th street Subarea would be 2,916 to 5,399 (in 1,140 to 2,190 households) by 2035, over the current level of 7,944 residents and 3,310 households in the Subarea. There also would be an estimated 502 to 928 new employees by 2035.

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

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

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

This level of population would equate to demand for approximately one new neighborhood park in place by the end of the twenty-year horizon of 2035, if not before.

At Full Build Out

The total population would be expected to rise to 56,529 people living in 23,554 households at full build-out in 80-125 years. This is 48,585 more people and 20,244 more households than under today's levels.

It is estimated that there also would be an additional 15,340 employees in the Subarea at build-out. Assuming that some existing facilities in the Subarea and in surrounding areas are currently meeting neighborhood park needs, there could be an additional demand for approximately nine new neighborhood parks. 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 could be integrated into the redevelopment of large parcels (such as the Shoreline Center site if it were to redevelop).

Implementation of urban plazas, pocket parks, playgrounds, trail corridors, and other open space as part of redevelopment projects could certainly also serve some of the demand for neighborhood park space. While multiple small neighborhood parks could be accommodated within the Subarea as part of redevelopment and with the redevelopment of the Shoreline Center site and adjacent City property, it is unlikely that there would be enough geographic space for nine new neighborhood parks in the Subarea.

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, if two to three new neighborhood parks were developed within the Subarea, and other types of parks, recreation, and open space facilities are provided as part of redevelopment, the level of service likely would 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.)

Light Rail Station Area Subarea Planning Recommendations

The environment impact analysis completed for the 145th and 185th station Subarea plans identified overarching concepts and recommended measures that could mitigate the potential impacts of the growth anticipated in those areas. Overtime mitigation measures will be incorporated into updates of the City's PROS Plan. This Station Subarea Parks and Open Space Plan is intended to provide guidance, implementation strategies and actions steps for inclusion in the update to the PROS Plans scheduled for adoption in 2017. The PROS Plan is expected to receive updates again in 2023 and 2029. 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.

The Green Network Concept at 145th Street Station Subarea

Implementation of a "Green Network" of trails, sidewalks, bike lanes and other facilities in green streets, parks, and open spaces is envisioned for the 145th Street Subarea. The Green Network concept 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.

Connecting Corridor and Creating a Signature Street on 185th

As an outcome of the first Design Dialogue workshop series, planning scenarios frame growth around the connecting corridor of 185th Street/10th Avenue NE/NE 180th Street corridor, between the Shoreline Town Center at Aurora Boulevard and North City. In addition to supporting multi-modal improvements for this corridor, other routes in the subarea should be enhanced for pedestrians and bicyclists, including NE 195th Street, NE 175th Street, 15th Avenue NE, 8th Avenue NE, 5th Avenue NE, 3rd Avenue NE, 2nd Avenue NE, 1st Avenue NE, and Meridian Avenue N. Also, many participants continued to agree with investing in 185th Street as a great street in Shoreline—a signature corridor that supports all modes and serves as a creative and innovative model to the region. European style arrangements of pedestrian and bicycle facilities were shown in illustrative concepts presented at the workshop, which many participants supported, along with the need for more right-of-way and/or easements along 185th to accommodate pedestrian, bicycle, and transit improvements. Many expressed the importance of having wider sidewalks, delineated bike ways, and exclusive transit lanes, street trees and landscaping, green stormwater infrastructure, and other features along the 185th Street corridor.

Recommended Light Rail Station Subarea Mitigation Measures

1. Acquire property to increase available land for park and recreation use.
2. 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.
3. Explore a park impact fee or fee in-lieu of dedication program for acquisition and maintenance of new parks or open space and additional improvements to existing parks. Funds from this program would allow the City to purchase property and develop parks, recreation, and open space facilities over time to serve the growing neighborhood.
4. Investigate potential funding and master planning efforts to reconfigure and consolidate existing City facilities at or adjacent to the Shoreline Center.
5. Analyze potential sites and community needs, and opportunities to enhance existing partnerships, for a new aquatic and community center facility to combine the Shoreline Pool and Spartan Recreation Center services.
6. 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.
7. Mitigate impacts of increased activity in existing parks and open spaces by creating a major maintenance/capital investment-funding program.
8. Through Parks Master Planning processes, determine specific needs for spaces, facilities, and programs to accommodate anticipated growth, taking into consideration demographic projections.
9. Create a variety of public spaces and recreational opportunities to serve the multi-generational needs of the growing transit-oriented community and capable of connecting to other facilities the Subarea and throughout the city.
10. As the City develops capital improvement projects in the Subarea, funding should be retained for implementation of public park and recreation facilities that could be accommodated within public rights-of-way or utility easements (in cooperation with the utility providers). For example, in a conceptual analysis of the potential redevelopment of 8th Ave. NE completed as part of the Subarea planning process, it was determined that sufficient right-of-way exists for development of community gardens, pedestrian/bicycle trails, or other features that would be compatible within the Seattle City Light right-of-way.
11. City policies and Code regulations related to natural areas and critical areas will be required of redevelopment projects in the Subarea as applicable.
12. 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.
13. Encourage planting new trees and preserving existing stands of trees (especially native and conifers) in and around the perimeter of a site.
14. Consider establishing a fee-in-lieu program for private property tree replacement that could be used for reforesting public open spaces.
15. Ensure existing wetlands, streams, and their buffers are protected as redevelopment happens.
16. Ensure any unavoidable impacts to existing wetlands, streams, and their buffers are mitigated through restoration or enhancement.
17. Develop opportunities for creating wildlife and/or greenway corridors connecting existing park and open spaces

Parks and Open Space Plan for the Subareas

During 2016, the City conducted an extensive public process to update the City's Parks, Recreation and Open Space Plan (PROS Plan). As part of that process demand for park, recreation and open space facilities were assessed and needs were identified to accommodate the growth within the two light rail station subareas including upgrading existing parks and open spaces, and expanding the park system through acquisition of new land. The following section is a summary of these findings including recommending targets, mapping opportunities, and setting priorities for meeting need.

Light Rail Station Park and Open Space Targets for 2035 and Beyond

Table 1 on page 12 lists the existing park, recreation and open space amenities within the subareas. The amenities provided at Shoreline, North City, Rotary, Cromwell, 195th Street Trail, Paramount School, Paramount Open Space and Twin Ponds were included in the summaries in Table 1.

Benchmarks were developed using the 2016 National Recreation and Park Association (NRPA) Field Report. The NRPA Field Report summarizes data and insights from PRORAGIS, NRPA's benchmarking tool. The report provides comparative data from other communities in the U.S. with a population of between 50,000 and 100,000 people. This information helps inform decisions on the optimal set of services and facility offerings by providing comparative data from other communities/agencies.

Table 1: 2016 Amenities and 2035 Projected Demand

Demand and Need	2016 Subarea Total	2035 Subarea Total Projected Demand	Benchmark Data
Total Parkland per resident	66 acres	200 acres	7.43 acres per 1,000 (Shoreline current)
Natural Area parkland	30	10 acres	5% Total Target above
Playgrounds	5	8	3,493 residents per
Swings	3	5	No NRPA Benchmark
Basketball Courts	1	3	7,788 residents per
Multi-Purpose Courts - Tennis	4	2	15,250 residents per
Multi-Purpose Courts- Pickleball	0	2	15,250 residents per
Multi-Purpose Rectangular Fields	3	2	15,288 residents per
Multi-Use Synthetic Athletic Fields	3	1	28,541 residents per
Youth Baseball/Softball Fields	4	2	14,978 residents per
Community Gardens	1	1	39,555 residents per
Off-Leash Dog Areas	1	0	57535 residents per
Spray Parks	0	1	No NRPA Benchmark
Skate Parks	1	0	No NRPA Benchmark
Frisbee Golf	0	1	No NRPA Benchmark
Picnic Shelters	2	2	No NRPA Benchmark
# Walking & jogging Track/Loop	2	1	No NRPA Benchmark
LF Walking/Biking Trails	7,400		No NRPA Benchmark
LF Nature Trails	10,000		No NRPA Benchmark
Public Art	10		No NRPA Benchmark

Meeting Future Outdoor Recreation Needs

The benchmarking information from Table 1 is translated into targets to accommodating expected growth for specific park amenities shown in Table 2.

Table 2: Recreation Amenity Targets

Recreation Amenity	Target for added amenities
Playgrounds and swings	5
Basketball Courts	2
Pickleball Courts	2
Picnic Shelters	2
Community Garden	1
Spray Park	1
Walking trail/loop	1
Trails (Nature/Walking/Biking)	10,000 LF

Meeting Future Park Land Needs

Table 3 shows there will be a need for an additional 134 acres of parkland in the areas around the two light rail stations.

Table 3: 2035 Target Parkland

2016 Park Land Benchmark	2016 Total Park Land in Subareas	2035 Subarea Target Total Park Land	2035 Subarea Target Increase Needed
7.43 Acres/ 1,000 residents	66 Acres	200 Acres	134 Acres

Shoreline’s current baseline for parkland per residents is 7.43 acres per 1,000 residents, which is about 20% below the national benchmark of 9.19 acre per 1,000 residents. The increase of over 134 acres is equivalent to approximately one and a half more parks the size of Hamlin Park, which is 80 acres. Paramount School Park and over six acres of Shoreline Park are owned by the Shoreline School District and could be needed for schools in the future. It will be important to reevaluate the need for additional land above the current target if either of these sites is removed from the cities parkland inventory. Finding over 100 acres of additional parkland in and around the subareas may be unrealistic. It will be necessary to develop park designs and implement maintenance practices that will accommodate more intense use of smaller park spaces. Other ways to add capacity to the park system include:

- Utilizing other public property such as public rights-of-way
- Adding additional recreation amenities within existing parks and open spaces;
- Expanding parks through acquisition of adjacent property;

- Seeking partnerships with other public and/or private property owners in providing access to recreation and public open space.

Opportunity Mapping Process and Background

During the development of the PROS Plan, the city staff and the consultant planning team met with community stakeholders through a series of outreach events including a focus group with both the 145th and 185th Station Subarea Citizen Committee members, public workshops and continuous dialogue with the Parks Board. Subsequent field investigation confirmed some opportunities and revealed others to be infeasible. City staff and the consultant team then shared these field-verified opportunities with the community during two public open house events in the fall of 2016. These meetings resulted in the refined park and open space opportunities list presented herein. The Parks, Recreation and Cultural Services Board (PRCS Board) established a subcommittee that met with staff and the planning team on numerous occasions to refine the opportunities. The full PRCS Board and City Council reviewed the opportunities map.

In identifying the opportunities surrounding Link Light Rail, the t planning team reviewed existing planning materials including: Sound Transit corridor plans, station area environmental impact statements (EIS), the 145th Street Corridor plan and the Comprehensive Plan, including the Bicycle and Pedestrian System Plans in the current Transportation Master Plan (TMP). The priority investments near the light rail Subareas are shown in the Opportunity Map (Figure 3).

Multi-Functional Opportunities Spaces as Priority Investments

Shoreline residents were clear that they experience and consider their access to open space as more than *just* their access to parks. Their user experience of the City's open spaces combines parks, stormwater facilities, transportation rights of way, street trees, steep slopes, wetlands, schools and smaller social spaces like plazas.

In developing the priority opportunities on the following pages, the planning team considered each of these systems—ecology, mobility, water, geology and recreation—and identified opportunities where these systems overlap to create healthy, compelling open space interventions. Because these high-performance, high-value opportunities impact multiple systems, each inherently affords both a greater return on investment for the public dollar spent, and the opportunity to leverage funding partners.

On the following pages, we explore ways to provide **connection opportunities** and increase access between parks and open spaces, as well as present six **Priority Acquisition Opportunities** and seven **Priority Improvement Opportunities**, which are highlighted on the Opportunity Map, Figure 3. Precedent examples of connection and improvement opportunities are provided in Figure 4.

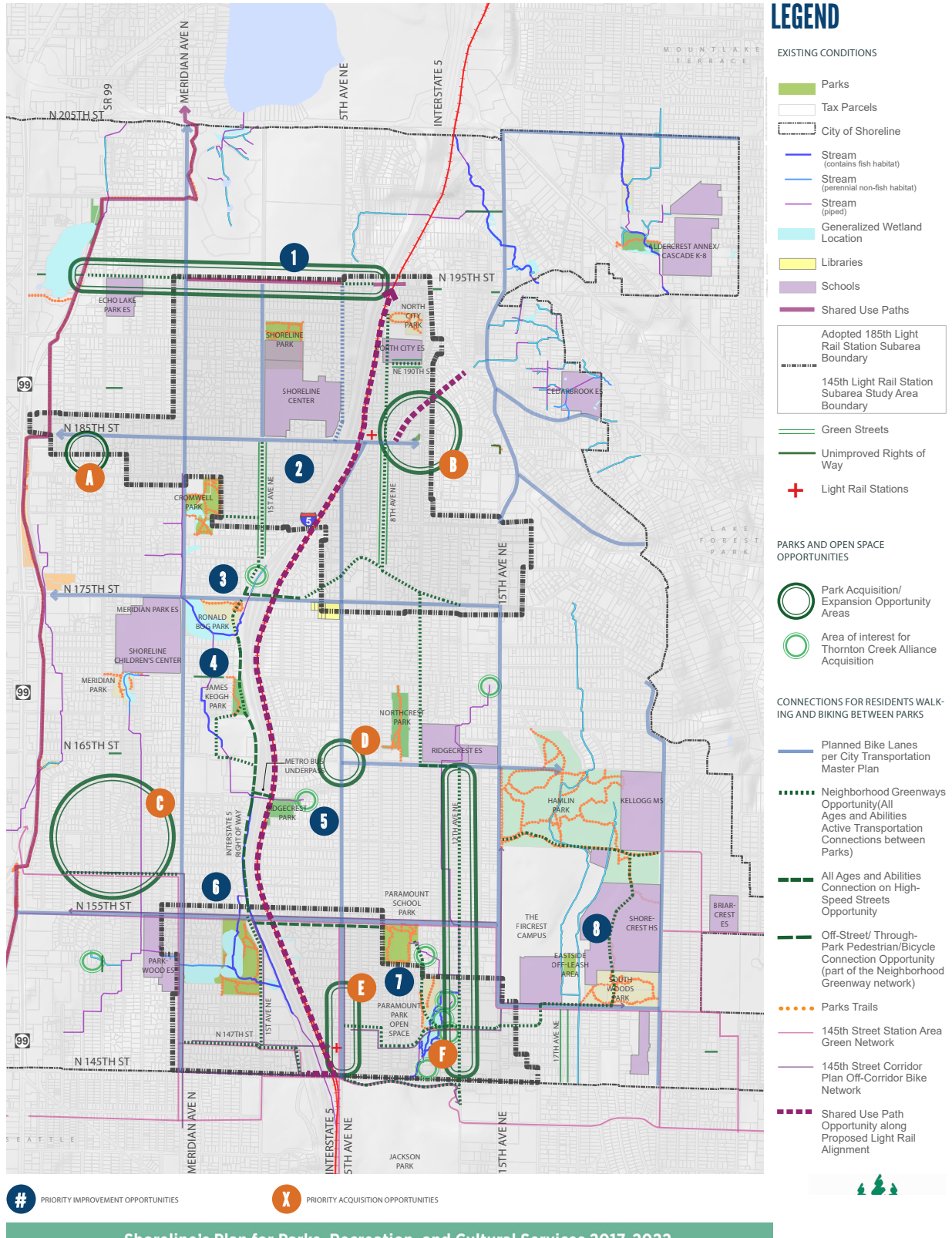


Figure 3: Light Rail Parks and Open Space Opportunity Map



Figure 4: Potential ideas for activation, placemaking, green streets and better pedestrian and bicycle connections for 145th Street station and throughout the light rail station planning area.

Connection Opportunities

One of the significant themes to emerge from both existing planning documentation and through the parks planning process was the importance of providing safe access to parks and open spaces. Community members emphasized the importance of “safe routes to parks” and encouraged staff to work across agencies and jurisdictions to provide safe and equitable access to all park users. Looking across city departments, many residents were happy to find that existing plans and projects have begun to implement necessary infrastructure improvements to provide better open space connections, yet the parks planning process also revealed that some user needs had changes and residents offered suggestions about where the city could offer better, healthier connections for *all* residents.

Integration with the Bicycle and Pedestrian System Plan

The connections presented on the opportunity map are coordinated with the City's planned improvements to the pedestrian and bicycle network as described in the current Transportation Management Plan (2011).

Light Rail Shared-Use Path

One significant, near-term opportunity lies in the proposed light rail multi-use trail currently being studied by the City of Shoreline (shown in purple dash on the opportunity map). If implemented, the trail would profoundly increase access to several existing green spaces. It would provide an off-street, active transportation spine directly connecting users to North City Park, Ronald Bog, Ridgecrest Park, Twin Ponds Park and Jackson Park (Seattle), and would enhance nearby connections to parks like Paramount School, Paramount Park Open Space, Northcrest Park, Keogh Park and Shoreline Park.

New All Ages and Abilities Neighborhood Greenways

In Shoreline, as in other communities, the community is asking for better active transportation connections that feel safer, more inclusive and more welcoming. In response, new tools have been developed to entice “willing but wary” cyclists on to city streets and into parks. Communities are implementing “neighborhood greenways” that connect parks, schools and community destinations to create designated, prioritized routes for biking and walking on local streets and through parks and school properties. Neighborhood greenways can also be developed in tandem with stormwater and urban re-leafing programs by creating “green streets” along the route and/or using low impact development techniques.

Within and adjacent to the light rail Subareas, the following roadway segments are recommended as neighborhood greenways:

145th Street Station Subarea neighborhood greenways include:

1. 12th Avenue NE from NE 145th Street to Ridgecrest Elementary School
2. From 5th Avenue NE to Fircrest/South Woods Park via NE 148th Street, 8th Avenue NE, NE 147th Street, Paramount Park Open Space, NE 148th Street and 17th Avenue NE.
3. N 147th Street between Meridian Avenue N and 3rd^t Ave NE.
4. 1st Avenue NE between NE 147th Street and N 155th Street

185th Street Station Subarea neighborhood greenways include:

1. N 195th Street
2. NE 190th Street between 8th Avenue NE and 10th Avenue NE
3. 8th Avenue NE between NE Serpentine Place and North City Park
4. NE Serpentine Place
5. 10th Avenue NE from NE Serpentine Place south toward Ridgecrest Elementary School.
6. 12th Avenue NE from NE 145th Street to Ridgecrest Elementary School
7. 1st Avenue NE from N 185th St to N 175th Street

Together, these neighborhood greenway connections help increase access to parks including: Cromwell Park, Shoreline Park, North City Park, Ronald Bog Park, Hamlin Park, South Woods Park, Paramount Park Open Space, Paramount School Park, and Twin Ponds Park, not to mention any future parks.

Priority Acquisition Opportunities

More parks and open spaces will be needed to meet the needs of future residents within and near the light rail station Subareas. The community identified the following priority acquisition opportunities for acquiring and developing new, usable park spaces within and near the two station Subareas. These opportunities are highlighted as letters within orange circles on the Opportunities Map (Figure 3).

Priority acquisition opportunities:

- A. 185th Street Parcel
- B. More Parks/Better Access at 185th Street Station
- C. New Recreation/Play Sites
- D. New Recreation/Play Sites
- E. Place making at the Station
- F. Expansion of Paramount Open Space Park and Trail Connections



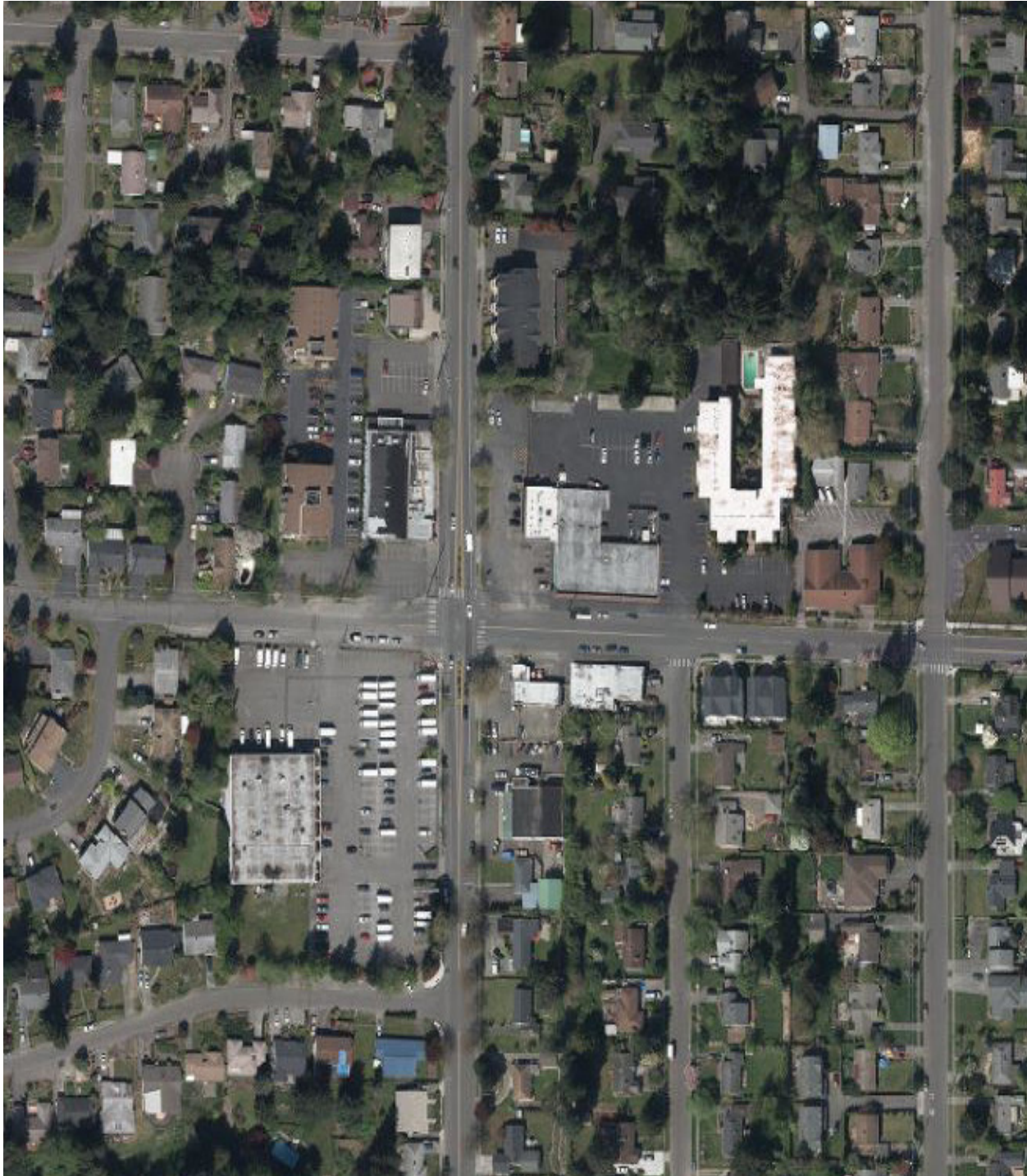
Priority Acquisition Opportunity A: 185th Street Parcel

Acquire, master plan, and improve the vacant property along N 185th Street between Ashworth Avenue and Stone Way. Community members have identified this property as a strong potential location for a community garden and/or pocket park.



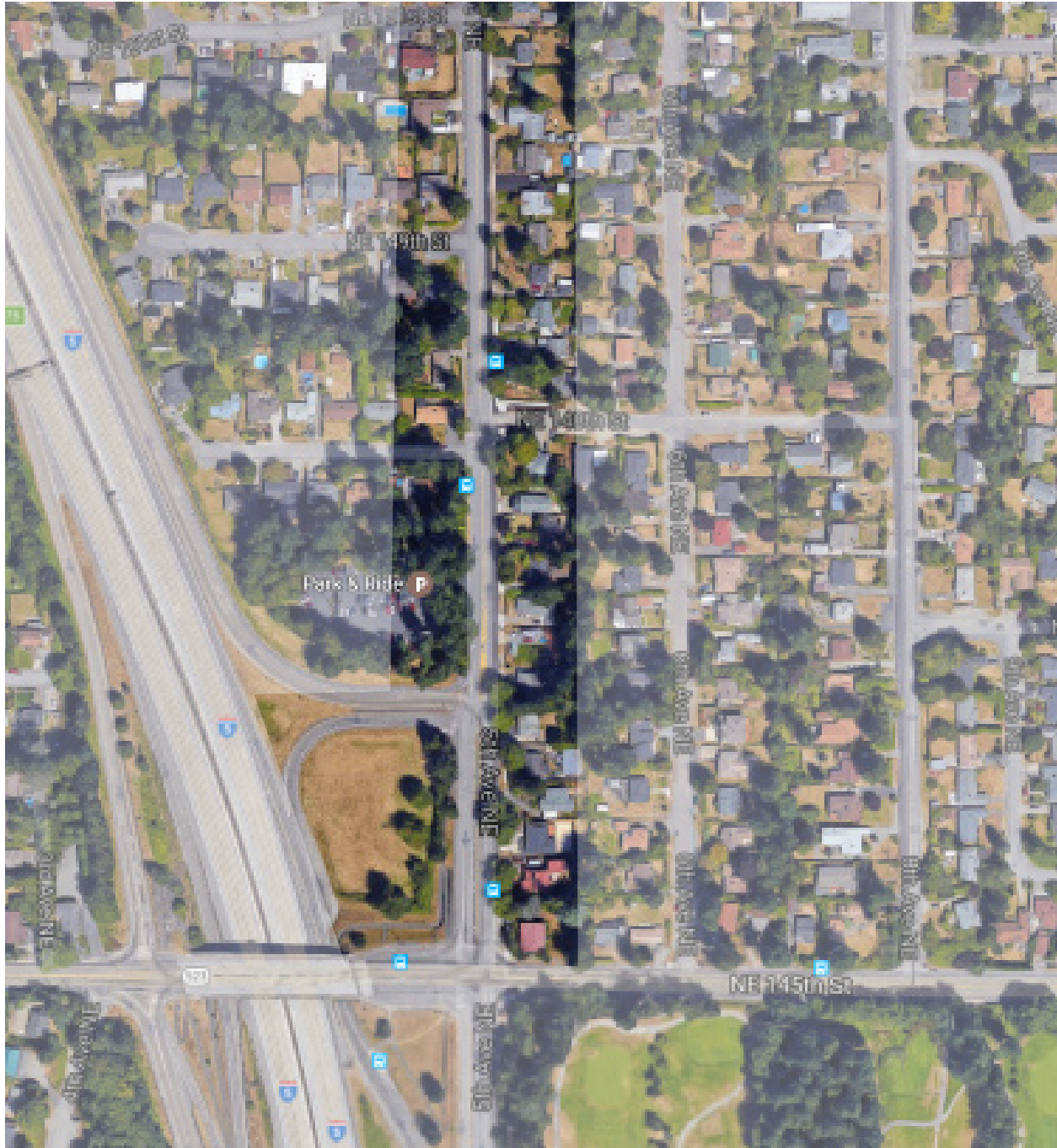
Priority Acquisition Opportunity C: New Recreation/Play Sites

Provide additional recreation and play opportunities in the area roughly bounded by Aurora Avenue N, N 155th Street, Interstate 5 and N 165th Street. The City should search for sites that provide active recreation and play opportunities either through acquisition and redevelopment of park parcels or through repurposing under-utilized rights of way.



Priority Acquisition Opportunity D: New Recreation/Play Sites

Provide additional recreation and play opportunities roughly in the area of 5th Avenue NE and NE 165th Street. The City should search for sites that provide active recreation and play opportunities either through acquisition, redevelopment of existing park parcels or through repurposing under-utilized rights of way.



Priority Acquisition Opportunity E: Placemaking at the Station

The City and Sound Transit should seek opportunities to create new parks and open space that provide art and placemaking opportunities, create additional pedestrian and bicycle connections, and new neighborhood open space as the area around the 145th Street Station redevelops. Parcels along 5th Avenue NE may prove to be ideal candidates for this type of park spaces.

In coordination with Priority Improvement Opportunity 8, this acquisition opportunity can help the area near the 145th Street Station become a lively civic hub for the surrounding neighborhoods.



Priority Acquisition Opportunity F: Expansion of Paramount Open Space Park and Trail Connections

Acquire additional sensitive area parcels adjacent to the Paramount Park Open Space Park and increase active transportation connections. Several environmental groups have sought to expand Paramount Open Space Park, which is an important asset within the Thornton Creek watershed. They have specific acquisition sites identified that are particularly important from a habitat perspective. This part also is an important east-west linkage for visitors navigating from the Fircrest/Hamlin Park area to the new 145th Street light rail station. The park could be improved to better promote those connections while also supporting enhanced wildlife habitat.

This page is intentionally left blank.

Priority Improvement Opportunities

The second suite of opportunities is improvements to existing publicly-owner resources like parks, streets, campuses, natural areas. In addition to new program elements, these improvements include expanded partnerships and/or interagency coordination. These opportunities are highlighted as numbers within blue circles on the Opportunities Map (Figure 3).

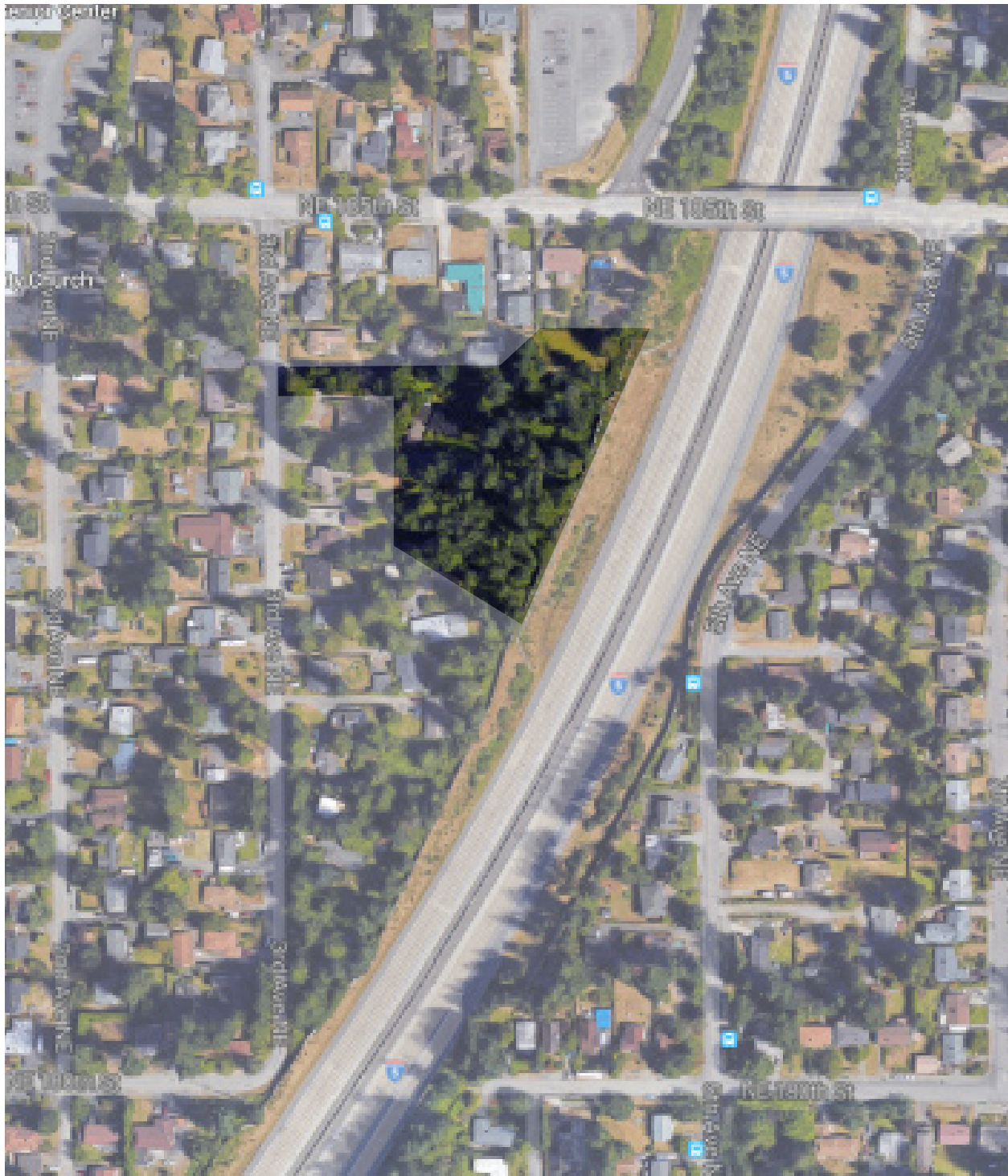
Priority improvement opportunities:

1. 195th Street
2. Department of Natural Resources Open Space Access
3. Provide Access and Water Quality at Ronald Bog
4. Keogh Park
5. Ridgecrest Park
6. Twin Ponds Park Access and Water Quality Improvements
7. Paramount Open Space Connections
8. Hamlin Hub



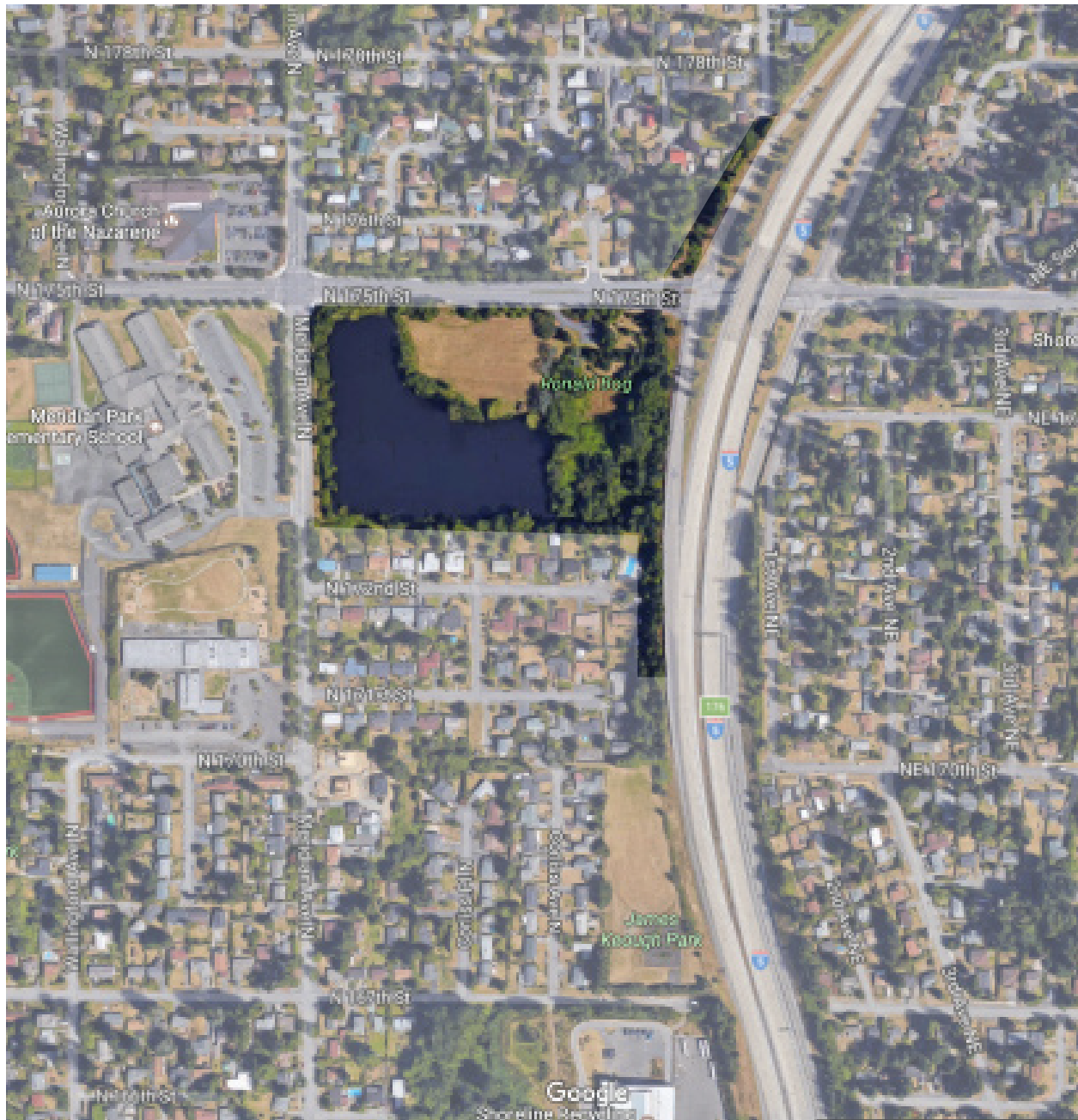
Priority Improvement Opportunity 1: 195th Street

Improve multmodal access and open space along the N 195th Street corridor. N 195th Street already serves as a wonderful multi-modal connection for Shoreline residents and visitors. This asset can be enhanced to improve connectivity, promote Safe Routes to School/Parks and increase neighborhood recreation opportunities. The potential improvements include extending the existing all ages and abilities (AAA) bicycle and pedestrian connection east from the NE 195th Street pedestrian bridge to North City Park and North City School, and west to Echo Lake Park and the Interurban Trail. Another potential improvement that was discussed explored the possibility of creating a public-private partnership to increase access to the open space in the forest along the south end of Ballinger Commons.



Priority Improvement Opportunity 2: DNR Open Space Access

Expand/improve connections to open space property along Interstate 5 south of 185th Street. The existing open space is owned by the Washington State Department of Natural Resources and is virtually inaccessible to community members. Explore ways to provide access to and through this open space so that it is an amenity for the surrounding neighborhoods.



Priority Improvement Opportunity 3: Provide Access and Water Quality at Ronald Bog

Increase connectivity and improve water quality near NE 175th St/Ronald Bog, where site constraints are particularly challenging due to the constraints presented by Interstate 5's off-ramps, the environmentally-critical areas at Ronald Bog and the nearby social and mobility influences from the nearby schools. Coming from the north, a potential neighborhood greenway/trail connection could connect from 1st Avenue NE to the Interstate 5 south off-ramp, crossing NE 175th into Ronald Bog Park, where the trail could split toward Meridian Park Elementary School and/or continue south along the highway right-of-way south toward Keogh Park. These trail connections could be implemented in coordination with stormwater management improvements (e.g. raingardens) to mitigate drainage flows and clean stormwater runoff.



Priority Improvement Opportunity 4: Keogh Park

Make significant improvements to Keogh Park. Keogh Park has the potential to become a thriving community destination, but first it must confront two challenges: Interstate 5 and a lack of meaningful access.

Both evergreen vegetation and landforms along the park's eastern boundary could mitigate the noise and air pollution of Interstate 5, allowing for a more welcoming park atmosphere. The landforms could potentially be created using spoils from the light rail construction process. With Interstate 5 mitigated, the site could host informal sporting events, community gatherings, playgrounds and community gardening.

Keogh Park's other challenge is access. It is often overlooked today because it is relatively secluded. By improving connections to Keogh Park from the north (see Opportunity 5) and through the King County properties and under Interstate 5 from the south, Keogh Park will be better knit into the ebb and flow of Shoreline residents' lives, making it a more activated and welcoming site for all community members.



Priority Improvement Opportunity 5: Ridgecrest Park

Leverage Sound Transit's construction impacts to make improvements to Ridgecrest Park. Ridgecrest Park may be relatively small in size, but it has a compelling mix of natural and manmade infrastructure that recommend it as a priority opportunity site. The most prominent feature is Interstate 5 on the west, but to the east is a small ravine with headwater wetlands for one of the Thornton Creek tributaries. By protecting this natural resources and using the Sound Transit impacts along the western edge of the park as an opportunity to create a buffer, Ridgecrest could become a refuge for nearby residents. Berms, the potential light-rail-alignment trail, and dense conifer plantings would allow the interior of the park to be a sheltered, programmable, inviting place for active or passive recreation uses.



Priority Improvement Opportunity 6: Twin Ponds Park Access and Water Quality Improvements

Clean and store stormwater and provide additional active recreation access to Twin Ponds Park. A piped tributary of Thornton Creek flows into Twin Ponds Park from the north, flowing roughly along the west edge of the Interstate 5 right of way. By cleaning and slowing some of the stormwater flowing into that piped stream—in concert with trail improvements on the west side of Interstate 5 south of the King County Metro Base—the City and its partners could improve mobility and ecological performance in the area.



Priority Improvement Opportunity 7: Paramount Open Space Connections

Use trails, sidewalks and neighborhood greenways to connect area residents to transit nodes and open spaces through Paramount School Park and Paramount Open Space. As these ideas are developed, the pedestrian/bicycle network should be designed to be friendly for all ages and abilities users. Particular design attention will be required at park entrances to discourage speeding by bicycles and to provide end-of-ride facilities.



Priority Improvement Opportunity 8: Hamlin Hub

Consider a comprehensive wayfinding and open space strategy for the area surrounding Hamlin Park. The connectivity between both City, Shoreline School District and State-owned public spaces near Hamlin Park, South Woods Park, the Fircrest campus and Shorecrest High School offers the opportunity to create a green space network that is significantly greater than the sum of its individual parts. By thinking of these spaces as, in some ways, a singular campus, the City can play a role in increasing activation, providing consistent, coherent wayfinding signage, and interpreting the natural resources of these public open spaces, this vast public landholding can become a tremendous destination for Shoreline residents and visitors alike.

Conclusion

Sound Transit's addition of two new Link Light Rail stations in the City of Shoreline will change the way the city looks over the coming decades. As these changes occur, existing planning documents are clear that the City must work with its partners to continuously invest in its parks and open spaces around these station areas. Safe access to inviting, well-programmed parks support the City's social, economic and environmental goals; they build community, enhance local real estate values and preserve access to nearby nature.

In this Plan, the City has identified three opportunity categories to the existing and planned open space assets.

- Connection Opportunities emphasize connections that can be made between various parks and open spaces sites, including schools, as part of a safe "all ages and abilities" network for walking and biking through the City.
- Acquisition Opportunities identify spaces for the City to acquire properties, adding to the City's open space inventory within and near the station areas. These new properties are needed to meet the increased demands that new housing will drive. In some cases, these areas are very specific, discrete properties; in others, a more general area is targeted, presenting opportunistic investment opportunities.
- Improvement Opportunities are places within the City's existing inventory of beloved open spaces where new program elements can increase the value of existing assets and meet new demands that will be placed on them by new residents coming to each of the station areas.

Over the coming decades, the City will work with its public and private partners to seize these opportunities and continue to deliver healthy and high quality open spaces for all residents of Shoreline to enjoy.