



Natural Environment Element

Supporting Analysis



BACKGROUND AND CONTEXT

The environment in Shoreline encompasses a blend of natural and man-made elements. Puget Sound panoramas, mature trees, vegetation, streams, wetlands, lakes, and tidelands are just a few attributes cherished by the community. These components profoundly influence the residents' quality of life. While Shoreline may not boast an untouched landscape, the city's name itself underscores the significance of the natural environment to its community identity. Preserving environmental quality depends on thoughtful decisions by government, businesses, and individuals, necessitating coordinated efforts to mitigate potential adverse impacts during development, redevelopment, or as a result of past practices.

Shoreline has evolved primarily as a suburban residential enclave, complemented by a mix of commercial centers, parks, schools, and natural spaces. These natural areas encompass the Puget Sound shoreline, bluffs, steep slopes, ravines, reserves, wetlands, streams, lakes, native growth, and clusters of mature trees. Spanning both private and public properties, including single-family residential lots and parks, these areas contribute to Shoreline's diverse and interconnected landscape.

CRITICAL AREAS

Portions of the City of Shoreline contain the following environmentally critical areas:

- Wetlands
- Geologically hazardous areas
- Flood hazard areas
- Fish and wildlife habitat conservation areas

The city does not contain any known critical aquifer recharge areas that supply potable water. Drinking water comes from surface systems, which originate in the Cascade Mountains and flow predominantly through the Tolt River, and is distributed by the Shoreline Water District and Seattle Public Utilities.

Washington State Growth Management Act (GMA) the City of Shoreline to adopt development regulations that manage and protect environmentally sensitive areas within the City; commonly referred to as Critical Area Regulations. These regulations are reviewed and updated as needed a minimum of every ten years, following the same 'Periodic Update' Process that Comprehensive Plans adhere to. Any updates made during this process follow best available science at the time of the update. The City's Critical Area Regulations are located in [Chapter 20.80](#) of the Shoreline Municipal Code (SMP).

Wetlands

Wetlands perform valuable functions that include surface and flood water storage, water quality improvement, groundwater exchange, stream base flow augmentation, and biological habitat support. The approximate location and extent of wetlands are inventoried in a wetland data layer maintained by



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the City of Shoreline geographic information system (GIS), and depicted in Water Features Map at the end of this chapter. These wetlands range from the large estuarine system (a mixture of salt and fresh waters) adjacent to Puget Sound, to lakes and small excavated ponds. With the exception of the Puget Sound estuarine system, all wetlands in the city are palustrine systems (freshwater). The largest palustrine system is Echo Lake, located in the north-central portion of the city. Other large wetlands include ponds within Ronald Bog, Twin Ponds, Paramount Open Space Parks, and the Seattle Country Club, as well as numerous undocumented wetlands of .5 acres or less. Most wetlands in the city are relatively isolated systems and surrounded by development.

Under the Shoreline Municipal Code, wetlands are designated using a tiered classification system (from Type I to Type IV) based on size, vegetative complexity, and the presence of threatened or endangered species. All wetlands, regardless of size, are regulated under the Shoreline Municipal Code. When a development is proposed on a site with known or suspected wetlands, a wetland evaluation is required to verify and classify wetlands and delineate boundaries and buffer areas. The State Department of Ecology mandates minimum wetland buffer areas based on typology and other factors.

Geologically Hazardous Areas

Geologically hazardous areas are areas susceptible to erosion, sliding, seismic activity, or other geological events. They pose a threat to the health and safety of citizens if sites with these areas are utilized by incompatible development. These areas are classified by Shoreline based on the history of landslides, unstable soils, steep slopes, high erosion potential, or seismic hazards. The City has defined the following geologically hazardous areas in Chapter 20.80 of the Shoreline Municipal Code: landslide hazard, seismic hazard, and erosion hazard areas.

- **Landslide hazards areas** are areas potentially subject to landslide activity based on a combination of geologic, topographic, and hydrogeologic factors with slopes 15 percent or steeper, within a vertical elevation change of at least 10 feet. Areas with prior landslide activity regardless of slope are also considered landslide hazard areas.
- **Seismic hazard areas** are lands that, due to a combination of soil and ground water conditions, are subject to risk of ground shaking, lateral spreading, subsidence, or liquefaction of soils during earthquakes.
- **Erosion hazard areas** are areas with soils and with characteristic topography, that are subject to severe erosion when disturbed. Typically identified in areas with slopes of 15 percent or greater and are comprised of, but not limited to the following soil types: Alderwood-Kitsap (AkF), Alderwood gravelly sandy loam (AgD), Kitsap silt loam (KpD), Everett (EvD) and Indianola (InD).



The term landslide refers to the down slope movement of masses of rock and soil. Landslides are caused by one or a combination of the following factors: change in slope gradient, increasing the load the land must withstand, shocks and vibrations, change in water content, ground water movement, frost action, weathering of rocks, and removal or changing the type of vegetation covering slopes.

Four types of landslides can potentially affect Shoreline: deep-seated, shallow, bench, and large slides. Puget Sound's shoreline contains many large, deep-seated dormant landslides. Shallow slides are the most common type and the most probable for Shoreline. Landslides are often triggered by other natural hazards, such as earthquakes, heavy rain, floods, or wildfires.

Shoreline contains areas of possible erosion and land slide hazard areas primarily located in the western portion of the City, along the shoreline of Puget Sound. The northeast corner of the City also contains potential erosion and land slide hazard areas.

Due to instability, visual impacts, and fire hazard, areas of steep slopes or unstable soils are not recommended for development without specific measures being taken to reduce or eliminate these potential impacts. Section SMP 20.80.224 contains restrictions on development in these areas.

Flood Hazard Areas

Due to its geographical positioning, Shoreline does not experience significant flooding from major rivers, however, certain areas of Shoreline are subject to periodic flooding events. The City is primarily drained by three minor streams: Boeing Creek, McAleer Creek, and Thornton Creek. Boeing Creek flows west through steep bluffs where it eventually outfalls to the Puget Sound. McAleer and Thornton Creeks both outfall to Lake Washington. Similar to Boeing Creek, McAleer Creek flows through steep ravines, posing minimal hazards to the development above it. Contrastly, Thornton Creek flows through a swampy area parallel to I-5 on the west which leads to drainage issues and flooding susceptibility.

In Shoreline, flooding predominantly arises from surface water accumulating in low-lying regions with natural depressions with impermeable soils. To address these concerns, the City has developed a Surface Water Master Plan (SWMP), and has adopted the Department of Ecology Stormwater Manual for Western Washington as part of its strategy to manage surface water issues.

The Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM, or flood map) is the official map of a community on which defines any special flood hazard areas and the flood zones applicable to a community. This map is used by the National Flood Insurance Program (NFIP) for floodplain management, mitigation, and insurance purposes, and is the official source for determining flood risk within a community.

FEMA's National Flood Hazard Layer (NFHL) Viewer is a publicly available, interactive web map that can show the classification of Shoreline's surface waterbodies. Any area with a 1% or higher change of experiencing a flood each year is considered to have high risk, and are identified as special flood areas. Those areas have at least a one-in-four chance of flooding during a 30-year mortgage which impacts property owners with a federally backed mortgage. All home and business owners in high-risk areas with mortgages from federally regulated or insured lenders are required to buy flood insurance.



There are two types of flood zones identified by FEMA, located within the City: Zone AE and Zone A, both of which area classified as special floor areas, but differ in terms of how the risk is was determined. In Zone AE, detailed studies were utilized to determine the base flood elevation (BFE) used to determine flood risk Whereas Zone A areas, no detail study has been performed, and the risk is determined based on approximate analysis.

Areas of Shoreline with Zone AE:

- *Small portions of Puget Sound shoreline*
- *Ronald Bog*

Areas of Shoreline with Zone A:

- *Boeing Creek*
- *Hidden Lake*

Fish and Wildlife Habitat Conservation Areas

Fish and wildlife habitat conservation areas are lands identified for maintaining populations of species in appropriate habitats within their natural geographic network, so that the habitat available is sufficient to support viable populations long-term. Fish and wildlife habitat conservation areas include areas in which State and Federally designated threatened, endangered, and/or sensitive species have a primary association with. Priority species and habitats listed by the Washington State Department of Fish and Wildlife (WDFW) are also identified as fish and wildlife habitat conservation areas. Streams and their associated buffers are also considered fish and wildlife habitat conservation areas, even if priority species are not present.

Lakes

There are four lakes in the city: Echo Lake, Ronald Bog, Hidden Lake, and Twin Ponds. Like most small urban lakes, Shoreline’s lakes contain pollutants and contaminated runoff, including fertilizers and pesticides from lawns and gardens, oils, greases, heavy metals from vehicles, and fecal coliform bacteria. As urban development occurs, the process by which the nutrient level and vegetation in these lakes increases has accelerated. To combat this rapid acceleration, Ronald Bog and Twin Ponds have been historically dredged, but will eventually revert to bogs.

Hidden Lake has traditionally been used as a sediment storage facility and has significantly altered the stream function to accommodate this function. The Lake was essentially an oversized detention pond that was routinely dredged by King County to remove accumulation of upstream sediments. The City of Shoreline recently removed the dam that created the impoundment which retained water and sediment to create the lake and has restored the previous sediment-laden lakebed to quality stream habitat with native plantings and buffers and restored natural sediment processes to improve nearshore habitat along the Sound. Hidden Lake no longer exists as a lake but is, instead, high value stream habitat that is part of Boeing Creek.

Streams, Creeks, and Drainage

There are six watersheds within the City of Shoreline boundary: Boeing, McAleer, Lyon, Thornton, Puget Sound Drainages, and West Lake Washington. McAleer, Lyon, Thornton, and West Lake Washington watersheds all eventually flow into Lake Washington. Boeing and the Puget Sound Drainages flow directly into Puget Sound. Each of these watersheds have numerous small streams and creeks, with the primary ones being Boeing Creek, Thornton Creek, McAleer Creek, and Lyons Creek.



Large portions of the watersheds drained by creeks in the city have been paved or otherwise developed. These hardscapes dramatically increases the volume of water in the creeks during storm surges and reduces in-stream flows during drier periods of the year. This combination of more intense storm surges and overall lower flows, causes numerous environmental problems including increased bank erosion; scouring and deepening of the stream channel; reduced water quality; sedimentation of gravel; damage to stream-side vegetation; and reduction or elimination of habitat for wildlife, fish, and the insects on which fish feed.

CLIMATE CHANGE

The leadership of Washington State recognizes the undeniable reality of climate change and its far-reaching consequences. No corner of the globe remains untouched by its effects, and Washington's Central Puget Sound region is not exempt. The State is keenly aware of the unique challenges this area faces due to shifting climate patterns.

The ramifications of climate change touch every aspect of life: human health, infrastructure, coastal areas, ecosystems, water quality and availability, food systems, wildlife habitats, weather, and the vitality of farms and forests. For over a decade, the Washington State Department of Ecology has strategized how best to address these challenges head-on.

In response to legislative directives, state agencies have come together and crafted an integrated strategy for climate change response. This initiative aims to empower state and local entities, businesses, non-governmental organizations (NGOs), and individuals to prepare for and adapt to climate change impacts. Governor Gregoire's executive order in May 2009 further underscored this imperative, tasking the Department of Ecology with collaborating across all levels of government to develop recommendations, guidelines, and tools specifically geared toward mitigating the effects of rising sea levels and shifting water resources.

More recently, the GMA was amended in 2023 with House Bill 1181 with the goal to improve the State's response to climate change by incorporating climate change into local comprehensive plans. This legislation requires that Shoreline develop a new Climate Change and Resiliency Element which will address greenhouse gas emissions reduction planning and strengthen resiliency efforts citywide. Shoreline is required to adopt this new element by 2029. When the Climate Change and Resiliency Element is created, the City will assess the other elements of the plan for potentially updates as needed to ensure consistency with the new element's goals.

The City of Shoreline has been proactive in addressing climate change, and in December 2022, City Council adopted the [2022 Climate Action Plan \(CAP\)](#). The CAP outlines key actions the City will take to reduce community-wide greenhouse gas emissions and prepare our community for the impacts of climate change. In 2023, the City released its first progress report detailing the actions taken by the City Council, City staff, and the Shoreline community, making progress toward the City's overall Climate Action Plan goals - [2023 Year in Review](#).



Three main goals of Shoreline’s Climate Action Plan:

Goal 1: Reduce Emissions

*This goal aims to limit or stop activities that produce greenhouse gas emissions and contribute to climate change. Most of Shoreline’s emissions come from vehicle fuel use (55%) and energy use in buildings (42%). In the CAP, **the City is committed to reducing greenhouse gas emissions by 60% by 2030** and reaching net zero emissions by 2050 (compared to 2019 levels).*

Goal 2: Enhance Ecosystem Health & Sequestration

This goal aims to improve the health of local ecosystems and their ability remove carbon dioxide from the atmosphere, provide habitat for wildlife, regulate the water cycle, and buffer the impacts of climate change.

Goal 3: Increase Resilience & Preparedness

This goal aims to protect the community from the worsening impacts of climate change, such as hotter summer days and more flooding, severe storms, and wildfire smoke. Ensure that everyone has access to preparedness resources, especially those who are most vulnerable to these impacts.

SUSTAINABILITY

Over the past decade, both the City of Shoreline and its community have dedicated themselves to confronting and lessening the effects of the climate crisis. Shoreline authorities have prioritized sustainability and acknowledged the urgency of climate change, leading to a series of impactful measures. Demonstrating their steadfast commitment to sustainability, the city has actively engaged in various environmental initiatives and developed multiple programs aimed at tackling the escalating challenges posed by climate change.

Federal, state, and county programs:

United States Conference of Mayor’s Climate Protection Agreement¹

A group of 1,066 mayors, including current Shoreline Mayor Chris Roberts, have enlisted in The U.S. Conference of Mayors’ Climate Protection Agreement, initially spearheaded by Seattle’s Mayor Greg Nickels. Pledging to cut carbon emissions in their municipalities to levels below those of 1990, aligning with the goals of the Kyoto Protocol, these mayors represent a nationwide commitment to combat climate change. Guided by The Conference’s leadership, the Energy Efficiency and Conservation Block Grant (EECBG) Program was conceptualized, marking a historic milestone as it enabled cities, counties, and states to access grants expressly designated for financing energy efficiency initiatives, a first in U.S. history.

In addition to organizing around climate solutions, the Conference of Mayor’s advocates for solutions regarding the following topics: mental health, transportation and infrastructure, homelessness, reducing gun violence, immigration, and combatting antisemitism.

¹ (The United States Conference of Mayors, 2024)



The Cascade Agenda, a 100 Year Vision for Pierce, King, Kittitas, and Snohomish Counties²

The Cascade Agenda is a visionary plan developed by a large group of stakeholders to guide sustainable growth and development in the Puget Sound region. This ambitious initiative addresses a wide range of interconnected issues, including environmental conservation, economic prosperity, social equity, and community well-being.

At its core, the Cascade Agenda is a call to action on seeking balance between the region's rapid urbanization and the preservation of its natural beauty and ecological integrity. It emphasizes smart growth principles, such as compact urban development, transit-oriented design, and the protection of critical natural areas. By promoting sustainable land use practices and transportation alternatives, the plan aims to reduce greenhouse gas emissions, mitigate climate change impacts, and enhance the quality of life for residents.

The Cascade Agenda represents a holistic approach to long-term planning, recognizing the interconnectedness of environmental, economic, and social factors. By setting ambitious goals and engaging stakeholders in collaborative decision-making, the plan aims to create a resilient and sustainable future for generations to come.

The Green City Partnerships Program³

The Green City Partnership program by Forterra is a collaborative initiative aimed at enhancing urban green spaces and promoting ecological resilience within cities. Forterra, a nonprofit organization dedicated to conserving and enhancing the natural environment in the Pacific Northwest, partners with local governments, community organizations, and volunteers to implement restoration projects and sustainable land management practices.

Through the Green City Partnership, cities work alongside Forterra to identify priority areas for restoration, such as parks, natural areas, and greenbelts. These areas are often degraded or underutilized due to urban development or invasive species encroachment. Forterra facilitates the coordination of volunteers, provides technical expertise, and secures funding to support restoration efforts.

The program focuses on restoring native vegetation, improving habitat for wildlife, and creating accessible green spaces for communities to enjoy. By engaging local residents in stewardship activities such as tree planting, invasive species removal, and habitat restoration, the Green City Partnership fosters a sense of ownership and connection to the natural environment.

Overall, the Green City Partnership program by Forterra embodies a collaborative approach to urban conservation, striving to create healthier, more resilient cities that benefit both people and the environment.

King County-Cities Climate Collaboration⁴

² (Forterra, Land for Good, 2024)

³ (Forterra, Land for Good, 2024)

⁴ (King County, 2024)



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The King County-Cities Climate Collaboration is a partnership of local governments working together to accelerate climate action. It is a combination of knowledge, resources, and advocacy power to shape policy and programs that address the climate crisis in King County and across the State.

Partners work together to reduce harmful greenhouse gas emissions by sustainably increasing mobility, investing in renewable energy, promoting clean energy use in buildings and vehicles, and expanding farm and forest protection.

Since it began in 2012, the K4C has grown to 23 partners – King County, Bellevue, Bothell, Burien, Duvall, Issaquah, Kenmore, Kent, Kirkland, Lake Forest Park, Maple Valley, Mercer Island, Newcastle, Normandy Park, North Bend, Redmond, Renton, Sammamish, Seattle, Shoreline, Snoqualmie, Tukwila, and the Port of Seattle – who together represent more than 86% of the King County population.

Tree City USA⁵

Being recognized as a Tree City USA by the Arbor Day Foundation signifies a commitment to effective urban forestry management and the enhancement of community green spaces. To earn this designation, a city must meet four core standards established by the Arbor Day Foundation and the National Association of State Foresters:

- 1. Tree Board or Department:** The city must establish a Tree Board or Department responsible for overseeing the care and management of its urban forest. This entity is typically tasked with developing a comprehensive tree care ordinance, creating a long-term urban forestry plan, and promoting public awareness and education about the value of trees.
- 2. Tree Care Ordinance:** The city must enact and enforce a tree care ordinance or policy aimed at protecting and preserving its tree canopy. This ordinance typically outlines regulations for tree planting, maintenance, removal, and replacement on public property and rights-of-way.
- 3. Annual Arbor Day Observance and Proclamation:** The city must celebrate Arbor Day annually by holding a public event and issuing an official proclamation recognizing the importance of trees. This event often includes tree planting ceremonies, educational activities, and community engagement initiatives to raise awareness about the benefits of trees and the importance of conservation.
- 4. Community Forestry Program:** The city must allocate financial resources and support for a community forestry program, including funding for tree planting, maintenance, and management activities. This program may involve partnerships with local businesses, nonprofit organizations, and volunteers to expand tree canopy coverage, enhance urban green spaces, and improve overall quality of life for residents.

City Programs:

⁵ (Arbor Day Foundation, 2024)



Climate Action Plan, 2022

In December of 2022, City Council adopted the Climate Action Plan (CAP). The CAP outlines strategies the City will take to achieve its three main goals: reduce greenhouse gas emissions, enhance ecosystem health and sequestration, and increase resilience and preparedness. To achieve these goals, the plan provides 90 actions across five focus areas the City will take through the year 2050 and beyond:

- 1. Sustainable Transportation**
- 2. Buildings & Energy**
- 3. Zero Waste**
- 4. Healthy Ecosystems**
- 5. Community Resilience**

Sustainable Transportation

Transportation is Shoreline’s largest source of greenhouse gas emissions and most of these emissions come from vehicles (55%). The City of Shoreline is taking steps to reduce emissions by increasing the availability, safety, and connectivity of multi-modal transportation options such as public transit, walking, and cycling.

Buildings & Energy Programs

Energy use in buildings is the second largest source of greenhouse gas emissions in Shoreline. The City has several programs to help transition the built environment from natural gas and oil to more sustainable, electric options. The City is updating energy codes, increasing energy efficiency in City buildings, and working on developing education programs for homeowners who are interested in making the switch to clean energy sources.

Zero Waste

According to the Environmental Protection Agency (EPA), Municipal Solid Waste (MSW) landfills are the third-largest source of human related methane emissions in the United States, accounting for roughly 14% of these emissions in 2021.⁶ On a local scale, roughly 70% of the waste that Shoreline and other communities send to the King County landfill could have been recycled, composted, repaired, reused, or kept out of the landfill some other way. There is huge opportunity to reduce landfill waste and to therefore reduce greenhouse gas emissions. The City of Shoreline has a number of programs to help reduce personal and city produced waste.

Healthy Ecosystems

The natural environment of Shoreline is one of the City’s greatest assets. The trees, forests, waterways, and other ecosystems help absorb and alchemize the impacts of climate change. They provide clean air, water, shade, help to reduce flooding, increase recreation opportunities, and provide habitat for local wildlife. As the City continues to develop and urbanize, it is a primary responsibility of the City to prioritize and protect natural spaces.

Resilient Communities

As climate change progresses, its effects are growing in frequency, severity, and reach. Shoreline, much like neighboring cities in the Puget Sound area, is grappling with rising temperatures, intensified heatwaves, prolonged wildfire seasons, heightened wildfire risks and smoke exposure, as well as

⁶ Environmental Protection Agency, Basic Information about Landfill Gas, 2023



increased instances of localized flooding due to intense rainfall. Climate change exacerbates existing social and racial disparities, disproportionately impacting communities already vulnerable to these environmental changes and lacking adequate resources for adaptation. The 2022 Climate Action Plan focuses on addressing the impacts of climate change on vulnerable community members.

Sustainability Report, 2022

In August 2022, Shoreline City Council adopted Resolution 494 to formally recognize climate change as an emergency threatening our community's health and well-being. The resolution directs all City departments to help reduce greenhouse gas emissions and increase resilience to climate change impacts – like hotter temperatures, wildfire smoke, and flooding – projected to worsen over the next ten years. The City of Shoreline Sustainability Report 2022 highlights the progress the City has made towards its goals of sustainability in five key areas:

- 1. Climate, Energy, & Water**
GOAL: Reduce community-wide greenhouse gas emissions by 60% by 2030
- 2. Transportation and Mobility**
GOAL: Develop low-carbon, safe, and convenient transportation options
- 3. Materials, Food, & Waste**
GOAL: Reduce solid waste and promote sustainable consumption
- 4. Trees, Parks, & Ecosystems**
GOAL: Protect local and regional natural resources and restore ecosystem health
- 5. Resilient Communities**
GOAL: Increase community resilience to climate change impacts and promote health and prosperity for all



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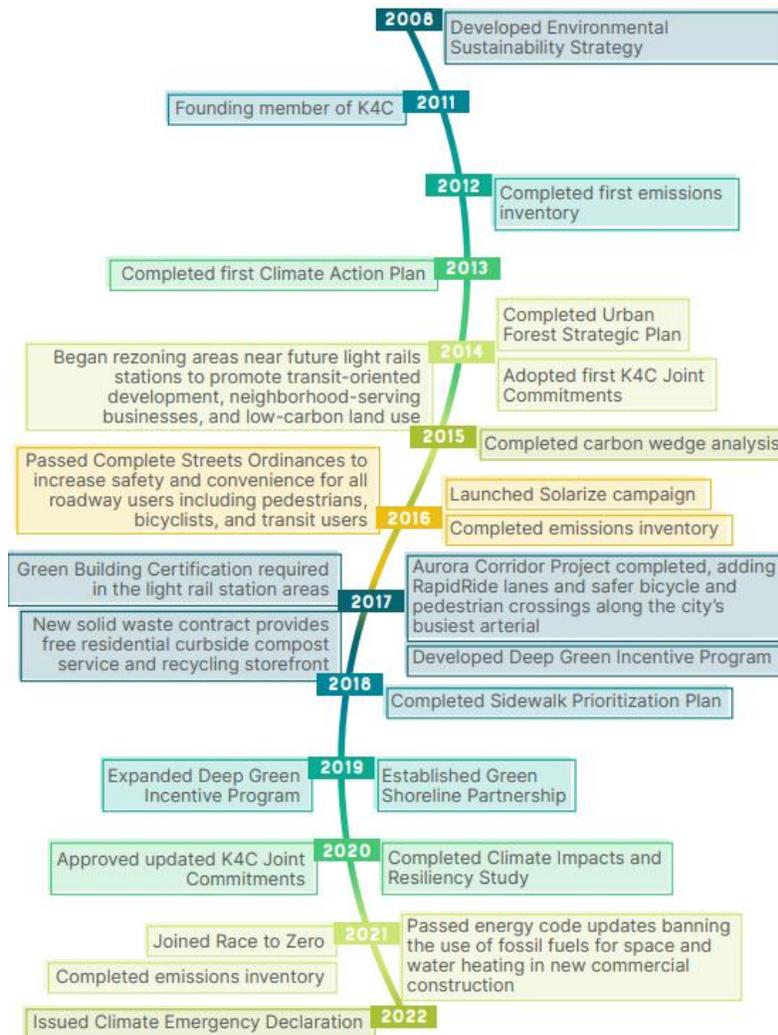


Figure NEA-1 - History of Sustainability in Shoreline, as depicted in Shoreline's Climate Action Plan.

Vegetation Protection

Residents characterize the city as a wooded community; this is often cited as a key reason for locating in the area. Large evergreen trees can be seen rising above residential neighborhoods, on hilltops, and even on the periphery of Aurora Avenue. As the city becomes more urbanized, it is a priority to maintain and enhance the tree canopy, and in 2012, the City took steps to become recognized as a Tree City. The City has also developed Vegetation Management Plans for parks and will track tree canopy over time to gauge the effect of policies related to tree retention and replacement.

Forested open space, wetlands, and native vegetation found on steep slopes and larger residential lots are important resources that should be preserved. Trees help stabilize soils on steep slopes, and act as barriers to wind and sound. Plants replenish the soil with nutrients, generate oxygen, and clean pollutants from the air. Native vegetation provides habitat for wildlife. Wetlands and riparian vegetation provide surface water storage and help clean surface water of pollutants and sediment.



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Aerial photos show that the community is a mosaic of various types of vegetation. The largest, most contiguous areas of native vegetation in Shoreline are primarily found in city parks, publicly owned open space, privately owned open space (such as the Boeing Creek area of The Highlands and the reserves in Innis Arden) and designated critical areas (such as steep slopes along the Puget Sound shoreline). These areas include the highest quality wildlife habitat found in the city. However, areas of less intensive residential development also contain mature trees and other native vegetation, which provide secondary wildlife habitat and substantially contribute to the quality of life in Shoreline. Native vegetation in residential areas that may be subdivided or otherwise more intensely developed is at the greatest risk of being lost.

Habitat Protection

Urbanization and development very often lead to the elimination of wildlife habitats, posing a threat to various species' well-being. The decline of specific habitats can profoundly impact the health and survival of certain wildlife populations. Fish and wildlife habitat conservation areas are crucial for preserving species within their natural ranges, preventing the formation of isolated subpopulations. These designated habitats are linked to species recognized by state or federal agencies as endangered, threatened, sensitive, or candidate species.

Currently in the Puget Sound, the Chinook salmon and Steelhead are listed as threatened species by the federal government under the Endangered Species Act. WDFW maps and the City's stream inventory indicate the presence of Chinook, Sockeye, Steelhead, Coho, and resident Cutthroat Coastal Trout salmon in portions of McAleer, Thornton, and Boeing Creeks. Other sources have indicated the presence of fish in other streams within the city, although the full extent of fish habitat has not been confirmed. To help restore healthy salmon runs, local governments and the State must work proactively to address salmon habitat protection and restoration.

WDFW has developed the Priority Habitats and Species (PHS) Program to help preserve the best and most important habitats and provide for the life requirements of fish and wildlife. Priority species are fish and wildlife that require protective measures and/or management guidelines to ensure their perpetuation. Priority habitats provide unique or significant value to many species. The WDFW has documented the locations of priority habitats and species within the city. These PHS areas include wetlands, anadromous fish habitat, riparian areas, urban natural open space, habitat for a priority bird species, and the point location of a priority bird species siting. These areas combined comprise less than 5% of the total land area of the city and are often found within existing parks, public open space, and designated private open space.

The City has developed a Geographic Information System (GIS) layer that includes detailed maps of PHS areas based on data provided by the WDFW and other mapping resources. WDFW provides management recommendations for priority species and habitats that are intended to assist landowners, users, and managers in conducting land use activities in a manner that incorporates the needs of fish and wildlife. Management recommendations are developed through a comprehensive review and synthesis of the best scientific information available. The City has reviewed the PHS management recommendations developed by WDFW for species identified in Shoreline, and used them to guide the development of critical areas regulations that fit the existing conditions and limitations of Shoreline's relatively urbanized environment.



Water Quality, Drainage, and Groundwater

Drainage in the city consists of six separate drainage basins: Lyons, McAleer, Thornton, and Boeing Creek, and Puget Sound (north and south). Along the western half of the city, the Boeing Creek Basin drains directly into Puget Sound. The Middle Puget Sound basins drain into Puget Sound via small creeks and surface water systems. The McAleer Creek Basin in the northeastern portion of the city drains into Echo Lake and Lake Ballinger, and eventually into Lake Washington. The approximate southeastern portion of the city drains to Lake Washington via Thornton Creek. Small portions of the city at the north and northeastern edges drain into Lake Washington through small creeks and surface water systems.

Drainage facilities in the city consist of a combination of conveyance pipes, ditches, and stream channels. Much of Shoreline’s development took place in the 1940s and 1950s, prior to the implementation of stormwater mitigation regulations in the 1970s. Many water quality facilities have been constructed in the city, including Boeing Park stormwater pond, Cromwell Park stormwater wetland, dozens of raingardens and bioretention facilities, and proprietary water quality treatments systems associated with the Aurora Corridor Improvement Project. The number of private water quality facilities continues to grow through development regulations, and the number of City-owned storm water facilities continues to grow through development activity, capital improvements plans, the biennial drainage “Small Projects” program, the biennial drainage “Greenworks” program, and retrofit requirements in the newest Phase 2 Municipal Stormwater Permit (i.e. NPDES permit).

Many natural creek systems have been stabilized or reconstructed to repair and prevent slope erosion or bank failures from urban stormwater runoff. The water quality of lakes and streams in the city has been adversely impacted by the urbanization of the watersheds and the associated stormwater runoff. Stormwater regulations are required of the City by the EPA and Washington State Department of Ecology via the Phase 2 Municipal Stormwater Permit (i.e. NPDES permit). These regulations require the implementation of stormwater management programs and regulations meant to improve water quality of the streams, wetlands, and Puget Sound that eventually receive the stormwater.

Groundwater aquifers play a vital role in supplying water to lakes, wetlands, and streams, particularly during dry seasons. Additionally, a few private wells rely on these aquifers for irrigation and potentially drinking water in isolated cases. Wetlands and lakes are believed to serve as the primary recharge areas for groundwater within the city. While the city does not host any identified critical aquifer recharge zones for potable water, the drinking water supply primarily comes from surface systems originating in the Cascade Mountains. The water flows predominantly through the Tolt River and is distributed by both the Shoreline Water District and Seattle Public Utilities.

Air Quality

One of the basic characteristics of a livable city is clean air. Numerous federal, state, regional, and local agencies enact and enforce legislation to protect air quality. Good air quality in Shoreline, and in the region, requires controlling emissions from all sources, including: internal combustion engines, industrial operations, indoor and outdoor burning, and wind-borne particles from land clearing and development. In the Puget Sound region, vehicle emissions are the primary source of air pollution. Local and regional components must be integrated in a comprehensive strategy designed to improve air quality through transportation system improvements, vehicle emissions reductions, and demand management strategies.



Air quality is measured by the concentration of chemical compounds and particulate matter in the air outside of buildings. Air that contains carbon monoxide, ozone, and particulate matter can degrade the health of humans, animals, and plants. Human health risks from poor air quality range in severity from headaches and dizziness to cancer, respiratory disease, other serious illnesses, and even premature death. Potential ecological impacts include damage to trees and other types of vegetation. Quality of life concerns include degradation of visibility, and deposition of soot and other particulate matter on homes and other property.

The City seeks long-term strategies to address air quality problems, not only on the local level, but in the context of the entire Puget Sound Basin, with coordination and major direction from the Puget Sound Clean Air Agency.

EMERGENCY MANAGEMENT

Emergency management is a multidisciplinary field focused on preparing for, responding to, recovering from, and mitigating the impacts of disasters, emergencies, and crises. It involves a range of activities and processes aimed at protecting lives, property, and the environment during times of crisis, as well as building resilience and reducing vulnerability to future hazards. Key components of emergency management include **preparedness, response, recovery, and mitigation.**

Emergency management is coordinated at various levels of government, including local, state, and federal agencies, as well as non-governmental organizations, community groups, and private sector partners. It relies on collaboration, communication, and coordination among stakeholders to effectively prepare for, respond to, and recover from emergencies and disasters, with the ultimate goal of protecting public safety and promoting community well-being.

The City of Shoreline has the following function and strategic plans related to emergency management:

- *Regional Coordination Framework for Disasters and Planned Events Agreement*
- *City of Shoreline Hazard Mitigation Annex*
- *Comprehensive Emergency Management Plan*
- *Debris Management Plan*
- *Disaster Recovery Plan*

HAZARDS AND MITIGATIONS

The City has a current Hazard Mitigation Plan in conformance with the Federal Disaster Mitigation Act (DMA), which requires state and local governments to develop such plans as a condition of federal grant assistance, and mandates updating these plans every five years. The DMA improves upon the planning process to emphasize the importance of mitigation, encouraging communities to plan for disasters before they occur. An analysis of the environmental hazards that may impact Shoreline, and the mitigation strategies that have been identified for the City to work on are addressed in detail in the Hazard Mitigation Plan.

Seismic Activity

Washington experiences earthquakes almost daily, with the majority being too minor to be noticeable or cause harm. However, infrequent but substantial earthquakes pose a significant threat to the essential



infrastructure we rely on in our daily lives, including buildings, roads, bridges, dams, and utilities. Due to its geological context, Washington ranks second in the United States for the risk of encountering these sizable and destructive earthquakes. The following zones pose the most frequent and significant risk:

- **Shallow or Crustal Earthquakes:** Occur at 0-30km within the crust of the North America plate. The fault lines of concern to the Central Puget Sound and City of Shoreline are the South Whidbey Island Faults and the Seattle faults.
- **Deep or Intraplate Earthquakes:** Occur at 30-70km within the oceanic crust. These start below the interface between the subducting Juan de Fuca and Gorda plates and the overlying North America plate. The 2001 Nisqually Earthquake is the most recent example of this type of earthquake in Washington State.
- **Subduction Zone or Megathrust Earthquake:** The third zone is on the interface between the subducting Juan de Fuca plate and the overlying North American plate. The extent of this zone (800 miles) poses a great risk across all of Cascadia.

Secondary hazards from an earthquake event may include fires, landslides, tsunamis, and possible hazardous material releases. Fires can be caused by downed power infrastructure, ruptured gas lines, or leaks and breaks in natural gas lines. Landslides do not always occur immediately following an earthquake and may even occur days later. Hazardous materials can be spilled from ruptured containers, accidents can occur during ground shaking, and possible train derailment can occur from buckling tracks or landslides caused by an earthquake.

Point Wells is a specific area with identified seismic hazard because of its risk of liquefaction. This area has been used as a petroleum storage facility and as the Brightwater sewer outfall. In the event of an earthquake, there would be significant damages to the local ecosystem. Access to the western portion of Point Wells is via a bridge over the Burlington Northern railroad tracks and a major seismic event could affect the bridge, thus limiting the emergency response to the area.

Severe Weather

Severe weather is one of the most damaging natural hazards and as the climate changes, it is become more common across the world. Severe weather can bring heavy rain, high winds, snow and ice, and storm surges that flood low-lying and coastal areas. The aftermath of severe weather often includes secondary impacts like landslides, stream and drainage-related floods, fires resulting from ruptured gas lines or downed electrical lines, and wildfires sparked by lightning and fueled by strong winds. King County and Shoreline are subject to various local storms that affect the Pacific Northwest throughout the year, such as wind, snow, ice and hail.

Additionally, Shoreline is located in what is commonly referred to as the “Puget Sound Convergence Zone.” This generally means that the city tends to receive higher than normal precipitation and stronger winds compared to other cities in the region. The convergence zone is located roughly between Seattle and Everett but can vary slightly depending on the northerly and southerly coastal winds. These wet characteristics can complicate an already difficult severe weather situation.



Neighborhoods located on slopes near the coast and along McAleer Creek, including the Highlands, Richmond Beach, Innis Arden, Hillwood, Richmond Highlands, Highland Terrace, Ballinger, and North City, are vulnerable to the impacts of severe weather and have been isolated during extreme weather events in the past.

Critical infrastructure is more likely to be impacted or damaged as a result of severe weather. Trees that are overgrown or have blown down can create problems for overhead power lines, resulting in downed lines cutting power to residents. Power outages could also result in disruption to the water systems. Sanitation and water systems could experience contamination or overflow problems. The Emergency Management section goes into further depth on how the City of Shoreline plans to respond to events such as severe weather.

Wildland Fire

Before the 20th century, the dry, inland forests of eastern Washington and Oregon were subject to dynamic fire regimes driven by both lightning ignitions and intentional burning practices within Indigenous cultures. The frequent occurrence of fires played a crucial role in the ecosystem by clearing grasses, shrubs, small trees, and dead leaves—potential fuel for future fires. It also contributed to forest health by fostering the prevalence of species resilient to fire across the landscape. However, the adoption of fire suppression practices in the 1900s significantly reduced the frequency of fires across all severity levels. Coupled with other impacts from land use, this shift led to the creation of denser and simpler modern forests that are less equipped to withstand the challenges posed by climate change and ecological disturbances.

Wildland fires in Washington State and surrounding states have become increasingly more common and severe. The direct risk of wildland fire to Shoreline is low as the City is not near the Wildland Urban Interface (WUI)⁷; however, the air pollution caused by wildland fires in the summer months impact residents across the state. Decreases in air quality due to wildland fires are further discussed in the ‘Air Quality’ section above. Specific areas, such as Richmond Beach Saltwater Park, the Highlands neighborhood, and Innis Arden, may be vulnerable fires because they are highly vegetated areas with limited ingress and egress for emergency vehicles.

Volcanic Eruption

Washington State has five volcanoes that are classified as having high or very high threat: Mount Baker, Glacier Peak, Mount Rainer, Mount St. Helens, and Mount Adams. Even though these are active volcanoes, Shoreline faces minimal vulnerability to volcanic hazards. The primary threat arises from solid matter expelled into the air during a volcanic eruption, known as tephra. Even a thin layer of ash, measuring just half an inch, can significantly hinder vehicle movement, disrupt transportation, communication, and utility systems. Tephra poses risks to respiratory health, especially for individuals with pre-existing medical conditions, as it may cause eye and respiratory problems. Additionally, ash has the potential to clog ventilation systems and other machinery, remaining a persistent hazard carried by winds and air currents long after the eruption event. The impact of tephra intensifies when it combines with rain, resulting in

⁷ Washington State Department of Natural Resources, Wildland Urban Interface, Interactive Map



wet ash that is heavier, more challenging to remove, and capable of causing structural or utility line collapses.

Hazardous Material

Three major rights-of-way traverse Shoreline and are used to transport hazardous material. These are the BNSF railroad, which is located along the western shore of the city; State Highway 99/Aurora Avenue N, which runs in the north-south direction through the middle of the city; and Interstate 5, which is parallel and east of Aurora Avenue N. Although the identity and quantity of what is being transported is unknown, Shoreline has a similar vulnerability for spillage as the rest of King County, which has one of the highest probabilities in the state due to the large amounts of industry and port facilities in the area. Hazardous materials may be explosive, flammable, combustible, corrosive, reactive, poisonous, or radioactive, as well as solid, liquid, or gaseous. Releases can affect both human and ecological health. The severity depends on the type and amount of chemical released, and the effects range from minor to catastrophic.

Tsunami/Seiche

Tsunamis affecting Washington State may be induced by an earthquake of local origin, or they may be caused by earthquakes at a considerable distance, such as from Alaska or Japan. Shoreline does not have any major lakes within its boundaries, but a severe quake could create seiches in the small ponds, such as Ronald Bog and Echo Lake, that could potentially cause damage to adjacent properties and infrastructure.

It is unlikely that a tsunami or seiche generated by a distant or Cascadia Subduction earthquake would result in much damage in Shoreline. This results from the shielding of the Olympic Peninsula and the Puget Sound islands.

However, the Puget Sound and City of Shoreline are vulnerable to tsunamis generated by local crustal earthquakes (such as along the Seattle or South Whidbey Island faults), or by submarine landslides triggered by earthquake shaking. The 32 parcels located on the low-lying 27th Avenue NW would likely suffer damage if this event were to occur. Warning vulnerable areas would be nearly impossible due to the close proximity to the origin of the tsunami.



NATURAL ENVIRONMENT MAPS

Figure NEA-2 – Critical Area Water Features

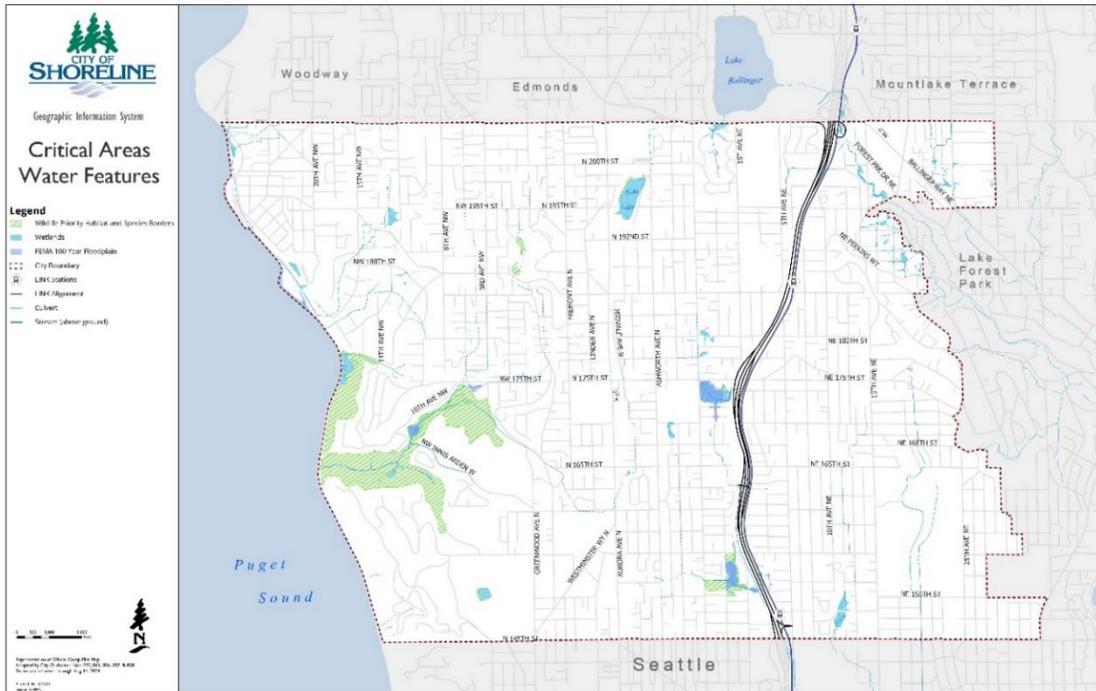
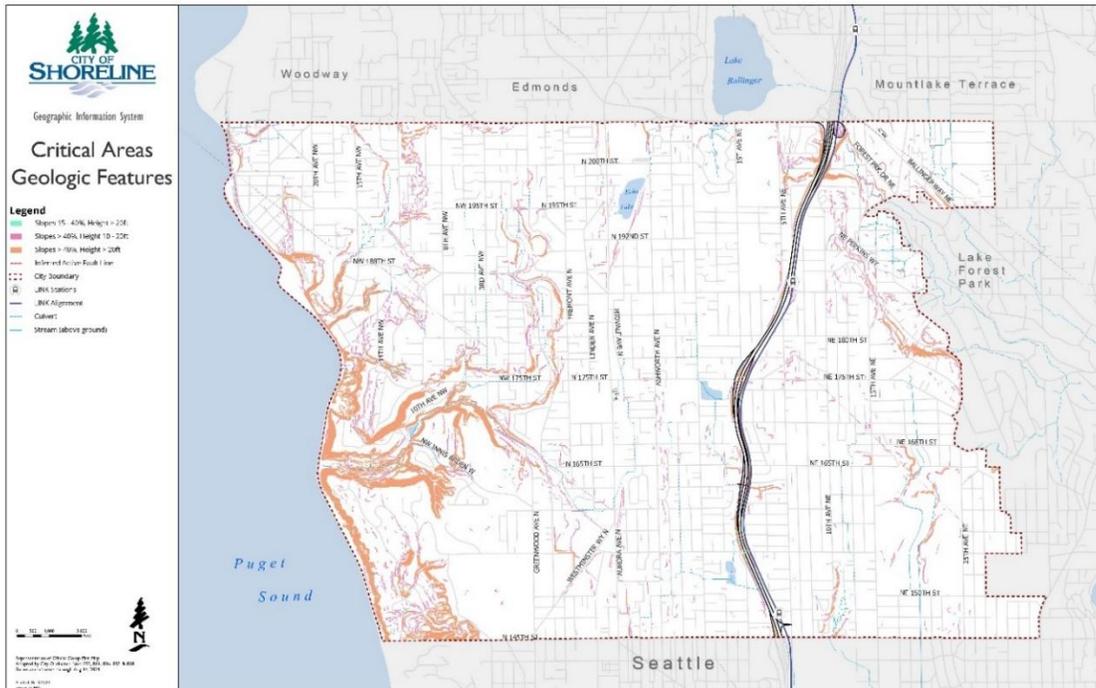


Figure NEA-3 – Critical Area Geologic Features





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Figure NEA-4 – Tree canopy coverage

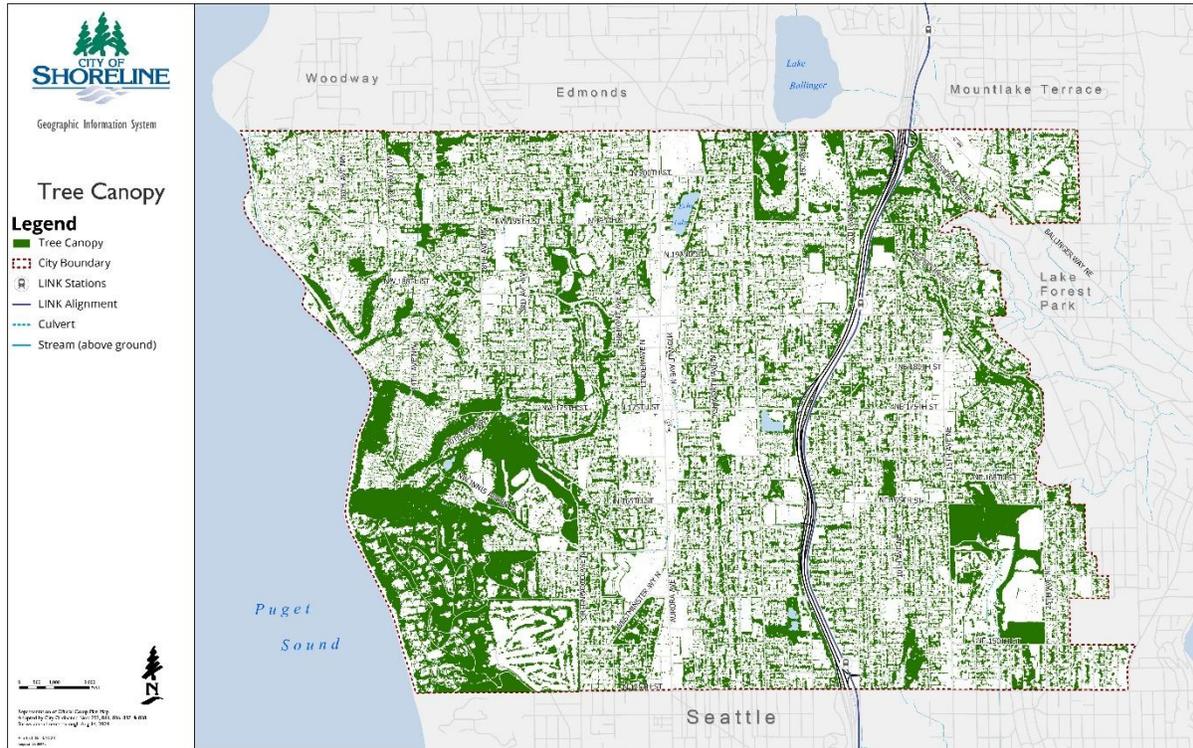


Figure NEA-5 – Drainage basins





Land Use Element

Supporting Analysis



BACKGROUND AND CONTEXT

The Growth Management Act (GMA) requires that cities provide a comprehensive plan with a Land Use Element to designate the proposed categories (residential, commercial, parks, etc.) and intensities of uses of land. The Act further specifies that the Land Use Element be the foundation of a comprehensive plan, as this process of designating future land uses must account for future population growth and must be supported by adequate levels of public facilities and services. In this respect, the Land Use Element is an explicit statement of the ultimate vision for the City and determines the capacity of the infrastructure necessary to serve the projected land uses. Additionally, the GMA requires cities to designate and regulate environmentally critical areas to protect public and private property from natural hazards, to maintain significant environmental features and the community’s quality of life, and to preserve ecological functions (RCW 36.70A.172).

One of the factors that contribute to Shoreline’s high quality of life is attractive and vital residential neighborhoods. Residents often credit this aesthetic appeal to abundant and healthy trees. A variety of housing types add to Shoreline’s diversity and allure. Encouraging sustainable practices related to both the environment and social equity will preserve this quality of life for generations to come. Allowing for more retail and commercial development will provide a broader choice of goods and services in the community. Encouraging entertainment and cultural uses will enrich the community and provide activities for all age groups. Increasing opportunities for local businesses will help supply employment for Shoreline’s citizens. And finally, suitable locations for industrial and institutional uses will protect the city’s neighborhoods, while providing essential facilities needed by every community.

EXISTING CONDITIONS

Existing Land Use

The city is substantially developed, with 56 acres of the total land area remaining vacant. This vacant land is characterized by single lots scattered throughout the city rather than large contiguous tracts of land. Approximately 11% of the city’s land area is redevelopable; most of these sites are zoned for commercial or multifamily uses.

Single-family residential development accounts for approximately 55% of land use in the community. Multi-family residential development, approximately 3.4% of land use, is primarily located near the commercial areas along Aurora Avenue N and in neighborhood centers.

Commercial development accounts for approximately 8% of land use in the community. Large commercial uses within the city are located primarily along Aurora Avenue N. Smaller commercial centers are located throughout the city. Four percent of Shoreline’s land area is comprised of the Shoreline Community College, Fircrest, CRISTA Ministries and King’s Schools, and the Washington State Public Health Lab.

The following table includes estimated acreages for existing land uses within the City of Shoreline.



Figure LUA-1
Inventory of Existing Land Uses

Land Use Type	Acres	% Total
Low-Density Residential	3,637	50
Multi-Family	211	3
Commercial/Mixed Use	982	14
Institution	224	3
Parks & Recreation	379	5
Private Open Space/Water	136	2
Public Facilities	560	8
Right-of-way	1,063	15
Total	7,192	100.0

Population

The population of Shoreline remained relatively constant from 2000-2010, then saw about a fifteen percent population growth from 2010-2022. Shoreline’s population growth is similar to the overall growth in King County’s, at seventeen percent from 2010-2022.

Figure LUA-2
City of Shoreline & King County
Historic Population Growth Comparison

	2000	2010	2022	Annual Percent Growth 2010-2020
King County	1,737,034	1,931,249	2,254,371	1.80%
Shoreline	53,296	53,007	58,673	1.10%

Source: 1990, 2000, 2010, 2020 US Decennial Census; 2022 ACS 5-Year Estimate

Residential and Employment Growth Targets and Capacity

The King County Countywide Planning Policies (CPPs) establish residential and employment growth targets for all the municipalities in King County, as well as growth targets for the unincorporated portions of the county. The State Office of Financial Management develops growth targets for each county based on its forecast for statewide growth over the next 20 years. In King County, the County and cities work collaboratively to allocate the targets to smaller areas based on City policies and policies in the CPPs. For



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the 20-year period 2024-2044, Shoreline has a growth target of 13,330 new housing units and 10,000 new jobs. Due to economic fluctuations, over portions of the 20-year period, the city may see more or less growth than this target. With this Comprehensive Plan update, Shoreline must demonstrate capacity to accommodate these housing and job targets.

Residential and Job Growth Capacity

Shoreline’s Comprehensive Plan supports the zoning necessary to accommodate the growth assumed in the adopted 20-year targets. Most of the growth is anticipated to occur along the Aurora Avenue corridor and around the Light Rail station areas. Much of the redevelopment in these areas is anticipated to be mixed-use structures, with commercial uses on the bottom floor and office or residential uses on the upper floors. Some of these will be a mix of uses within several structures (often of varying heights), which might be purely residential, office, retail, or commercial.

Redevelopment is also anticipated in the smaller mixed use commercial areas located throughout the City. These areas are anticipated to be developed with smaller-scale mixed-use developments or medium density multi-family residential uses. The City’s residential neighborhoods are also anticipated to see growth over the next 20-years, primarily related to the middle housing requirements, discussed in more depth in the Housing Element of this plan.

The City of Shoreline has the land capacity to accommodate the housing growth targets, and in fact, has a surplus of land capacity to accommodate the City’s housing allocations. Shoreline also has the zoned capacity to accommodate the job growth targets. See Figure LUA-3 which shows that City’s existing pending development and land use capacity, compared to the City’s allocated housing and job unit targets. More detailed information on the land capacity analysis can be found in the Land Capacity Methodology Report in Appendix H.3 of this Comprehensive Plan.

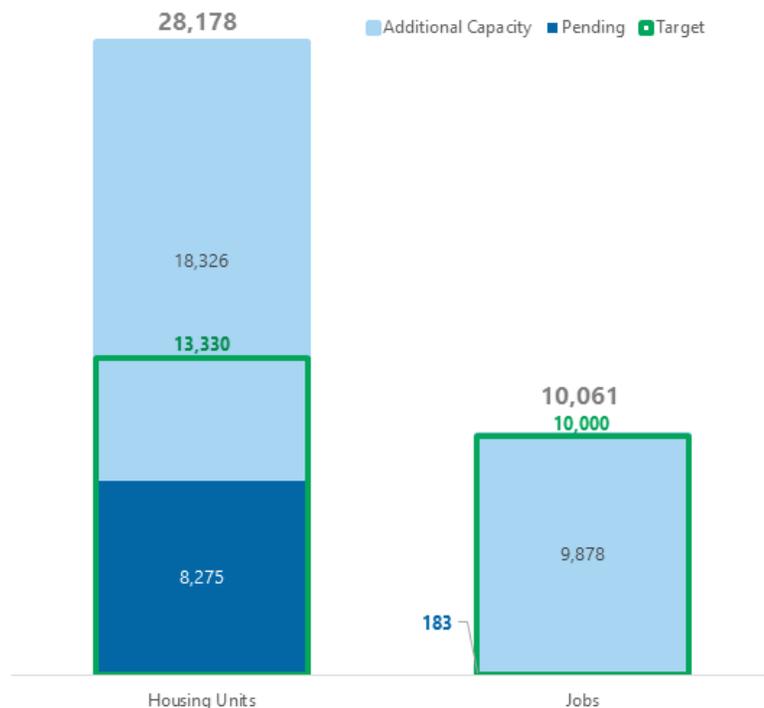


Figure LUA-3 – Employment and Housing Unit Growth Target Analysis.



GROWTH STRATEGY

Identify Growth Areas

Using the Land Use map in the Comprehensive Plan, areas for future growth were identified (“growth areas”). Growth areas include the two light rail station subareas, Aurora corridor, Aurora Square Community Renewal Area, Ballinger, and other neighborhood commercial areas such as North City, Ridgecrest, Richmond Beach, among others. Point Wells, which has been annexed by the City of Woodway, was not included in this growth allocation. The growth areas are shown in Figure X.

Allocate Households/Jobs to Growth Areas

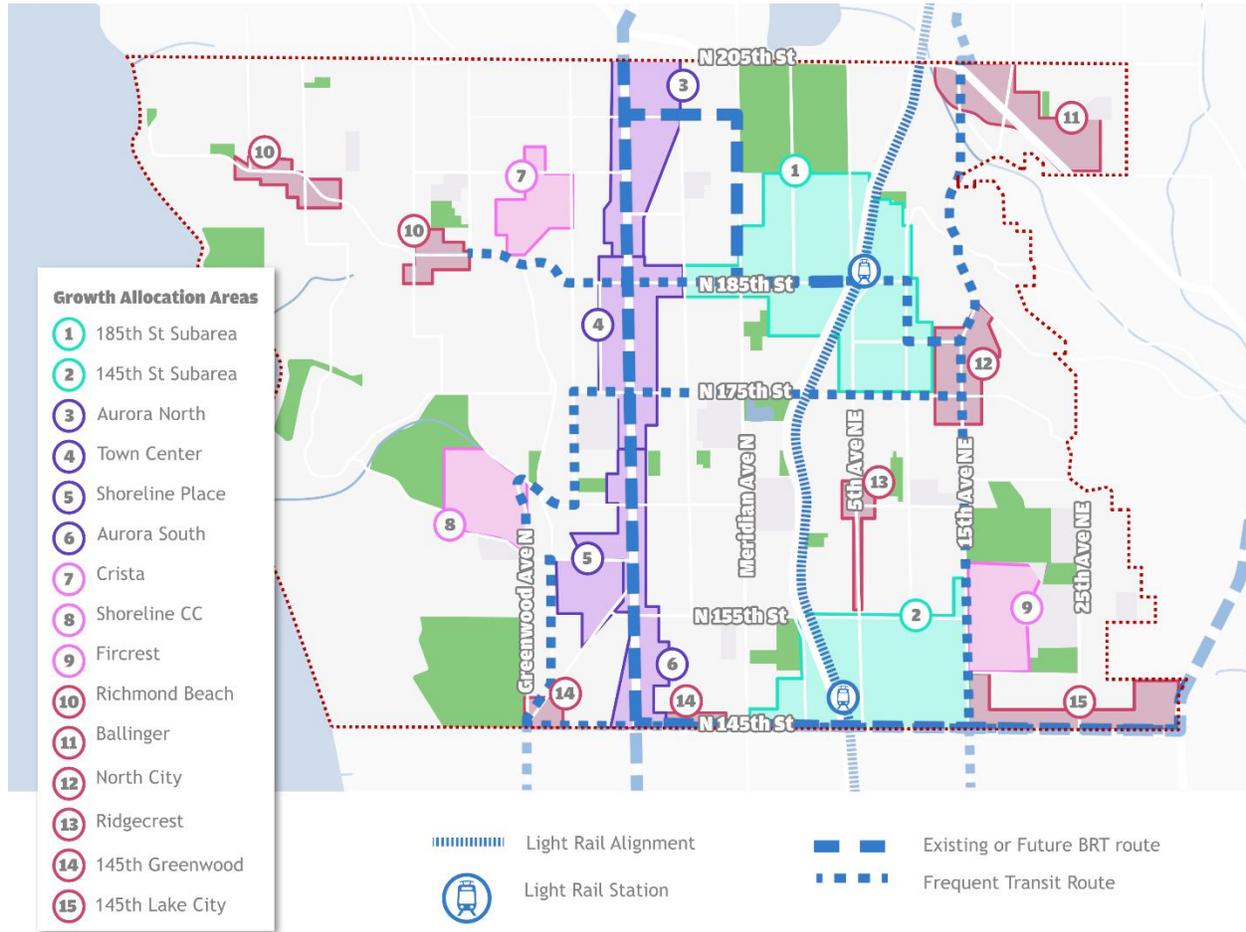
The City must plan for 13,330 new households and 10,000 new jobs through 2044 based on figures provided by King County. Each growth area was assigned a percentage of the total growth target to accommodate. For example, the light rail station areas have been assigned to each take 17% of the new households, or 2,133 households.

Figure LUA-4 – Allocated job and housing growth by growth areas.

	Growth Area	Housing Growth Projected	Jobs Growth Projected	
Light Rail Station Areas				
1	185th St Subarea	17%	18%	CWC
2	145th St Subarea	17%	18%	CWC
High Capacity Transit Areas				
3	Aurora North	14%	8%	CWC
4	Town Center	10%	10%	CWC
5	Shoreline Place / CRA	12%	15%	CWC
6	Aurora South	12%	11%	CWC
Special Planning Areas				
7	Crista	1%	1%	
8	Shoreline CC	1%	1%	
9	Fircrest/Public Health	1%	2%	
Neighborhood Centers				
10	Richmond Beach	2%	2%	
11	Ballinger	3%	5%	
12	North City	3%	4%	CWC
13	Ridgecrest	2%	1%	
14	145th-Greenwood	2%	2%	
15	145th-Lake City	1%	2%	
	R-4 / R-6 zones	2%	0%	



Figure LUA-5 – Growth Allocation Areas



Growth Allocation Methodology

Divide Growth Areas into TAZs

The 15 growth areas identified did not correlate to existing Traffic Analysis Zone (TAZ) boundaries. Growth areas are typically composed of pieces of many transportation analysis zones. The growth target was allocated in the growth areas to each TAZ by land area. Information collected included (a) an estimated acreage of each growth area, (b) an estimated acreage of each TAZ, and (c) an estimated acreage of the growth area within that TAZ. Below is an example of one such growth area, the 145th Station Area.

Based on the allocation (detailed above) this area is predicted to receive 17% of Shoreline’s household growth, and 18% of its job growth. 17% of 13,300 households predicted citywide results in 2,261 households projected in this growth area. Similarly, 18% of 10,000 jobs predicted citywide results in 1,800 jobs for this growth area.

The 145th Station Area is composed of two entire TAZs (121, 122), and five portions of TAZs (109, 110, 123, 125, 126).



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Figure LUA-5 – 145th Street Subarea Growth Allocation Area’s allocations by TAZ.

145th St Subarea	160	17%	18%	2,261	1,800
TAZ 109	76	5	3%	71	56
TAZ 110	79	6	4%	85	68
TAZ 121	50	50	31%	707	563
TAZ 122	40	40	25%	565	450
TAZ 123	24	15	9%	212	169
TAZ 125	49	38	24%	537	428
TAZ 126	40	6	4%	85	68
		160	100%	2,261	1,800

The acreage of each growth area within a TAZ was then divided by the TAZ overall in order to calculate the percentage of that growth area’s households and jobs allocated to that TAZ. For example, for TAZ 109, an estimated five acres of that TAZ is within the 145th Station Subarea, or 3% of the overall growth area (= 5 / 160). This TAZ then receives 3% of the growth area’s households and jobs (3% * 2,261 = 71 households) (3% * 1,800 = 56 jobs).

There are three transportation analysis zones in the City of Shoreline which contain multiple growth areas. These zones appear twice in the chart, but the existing quantity of households and jobs is only counted once.

- TAZ 104 – Aurora South growth area, 145th + Greenwood growth area
- TAZ 109 – 145th Station growth area, Ridgecrest growth area
- TAZ 110 – 145th Station growth area, Ridgecrest growth area

Spread Low-Density Household Growth

Based on the allocation (detailed above), 2% of the city’s household growth is predicted for lower density residential areas, such as those in the city’s R-4 and R-6 zone districts. Dozens of TAZs contain such zone districts. Calculating the percentage of low-density residential areas of each TAZ would be a time consuming task for a small amount of growth. For this reason, this growth was allocated in a peanut-butter approach across all of the city’s transportation analysis zones containing R-4 or R-6 zone districts, with a few exceptions. Those exceptions include areas zoned for low density residential that are already built out as uses that are unlikely to change (cemetery, schools, parks, etc.) In the end, the 2% of households (266 projected households) was divided among 89 TAZs, or approximately 3 households for each low-density residential containing TAZ.

Some TAZs have larger shared of R-4 or R-6 zoned property, and different development potentials. But it the peanut butter approach was found to be appropriate given the small number of new households projected in these areas.



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Subarea Plans

Town Center

The Town Center Subarea Plan, adopted in 2011 (Appendix K.4) was the culmination of much of the City’s thinking with regard to form-based codes, design standards, and placemaking. The Town Center Subarea Plan establishes design and transition standards to determine how centers would provide for intense development, yet function on a human scale, and how they would connect to adjacent single-family neighborhoods, while protecting residents from adverse impacts.

Southeast Neighborhoods

The Southeast Neighborhoods Subarea Plan, adopted in 2016 (Appendix K.3), was created to apply land use designations and specific goals for the area, as the entire subarea had been given a place-holder “Special Study Area” land use designation when it was originally annexed into the City. The subarea plan provides direction for development through 2036.

185th Street Station

The 185th Street Station Subarea Plan, adopted in 2015 (Appendix K.5), was created to develop a cohesive plan for the area surrounding the Light Rail station located on NE 185th Street east of I-5, and to take advantage of the access and amenities the station could provide. This plan provides guidelines for development in the area to provide a variety of housing types, parks and other amenities, and increased multi-modal connectivity. The plan developed a phased rezoning approach which segmented the proposed rezones into three phases, occurring in 2015, 2021, and 2033. As of this Comprehensive Plan update, only phase three has yet to occur. This phase primarily consists of mixed-use areas at varying heights to create a transition to surrounding residential areas.

145th Street Station

The 145th Street Station Subarea Plan, adopted in 2016 (Appendix K.6), was created to develop a cohesive plan for the area surrounding the Light Rail station located on NE 145th Street east of I-5, to take advantage of the access and amenities the station could provide. This plan provides guidelines for development in the area to provide a variety of housing types, parks and other amenities, and increased multi-modal connectivity. The plan developed a phased rezoning approach which segmented the proposed rezones into two phases, occurring in 2016 and 2033. As of this Comprehensive Plan update, phase three has yet to occur, and this phase primarily consists of mixed-use areas at varying heights to create a transition to surrounding residential areas.

Essential Public Facilities

The Growth Management Act (GMA) requires the comprehensive plan to include a process for identifying and siting Essential Public Facilities (EPF). According to the GMA, no local comprehensive plan may preclude the siting of EPF.

The GMA defines essential public facilities as those “that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities as defined in RCW 47.06.140, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance



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abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020.” Factors that make these facilities difficult to site include the number of jurisdictions affected or served by the facility; the size of the facility; and the facility’s potential adverse impacts, such as noise, odor, traffic, and pollution generation. The facilities can be either desirable or undesirable to jurisdictions. Some of the facilities are privately owned and regulated by public entities. Facilities also can be owned by the State and used by residents from throughout the state, such as universities and their branch campuses.

Establishing an EPF siting process is a mandate of the GMA. Including a process for siting EPF in the comprehensive plan has benefits, including minimizing difficulties in the siting process and addressing local impacts equitably. Shoreline’s Comprehensive Plan Land Use Element contains goals and policies for siting EPF. These policies are intended to guide the creation of provisions in the Land Use Code to site EPF that are not otherwise regulated by the Shoreline Municipal Code (SMC). EPF that are otherwise regulated by the Shoreline Municipal Code will continue to be regulated as set forth in the SMC without need to use the siting policies set forth in the Land Use Element.



Housing Element Supporting Analysis



BACKGROUND AND CONTEXT

The Housing Element requirements of the Growth Management Act were substantially amended in 2021 by HB 1220, requiring a much more detailed analysis of future housing needs by income level as well as considerations of racially disparate impacts, exclusion, and displacement in housing. As outlined in the Department of Commerce’s Guidance for Updating Your Housing Element, the updated requirements for a housing element include the following:

- **Housing needs assessment (HNA):** An inventory and analysis of existing and projected housing needs by income level as provided by the Department of Commerce that identifies the number of housing units necessary to manage projected growth.
- **Goals, policies and objectives:** A statement of goals, policies, objectives and mandatory provisions for the preservation, improvement and development of housing, including policies for moderate density housing options in urban growth areas.
- **Residential land capacity analysis:** Analysis to identify sufficient land to accommodate projected housing needs by income level.
- **Provisions for all economic segments:** Adequate provisions to address existing and projected needs of households at all income levels, including documenting programs and actions needed to achieve housing availability, consideration of housing locations in relation to employment locations and consideration of the role of accessory dwelling units (ADUs) in meeting housing needs.
- **Address racially disparate impacts, exclusion, displacement and displacement risk:** Identify policies and regulations that result in racially disparate impacts, displacement and exclusion, and implement policies and regulations that begin to undo these impacts. Also, identify areas that may be at higher risk of displacement and establish anti-displacement policies.

PSRC VISION 2050 and King County Countywide Planning Policies

The housing element must also be consistent with PSRC Vision 2050 and King County’s Countywide Planning Policies. Some key themes incorporated in the new goals and policies to better align with PSRC and King County policies include:

- Specifics of planning for future housing unit targets by income band.
- Additions of specific middle housing types and ADUs, and policies to allow more housing types in neighborhoods.
- Discussion of racially disparate impacts in past housing policy and future policies to address these historic inequities and mitigate future displacement risk.
- Adjustments of language to acknowledge the need for some changes in housing types and locations, such as near future high-capacity transit.

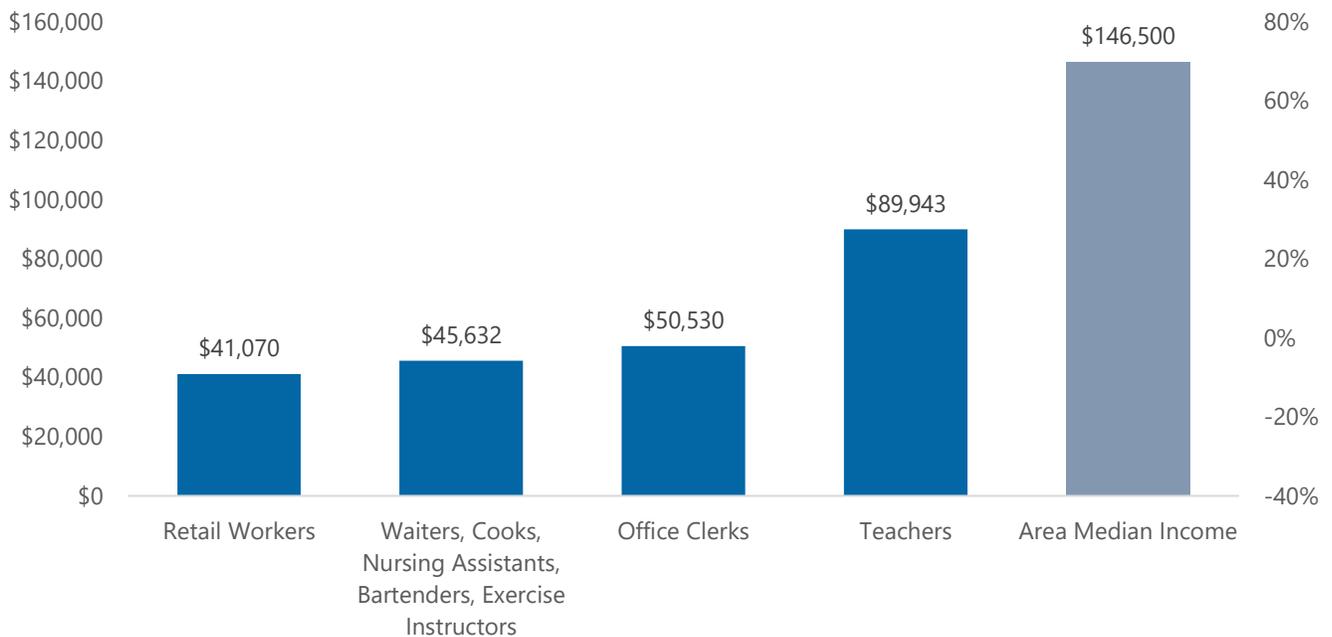


Definition and Measure of Housing Affordability

The U.S. Department of Housing and Urban Development (HUD)’s definition of affordability is for a household to pay no more than 30% of its annual income on housing. When discussing levels of affordability, households are characterized by their income as a percent of their area’s Annual Median Income (AMI). The 2024 AMI for King County (including Shoreline) was \$147,400. Therefore, a household with that income would be making 100% AMI; a household that made \$75,350 would be classified at 50% AMI; a family making \$45,200 would be classified at 30% AMI. Families who pay more than 30% of their income for housing are considered “cost-burdened” and may have difficulty affording necessities, such as food, clothing, transportation and medical care. The median household income in Shoreline as of 2022 was \$106,184.

For additional context, Figure 1 below shows sample salaries for major job sectors in Shoreline in 2023

Figure 1. Wages for Major Sectors in Shoreline, 2023



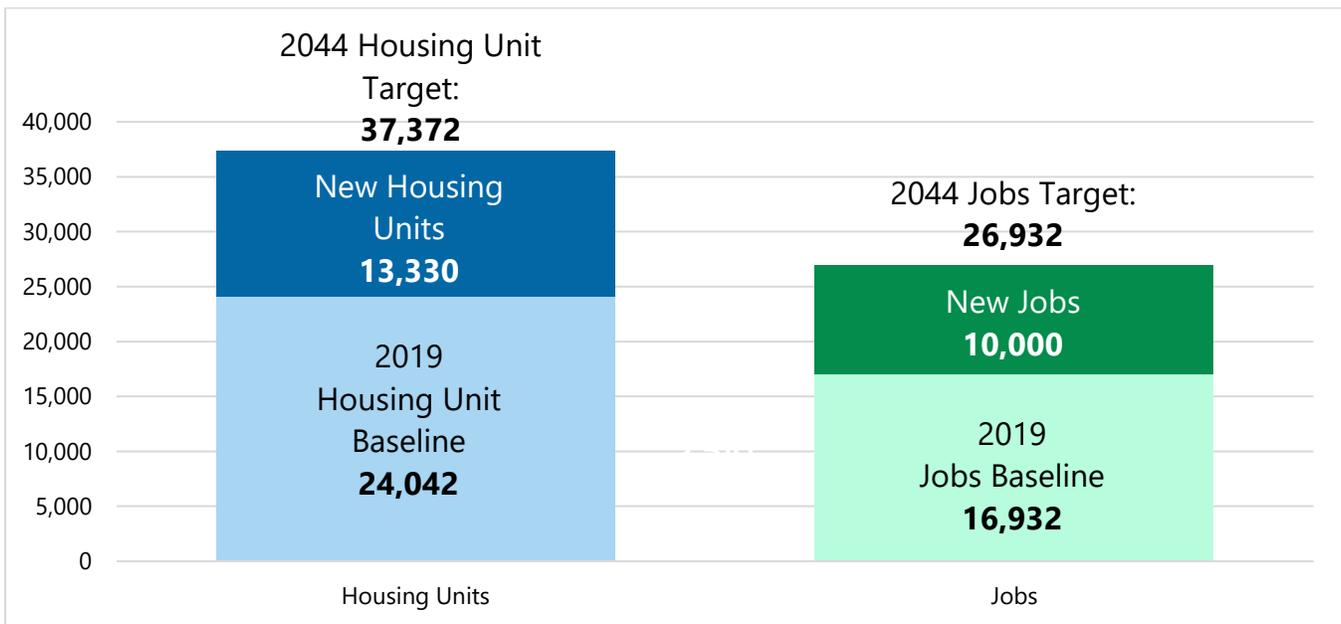
Sources: Washington Employment Security Department; Leland Consulting Group.



Growth Targets & Land Capacity

Shoreline’s growth targets for the 2044 Comprehensive Plan update are summarized below in Figure 2. A full reporting on the City’s land capacity to meet these targets is described in [Appendix XX - HB 1220 Methodology and Results Report](#). As shown below, the City’s 2044 growth target is 37,372 housing units and 26,932 jobs, and as described below in the Land Capacity Analysis section of this supporting analysis, the City has adequate land capacity to meet these citywide targets without making any changes to its current land use or zoning designations.

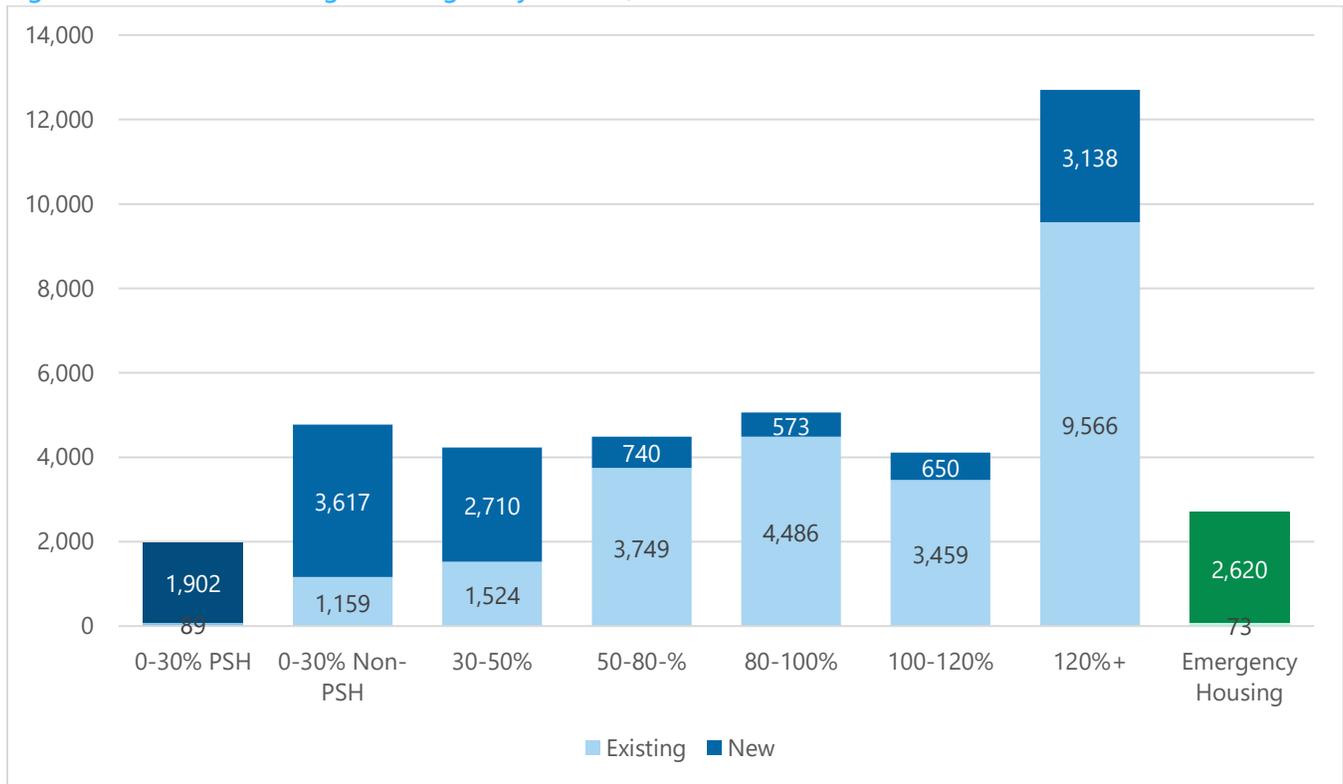
Figure 2. Net New Housing and Job Targets in Shoreline



The city also has targets for housing units by income band set by King County. These targets are set based on the city’s allocation of countywide need for housing that can serve all economic segments of the population, as determined by the Department of Commerce. Figure 3 below shows the 2044 housing targets by income band, as well as the number of existing units in each category. Shoreline has a shortage of housing across all income bands, particularly housing for people with incomes below 50% AMI. By 2044, the City has a target to add 6,327 non-permanent supportive housing units affordable to households making less than 50% AMI, 1,902 permanent supportive housing units, and 2,620 units of emergency housing. In addition, Shoreline needs 3,138 additional units of housing targeted to households making more than 120% AMI.



Figure 3. Shoreline Housing Unit Targets by Income, 2019-2044



Under current land use and zoning designations, Shoreline has adequate land capacity to meet each of these housing unit targets, except for those within the 120%+ AMI category. This is due to a lack of adequate land for single family detached homes, which are typically the most expensive housing units on the market. While the Washington State Department of Commerce does not require cities to show housing capacity that meets their targets at the 120%+ AMI income level, it is important to note that these targets represent a demand for housing within the Shoreline market by wealthier households, and the City should account for this demand through the supply of other housing types that may meet this demand in order to relieve pressure on the existing housing stock.

Housing Needs Assessment

Housing Inventory

Shoreline can be classified as a historically suburban community that is maturing into a more self-sustaining urban environment. Approximately 54% of the current housing stock was built before 1970. Just 14% of homes (both single family detached and multifamily) were constructed after 1999.

Over the last decade, there has been significant new multifamily construction adjacent to the future light rail station areas within the City’s mixed-use residential zones (MUR) and along Aurora Avenue within the Town



Center (TC) and Mixed Business (MB) zones. New townhome construction has also occurred, particularly along N 185th St between Town Center and the Shoreline North/185th light rail station.

Housing Types & Sizes

Single-family homes are the predominant type of existing housing in Shoreline and encompass a wide range of options, which range from older homes built prior to WWII to new homes that are certified through the Leadership in Energy and Environmental Design (LEED) program. Styles range from expansive homes on large view lots to modest homes on lots less than a 1/4 acre in size.

As of 2022, there are 23,505 housing units within the City of Shoreline. About 70% of these housing units are single-family homes. Compared to King County as a whole, Shoreline has a higher percentage of its housing stock in single-family homes (see Figure 4 below).

Figure 4. Number and Share of Dwellings by Type, 2022

Type of Housing	Shoreline (units)	Shoreline (percent)	King County (units)	King County (percent)
Single-family	16,567	70%	552,291	57%
Duplex	373	2%	16,366	2%
Triplex/4-plex	675	3%	37,768	4%
Multifamily (5+ units)	5,781	25%	350,776	36%
Mobile Homes	109	0.5%	14,820	2%
Other (boat, RV, van, etc.)	0	0%	800	0.1%

Source: US Census ACS 2022 5-Year Estimate, Table DP04.

In Shoreline, the average number of bedrooms per unit is 2.8. Only 15% of housing units have less than two bedrooms. This compares with nearly 25% of housing units in King County with less than two bedrooms. With larger housing units and a stable population, overcrowding has not been a problem in Shoreline, though it is becoming more common. The US Census reported 2.7% of housing units have an average of more than one occupant per room as of 2022.

Special Housing Inventory

There are currently 73 emergency housing units and 89 units of permanent supportive housing for households making under 30% AMI. Housing for extremely low-income households in Shoreline includes the Compass at Ronald Commons and St. Margaret’s Place. The King County Housing Authority also operates eight properties in Shoreline, all of which serve seniors and people with disabilities.

Community Profile

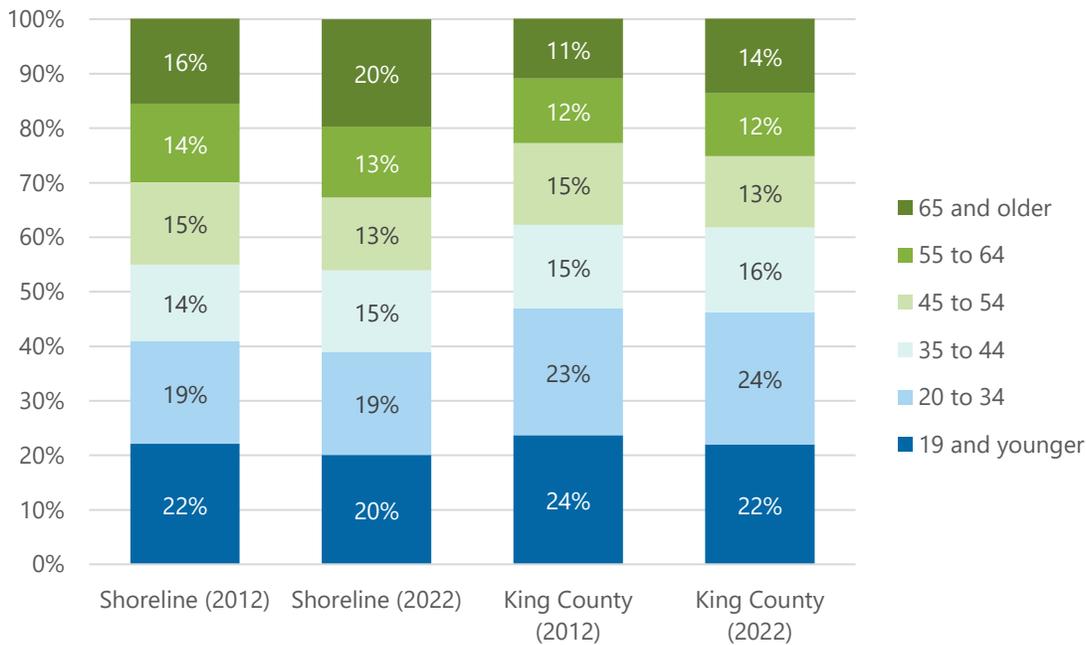
Population

Age. Shoreline’s population is slightly older than King County’s. As of 2022, 46% of residents are over 45, compared to around 38% countywide. In addition, 20% of residents are over 65, compared to 14% countywide. Since 2012, the share of residents over 65 has increased from 16% to 20% of the city’s population, or an increase of almost 3,250 residents.



The age composition of Shoreline’s residents has important implications for housing needs in the city. An increasing share of older residents who may be “downsizing” can often signal the need for smaller housing units. Older residents may also have specific housing needs such as accessible units or assisted living.

Figure 5. Population Distribution by Age in Shoreline and King County, 2012-2022



Source: US Census ACS 2022 & 2012 5-Year Estimates, Table S0101.

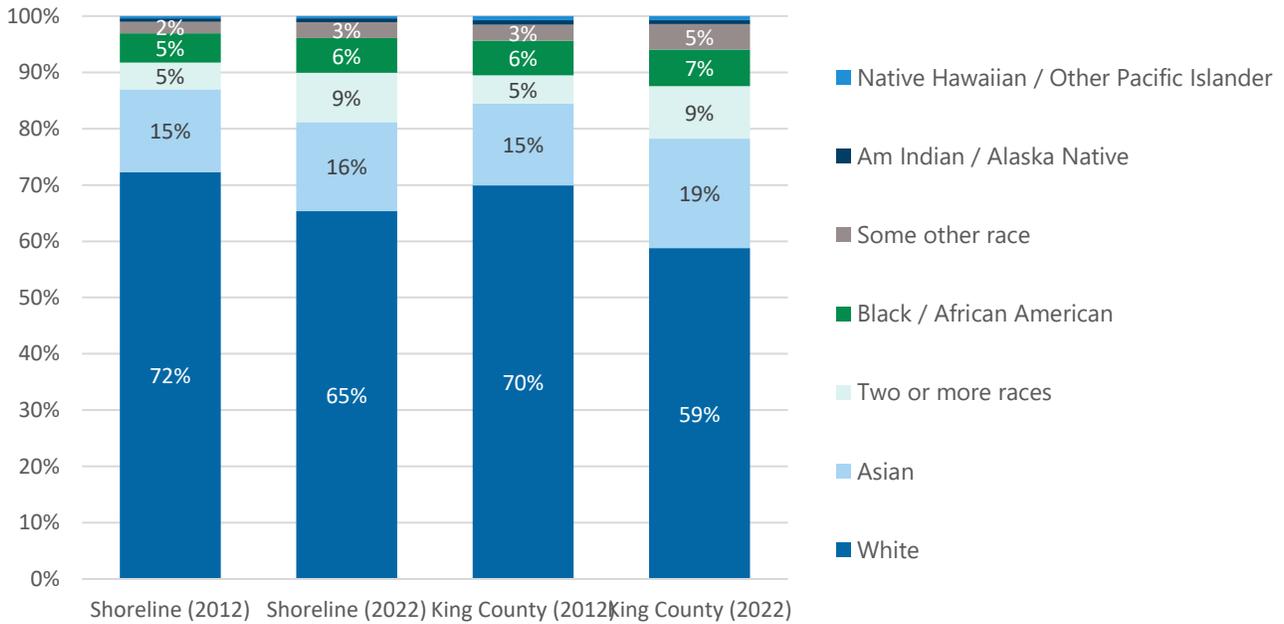
Race & Ethnicity

The populations of both Shoreline and King County have gotten more diverse over the past decade. In 2012, 30% of King County residents and 28% of Shoreline residents were Black, Indigenous, or People of Color (BIPOC). Since then, King County’s BIPOC population has grown to 41% while Shoreline’s is now 35% of the population. The population of Hispanic or Latino residents of any race has held relatively steady in both the city and the county – 7% in Shoreline and 9% in King County.

When considering housing needs, race and ethnicity can present compounding challenges to housing affordability and accessibility. For example, in Shoreline, 76% of homeowners are white, although just 64% of residents are white. Renters face greater housing instability than homeowners, and less opportunities for wealth-building. These types of reinforcing housing challenges are important to consider when planning for the housing needs of all residents in the city.



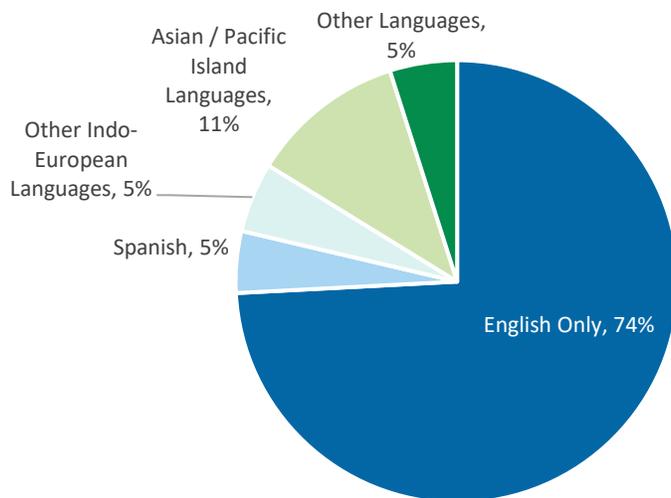
Figure 6. Race and Ethnicity in Shoreline and King County, 2012-2022



Source: US Census ACS 2022 & 2012 5-Year Estimates, Table DP05.

Nearly three quarters of residents over five years old in Shoreline speak English at home, as shown below. Other than English, the most common languages spoken among Shoreline residents are various Asian and Pacific Island languages. The majority of residents that speak languages other than English also report speaking English very well.

Figure 7. Languages Spoken by Shoreline Residents over Five Years Old, 2022



Source: US Census ACS 2022 5-Year Estimates, Table S1601.



Additional demographic information relating to race and ethnicity can be found in the Racially Disparate Impacts portion of this document.

Household Characteristics

As of 2022, there were 22,706 households in Shoreline, up from around 21,218 in 2012 (an increase of just over 7%). The majority of households in Shoreline (65%) are family households. Of these, just over half are married couples. About 27% of Shoreline households have children under 18. The city has a higher share of family households than King County, but the share of family households and families with children under 18 is similar to the statewide figures.

The other 35% of Shoreline households are non-family households, which includes individuals living alone or any arrangement of unrelated residents. The majority of these households (77%) are residents living alone. Of these, 2,844 households are individuals over 65 living alone. This is a smaller share of older householders living alone than the county but is in line with the state. The average household size in the city is 2.58, higher than the King County average of 2.44 and a slight increase from Shoreline’s 2012 average household size of 2.51.

This data shows a need in Shoreline for both larger units to accommodate families and smaller units to accommodate residents living alone.

Figure 8. Selected Household Characteristics in Shoreline, King County, and Washington, 2022

	Shoreline		King County		Washington	
	Total	%	Total	%	Total	%
Total Households	22,706		916,270		2,979,272	
Family Households	14,770	65%	537,292	59%	1,910,770	64%
Married-couple family	11,871	52%	429,956	47%	1,482,230	50%
Other family	2,899	13%	107,336	12%	428,540	14%
With own children under 18 years	6,028	27%	238,482	26%	814,890	27%
Nonfamily households	7,936	35%	378,978	41%	1,068,502	36%
Households living alone	6,125	27%	279,263	30%	803,383	27%
Householder 65 years and over	2,844	13%	81,239	9%	313,547	11%

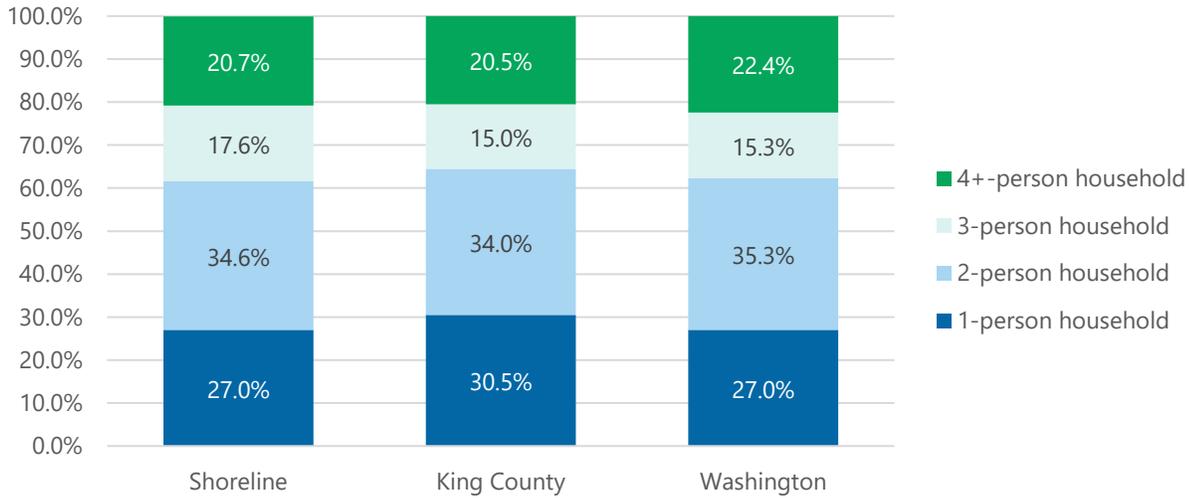
Source: US Census ACS 2022 5-Year Estimates, Table S2501.

Household size

Shoreline’s households are similar in size to county and statewide averages. There is a slightly smaller share of one-person households than the county. Overall, the largest number of households are two-person households, at nearly 35%. Shoreline also has a higher share of three-person households than the county or state.



Figure 9. Share of Households by Size in Shoreline, King County, and Washington, 2022

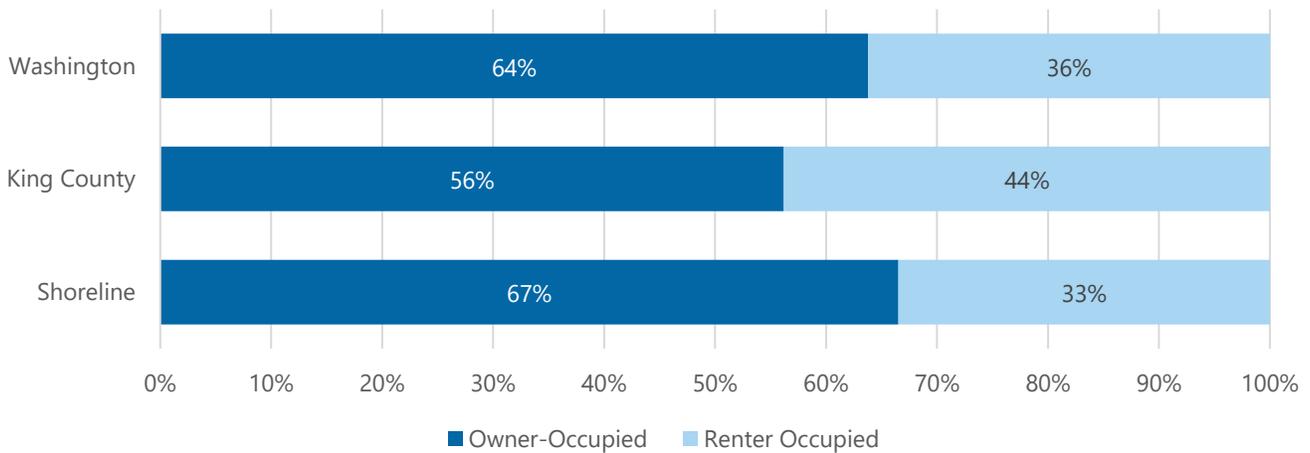


Source: US Census ACS 2022 5-Year Estimates, Table S2501.

Household tenure

Approximately two thirds of Shoreline households are homeowners, a larger share than King County and the state overall, as shown below. This is consistent with current zoning in the city, in which 77% of the land is zoned for single-family residential development.

Figure 10. Housing Unit Tenure in Shoreline, King County, and Washington, 2022



Source: US Census ACS 2022 5-Year Estimates, Table S2501.

Figure 11 below shows selected changes over the past decade in Shoreline’s households. Household size has increased slightly for both renter and owner households, a trend seen nationally as increasing housing prices have caused more people to share housing. The share of households with children in the city has remained constant, while single-person households have decreased. The share of senior single-person households has increased over the past decade.



Figure 11. Selected Household Trends in Shoreline, 2012-2022

	2012	2022
Total Households	21,218	22,706
Average Household Size: Owner-Occupied Units	2.59	2.63
Average Household Size: Renter-Occupied Units	2.13	2.23
Family Households with One or More Persons Under 18	28%	28%
Family Households	62%	65%
Non-Family Households	38%	35%
Single Person Households	29%	27%
Single Person Households, Age 65 or Over	11%	13%

Source: US Census ACS 2022 5-Year Estimates, Tables DP04 and S2501.

Renters also tend to have smaller household sizes in the city, as shown in **Error! Reference source not found.** below. About 41% of renter households are one-person households, compared with 20% of owner households. Out of Shoreline’s nearly 23,000 households, 35% have two people.

Figure 12. Shoreline Household Size by Tenure, 2022



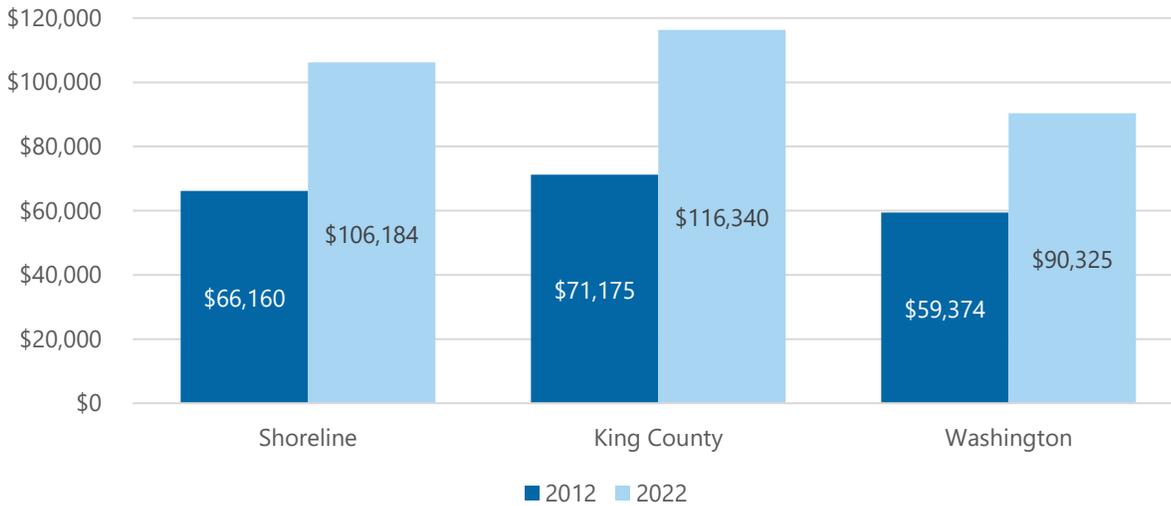
Source: US Census ACS 2022 5-Year Estimates, Table S1901.

Household income

The median household income in Shoreline is below the King County median, but higher than the median statewide. The 2022 median household income as reported by the Census is \$106,184, up from \$66,160 in 2012. This represents a 60% increase over that time.



Figure 13. Median Household Income in Shoreline, King County, and Washington, 2012-2022



Source: US Census ACS 2022 5-Year Estimates, Table S1901.

The chart below in Figure 14 shows the breakdown of household incomes in Shoreline by income bands, compared with King County. While there is a higher share of King County households making over \$200,000, over one fifth of Shoreline households are in that top income bracket. In Shoreline, nearly 65% of households make \$75,000 per year or more while just 23% make less than \$50,000.

An analysis of household income required to afford housing at various price points is found later in this report, in the Housing Affordability section.



Figure 14. Household Income Bands in Shoreline and King County, 2022

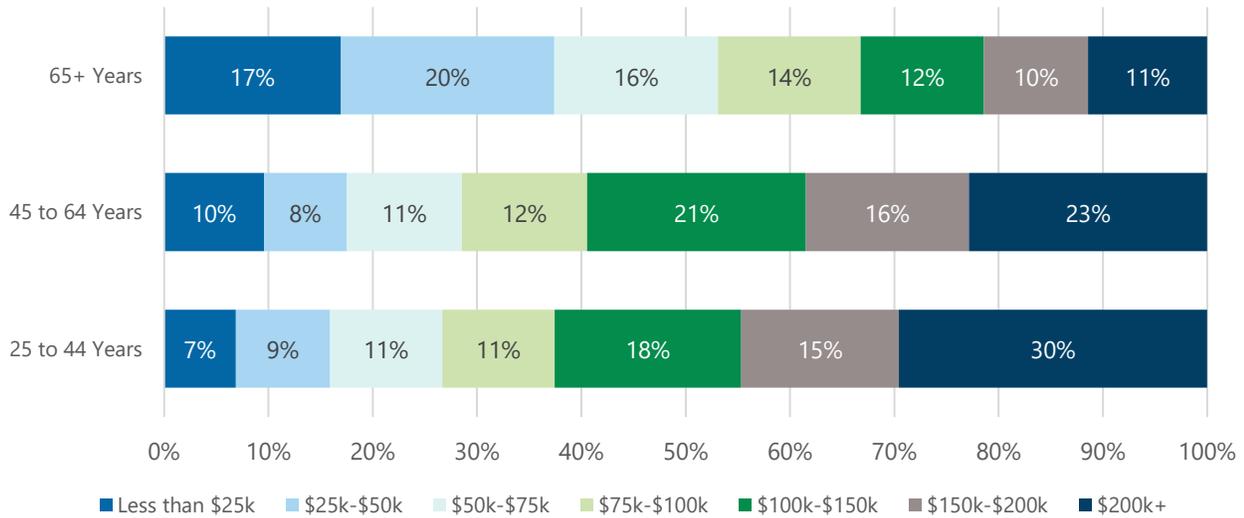


Source: US Census ACS 2022 5-Year Estimates, Table S1901.

As noted previously, Shoreline residents are older than regional and statewide averages. This can introduce compounding challenges to housing affordability. As shown in Figure 15 below, older households earn considerably less than younger households in Shoreline. Nonetheless, most older households are homeowners, as shown in Figure 15. Given the rising housing prices in the city discussed further in the Housing Affordability section of this report, these households would likely be unable to afford their current housing units if they had to buy them today and may also face challenges if they need or wish to move and stay within the community.

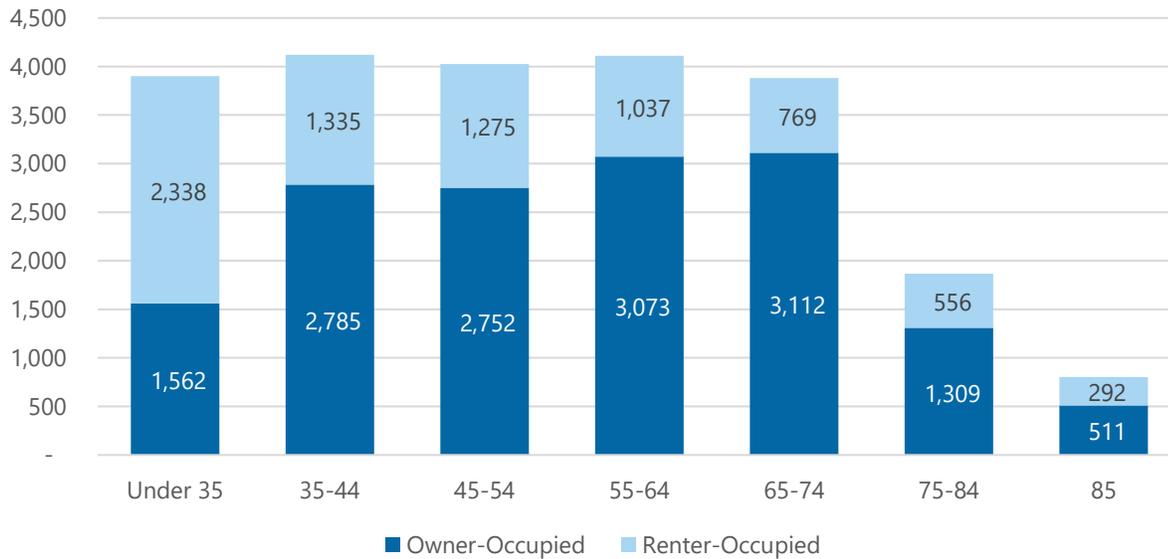


Figure 15. Age and Household Income in Shoreline, 2022



Source: US Census ACS 2022 5-Year Estimates, Table S19037.

Figure 16. Age and Tenure of Households in Shoreline (2022)



Source: US Census ACS 2022 5-Year Estimates, Table S25007.

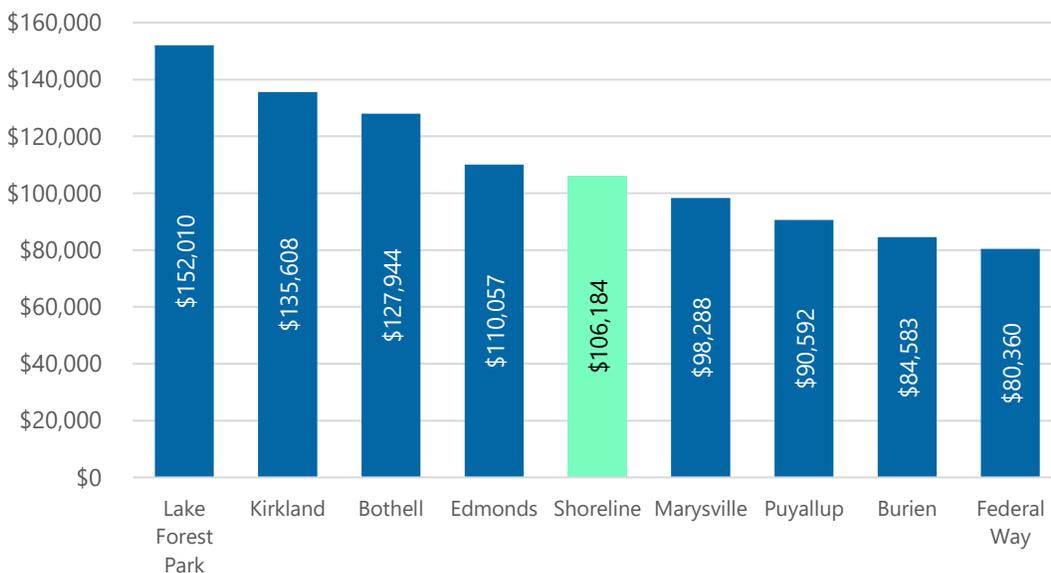


Peer Communities

When considering housing and household dynamics, it is important to understand how the city compares to neighboring or like sized communities in the region, particularly when it comes to household income and prevalence of poverty, as both impact housing demand and affordability, and help to explain local challenges relative to the region. For this purpose, Shoreline has been compared to the following cities: Burien, Puyallup, Marysville, Federal Way, Kirkland, Lake Forest Park, Bothell, and Edmonds.

As shown in Figure 17 **Error! Reference source not found.** below, the median household income in Shoreline is higher than in peer cities including Burien, Puyallup, Marysville, and Federal Way, but is lower than in Kirkland, Lake Forest Park, Bothell, and Edmonds. The share of households in Shoreline making over \$200,000 per year is twice that of Puyallup, Marysville, or Federal Way.

Figure 17. Median Household Income in Shoreline and Peer Cities, 2022

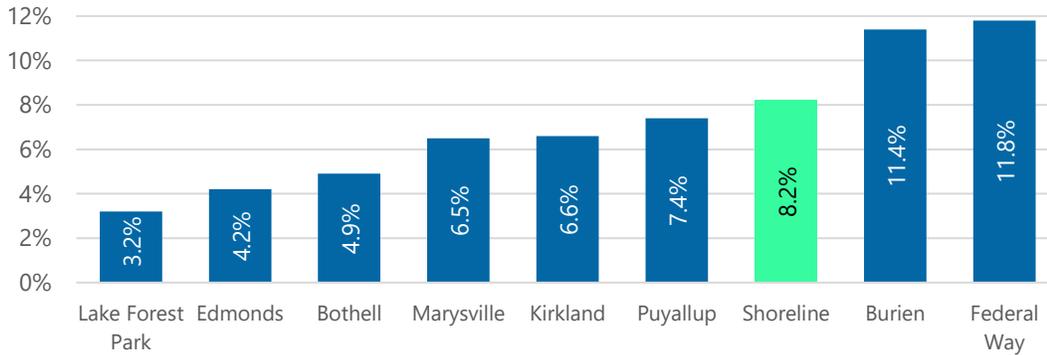


Source: US Census ACS 2022 5-Year Estimates, Table S1901.

As shown in Figure 18 below, although Shoreline has the fifth highest median income among peer cities, it also has the third highest poverty rate at 8.2 percent. Just Burien and Federal Way have higher poverty rates. The divide among Shoreline residents is reflected in the need for housing units serving those making less than 50% AMI and those making more than 120% AMI.



Figure 18. Poverty Rates in Shoreline and Peer Cities, 2022



Source: US Census ACS 2022 5-Year Estimates, Table S1701.

Special Needs Housing

According to the US Department of Housing and Urban Development (HUD), a quarter of the households in Shoreline have a member with one or more disability (note that the total share of households in Figure 19 below is above 100 percent, indicating that there are households in which household members have multiple disabilities). The most common type of disability reported is an ambulatory limitation. The high share of households that include a disabled member indicate that there is likely a need for a wider variety of accessible housing types in Shoreline. Although many disabled and older residents would prefer to remain in the community, there may also be a need for assisted living facilities to assist those who need more consistent care.

Since 2020, when this data was recorded, the COVID pandemic has increased rates of disability nationwide (since February 2020, there has been a nearly ten percent increase in the disabled population over 16 years old nationwide). In addition, the large Baby Boomer generation is now entirely over the age of 60. Shoreline should assume that these trends make it likely that there is now a larger share of households with a disabled member than in 2020.

Figure 19. Disability Status among Shoreline Households, 2020

Disability Status	Number of Households	Share of Households
Household member has a cognitive limitation	2,195	10%
Household member has a hearing or vision impairment	2,385	11%
Household member has a self-care or independent living limitation	2,440	11%
Household member has an ambulatory limitation	2,680	12%
Household member has none of the above limitations	16,395	75%

Source: US Department of Housing and Urban Development, CHAS 2016-2020 – Table 6.

Workforce Profile



Local Workforce Characteristics

According to the Puget Sound Regional Council (PSRC) covered employment estimate, as of 2022 there were 15,851 jobs in Shoreline, with the highest concentration of jobs in the high-level industries of services, retail, and education. Shoreline employment has remained relatively flat over the past two decades before declining at the beginning of the COVID pandemic, with some recovery shown through 2022.

Figure 20. Covered Employment in Shoreline by Sector, 2002-2022

[OBJ]

Source: PSRC Covered Employment Estimate.

As of 2021, just under 30 percent of jobs in Shoreline required at least a Bachelor’s degree, while 18 percent required just a high school degree (or equivalent). Nearly 59 percent of jobs paid at least \$3,333 per month (approximately \$40,000 per year), an income far below the median household income required to afford (rent or own) most homes in Shoreline.

Services

Jobs to Housing Ratio

As of 2022, there were 23,505 housing units and 15,851 jobs in Shoreline, a ratio of 0.67 jobs per housing unit. PSRC has stated a region goal for cities to move towards a ratio of 1.0. This indicates that in order to align with regional policy goals, Shoreline should focus on increasing the number of jobs in the city. Shoreline’s proximity to Seattle will likely make it challenging for the city to maintain a one-to-one ratio of jobs and housing, as regional unemployment is low and the demand for new housing is high. In addition, developers and investors have significantly slowed down new office construction in reaction to the increase in hybrid and remote work. However, two new LINK light rail stations planned for Shoreline could make it an attractive location for business growth.

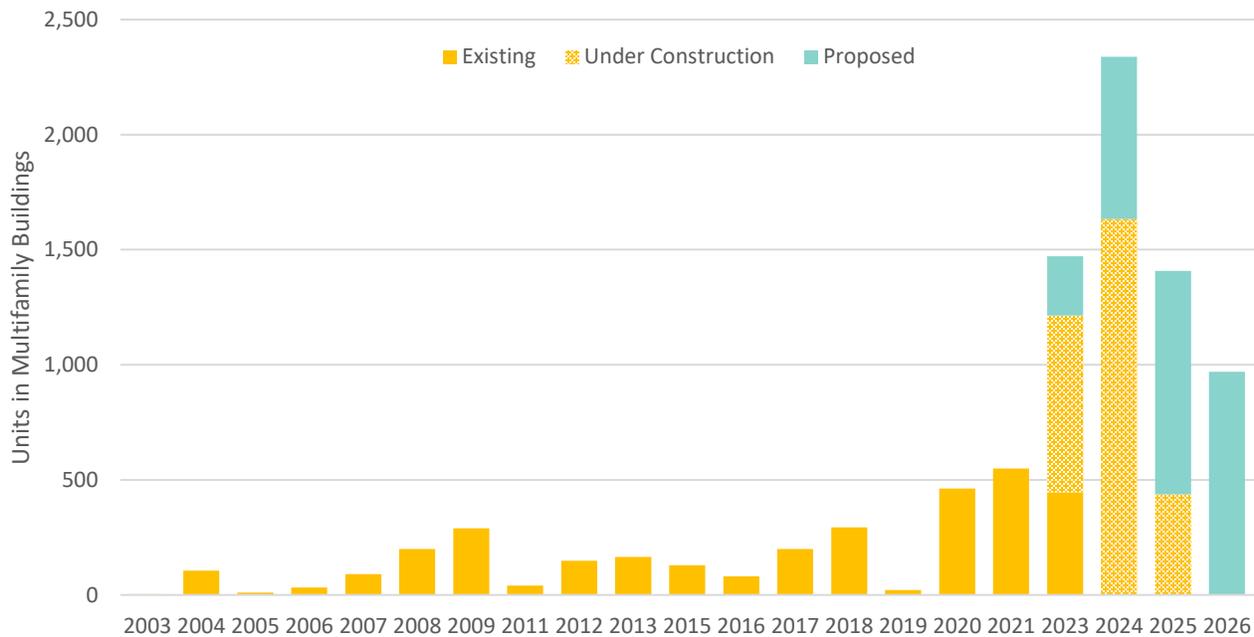


Housing Market Conditions

Multifamily Rental Housing Trends

Since 2003, 3,264 new multifamily housing units have been built in Shoreline. There are currently 2,839 units under construction and 2,904 proposed units expected to be completed by 2026. In total, there are approximately 6,650 multifamily units in Shoreline, nearly half of which have been built since 2003.

Figure 21. Multifamily Construction and Development Pipeline, 2003-2026



Source: CoStar.

Rents have risen consistently in Shoreline over the past several years, reaching an average of \$1,911 per unit in 2024. Rents vary by the number of bedrooms, with studios renting on average for \$1,547 and three-bedroom units for \$2,597. Between 2004 and 2024, rent grew by nearly 73% in Shoreline – an average of 2.8% per year.

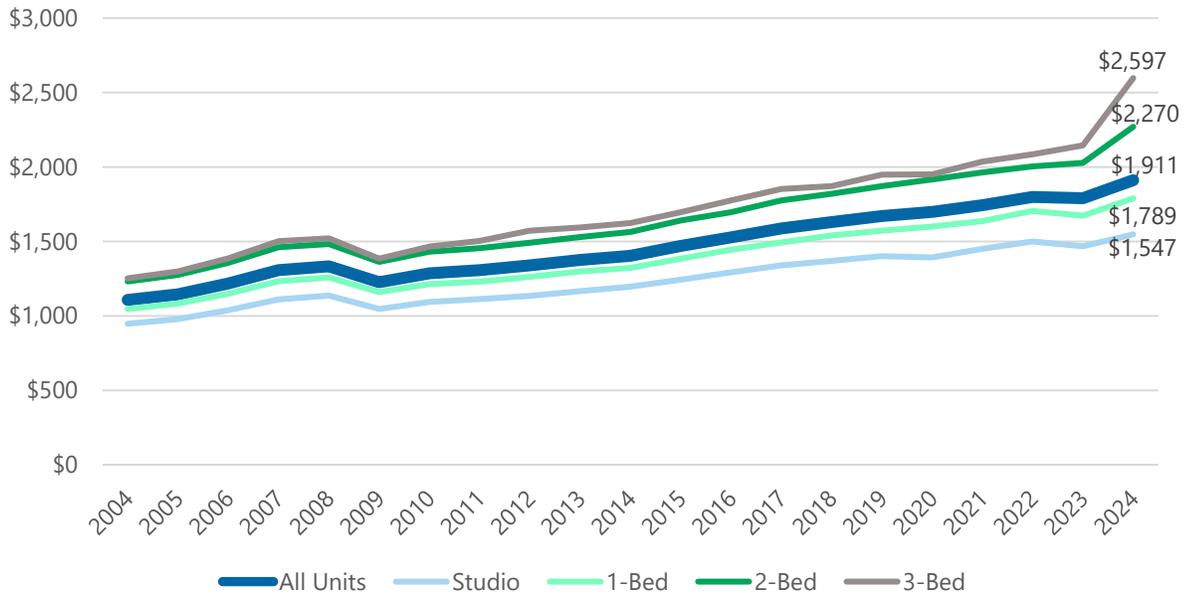


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Figure 22. Market Asking Rent by Unit Type in Shoreline, 2004-2024

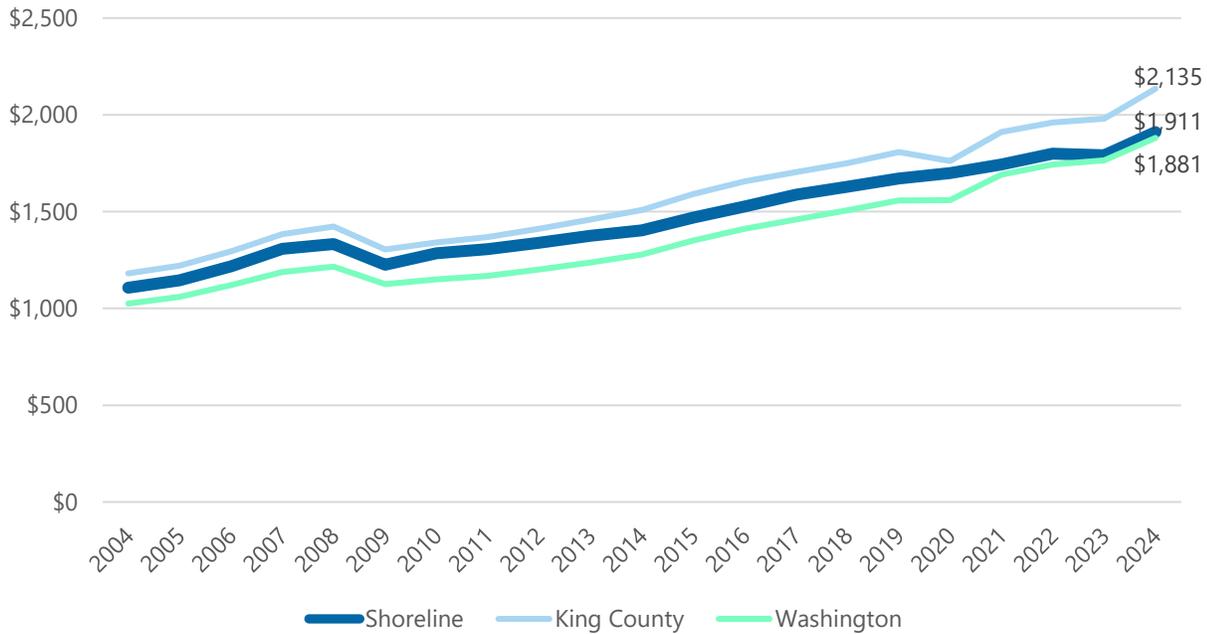


Source: CoStar.

Market asking rents in Shoreline are similar to statewide rents but below the rents in King County, on average. Rents in Shoreline were relatively static between 2022 and 2023 as county- and state-wide rents continued to grow. Historically, rents in Shoreline have been higher than rent statewide. Since 2004, rents in King County have grown by 81% while rents statewide grew by 83.5%.



Figure 23. Market Asking Rent per Unit in Shoreline, King County, and Washington, 2004-2024

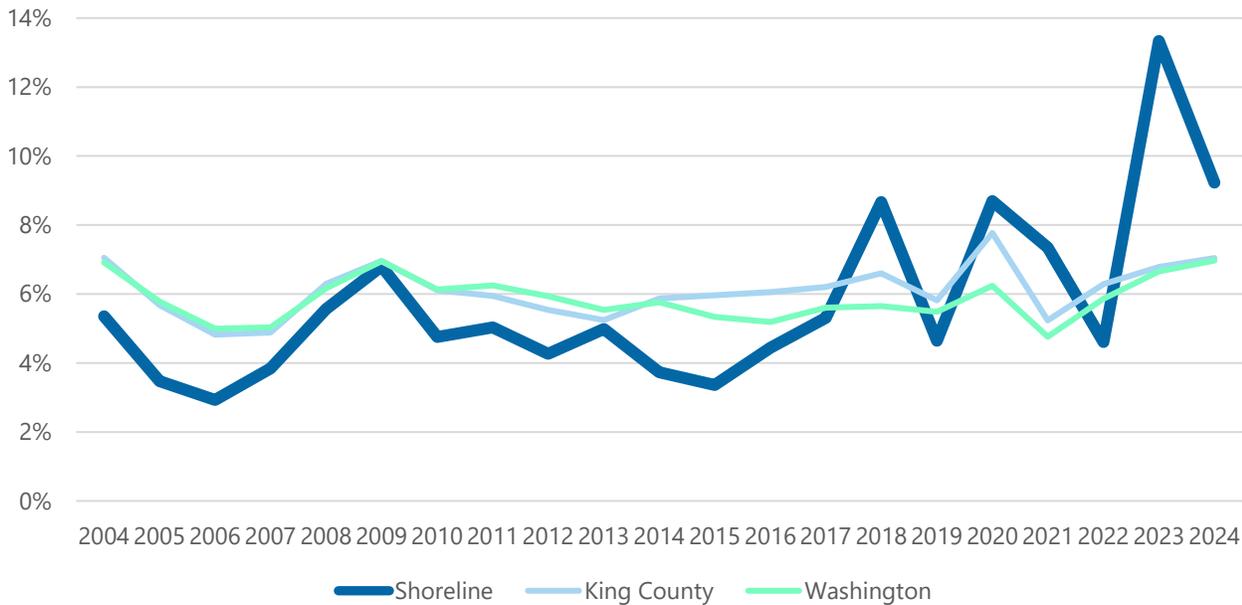


Source: CoStar.

Since 2004, the vacancy rate in Shoreline has been a bit more volatile than the vacancy rate in King County and Washington, likely due to the fact that it is a smaller housing market. The construction of new housing units since 2017 has also likely resulted in spikes in the vacancy rate. In 2023, when the vacancy rate in Shoreline reached 13%, 1,022 new multifamily units were added to the city’s housing market. As these new units get absorbed, the vacancy rate is likely to settle to a level closer to the county and statewide rates. A vacancy rate of 5-6% percent typically indicates a balanced rental market, with enough vacant units to enable tenants’ freedom of movement.



Figure 24. Multifamily Vacancy Rates in Shoreline, King County, and Washington, 2004-2024



Source: CoStar.

Single Family Home Trends

According to the US Census Bureau, between 2002 and 2022, 4,615 housing units were permitted in Shoreline. Of these, 1,358 were single family homes (29%). Between 2012 and 2015, nearly all of the units permitted were single family homes. However, multifamily permitting has risen significantly since then as the city has expanded its housing supply. In 2022, just 1% of units permitted in Shoreline were in single family structures.

Figure 25. Permitting Activity in Shoreline, 2012-2022

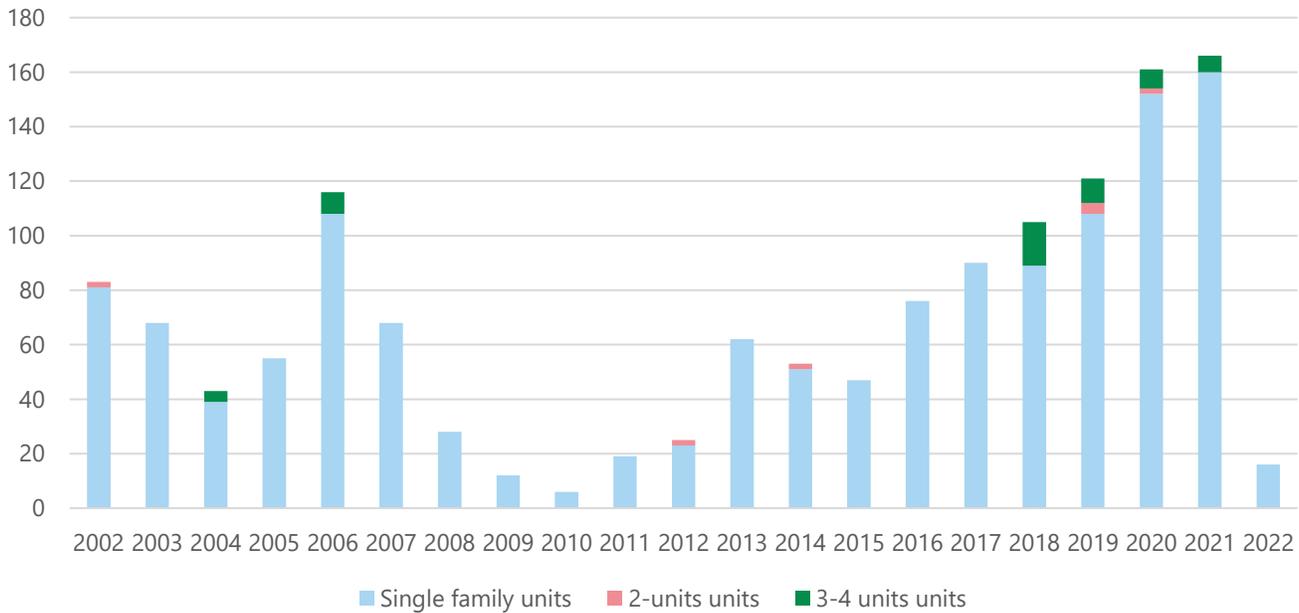
	Total Units Permitted	Single Family Units Permitted	Single Family Share of Total
2012	25	23	92%
2013	62	62	100%
2014	53	51	96%
2015	47	47	100%
2016	369	76	21%
2017	204	90	44%
2018	364	89	24%
2019	575	108	19%
2020	182	152	84%
2021	983	160	16%
2022	1,121	16	1%

Source: US Census Bureau Building Permit Database.



Over the past few years, there has also been a rise in permitting activity for middle housing. Between 2018 and 2022, 14 buildings between two and four units were permitted in Shoreline, for a total of 44 units. The majority of these units (86 percent) were in three- or four-unit buildings. Permitting activity for these types of structures is likely to continue to increase as the City implements policies aligning with new state middle housing requirements.

Figure 26. Units Permitted in Single Family and Middle Housing Structures, 2002-2022

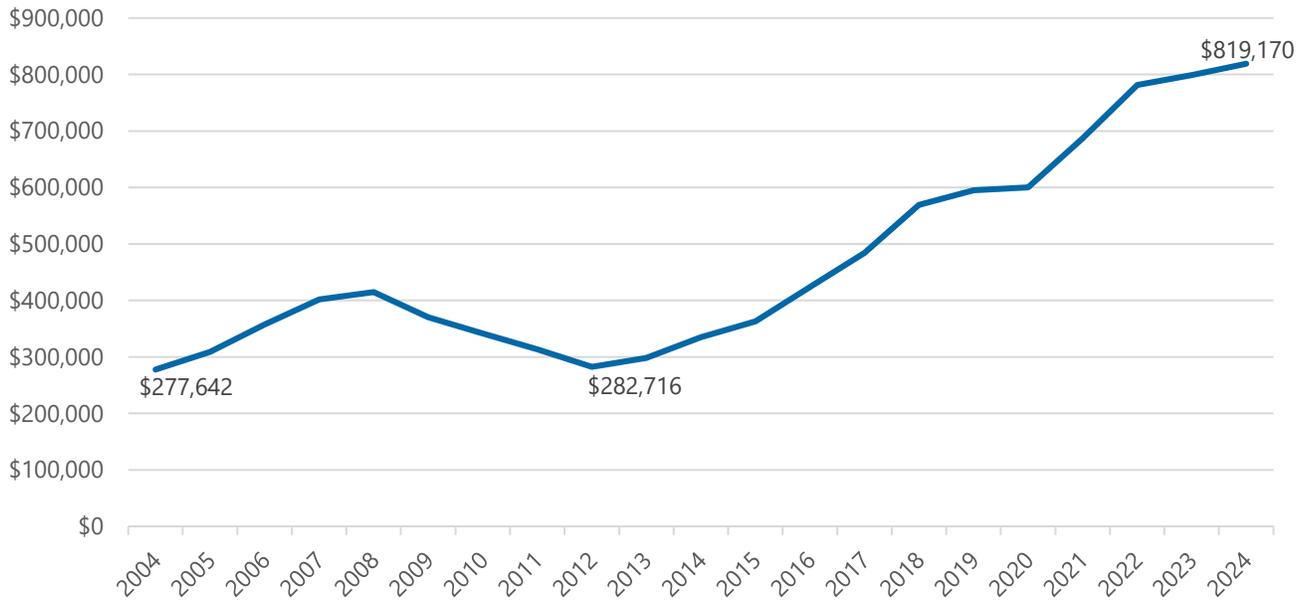


Source: US Census Bureau Building Permit Database.

According to Zillow’s Home Value Index, home prices in Shoreline nearly doubled between 2004 and 2024 (data as of January 31st of each year). As of early 2024, the typical home price in the city was nearly \$820,000.



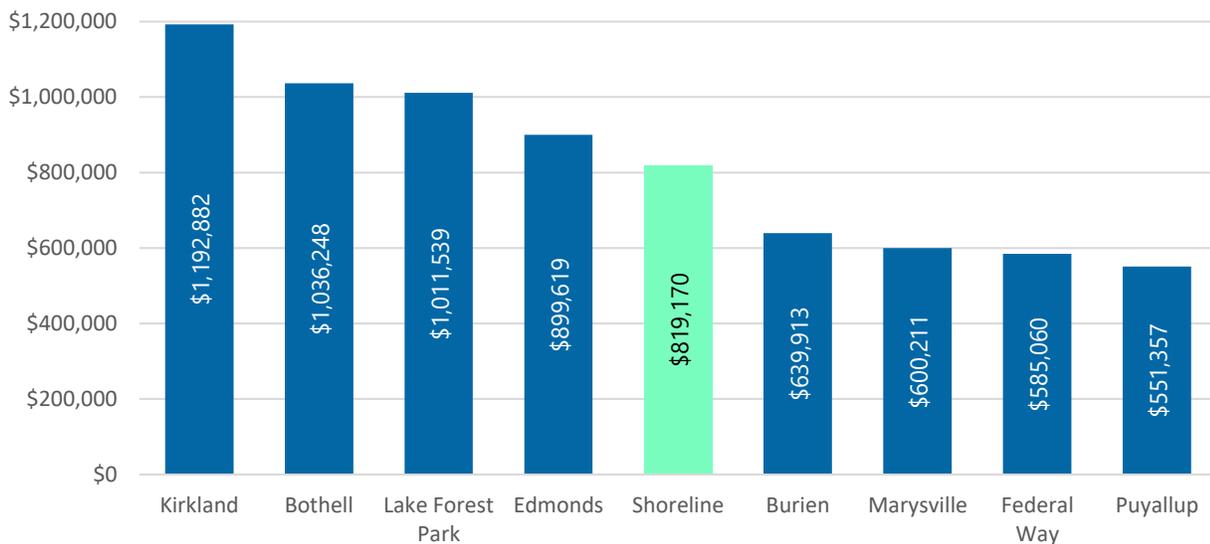
Figure 27. Typical Home Values in Shoreline, 2004-2024



Source: Zillow Home Value Index (ZHVI). Note: the ZHVI reflects the value of homes in the 35th to 65th percentile range in a given market.

As of January 2024, Shoreline’s typical home value fell in the middle of its peer cities’ range. Puyallup had the lowest typical home value at just over \$550,000 while Kirkland had the highest at nearly \$1.2 million. An annual household income of over \$200,000 would be required to purchase the typical house in Shoreline.

Figure 28. Typical Home Values in Shoreline and Peer Cities, 2024



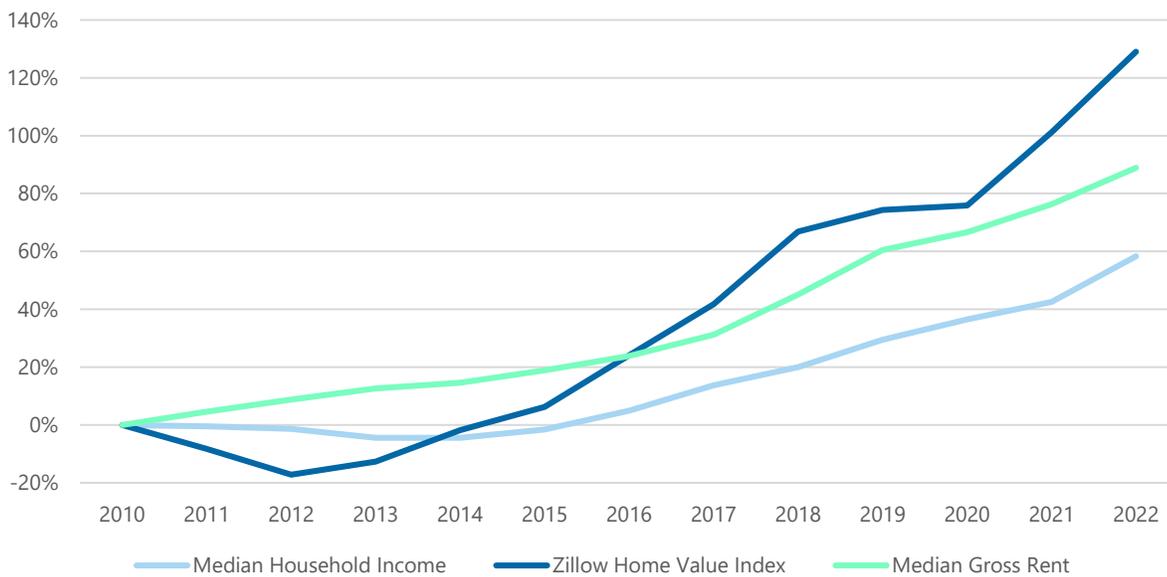
Source: Zillow Home Value Index (ZHVI). Note: the ZHVI reflects the value of homes in the 35th to 65th percentile range in a given market.



Housing Affordability

Housing Affordability has become a major concern for renters and homeowners nationwide, especially in markets like the Seattle metro area that have seen significant job growth and in-migration that has outpaced housing construction. Figure 29 below shows home value, rent, and household income growth since 2010. While the typical home price has risen 129% and the median gross rent has grown 89% since 2010, median household income in Shoreline has risen just 58%. In other words, increases in housing costs have outpaced income growth for many Shoreline residents.

Figure 29. Growth of Household Income and Housing Costs in Shoreline, 2010-2022

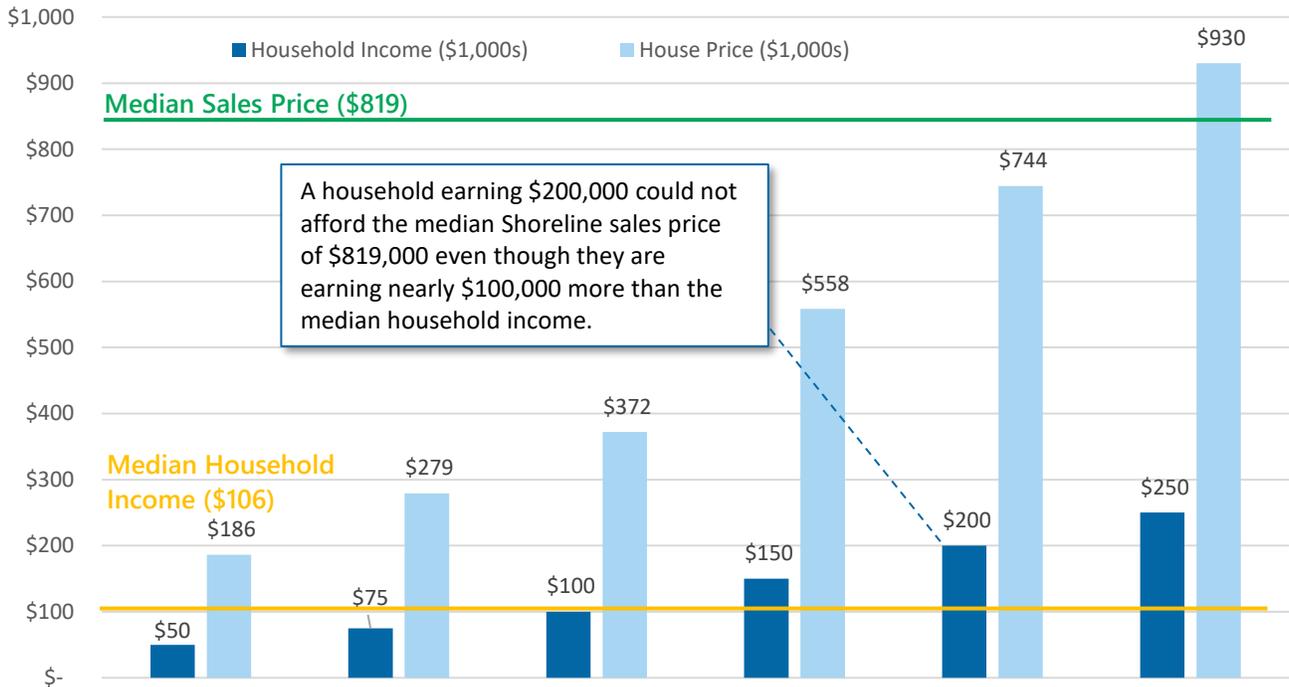


Source: Zillow Home Value Index (ZHVI); US Census Bureau 5-Year ACS, Tables S2503 & B25064.

Figure 32 below outlines this discrepancy of income versus home prices further, showing that a household earning the median household income of \$106,000 annually earns approximately half of the amount of income needed to purchase a median priced home at \$819,000.



Figure 30. Housing Affordability in Shoreline



Source: Zillow Home Value Index (ZHVI); US Census Bureau 5-Year ACS, Table S2503; Freddie Mac; Leland Consulting Group.

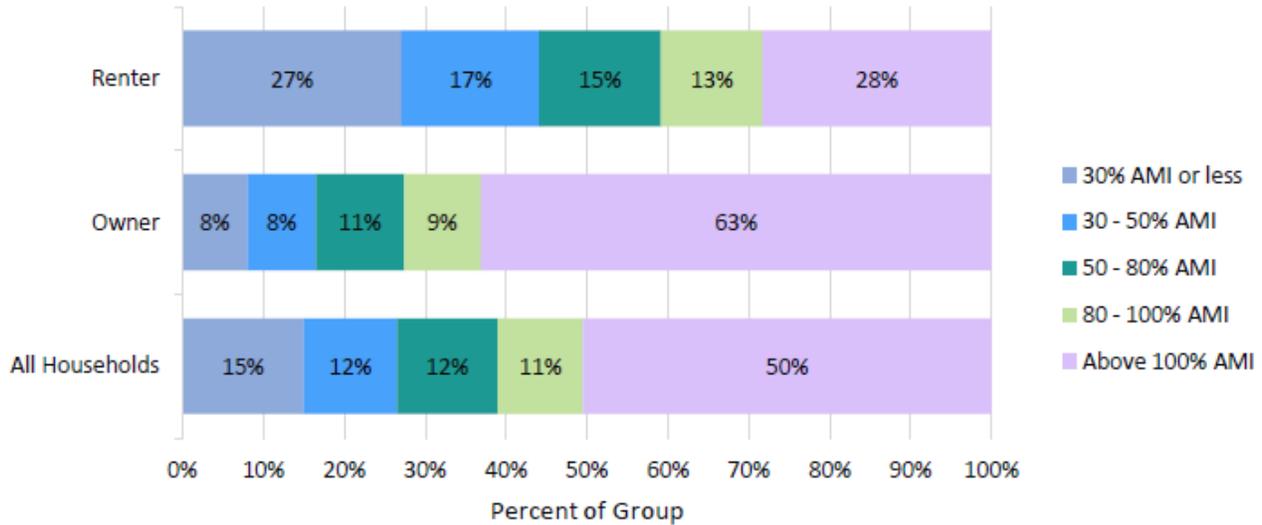
Household cost-burden

As discussed previously, a household is considered cost-burdened if they spend more than 30% of their income on housing costs (including rent or mortgage and utilities). A severely cost-burdened household spends more than 50% of their income on housing costs. The following charts display data related to tenure, income, and cost-burden that indicate the overall challenge facing many Shoreline residents when it comes to housing costs, and a potential disparity in housing affordability for BIPOC populations due to the higher rate of renting versus home ownership amongst these populations.



In Shoreline, renters tend to have lower incomes than homeowners, with 59% of renters making less than 80% AMI compared with 27% of homeowners – cost burdened renters are at higher risk of displacement as rents increase.

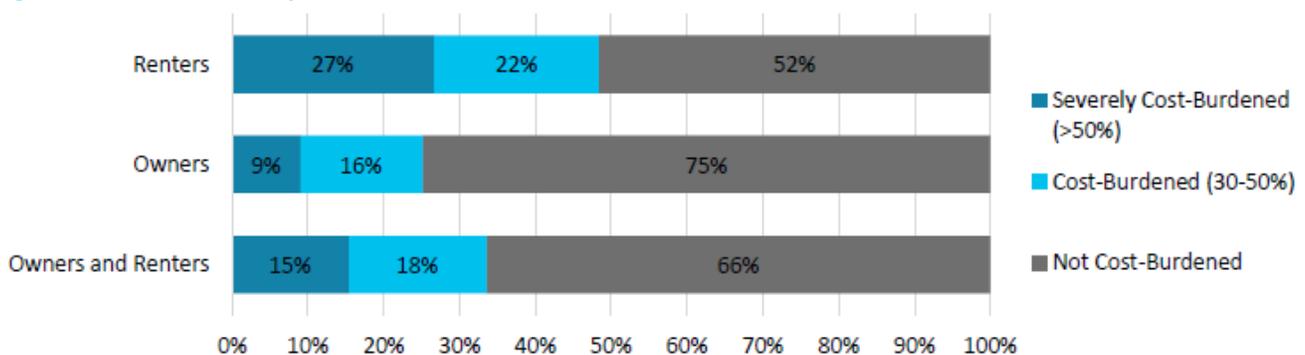
Figure 31. Income Bands by Tenure in Shoreline



Source: Shoreline Racial Equity Analysis.

33% of all households in Shoreline are considered cost-burdened, with over a quarter of renters in Shoreline severely cost-burdened, and 49% cost-burdened, overall. This compares to 9% of households that own their home being severely cost-burdened and 25%, overall.

Figure 32. Cost Burden by Tenure in Shoreline

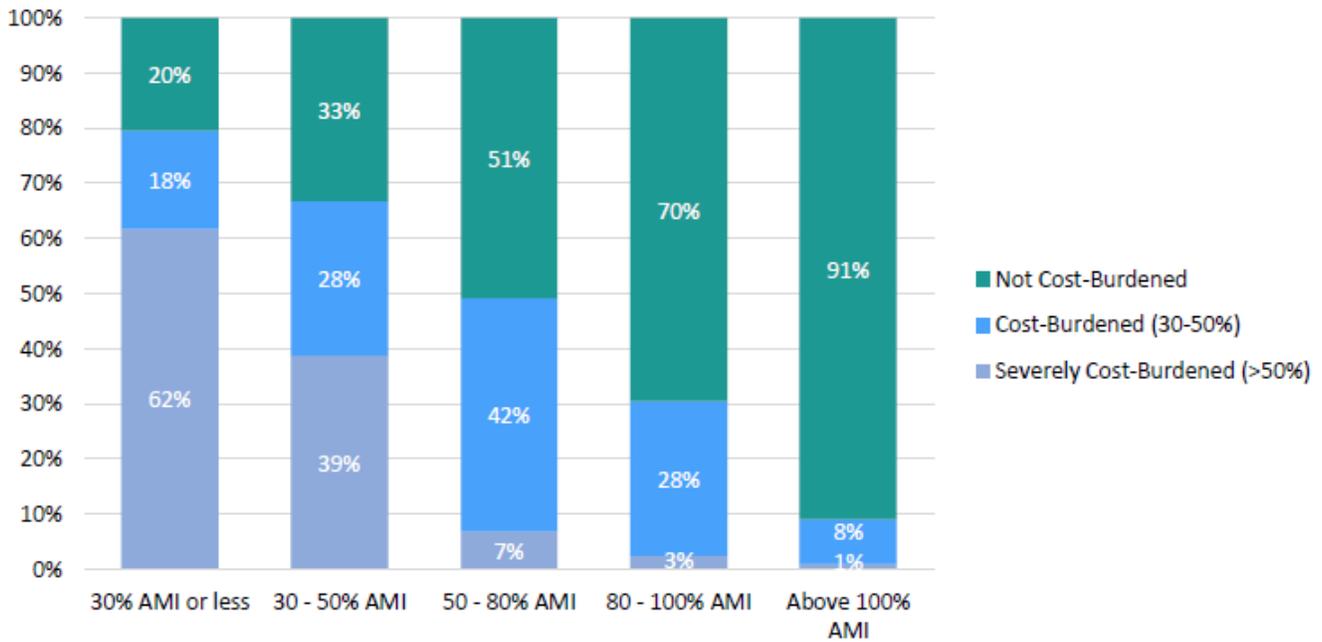


Source: Shoreline Racial Equity Analysis.

Unsurprisingly, households making a lower percentage of the area median income have a much higher proportion of households that are cost-burdened by their housing costs.



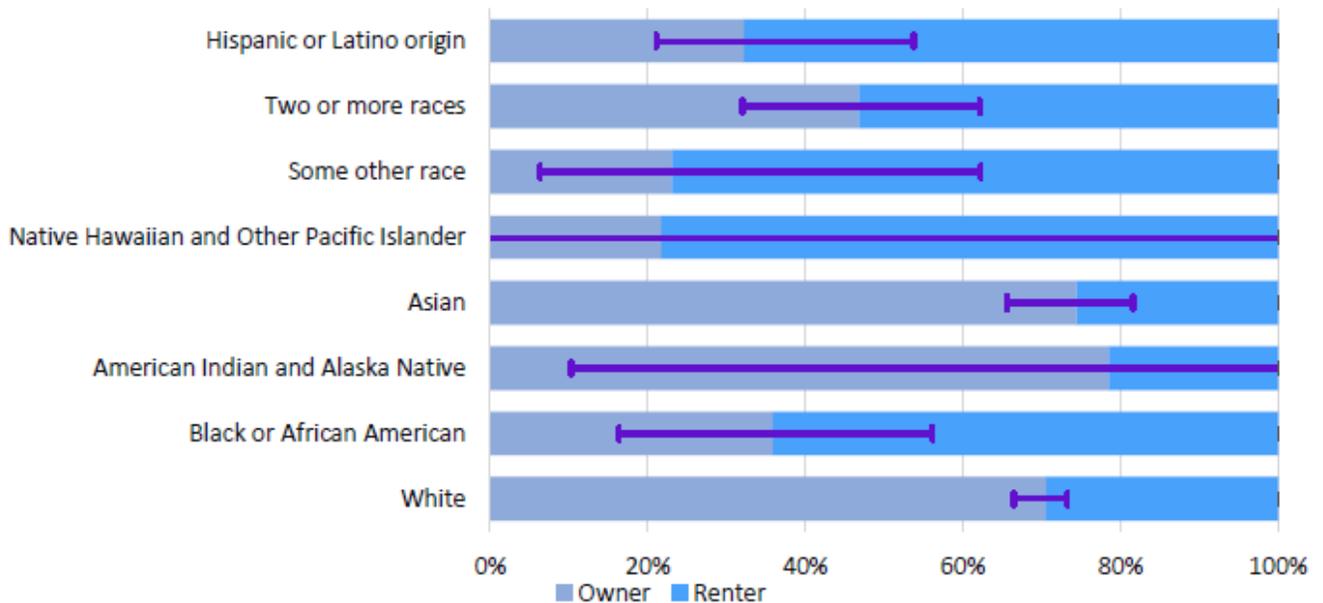
Figure 33. Cost Burden by Income Band in Shoreline



Source: Shoreline Racial Equity Analysis.

As shown below in Figure 34, Hispanic, Native Hawaiian/Pacific Islander, and Black/African American households are significantly more likely to rent than own, which could potentially increase the risk of displacement for these groups.

Figure 34. Tenure by Race and Ethnicity in Shoreline





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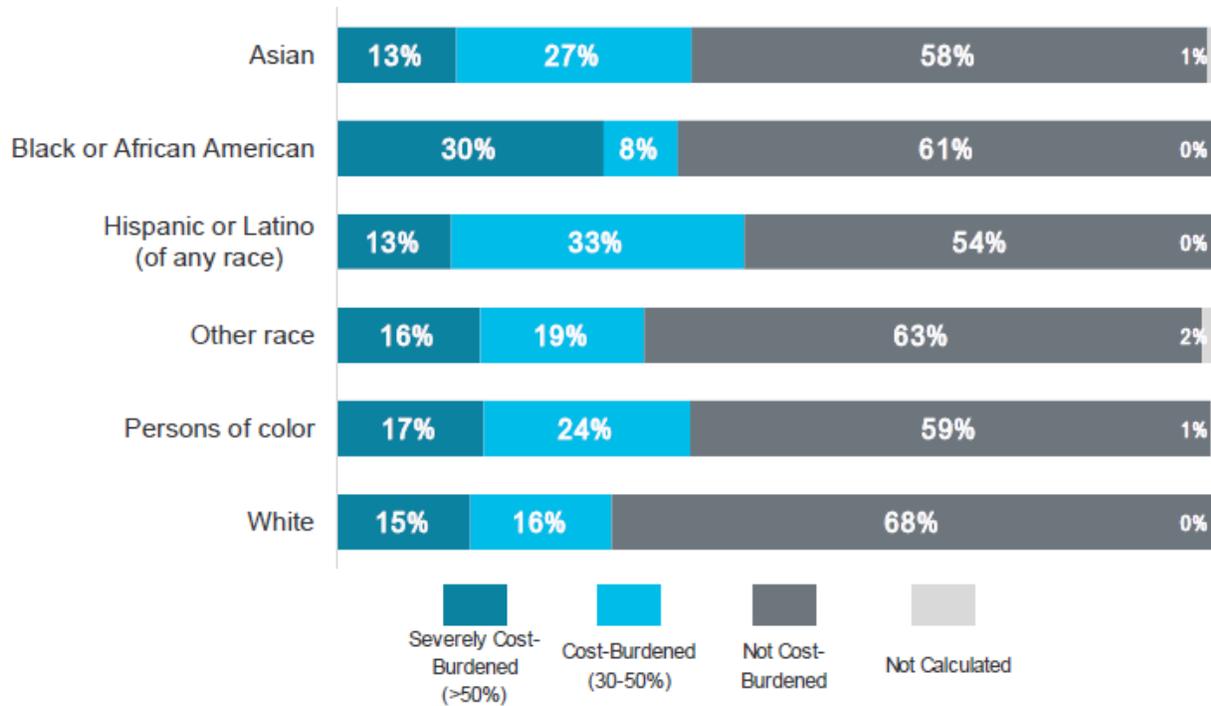
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Source: Shoreline Racial Equity Analysis.

However, despite these divides, rates of cost burden are relatively similar across racial groups, with white households slightly less cost burdened than households of color in Shoreline. Among households of color, 41% are cost burdened, compared with 32% of white households. Hispanic/Latino households have the highest rate of cost burden, at 46%. Among Black/African American households in Shoreline, 30% are severely cost burdened.

Figure 35. Housing Cost Burden by Race and Ethnicity in Shoreline



Source: Shoreline Racial Equity Analysis.

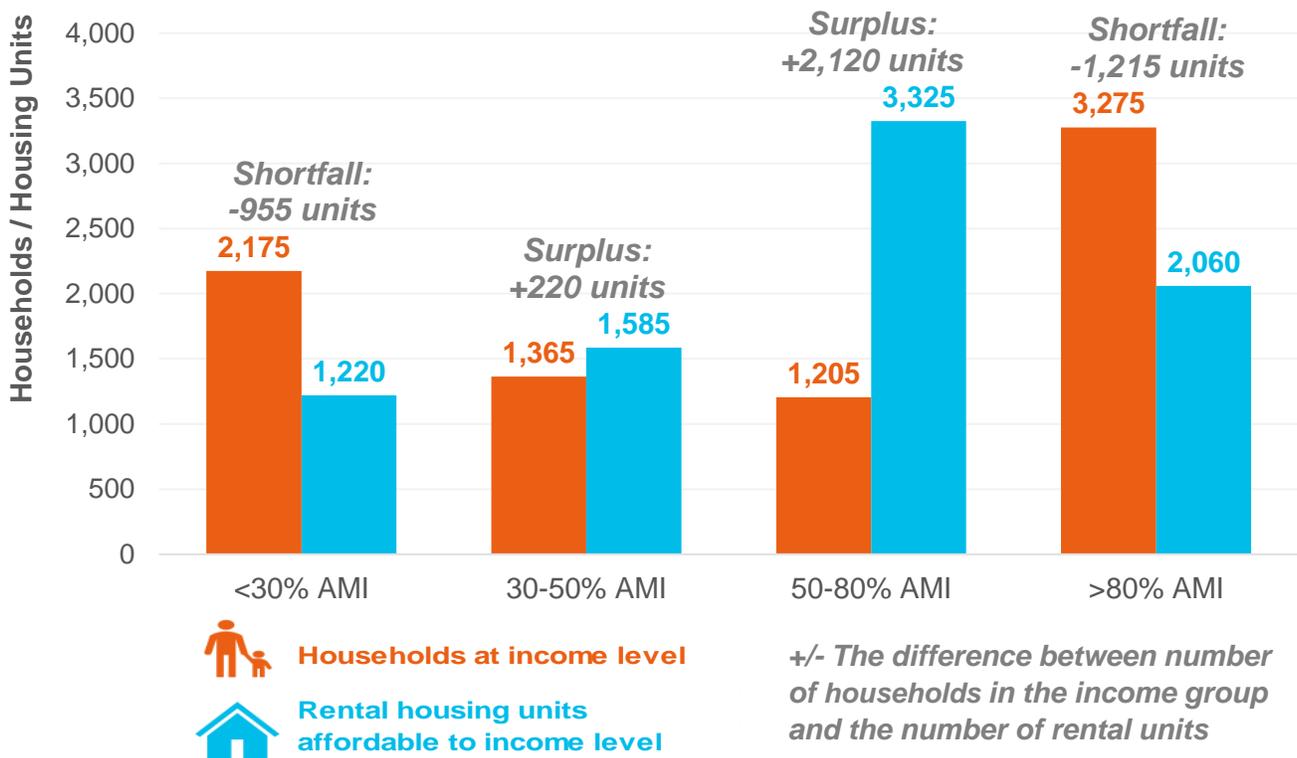


Gap Analysis

Figure 37 below indicates the gap of available rental units in Shoreline based on the most recent US Housing & Urban Development Comprehensive Housing Affordability Strategy (CHAS) dataset.

This estimates that as of 2019, there was a shortage of 955 rental units below 30% AMI and 1,215 units above 80% AMI. This supports the analysis shown in the following section of this document on Shoreline’s Land Capacity Analysis, which shows the city’s growth targets and primary housing needs being at the upper and lower ends of the market. This analysis assumes that renter households typically seek out housing that is priced appropriately for their income. However, if some of the households in Shoreline making more than 80% AMI are living in lower-cost homes, this could have an impact on the surplus of homes priced at 50% to 80% AMI, putting further price pressures onto these homes.

Figure 36. Shoreline Renter Households by Income Compared to Rental Units by Affordability, 2019



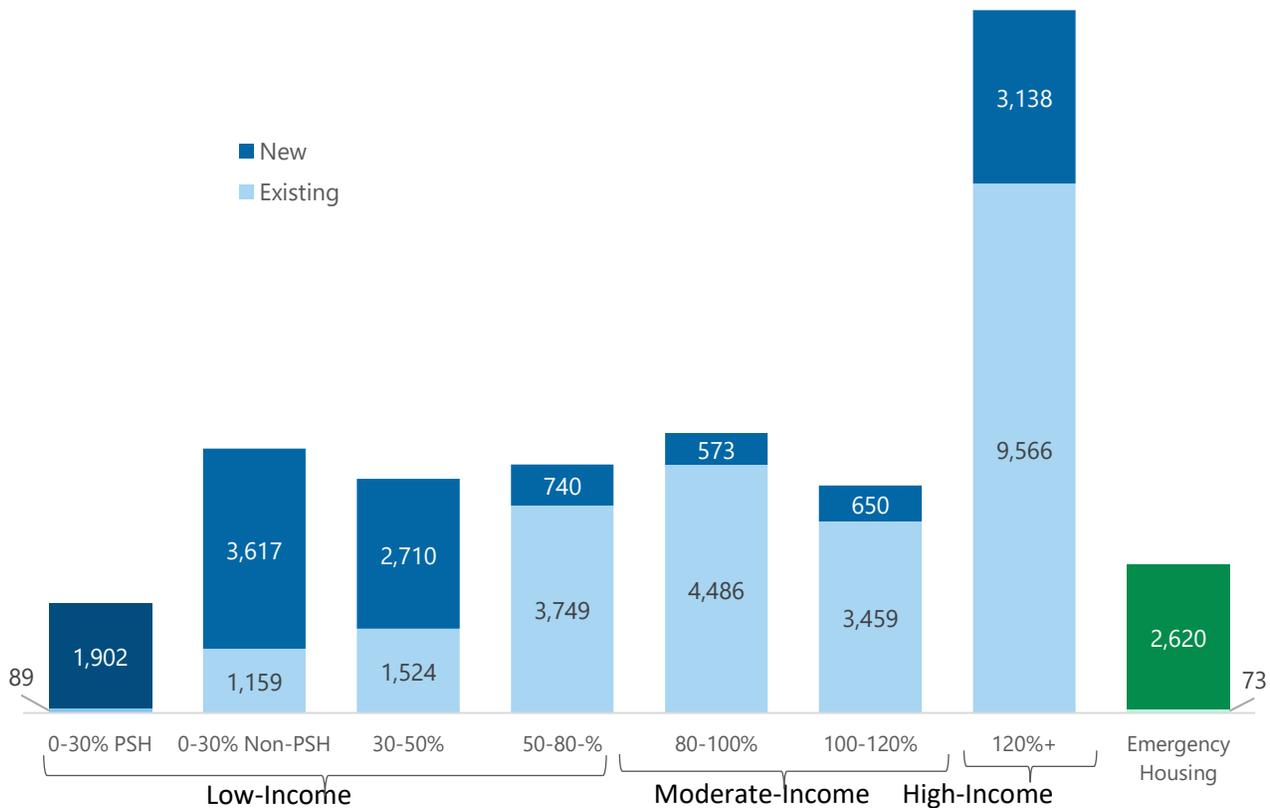
Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 15C) & US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 14B)



Land Capacity Analysis

HB 1220 requires jurisdictions to analyze their housing capacity by what household income level the new units can serve. Each county establishes income-based targets for each city within the county, and the cities must then demonstrate that they have sufficient land capacity for the number of units allocated in each income band, as well as capacity for emergency housing units. Shoreline’s existing and target housing units for the 2019-2044 period are shown below in Figure 37.

Figure 37. Shoreline Existing and Target Housing Units by Income Band, 2019-2044



Source: King County 2021 Countywide Planning Policies (as amended in 2023)

The full methodology and detailed results of this analysis are found in **Appendix XX**. As shown below in Figure 38, this analysis shows that Shoreline has sufficient overall housing capacity to meet its growth targets. The GMA requires that cities show sufficient capacity for low- and moderate-income households – the 0-80% AMI and 80-120% AMI categories. Shoreline has a significant surplus in both of these zone categories, satisfying the requirements of HB 1220.

As shown above, Shoreline has a deficit of capacity in the 120% AMI category. Statute does not require that this deficit be addressed through zoning, and as noted previously, there is an overall surplus of zoned capacity for housing. However, the targets reflect an expectation for a larger influx of higher-income households into the city



in the coming decades brought on by the increase in regional housing demand. Traditionally, these households have been served by single-family detached housing units at the higher end of the housing market. Due to the lack of available land for additional, new construction of single-family detached housing in Shoreline, these households may increase demand for existing housing stock that is currently serving lower-income levels, subsequently increasing their costs. In order to alleviate this cost pressure, and also due to the overall lack of single-family detached housing, households across the income spectrum may be forced to look to housing options in the other zone categories, such as duplexes, fourplexes, and higher-end apartments or condominiums, rather than in the more traditional single-family development patterns which have served higher-income households in the past.

Figure 38. Shoreline Housing Targets and Capacity by Income Band

Income Band	Housing Types	Housing Needs	Aggregated Housing Needs	Pipeline Units	Remaining Housing Needs	Total Capacity	Surplus/ Deficit
0-30 PSH	Multifamily Units	1,902	8,969	1,791	7,178	14,501	7,323
0-30 Non PSH		3,617					
30-50		2,710					
50-80		740					
80-100	Triplexes, Fourplexes, ADUs, Condo Units, Higher-End Multifamily Units	573	1,223	6,171	-4,948	2,320	7,268
100-120		650					
120+	Single-Family, Townhomes, Duplexes	3,138	3,138	313	2,825	1,505	(1,320)
	Total	13,330	13,330	8,275	5,055	18,326	13,271

Source: Washington Department of Commerce, Leland Consulting Group



Adequate Provisions

In addition to this analysis by income band, HB 1220 also requires cities to show that their housing element “[m]akes adequate provisions for existing and projected needs of all economic segments of the community.” This analysis requires a comparison of the historic rate of housing production to the rate of housing production needed to meet housing targets by income band for low- and moderate-income households. The results of this analysis are shown below in Figure 39, using historic production data from the City, Census building permit survey, and PSRC’s Income-Restricted Housing Inventory. Similar to the analysis above, the income levels are correlated with housing types based on the analysis of housing prices affordable to various income levels in Shoreline. As shown below, there is not an overall barrier to production of low- or moderate-income units in Shoreline.

Figure 39. Historic and Target Housing Production Trends in Shoreline

Income Band	Yearly Need	Historic Yearly Production Last 10 Years	Barrier Exists?
0-30 PSH	287	639	No
0-30 Non PSH			
30-50			
50-80			
80-100	-198	20	No
100-120			

Source: King County, City of Shoreline, U.S. Census Building Permit Survey, PSRC Income-Restricted Housing Inventory

When there is no overall shortfall, Commerce also requires a sub-analysis of low-income housing production trends serving households earning below 50% AMI. The results of this analysis are shown below in Figure 40. As shown, there is a shortfall of unit production for 0-50% AMI housing and Emergency Housing in the City.

Figure 40. Historic and Target Housing Production for Low-Income Households in Shoreline

Income Level	Projected Housing Need	Annual Unit Production Needed	Historic Average Annual Unit Production	Barrier Exists?
Emergency Housing/Shelter	2620	105	0	Yes
0-30% PSH	1,902	76	32	Yes
0-30% Other	3,617	145	11	Yes
30-50%	2,710	108	15	Yes

Source: King County, City of Shoreline, PSRC Income-Restricted Housing Inventory

In order to address this shortfall, Commerce has developed a checklist for cities to address four categories of barriers to housing production:

- Development regulations



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- Process obstacles
- Limited land availability and environmental constraints
- Funding gaps

Cities should document how these barriers may be affecting the production of units at the income level specified using this checklist, and document the potential steps they could take to overcome the barriers. Note that cities do not need to implement these steps as part of the comprehensive plan update, but they can help guide goal and policy development and cities will be required to produce a report documenting their progress towards increasing housing production five years after the adoption of the comprehensive plan.

The adequate provisions checklist and potential actions to remove barriers to housing production are found in **Appendix A**.



Racially Disparate Impacts

Introduction

In 2021, the Washington State Legislature passed House Bill 1220 (HB 1220) as an amendment to the state Growth Management Act (GMA). HB 1220 requires that local governments plan for housing at all income levels and assess the racially disparate impacts (RDI) of existing housing policies. Conditions that indicate that policies have racially disparate impacts can include segregation, cost burden, displacement, educational opportunities, and health disparities.

According to state guidance, there are five steps to understanding and addressing racially disparate impacts:

- Step 1: Engage the Community
- Step 2: Gather & Analyze Data
- Step 3: Evaluate Policies
- Step 4: Revise Policies
- Step 5: Review & Update Regulations

This report accounts for both Step 2 and Step 3 – it includes a summary of findings based on data from the US Census Bureau, US Department of Housing and Urban Development (HUD), and other sources. These findings then inform the policy evaluations and recommendations found at the end of the report.

Key Findings

- Shoreline has the second highest number of properties with racially restrictive covenants in King County, after Seattle. This legacy of exclusion continues to impact demographic patterns and property values in the city today. The western portion of the city, including Richmond Beach, Innis-Arden, and The Highlands, is still predominantly white.
- Shoreline is less diverse than King County, with smaller shares of Asian and Hispanic/Latino residents. The shares of Black/African American and multiracial residents increased slightly between 2009 and 2021.
- In Shoreline, 29 percent of residents have limited English proficiency. Among those who speak a language other than English, 43 percent speak an Asian or Pacific Island language.
- Hispanic/Latino households have the highest level of cost burden among racial and ethnic groups in Shoreline, with 46 percent spending more than 30 percent of their income on housing, compared with 31 percent of white households.
- Black/African American, Native Hawaiian/Pacific Islander, Other Race, and multiracial households are more likely to rent than own their homes, which increases displacement risks for these groups.



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- The renter cost burden in Shoreline is driven by a shortage of rental units at the high and low ends of the market. To meet current demand for rental units, the city needs to add 955 new units priced below 30 percent AMI and 1,215 new units priced above 80 percent AMI. This does not account for the future need driven by population growth.
- The Meridian Park neighborhood adjacent to Aurora Avenue has a high concentration of BIPOC households as well as a higher displacement risk than much of the rest of the city. However, PSRC considers it a moderate- to high-opportunity area.

Historical Context

Throughout the history of the United States, a combination of laws and practices have impacted where specific groups of people live, what opportunities they have access to, and their ability to build wealth through stable housing. Unfortunately, many of these policies explicitly or implicitly benefited white residents at the expense of all others. The legacy of policies like redlining, which used racial criteria in determining which neighborhoods were suitable for government-backed loans, highway development through predominantly-Black neighborhoods, and racial covenants explicitly excluding certain groups from owning specific properties continues to impact non-white communities today.

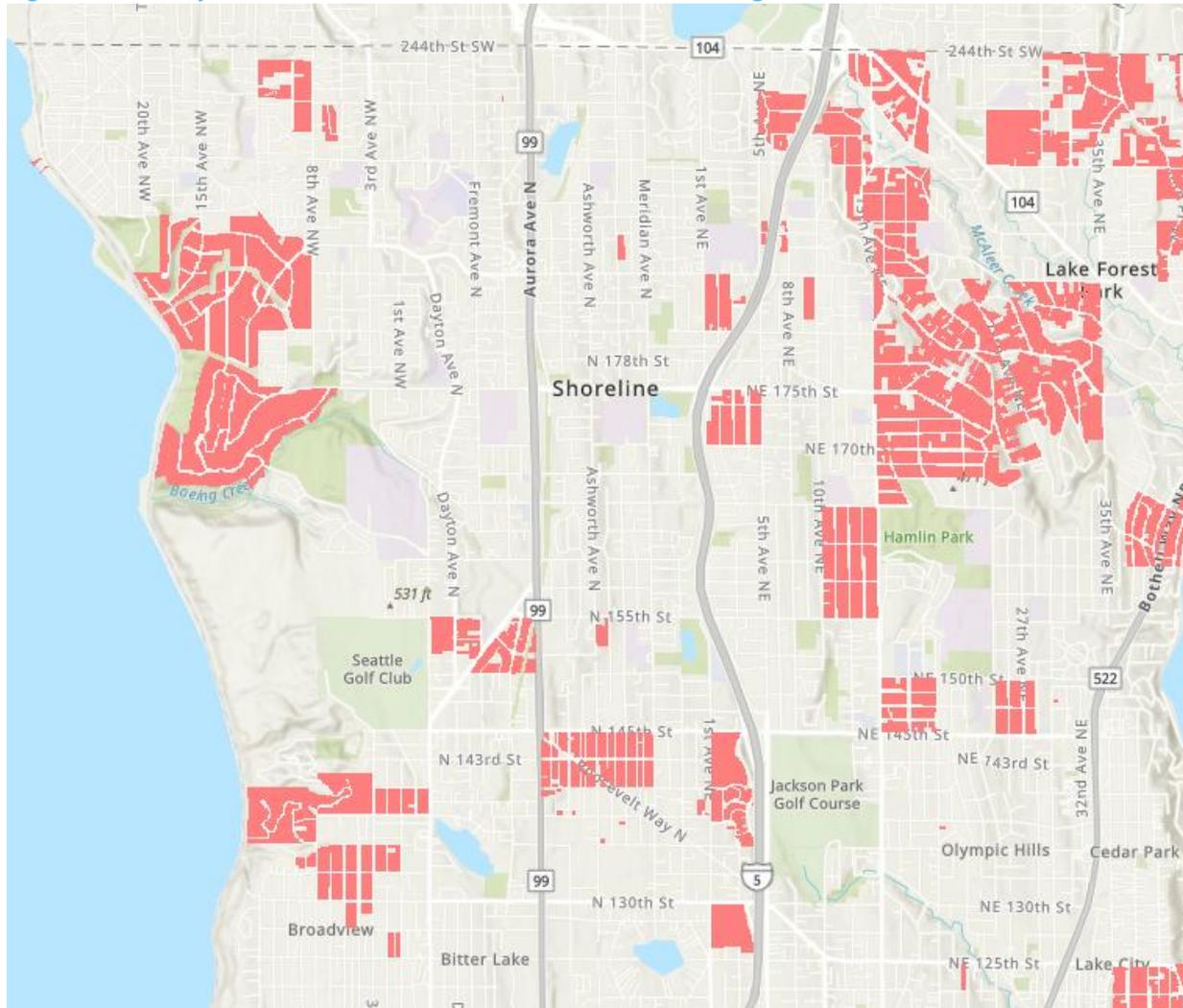
While many cities have acknowledged the harms of these policies, many of which are no longer legal, there are still policies in effect today that hold cities back from rectifying systemic harms. These can include policies that reference vague concepts like “neighborhood character,” as well as those that permit only the most expensive homes to be built, thus shutting lower-income residents out of high-opportunity areas.

This section contains a historic review of some of the known policies and programs that caused racially disparate impacts in Shoreline as a starting point in understanding present-day conditions.

Throughout the United States, racial covenants were used to exclude certain races and religious groups from residing in specific neighborhoods, creating exclusive areas for white, Christian residents. These deed restrictions were legally enforceable from 1927 to 1968. According to the Washington State Racial Restrictive Covenants Project, Shoreline had the second highest number of racially restricted properties in King County, after Seattle, with a total of 2,951 restrictive covenants. The Innis Arden neighborhood has a particularly high concentration of these restrictions. While other neighborhoods have diversified over time, this area remains predominantly white. It also has some of the highest residential property values in the city, as shown in Figure 42 below.



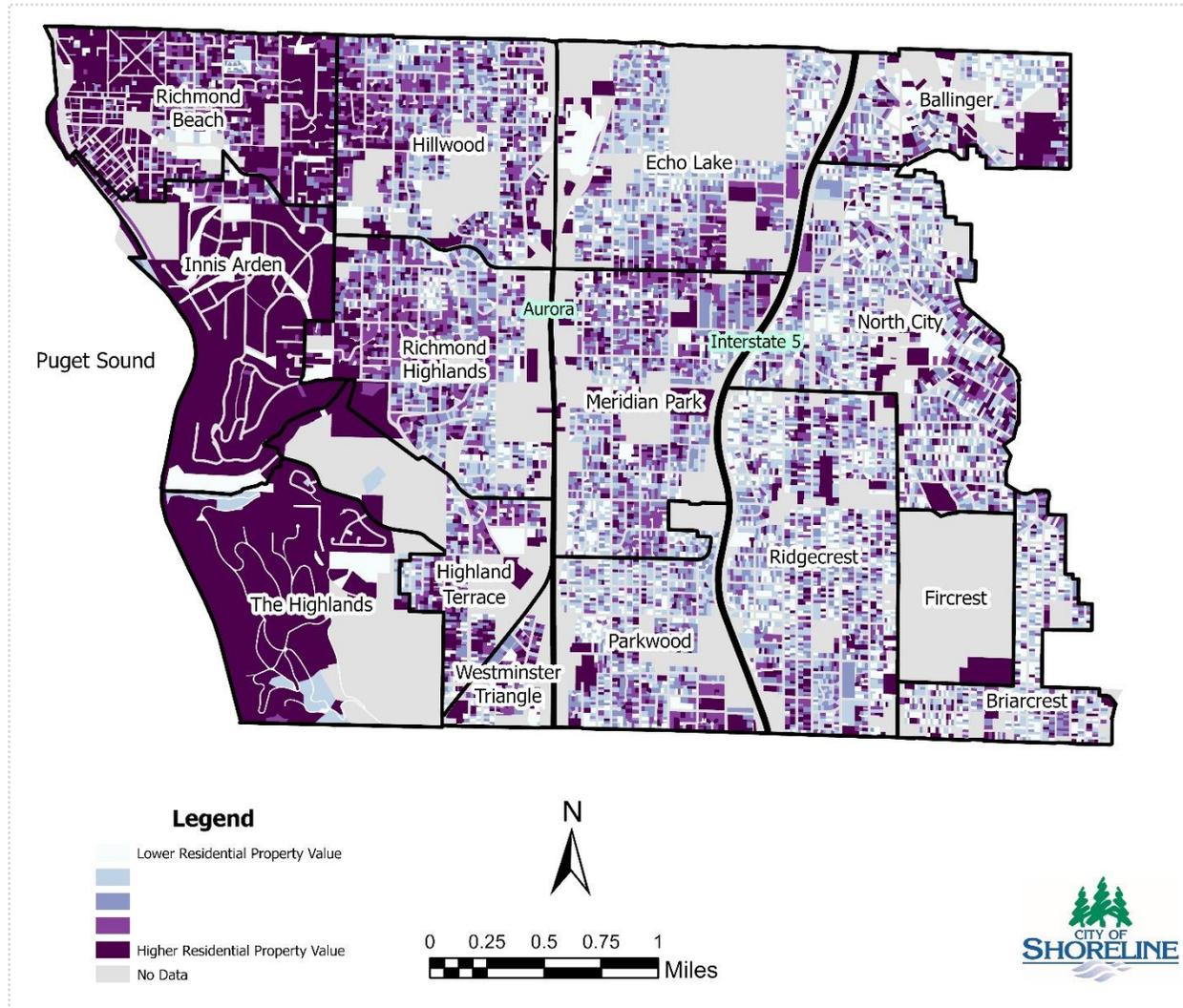
Figure 41. Racially Restricted Parcels in Shoreline and Surrounding Areas



Source: Washington State Racial Restrictive Covenants Project.



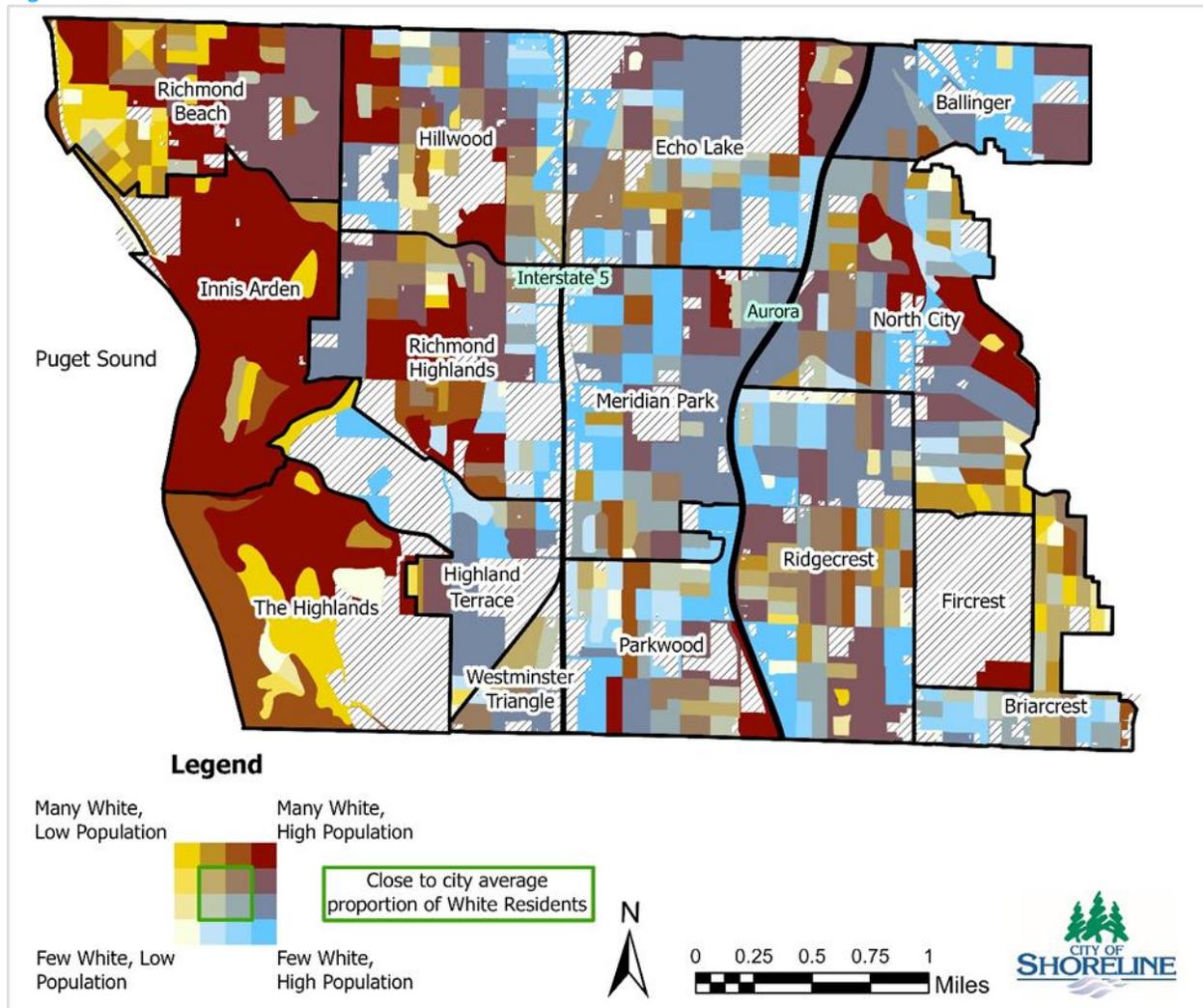
Figure 42. Residential Property Values in Shoreline



Source: City of Shoreline



Figure 43. Distribution of White Residents in Shoreline

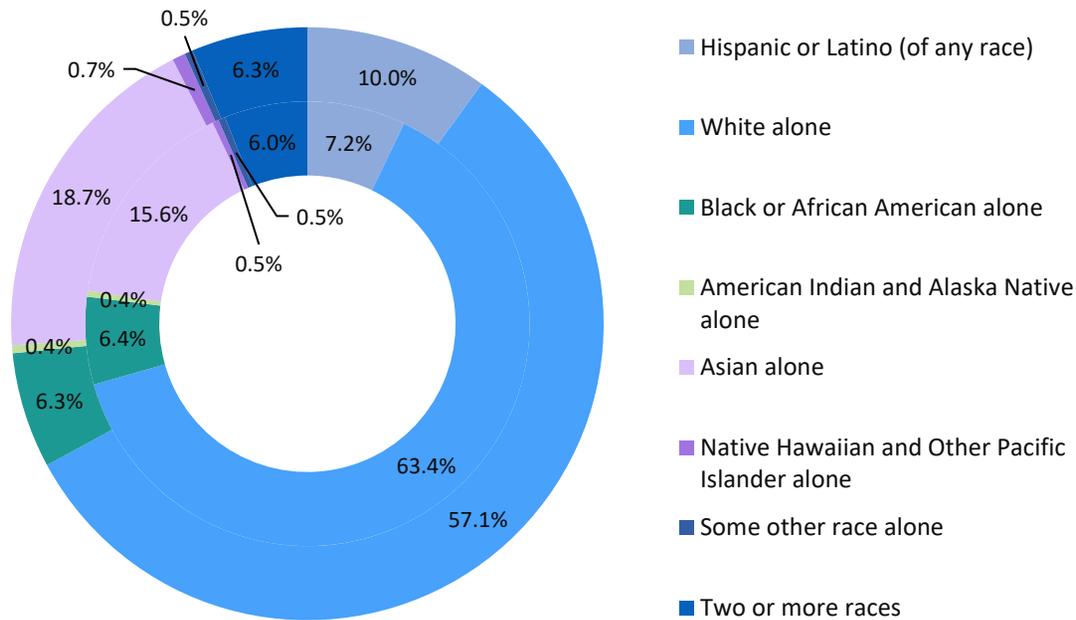


Source: US Census, City of Shoreline



The combination of racially restrictive covenants and redlining impacted the ability of Black veterans to fully access homeownership loan benefits through the Servicemen’s Readjustment Act of 1944 (GI Bill), which enabled white veterans to buy housing and build wealth in the suburbs. Racial covenants have since been declared unconstitutional, and Fair Housing laws have been put into effect. However, as of 2021 Shoreline is still less diverse than King County overall.

Figure 44. Race and Ethnicity of Populations



Source: US Census 2021 5-Year ACS, Table DP05.



Assessing Racially Disparate Impacts

Between 2015 and 2020, Shoreline became slightly more diverse. The City gained nearly 1,500 Asian residents and over 600 Black/African American residents. At the same time, however, the number of American Indian/Alaska Native and Hispanic/Latino residents declined. Over the same period, King County’s population went from 63 percent white to 58 percent white, with Asian, Hispanic/Latino, and multiracial residents seeing the biggest countywide gains.

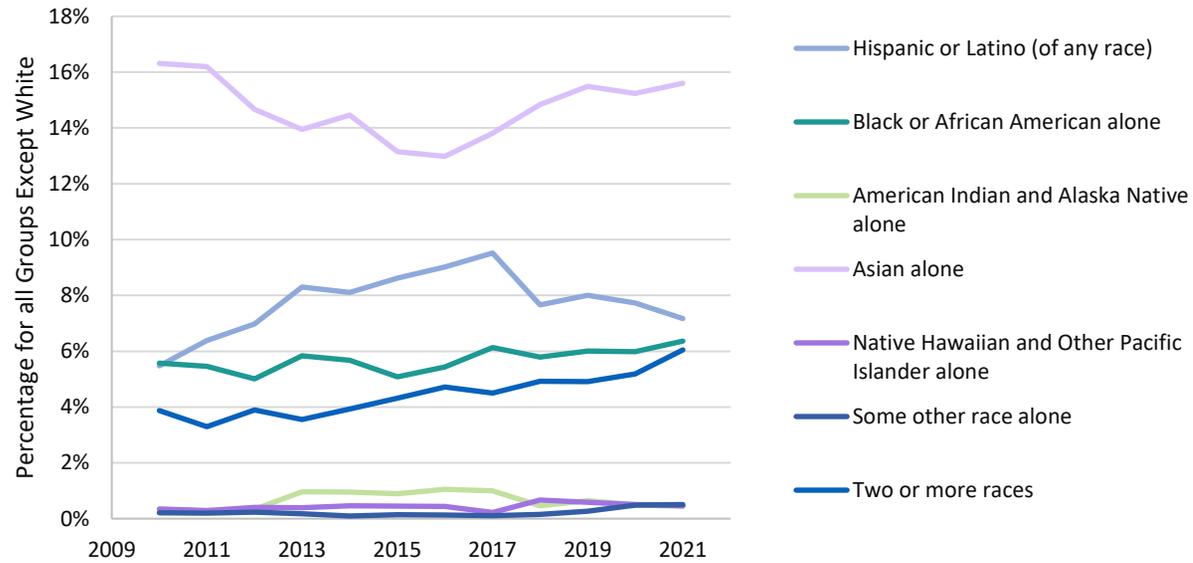
Figure 45. Change in Population by Race/Ethnicity, Shoreline and King County

Race or Ethnic Category	Shoreline			King County		
	2015	2020	Change	2015	2020	Change
American Indian and Alaska Native	490	281	-209	11,972	10,307	-1,665
Asian	7,200	8,657	1,457	317,214	405,835	88,621
Black or African American	2,782	3,400	618	123,350	141,566	18,216
Hispanic or Latino (of any race)	4,718	4,394	-324	189,808	218,763	28,955
Native Hawaiian and Other Pacific Islander	245	286	41	15,681	16,673	992
Other Race	78	277	199	3,756	9,449	5,693
Two or more races	2,363	2,946	583	99,291	127,070	27,779
White	36,898	36,594	-304	1,284,684	1,295,401	10,717
Total	54,774	56,835	2,061	2,045,756	2,225,064	179,308

Source: US Census Bureau, 2011-2015 and 2016-2020 American Community Survey 5-Year Estimates (Table DP05); Washington Department of Commerce, 2023



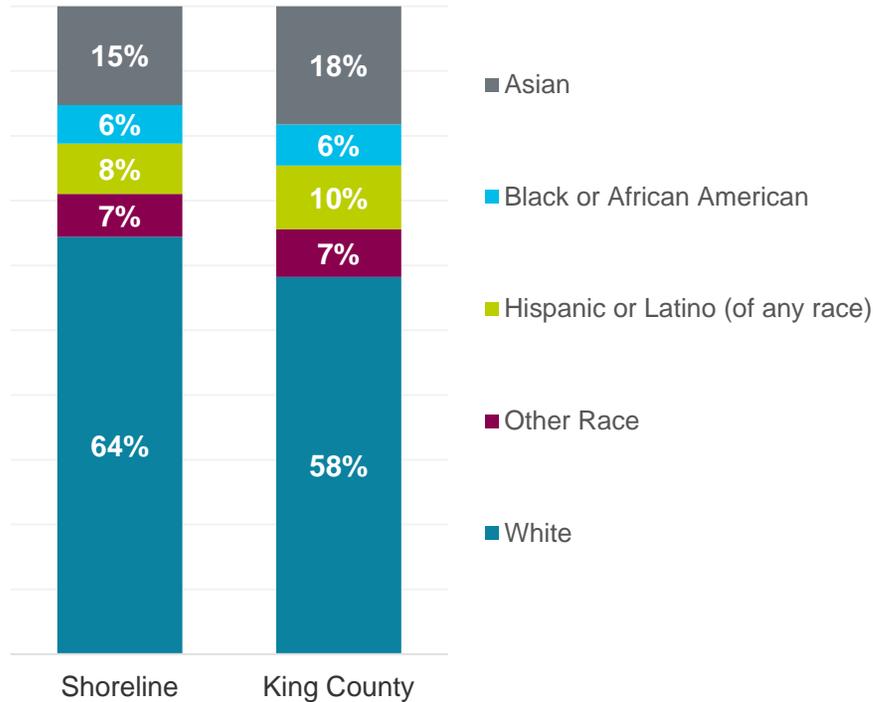
Figure 46. Race and Ethnicity in Shoreline: All Groups Except White



Source: US Census Bureau, 2010-2021 ACS 5-Year Estimates, Table DP05.



Figure 47. Racial Composition of Shoreline and King County (2020)

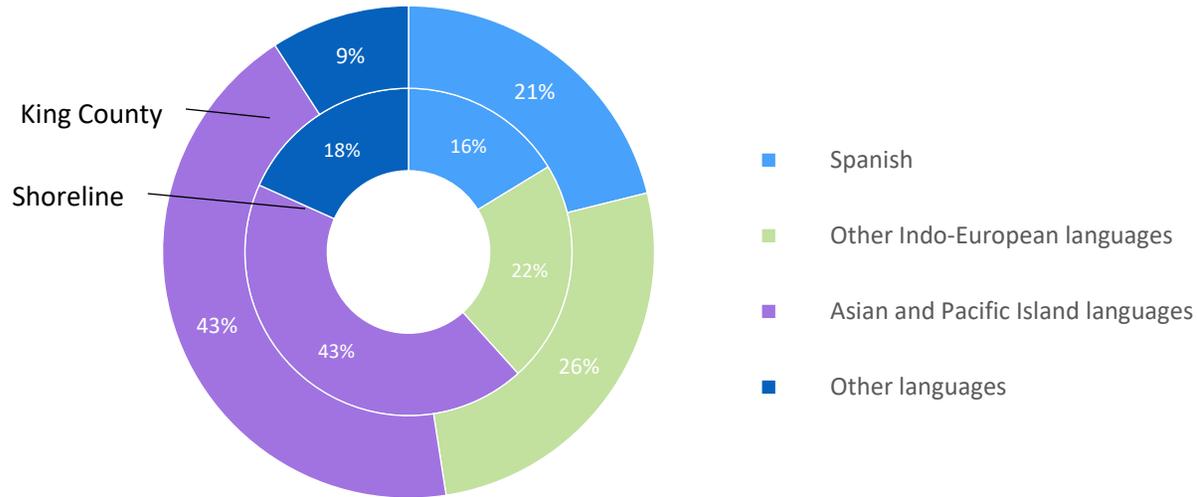


Source: US Census Bureau, 2016-2020 American Community Survey 5-Year Estimates (Table DP05); Washington Department of Commerce, 2023.

Among Shoreline households, 29 percent have limited English proficiency. The most commonly spoken non-English languages in Shoreline are Asian and Pacific Island languages and Other Indo-European languages. The share of residents with limited English proficiency aligns with the rest of the county.



Figure 48. Languages Spoken Other Than English

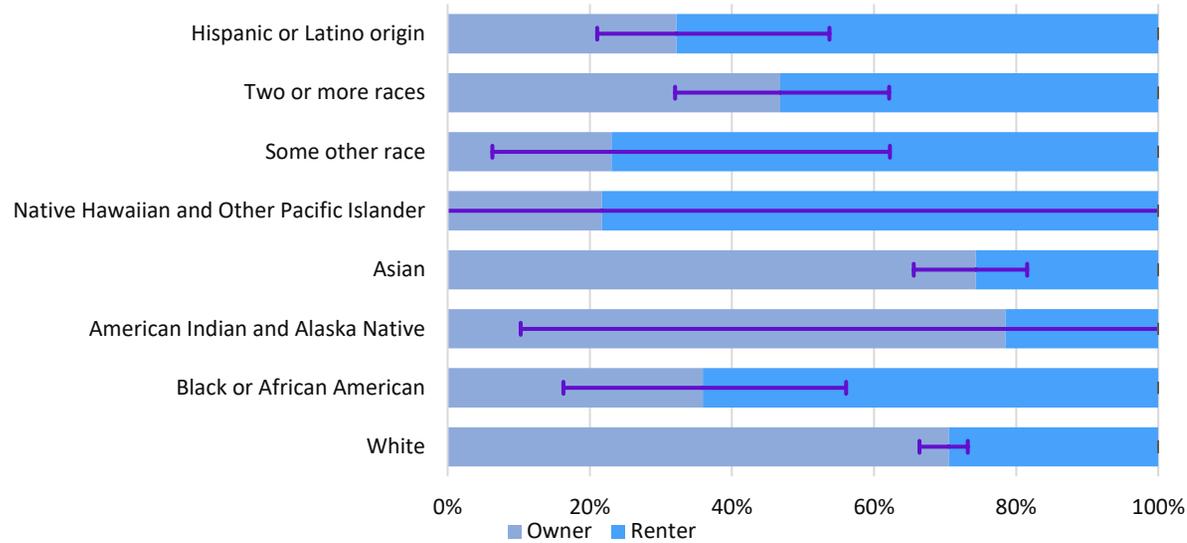


Source: US Census Bureau, 2021 ACS 5-Year Estimates, Table S1601.

Shoreline is home to over 14,000 homeowner households and 8,000 renter households. Of the homeowner households, 25 percent are cost burdened, with 16 percent spending between 30 percent and 50 percent of their income on housing costs and nine percent spending more than half of their income on housing costs. By contrast, 49 percent of renter households in Shoreline are cost burdened, with 22 percent spending between 30 and 50 percent of their income on housing costs and 27 percent spending more than half of their income on housing costs. This sharp divide in stability between renters and owners can result in racially disparate impacts when renters are more likely to be people of color. In Lynden, 67 percent of Black/African American households, 61 percent of Hispanic/Latino households, and 57 percent of Other Race households rent their homes, compared with 33 percent of white households.



Figure 49. Proportion of Owners and Renters by Race and Ethnicity

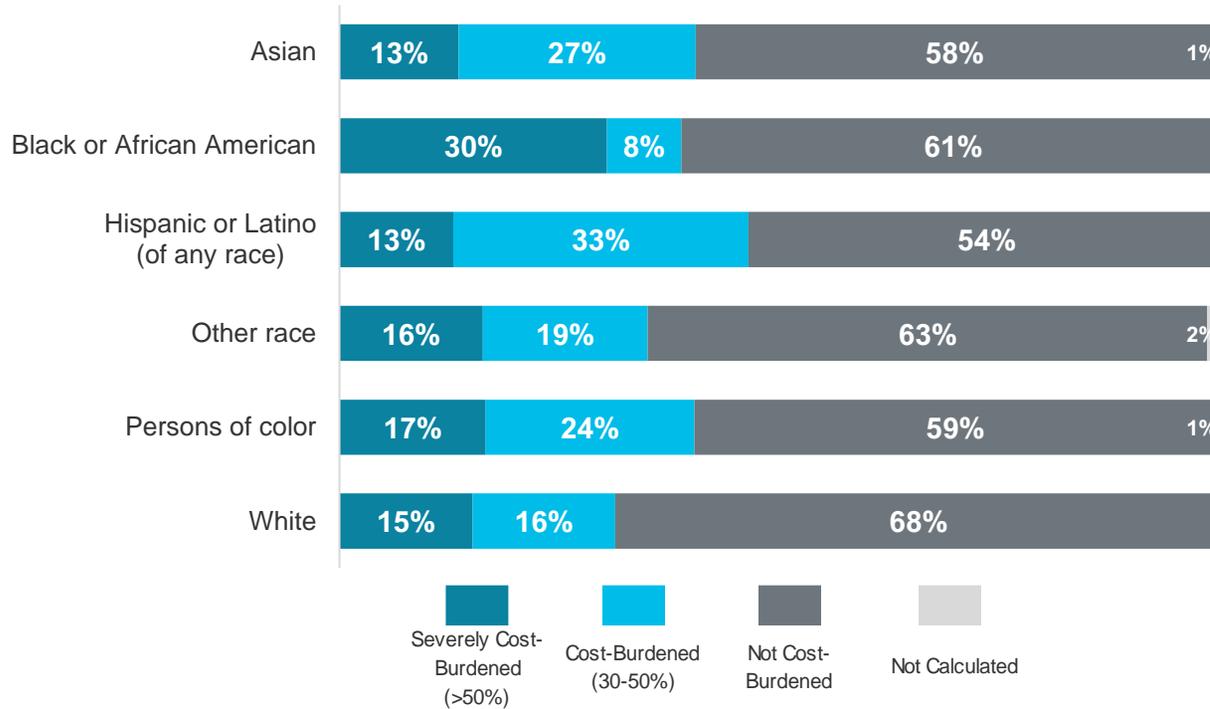


Source: US Census Bureau, 2021 ACS 5-Year Estimates, Table S2502.

In Shoreline, white households are least likely to be cost burdened. Just 16 percent of white households spend between 30 and 50 percent of their income on housing, while 15 percent spend more than 50 percent of their income on housing. In contrast, 46 percent of Hispanic/Latino households in Shoreline are cost burdened and 30 percent of Black/African American households are severely cost burdened.



Figure 50. Cost Burden for Shoreline Households by Race and Ethnicity



Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Department of Commerce, 2023.



Figure 51. Shoreline Households by Race, Ethnicity, Tenure, and Cost Burden

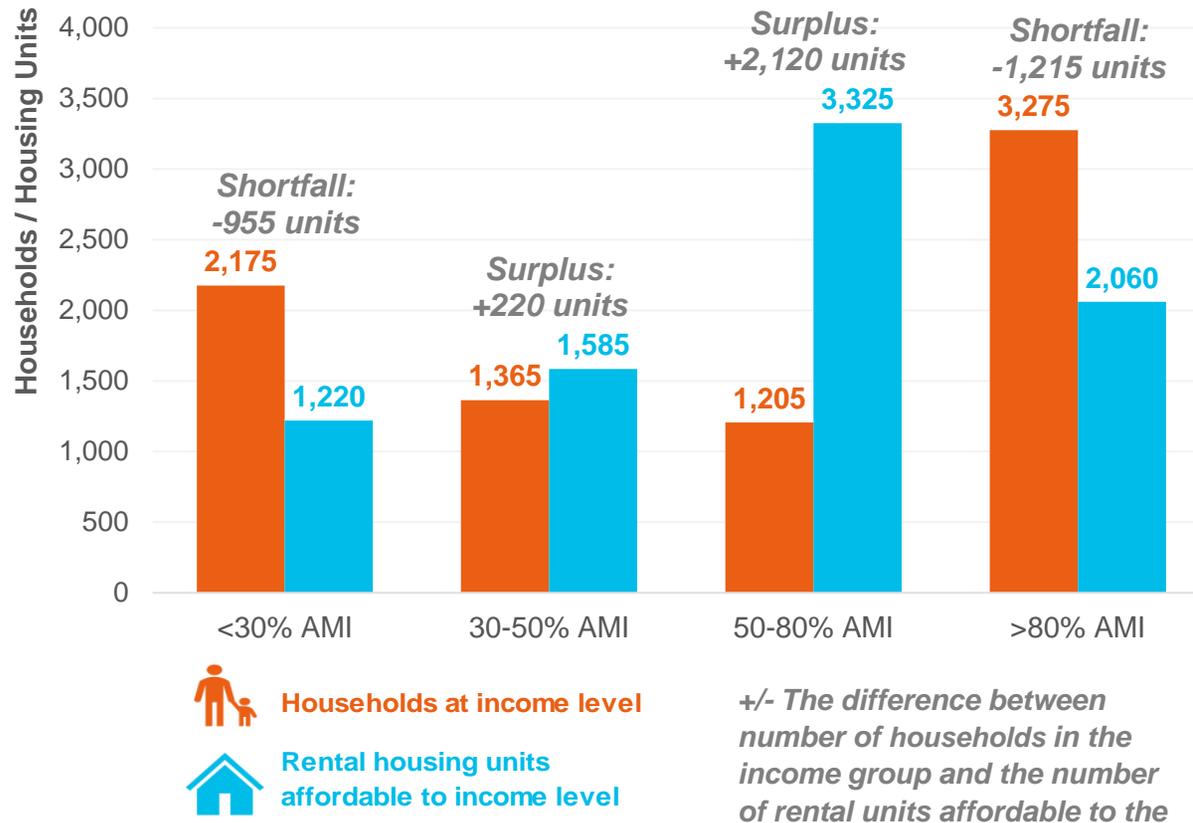
	White	Black or African American	Asian	American Indian or Alaska Native	Pacific Islander	Other Race	Hispanic or Latino (of any race)	Total
Owner Households								
Not Cost Burdened	8,165	205	1,450	55	25	290	300	10,490
Total Cost-Burdened	2,525	130	705	15	0	55	105	3,535
<i>Cost-Burdened (30-50%)</i>	1,555	55	515	0	0	40	95	2,260
<i>Severely Cost-Burdened (>50%)</i>	970	75	190	15	0	15	10	1,275
Not Calculated	25	0	0	0	0	0	0	25
Total	10,715	335	2,150	70	25	345	405	14,045
Renter Households								
Not Cost Burdened	2,710	415	375	35	0	240	265	4,040
Total Cost-Burdened	2,425	260	550	40	105	140	380	3,900
<i>Cost-Burdened (30-50%)</i>	1,005	30	320	40	65	45	255	1,760
<i>Severely Cost-Burdened (>50%)</i>	1,420	230	230	0	40	95	125	2,140
Not Calculated	40	0	40	0	0	20	0	100
Total	5,175	675	965	75	105	395	640	8,030
Total Households	15,890	1,010	3,115	145	130	740	1,045	22,075

Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Department of Commerce, 2023.

The renter cost burden in Shoreline is driven by a shortage of rental units at the high and low ends of the market (greater than 80 percent AMI and less than 30 percent AMI). Figure 52 below shows the current number of households compared with the number of units affordable to households in each income level. When there are shortages of units corresponding to a given income level, those households will rent units affordable to a different income level. For instance, the lack of housing at greater than 80 percent AMI indicates that there are likely renters at that income level renting units in the 50 to 80 percent range, making it harder for households in that income range to find housing. Alternatively, the shortage of housing units at the less than 30 percent AMI range indicates that households at that income level are likely cost burdened due to having to rent more expensive apartments.



Figure 52. Shoreline Renter Households by Income Compared to Rental Units by Affordability, 2019

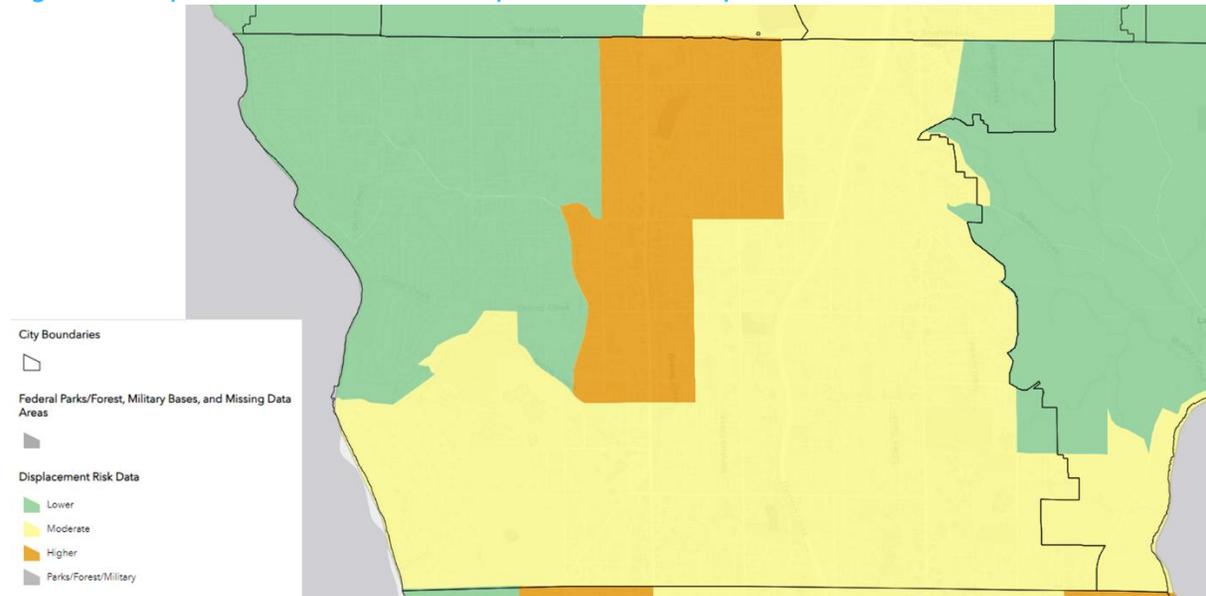


Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 15C) & US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 14B).

Figure 53 below shows the PSRC Displacement Risk Map for the city of Shoreline. PSRC uses indicators including demographics, transportation, neighborhood characteristics, housing, and civic engagement to identify communities vulnerable to displacement. The western and southern portions of the city have a moderate displacement risk while the central portion along Aurora Avenue N has a higher displacement risk. The northwestern portion of the city, where there was a high concentration of restrictive covenants has the lowest displacement risk.



Figure 53. Department of Commerce Displacement Risk Map for Shoreline

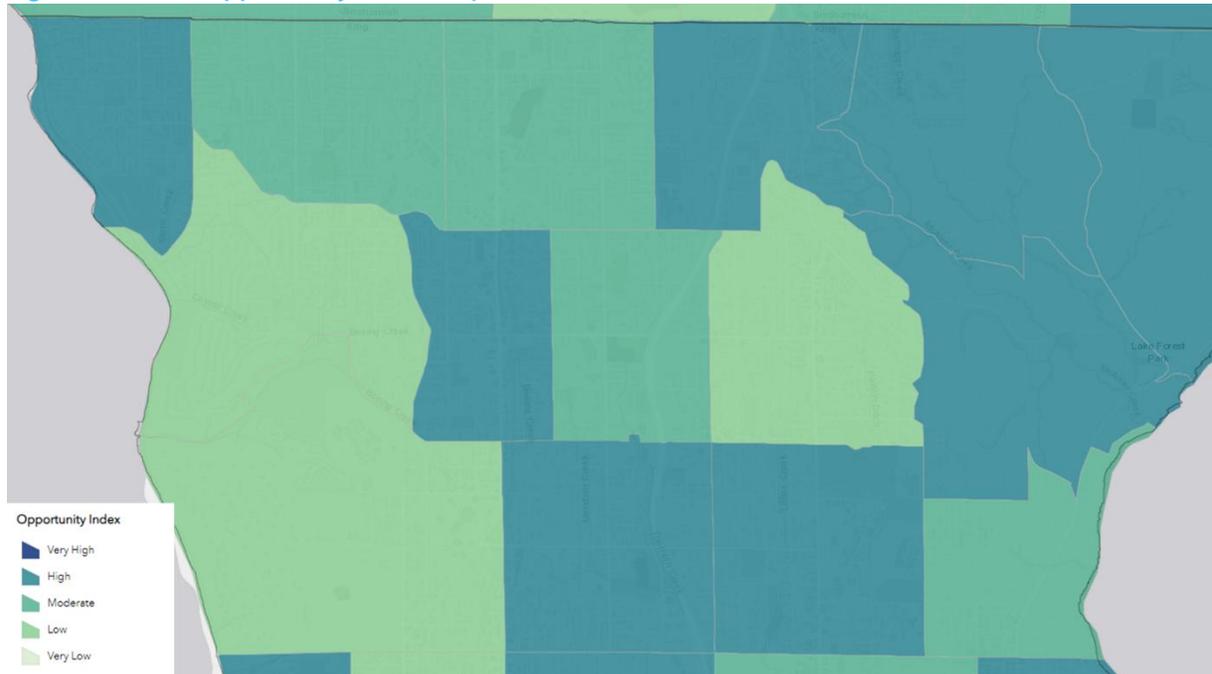


Source: Puget Sound Regional Council (PSRC) Displacement Risk Map.

Figure 54 below shows PSRC’s Opportunity Index map for Shoreline. The Opportunity Index is based on measures of positive life outcomes, including education, economic health, housing and neighborhood quality, mobility and transportation, and health and environment. The dark blue areas are those with the high index scores (there are no Census tracts in Shoreline with a score of “Very High”), while the lighter green areas are considered lower opportunity. The Innis-Arden neighborhood is considered lower-opportunity because of housing and health metrics, while most of the Richmond Highlands neighborhood is higher opportunity due to strong economics, housing, health, and transportation metrics.



Figure 54. PSRC Opportunity Index Map for Shoreline



Sources: PSRC Opportunity Index.

In Shoreline there is racial divide in income distribution. Citywide, 51 percent of households make above 100 percent AMI – this includes 53 percent of white households, 48 percent of Asian households, 40 percent of Hispanic/Latino households, 37 percent of Black/African American households, and 19 percent of Pacific Islander households. While just 15 percent of households make below 30 percent AMI, 81 percent of Pacific Islander households and 26 percent of Black households fall into that category.



Figure 55. Shoreline Count of Households by Income and Race

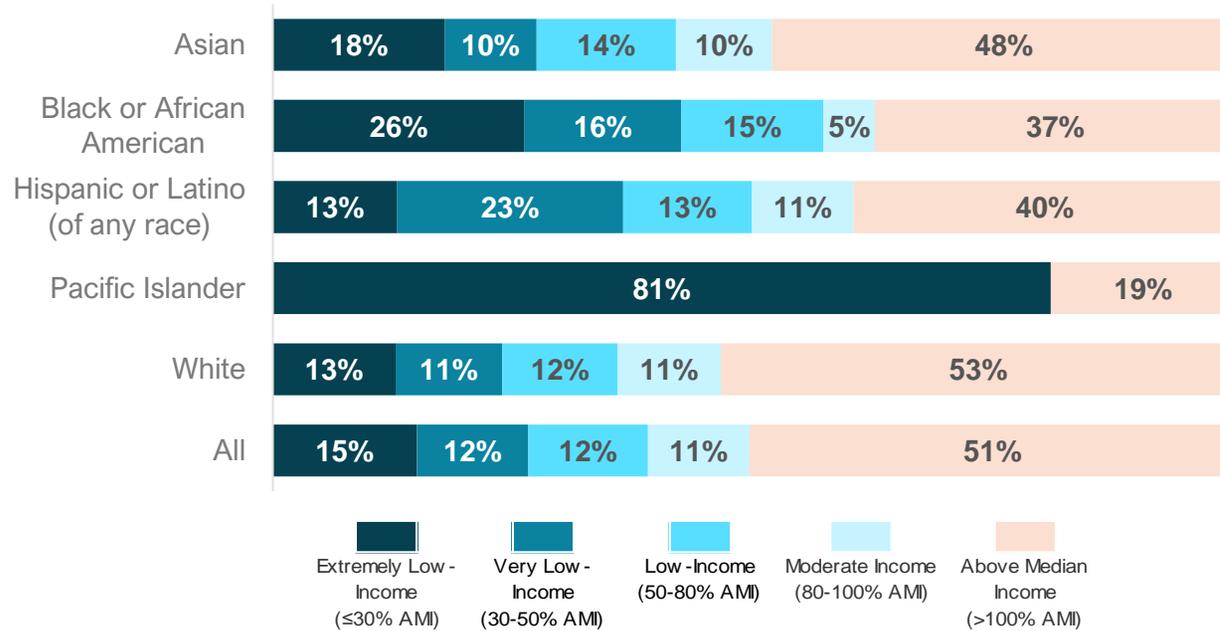
Income Category (% of AMI)	American Indian or Alaska Native	Asian	Black or African American	Hispanic or Latino (of any race)	Pacific Islander	White	Not Reported*	All
Number								
Extremely Low-Income (≤30% AMI)	30	555	265	135	105	2,025	185	3,300
Very Low-Income (30-50%)	40	295	165	245	-	1,760	45	2,550
Low-Income (50-80%)	35	450	150	140	-	1,905	60	2,740
Moderate Income (80-100%)	10	310	54	110	-	1,700	141	2,325
Above Median Income (>100%)	35	1,495	380	415	25	8,495	295	11,140
Total for published estimates	150	3,105	1,014	1,045	130	15,885	726	22,060
Percentage								
							Not Reported	
Extremely Low-Income (≤30% AMI)	1%	17%	8%	4%	3%	61%	6%	
Very Low-Income (30-50%)	2%	12%	6%	10%	0%	69%	2%	
Low-Income (50-80%)	1%	16%	5%	5%	0%	70%	2%	
Moderate Income (80-100%)	0%	13%	2%	5%	0%	73%	6%	
Above Median Income (>100%)	0%	13%	3%	4%	0%	76%	3%	

* The category "Other (including multiple races, non-Hispanic)" is suppressed in source data(CHAS 2015-2019 Table 1)

Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 1) & US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 8).



Figure 56. Shoreline Distribution of Households by Income and Race or Ethnicity

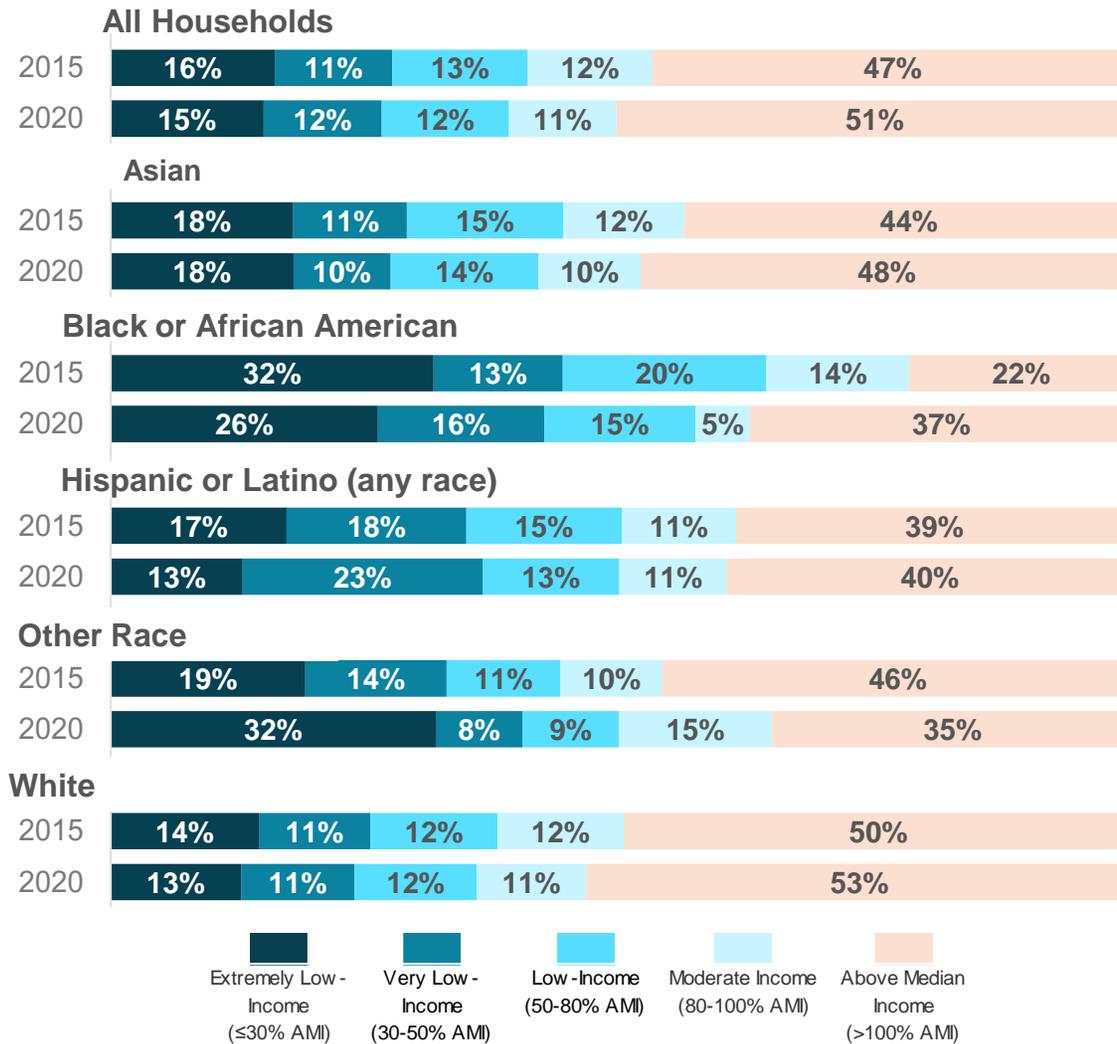


Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 1).

Between 2015 and 2020, the percentage of households making above the median income in Shoreline increased from 47 percent to 51 percent. With the exception of households identifying as Other Race, the share of households making more than 100 percent AMI increased across racial groups. While 22 percent of Black/African American households in Shoreline earned more than the median income in 2015, 37 percent were above that income level in 2020. At the same time, the share of Black/African American households making less than 30 percent AMI decreased from 32 percent to 26 percent.



Figure 57. Shoreline Percentage of All Households by Income Category and Race (2010-2014 vs. 2015-2019)



Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 1).



Policy Evaluation

Based on the above analysis, there is room for improvements to policies in Shoreline to reduce racially disparate impacts, and the data was used to inform the next steps of the racially disparate impacts assessment process – evaluating and revising policies that reinforce historical patterns of segregation, displacement, and inequitable outcomes. Taking a proactive approach in shaping policy to address these challenges will benefit all Lynden households as the city seeks to build a more equitable future.

Based on guidance provided by the Washington State Department of Commerce, the following policy evaluation framework was used to evaluate Shoreline’s existing Housing Element policies from the 2012 Comprehensive Plan:

Criteria	Evaluation
The policy is valid and supports meeting the identified housing needs. The policy is needed and addresses identified racially disparate impacts, displacement and exclusion in housing.	S Supportive
The policy can support meeting the identified housing needs but may be insufficient or does not address racially disparate impacts, displacement and exclusion in housing.	A Approaching
The policy may challenge the jurisdiction’s ability to meet the identified housing needs. The policy’s benefits and burdens should be reviewed to optimize the ability to meet the policy’s objectives while improving the equitable distribution of benefits and burdens imposed by the policy.	C Challenging
The policy does not impact the jurisdiction’s ability to meet the identified housing needs and has no influence or impact on racially disparate impacts, displacement or exclusion.	NA Not applicable



Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
GOALS							
Goal H I Provide sufficient development capacity to accommodate the 20 year growth forecast and promote other goals, such as creating demand for transit and local businesses through increased residential density along arterials; and improved infrastructure, like sidewalks and stormwater treatment, through redevelopment.	New Development	This goal benefits developers and the City. This goal benefits community members if redevelopment is constructed for affordable housing programs as designated by community vetted needs.	A	This goal approaches supporting anti-displacement policy by joining state growth forecasts with planning for adequate infrastructure to serve existing and new households within a service area. This goal only approaches supporting anti-displacement policy by using vague terminology and not connecting infrastructure improvements to anti-displacement measures. <i>Recommendation</i>	Revised Goal (H I): Provide sufficient development capacity to meet 2044 regional growth and address other housing goals, such as creating demand for transit and local businesses through increased residential density along arterials; and improved infrastructure, like sidewalks and stormwater treatment, through redevelopment and inclusionary zoning. New Goal (In	Changed language from "promote other Goals" to "address other housing goals" in order to describe the goal's intent more accurately and to distribute the benefits of the policy more equitably. "Inclusionary zoning" was included at the end of the goal to enforce the intention to include permanent affordable units within new residential development along arterials .	Ensure the benefits of investment and development are equitably distributed.



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Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
				<p>: To make this goal more actionable and implementable for anti-displacement regulatory purposes, goal language should use consistent desired housing type verbiage to ensure the benefits of housing development are distributed equitably.</p>	<p>addition to H I): Implement anti-displacement regulations, with consideration given to the preservation of historical and cultural communities as well as investments in low, very low, extremely low, and moderate-income housing; equitable development initiatives; inclusionary zoning; community planning requirements; tenant protections; land disposition policies; and consideration of land that may be</p>		



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Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
					used for affordable housing.		



Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
Goal H II Encourage development of an appropriate mix of housing choices through innovative use and well-crafted regulations.	New Development	This goal benefits community members and developers.	A	This goal approaches addressing exclusion in housing by encouraging development of a mix of housing types. Allowing additional permitted uses in the City's single family housing regulations reduces exclusion when different family sizes, incomes, disabilities, and needs have housing choices on the market available to them. However, the term "appropriate" is vague and broad. Who will the housing be appropriate for?	Revised Goal (Goal H II): : Encourage development of a wider variety of housing types at all affordability levels through innovative land use, well-crafted regulations, and marketable development incentives.	Changed "an appropriate mix of housing choices" to "a wider variety of housing types" to described the goal's intent more accurately and to distribute the benefits of the policy more equitably.	Ensure the benefits of investment and development are equitably distributed.



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Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
				<i>Recommendation</i> : To make this goal more actionable and implementable for anti-displacement regulatory purposes, goal language should use consistent housing type verbiage to ensure the benefits are distributed equitably amongst different income level households.			



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Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
Goal H III Preserve and develop housing throughout the city that addresses the needs of all economic segments of the community, including underserved populations, such as households making less than 30% of Area Median Income.	New Development	This goal benefits community members of all economic segments. This goal may burden developers if affordable housing incentives are not created or marketed by the city.	S	This goal supports anti-displacement policy by encouraging development for all economic segments of the community, and specifically identifying households making less than 30% of Area Median Income. Identifying this income bracket will help guide subsequent policies that specifically address affordable housing production at this income bracket.			Increase affordable housing production.



Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
Goal H IV “Protect and connect” residential neighborhoods so they retain identity and character, yet provide amenities that enhance quality of life.	Amenity Access	This goal benefits existing neighborhoods and households if "protecting" and "retaining" the character of residential neighborhoods includes equitable distribution of amenities.	A	This goal approaches supporting anti-displacement policy by protecting residential neighborhood character and providing amenities that enhance quality of life. Protecting residential character can help homeowners and renters retain housing stability and preventing displacement. Although, preservation and "identity" language must be evaluated carefully to ensure the narrative of the policy does not	Revised Goal (G H IV): “Protect and connect” residential neighborhoods so they maintain scale and form and character based on community needs, yet provide equitable distribution of amenities that enhance quality of life.	Changed “provide amenities” to “provide the equitable distribution of amenities” to describe the intent more accurately and to distribute the benefits of the policy more equitably. Changed “character” to “scale and form” to make the policy clearer and avoid an exclusionary narrative pertaining to maintaining specific "household" types like single family residential in a community.	Ensure the benefits of investment and development are equitably distributed.



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				enforce exclusionary practices towards BIPOC populations or specific income levels . <i>Recommendation</i> : The Washington State Department of Commerce guides cities to adopt incentives, strategies, actions, and regulations that encourage equitable development and mitigate displacement. Policies that encourage or promote development of new amenities should include "equitable			



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				distribution" language to ensure that the benefits of new development are planned with equity in mind.			



Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
Goal H V Integrate new development with consideration to design and scale that complements existing neighborhoods, and provides effective transitions between different uses and intensities.	Design Standards	This goal benefits existing neighborhoods and households by considering how the design, scale, and form of new development may impact existing households and neighborhoods. This goal may burden developers if design guidelines increase the overall construction costs of the project.	A	This goal approaches supporting anti-displacement policy by considering how design and scale of new development may impact existing neighborhoods. However, this goal does not specify how redevelopment can also impact existing neighborhoods by increasing displacement risk through rising housing costs. This goal also does not consider the impact of new development on the general needs of the	Revised Goal (H V): Integrate new development and redevelopment with consideration to design and scale that complements and maintains the needs of existing neighborhoods, and provides effective transitions between different uses and intensities.	Included "and maintains the needs of existing neighborhoods" to clarify that new development and redevelopment could impact amenities, facilities, green space, home values, and communal space of existing neighborhoods. Included "redevelopment" to clarify that redevelopment projects will also need to be examined for unintentional impacts to existing neighborhoods.	Protect Existing Communities.



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				community, such as amenities, facilities, and green space. Complimentary designs and impact analyses could be required by the City to protect the function and form of existing neighborhoods. <i>Recommendation</i> : Add language to clarify applicable factors to be reviewed during new development or redevelopment projects.			



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Goal H VI Encourage and support a variety of housing opportunities for those with special needs, specifically older adults and people with disabilities.	Older Adults and Special Needs	This goal benefits communities at higher risk of displacement, especially those communities that rely on fixed incomes and require additional accommodations.	A	This goal approaches supporting anti-displacement policy by supporting actions to create or maintain housing opportunities specifically for those with "special needs". Older adults and people with disabilities are often more vulnerable to displacement risks due to sometimes unpredictable economic and physical pressures. This goal encourages the city to keep implementing and monitoring "special needs"	Revised Goal (H VI): Encourage a variety of healthy, safe, and affordable housing opportunities for those with special needs, specifically older adults, and people with disabilities.	Included "healthy, safe, and affordable" to make the intent of the goal clearer and more actionable.	Protect existing communities .



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				housing at the foerfront of housing planning priorities. However, language of the goal does not specify what type of housing opportunities should be supported. This lack of specification may make it harder to prioritize and select the most efficient housing programs and projects related to senior and disability needs. <i>Recommendation</i> : Add language to include key housing opportunity categories for the City to prioritize.			



Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
Goal H VII Collaborate with other jurisdictions and organizations to meet housing needs and address solutions that cross jurisdictional boundaries.	Public and Private	This goal benefits the community by creating platforms to share specific wants and needs of City residents. This goal also benefits the City by pooling resources, funding, and technical assistance.	A	This goal approaches supporting anti-displacement policy by encouraging collaboration of multiple parties to pool resources, funding, and technical assistance across borders. Developing partnerships and frequent communication lines with surrounding jurisdictions will inform the City of adjacent housing decisions, projects, and programs that may affect housing within Shoreline's borders.	Revised Goal (H VII): Collaborate and partner with community organizations, other jurisdictions, landowners, developers, and non-profits to meet housing needs and address solutions that cross jurisdictional boundaries.	Replaced "collaborate with other jurisdictions and organizations" with "collaborate and partner with community organizations, other jurisdictions, landowners, developers, and non-profits" to capture the full spectrum of public and private partnerships required to meet the community's housing needs.	Ensure the benefits of investment and development are equitably distributed.



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				<p>However, collaboration should not stop at other jurisdictions and organizations. Community organizations, landowners, developers, and non-profits will also be vital partnerships to meet housing needs and identify housing solutions.</p> <p><i>Recommendation</i> : Add language to include all applicable and important partnerships to meet housing needs.</p>			



Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
Goal H VIII Implement recommendations outlined in the Comprehensive Housing Strategy.	Regulations	This goal benefits community members and developers for recommended policies under the Housing Element include benefits and incentives to both parties.	A	This goal approaches supporting anti-displacement policy by implementing all recommendations outlined in the Housing Element of the Comprehensive Plan, but it does not account for the implementation and monitoring procedures required to ensure the success of the recommendations. <i>Recommendation</i> : Add language to reference policies that support using specified measures to track	New Goal (to replace H VIII): Develop implementation strategies, performance measures, and on-going monitoring procedures that account for all city housing action plans to ensure the success of recommendations outlined in the Comprehensive Housing Strategy.	New goal language clarifies the need for implementation strategies and on-going monitoring. Continuation of monitoring, implementation, and community engagement will capture how the City continues to change and grow, and will help continue to address Shoreline’s changing housing needs and challenges.	Begin to undo racially disparate impacts, exclusion, and displacement.



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Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
				implementation and performance of policies. Ensure policies are working as intended to address racially disparate outcomes, exclusion, displacement, and displacement risk.			



Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
Goal H IX Develop and employ strategies specifically intended to attract families with young children in order to support the school system.	Public Facilities	This goal benefits demographics that currently have higher percentages of families with young children. This policy burdens other household family sizes that may not inherently benefit from proposed strategies.	C	This goal challenges supporting anti-displacement policy because the language is exclusionary to other household sizes. <i>Recommendation</i> : This goal should be moved to the Land Use Element of the Comprehensive Plan to remain consistent with Land Use goals pertaining to public facilities (i.e., school system). A new goal should replace H IX to support all types of household sizes and encourage a variety of amenities	New Policy (To replace H IX): Increase the availability of healthy, equitable, and affordable housing for people in all demographic groups and at all income levels. Promote a balance of housing and amenities needed by residents at the neighborhood level, such as childcare, availability of fresh food, education, recreational opportunities, and medical care.	New goal language now encompasses more of the recommended policies and policy topics below.	Ensure the benefits of investment and development are equitably distributed.



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				associated with healthy neighborhoods.			
POLICIES							



Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
H1 Encourage a variety of residential design alternatives that increase housing choice.	Design Standards	This policy benefits all community members and developers.	A	This policy approaches addressing exclusion in housing by encouraging a variety of residential design alternatives. Having an alternative menu of permitted residential designs, such as middle housing types, will provide housing for different family sizes and incomes. However, language of this policy is unclear as "residential design alternatives" is not defined and the desired location of these alternative	Revised Policy (H1): Allow and incentivize a wider variety of housing types at all affordability levels in all residential areas.	Changed "encourage a variety of residential design alternatives" to "allow and incentivize a wider variety of housing types at all affordability levels" to describe the policy intent more accurately and to distribute the benefits of the policy more equitably. The housing market and developers are inclined to build affordable housing when they receive value and profit from the project. The word "incentivize" is included to off-set value lost when developers integrate affordability on their own (i.e., grants	Ensure the benefits of investment and development are equitably distributed.



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				designs is not specified. <i>Recommendation</i> : To make the policy more actionable, additional language should use consistent desired housing type verbiage and desired location specifications to ensure the benefits of development are distributed equitably.		available to affordable housing developers, density bonuses, etc.)	



Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
H2 Provide incentives to encourage residential development in commercial zones, especially those within proximity to transit, to support local businesses.	Amenity Access	This policy benefits developers who can expand housing construction opportunities in commercial areas or public transit areas. This policy benefits households that can afford the costs of homeowner or rental units near amenities. This policy may burden existing neighborhoods within or near new construction and redevelopment areas.	C	This policy could challenge the jurisdiction’s ability to meet housing needs from the unequitable distribution of benefits and burdens to neighborhoods adjacent to new residential development in commercial zones. New residential development can gentrify existing neighborhoods and increase home values near highly desired amenities, such as transit and local businesses. As discussed in Appendix C, new residential	New Policy (To replace H2): Encourage the development of a wider variety of housing types in areas with existing infrastructure capacity, services, and transit, while balancing the need to address disinvestment in historically disinvested neighborhoods.	Clarified that a "wider variety of housing types" is appropriate in areas with existing infrastructure. Acknowledged that underinvestment in existing neighborhoods also needs to be addressed. This policy would require consistency with capital facilities element policies to increase infrastructure capacity in historically disinvested neighborhoods where greater density and housing diversity is needed.	Ensure the benefits of investment and development are equitably distributed.



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				<p>development near amenities can increase the likelihood of economic displacement risk.</p> <p><i>Recommendation</i> : Anti-displacement policies will be needed to mitigate and reduce the impacts of redevelopment and upzoning in existing neighborhoods, especially for BIPOC communities and low-income households.</p>			



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Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
H3 Encourage infill development on vacant or underutilized sites.	New Development	This policy benefits landowners and developers. However, redevelopment has the potential to burden existing neighborhoods and increase average City rental prices.	A	Removing barriers to development of affordable housing will help increase affordable housing unit accessibility and attainability in the City. At the same time, this policy does not specify the type of infill development that is encouraged. This policy could be supporting more market rate housing or single-family residences in existing neighborhoods, which in turn increases the likelihood of economic	Policy Revision (H3): Encourage infill development on vacant or underutilized sites by working with developers, state agencies, regional partnerships, and non-profits to identify locations, funding opportunities, and implementation strategies. New Policy (In addition to H3): In neighborhoods of naturally occurring affordability, maintain the scale and form of buildings in established	The revised policy now includes action items (partnerships) to provide a pathway to achieve infill development on vacant or underutilized sites. The new policy provides a building design solution to infill development, tailored to the needs of the community, and supports allowing existing residents to stay in their homes as much as possible.	Protect existing communities



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				<p>displacement (i.e., increased property taxes and home values in the surrounding areas).</p> <p><i>Recommendation</i> : An accompanying anti-displacement policy could be adopted to ensure building scale and form are consistent in neighborhoods.</p>	residential neighborhoods through adoption of context-sensitive regulations.		



Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
H4 Consider housing cost and supply implications of proposed regulations and procedures.	Regulations	This policy benefits existing community members by reviewing potential regulatory changes for unintended impacts. This policy could burden developers, applicants, and landowners if proposed regulations and procedures reduce cost burdens for the homeowner or renter, but increase development cost burdens for the applicant.	A	This policy encourages an additional process toward evaluating the potential impacts of policy changes, such as allowing specific types of units within a neighborhood, before implementing new regulations and procedures. Considerations for the regulatory effects upon a neighborhood’s displacement risk is important to preserve neighborhood stability. This policy approaches supporting anti-displacement	Policy Revision (H4): Review <i>broader housing market impacts, housing costs, and housing supply implications of proposed regulations and procedures.</i> New Policy (In addition to H4): <i>Use measures to track implementation and performance to ensure policies are working as intended to address racially disparate outcomes, exclusion, displacement, and displacement risk.</i>	The revised policy acknowledges the effect the private side of development has on the housing landscape. The new policy compliments H4 by providing a follow-up procedure to ensure that implications considered have resulted in expected outcomes.	Begin to undo racially disparate impacts, exclusion and displacement.



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				<p>policy by encouraging a cost/benefit analysis of proposed regulations and procedures, but it does not specify the kinds of implications considered.</p> <p><i>Recommendation</i> : An additional anti-displacement policy could be considered to provide a specific anti-displacement and equitable regulatory lens to a proposed regulations and procedures cost/benefit analysis.</p>			



Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
H5 Promote working partnerships with public and private groups to plan and develop a range of housing choices.	Public and Private	This policy benefits all community members and developers but could burden specific racial communities if they are not included in promoted partnerships.	A	This policy approaches supporting anti-displacement policy by promoting public and private partnerships that would expand the City's resource base and pool housing solutions. This policy only approaches supporting anti-displacement policy because it is repetitive of other policies in the Housing Element. Repeating policy narratives reduces the opportunity to address a wider range of City housing equity concerns and	New Policy (To replace H5): Adopt incentives, strategies, actions, and regulations that increase the supply of housing for households with extremely low-, very low- and low-incomes by private or public developers.	Expanded policy language with specific income levels and actions to make the policy more actionable.	Increase affordable housing production.



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				<p>solutions.</p> <p><i>Recommendation</i> : This policy is similar to H20. To reduce repetitive policy language in the next Comprehensive Plan periodic update, this policy can be replaced to include more actionable, anti-displacement prescriptive language.</p>			



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H6 Consider regulations that would allow cottage housing in residential areas, and revise the Development Code to allow and create standards for a wider variety of housing types.	Cottage Housing	This policy benefits all community members and developers.	A	<p>Allowing cottage housing in residential areas may provide more affordable housing options for low-income households. However, creating standards for a wider variety of housing types seems non-related and secondary to cottage housing.</p> <p><i>Recommendation</i> : This policy could be split into two different policies (from where the comma separates “areas,” from “and”). The second policy should be</p>	Policy Revision (H6): Adopt regulations that would allow cottage housing in all residential areas.	The second section of the policy has been removed to make the intent of the policy clearer. Additional policies have been recommended to encourage new regulations that support diverse housing types (see H1).	Increase affordable housing production.



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Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
				specific to what type of housing types the City should pursue (i.e., missing middle housing).			



Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
H7 Create meaningful incentives to facilitate development of affordable housing in both residential and commercial zones, including consideration of exemptions from certain development standards in instances where strict application would make incentives infeasible.	Affordable Housing Incentives	This policy benefits community members who will have more access to affordable housing options, and for developers who will be able to gain affordable housing incentives through development standard exemptions. This policy may burden existing neighborhoods if new development is exempted from development standards that protect existing neighborhoods.	A	Zoning and regulations can restrict the types of homes built in a community. Minimum lot size requirements, prohibitions on multi-family units, and building height limitations are just some examples of regulatory restrictions. Research has connected zoning to racial segregation, creating disparities in housing outcomes. Amending zoning standards to allow more housing types and expand affordable	New Policy (In addition to H7): Explore establishing a development standard exemption review process that examines proposed exemptions for potential harms to communities already being disproportionately impacted. New Policy (In addition to H7): Use measures to track implementation and performance to ensure policies are working as intended to address racially disparate outcomes, exclusion,	New policies create a procedure for cities to review and monitor housing policies, and specifically development standard exemption considerations when affordable housing developers would like to utilize an established/promoted City housing incentive.	Increase affordable housing production.



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				housing choices is an important planning tool to undo past harm. <i>Recommendation</i> : To make this policy more supportive of anti-displacement housing policies, the City could consider drafting a new policy that ensures exempted development standards are not protecting disproportionately impacted communities from housing exclusion and displacement.	displacement, and displacement risk.		



Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
H8 Explore a variety and combination of incentives to encourage market rate and non-profit developers to build more units with deeper levels of affordability.	Affordable Housing Incentives	This policy could burden extremely low, very low, or low income households. Affordability to specific household incomes is not specified.	C	This policy challenges supporting anti-displacement policy because the language is broad and unclear. The term “deeper levels of affordability” does not define what affordability is or whose housing units are affordable. This policy may challenge City efforts to provide units that meet the needs of low-income households. If this policy is implemented without regard to other housing needs (i.e., non-single-family	Revised Policy (H8): Explore a variety and combination of incentives and mandates to encourage market rate and non-profit developers to build housing units that serve the diverse income needs of the City. New Policy (In addition to H8): Adopt incentives, strategies, actions, and regulations that reduce barriers and promote access to affordable homeownership for extremely low, very low,	Several recommended policy revisions include the terms, "extremely low-, very low- and low-incomes". This policy uses the phrase "diverse income needs" to also include new housing considerations for moderate- and above-income households, as those families will also need long term housing options. The new policy also compliments revisions to H8 by reducing homeownership barriers to affordable housing units.	Increase affordable housing production.



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				<p>residences), this policy may serve as a barrier to meeting these needs.</p> <p><i>Recommendation</i> : This policy could be revised to include language such as “low income” and specific AMI brackets. This policy should also specify what types of units would be encouraged through City sponsored development incentives.</p>	<p>low-income, and moderate income households.</p>		



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H9 Explore the feasibility of creating a City housing trust fund for development of low income housing.	Funding	This policy benefits all community members and developers, if taxes that increase risk of displacement are not required to create the trust fund.	A	This policy approaches supporting anti-displacement policy because housing trust funds help generate revenue for affordable housing production and preservation, thus increasing affordable housing options and availability for community members at higher risk of displacement in the City. However, the phrase "explore the feasibility" can promote the narrative that this policy is not urgent or does not need to be	Revised Policy (H9): Create an Affordable Housing Trust Fund for development of low income housing.	Changed "explore the feasibility" to "create an affordable housing trust fund" to make the intent of the policy more clear and actionable.	Increase affordable housing production.



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				prioritized. <i>Recommendation</i> : Remove "explore" and replace with "create" to make the policy more actionable.			



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H10 Explore all available options for financing affordable housing, including private foundations and federal, state, and local programs, and assist local organizations with obtaining funding when appropriate.	Funding	This policy could burden the City for there are many actionable elements of the policy that may make it more difficult to measure its implementation success.	A	Incentives, strategies, actions, and regulations that finance affordable housing are essential for maintaining long term affordable housing options. However, the verbiage “when appropriate” indicates that these actions are not a City priority or that consulting local organizations is not always an “appropriate” action. This policy approaches supporting anti-displacement policies because the verbiage may be exclusionary	Revised Policy (H10): Explore all available options for financing affordable housing and assist and partner with local organizations to obtain funding.	Removed "including private foundations and federal, state, and local programs" and "when appropriate" to decrease repetitive language and make the intent of the policy clearer.	Increase affordable housing production.



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				of the local community. Due to historic and present mistrust of government, BIPOC communities more commonly seek assistance through familiar social groups and cultural institutions. Gaining more active participation of the local community is key in reducing racially disparate impacts. In addition, this policy is similar to H27 and H28. Funding policies should have separate intents to cover more diverse housing goals and			



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				actions. <i>Recommendation</i> : The City could consider including policy language that specifically encourages collaboration with local organizations, because these organizations are more likely to have more clear definitions of housing needs in their community groups.			



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H11 Encourage affordable housing availability in all neighborhoods throughout the city, particularly in proximity to transit, employment, and/or educational opportunities.	Amenity Access	This policy does not inherently burden existing communities, but it could be strengthened to promote more benefits to communities through equitable affordable housing development.	A	This policy approaches supporting anti-displacement policy by encouraging new affordable housing development in neighborhoods with proximity to transit, employment, and/or educational opportunities. However, this policy repeats verbiage found in H32. Anti-displacement policies should have well-rounded verbiage that considers all components of equitable and desirable neighborhoods.	New Policy (To replace H11): Create and sustain affordable housing that provides equitable access to parks and open space, safe pedestrian and bicycle networks, clean air, soil and water, healthy foods, high-quality education, affordable and high-quality transit options and jobs.	This new policy includes encouraging affordable development near transit, employment, and education, but also specifies the need for other important elements of an equitable and healthy neighborhood; parks and open space, safe pedestrian and bicycle networks, healthy foods, and clean air, soil, and water. The new policy strengthens the intent of H11.	Ensure the benefits of investment and development are equitably distributed.



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				<p><i>Recommendation</i> : As discussed in Appendix E and Chapter 3: Patterns, new development can increase the risk of displacement and exclusion by reducing available green space, open spaces, and parks. These desired neighborhood elements could be included in housing policy to ensure new development is consistently preserving shared outdoor spaces that residents rely on for health and wellness.</p>			



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H12 Encourage that any affordable housing funded in the city with public funds remains affordable for the longest possible term, with a minimum of 50 years.	Affordable Housing Incentives	This policy benefits households at higher risk of displacement and homelessness.	S	This policy is supportive of anti-displacement policy by requiring a minimum affordability term of 50 years (as required by the State). The City also has a number of other affordable housing methods. For example, a ground lease of City-owned property is available for subject affordable housing projects. The City can require the affordability requirement to be longer term in			Increase affordable housing production.



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				specific project agreements.			



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H13 Consider revising the Property Tax Exemption (PTE) incentive to include an affordability requirement in areas of Shoreline where it is not currently required, and incorporate tiered levels so that a smaller percentage of units would be required if they were affordable to lower income households.	Affordable Housing Incentives	This policy benefits low income households and developers that receive 8, 12, or 20 year tax exemptions on affordable unit development.	A	This policy supports increasing affordable housing covenants throughout the City, providing additional affordable housing accessibility to low-income households. The policy also promotes a tiered implementation approach to encourage MFTE in Subarea Plans and other future impacted areas of the City to mitigate impacts from major development projects (i.e, Light Rail). However, this	Revised Policy (H13): Revise the Property Tax Exemption (PTE) incentive to include an affordability requirement in areas of Shoreline where it is not currently required, and incorporate tiered levels so that a smaller percentage of units would be required if they were affordable to lower income households.	Removed "consider" to make the policy more actionable. Property Tax Exemption Programs are not available in most areas of the city. As discussed in Appendix C, the Hillwood and Echo Lake neighborhoods currently do not have apartments under a Property Tax Exemption program. In addition, there are several multi-family developments outside the upcoming station areas that are interested in the MFTE program but can not register because they are not eligible based on the program's current requirements.	Increase affordable housing production.



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				<p>policy only approaches supporting anti-displacement policy by using the term "consider". "Consider" implies that the City may not complete this action. If the action does not take place then affordable housing covenants will continue to be restricted to certain neighborhoods, excluding other neighborhood populations from their benefits.</p> <p><i>Recommendation</i> : To make this policy more actionable, the</p>			



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Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
				City should remove the term “consider”.			



Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
H14 Provide updated information to residents on affordable housing opportunities and first-time home ownership programs.	Community Engagement	This policy benefits the public by ensuring they receive continuous education for available housing resources. This policy may burden those who are not considered "residents" or who are not connected to traditional City outreach methods.	A	Establishing public outreach and education programs for available housing programs will help community members utilize resources available to them. This policy only approaches supporting anti-displacement policy by not providing clear actions to deliver updated information to residents. How will information be distributed? How has the community received and responded to information distributed through traditional	Revised Policy (H14): Establish partnerships with cultural institutions, faith groups, neighborhood organizations, community centers, and other community resources to inform residents on affordable housing opportunities and first-time home ownership programs.	Changed "provide updated information" to "Establish partnerships with cultural institutions, neighborhood organizations, community centers, and other community resources" to make the policy more actionable.	Begin to undo racially disparate impacts, exclusion and displacement.



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				<p>outreach methods in the past? Who has reported that they have not received notification of affordable housing opportunities in the past?</p> <p><i>Recommendation</i> : Establishing public outreach methods that reach the most people can be challenging for cities. The City could consider partnering with cultural institutions, neighborhood organizations, and community centers to reach more residents that could</p>			



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				benefit from affordable housing resources, and those who have been excluded from resources in the past.			



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H15 Identify and promote use of surplus public and quasi-publicly owned land for housing affordable to low- and moderate-income households.	New Development	This policy benefits community members who rely on affordable housing and developers who are interested in affordable housing projects.	A	Land disposition policies support the conversion of underutilized and surplus public land for other uses, guided by state law. State law has identified affordable housing as a public benefit and allows cities to sell or lease land at a reduced cost, or donate it altogether, for development of affordable housing. This policy supports increasing affordable housing production. <i>Recommendation</i> : Add language to clarify first steps before lands are	Revised Policy (H12): Identify, inventory, and promote use of surplus public and quasi-publicly owned land for housing affordable to low- and moderate-income households.	Although the existing policy language of H15 supports anti-displacement policy, this policy can be improved by adding the term "inventory". It will be important for the City to create an inventory of surplus land feasible for affordable housing development. A regularly updated inventory will keep the City informed of development opportunities, and create a shareable marketing tool to educate developers on buildable lands in Shoreline.	Increase affordable housing production.



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				promoted by the City.			
H16 Educate the public about community benefits of affordable housing in order to promote acceptance of local proposals.	Community Engagement	This policy benefits the City in implementing required actions and changes to pursue affordable housing, and community members who desire to provide input on proposed housing developments in the City.	A	Available resources are not always shared or made easily available to community members. A lack of knowledge about fair housing is common and a need for education is strongly encouraged. Fair housing education is therefore supported by this	Revised Policy (H16): Educate the public about community benefits of affordable housing in order to promote acceptance of local proposals. Ensure that materials are sensitive to the unique cultures, values, and lived experiences of intended audiences to achieve	Some additional language to further describe how educational materials should be prepared has been included in the revised policy. Language and other cultural considerations strengthens the reach of this policy to more diverse groups.	Begin to undo racially disparate impacts, exclusion and displacement.



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				<p>policy. This policy helps support anti-displacement policies by initiating public education on the communal benefits of supporting affordable housing, reducing public opposition to affordable housing projects, and decreasing pre-development process timelines.</p> <p><i>Recommendation</i> : Add language to acknowledge and plan for interactions between different cultures and languages.</p>	<p>participation and by-off. Develop materials in requisite languages if necessary.</p>		



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H17 Advocate for regional and state initiatives to increase funding for housing affordability.	Funding	This policy benefits the City, the community, and developers.	A	<p>This policy is similar to H32. Repetitive language reduces the opportunity to have more actionable policy types and topics.</p> <p><i>Recommendation</i> : Additional policies for specific anti-displacement actions could replace H17. For example, this policy could be replaced with “Increase affordable housing options for all residents in areas that are within easy access to job centers or transit”.</p>	New Policy (To replace H17): Use local, regional, and national resources to generate more revenue for housing production and preservation, particularly for households with extremely low-, very low- and low-incomes.	Adjusted the reasoning for the policy and emphasized this by bringing the reasoning to the front of the policy.	Increase affordable housing production.



Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
H18 Consider mandating an affordability component in Light Rail Station Areas or other Transit-Oriented Communities.	Amenity Access	This policy benefits existing neighborhoods in proximity to the proposed Light Rail Stations.	A	Remove word “consider”. This REA and Public Engagement Summary (see Appendix E) has revealed data and community vetted higher risks of displacement associated with construction of the two proposed Light Rail Stations. This policy approaches supporting anti-displacement policy by suggesting an affordable housing mandate but does not encourage it by using the word “consider”. To make this policy more actionable,	Revised Policy (H-18): Mandate a housing affordability and transit subsidy component in Light Rail Station Areas or other Transit - Oriented Communities to mitigate higher risks of displacement. New Policy (In addition to H-18): Adopt zoning that incentivizes new development more equitably across all neighborhoods to prevent disproportionately burdening BIPOC households.	Removed the caveat (the “consider” statement), because it promotes disinvestment and conflicts with the intent of the policy. Consideration for including a "transit subsidy" component will also aid in the protection of existing communities by offering cost burdened households incentives to live near and utilize the transit system. The new policy provides distinction between housing challenges faced between different neighborhoods. In some neighborhoods the low cost of land and proximity to	Protect Existing Communities and Households.



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				<p>the word “consider” should be removed.</p> <p><i>Recommendation</i> : In addition, revised zoning regulations and incentives for affordable housing and green space preservation could be included in the affordable housing mandates, to prevent burdening BIPOC households near the proposed Light Rail Stations.</p>		<p>amenities could lead to displacement. In others, because land is “well utilized” and not underused they are not impacted by development.</p>	



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Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
H19 Encourage, assist, and support non-profit agencies that construct, manage, and provide services for affordable housing and homelessness programs within the city.	Public and Private	This policy benefits households at higher risk of displacement and homelessness.	S	Public and private efforts can help to preserve existing affordable housing inventory and allow residents to stay in housing they can afford. Renters, who are primarily BIPOC, can benefit from this policy.			Protect Existing Communities and Households.



Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
H20 Pursue public-private partnerships to preserve existing affordable housing stock and develop additional units.	Public and Private	This policy benefits extremely low, very low, and low income households.	A	Public and private efforts can help to preserve existing affordable housing inventory and allow residents to stay in housing they can afford. Renters, who are primarily BIPOC in the community, can benefit from this policy. This policy approaches supporting anti-economic and physical displacement policies by pursuing existing affordable housing preservation and developing additional affordable units. However, this	New Policy (To replace H20): Dedicate resources to preserve existing housing for low-income households including addressing problems of substandard housing and expiring affordable housing covenants.	Preserving affordable housing stock and developing additional units is already supported by other policy recommendations in this evaluation. Specific examples of actions and tools that reduce displacement risk strengthens the implementation of this policy.	Preserve existing affordable housing.



Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
				<p>policy is similar to housing policies H31 and H32 and could be expanded to provide additional, specific anti-displacement actions.</p> <p><i>Recommendation</i> : Add specific action language of affordable housing preservation, such as “adopt incentives, strategies, actions and regulations”. The City could also consider adding the term “affordable” for additional unit development. For example, “.. and development</p>			



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				of additional affordable units”. Expiring affordable housing covenants can decrease affordable units available. It is important to consider the continuation of creating additional affordable units alongside market rate units.			



<p>H21 Initiate and encourage equitable and inclusive community involvement that fosters civic pride and positive neighborhood image.</p>	<p>Community Engagement</p>	<p>This policy burdens historically excluded and segregated racial groups from Shoreline neighborhoods.</p>	<p>C</p>	<p>The term “civic pride” has historically related to how a community promotes or defends communal identity and autonomy. As discussed in Chapter 1: History, some Shoreline neighborhoods have historically enforced racially exclusive covenants to prohibit BIPOC communities from buying homes. This was often done with the intention to retain White communal identity and autonomy. Terms such as “civic pride” therefore can perpetuate</p>	<p>New Policy (to replace H21): Initiate and encourage equitable and inclusive community involvement, especially with communities disproportionately impacted by housing challenges. Engage communities in developing, implementing, and monitoring policies that reduce and undo harm to these communities. Prioritize the needs and solutions expressed by these disproportionately impacted communities for implementation.</p>	<p>Acknowledged that underinvestment in existing neighborhood engagement also needs to be addressed.</p>	<p>Begin to undo racially disparate impacts, exclusion and displacement.</p>
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				<p>exclusionary and racially disparate housing policies. “Positive neighborhood image” is also unspecific and can be misinterpreted as coded language that communicates exclusionary messages. While the pride of a community may be important, it should be recognized that the GMA does not support the idea that neighborhoods should remain unchanged over time. Neighborhoods should evolve and change to adapt to the changing needs of residents. Community</p>			
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				<p>equity and wellness should be prioritized in housing policies instead.</p> <p><i>Recommendation</i> : This policy is challenging the City’s anti-displacement policy efforts. “Civic pride” and “positive neighborhood image” should be removed. The City could consider revising this policy to include historically excluded racial groups in community involvement. For example, “.. community involvement that encourages participation of all community racial groups”.</p>			
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Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
H22 Continue to provide financial assistance to low-income residents for maintaining or repairing health and safety features of their homes through a housing rehabilitation program.	Older Adults and Special Needs	This policy benefits older adults and households reliant on a fixed or limited income.	S	This policy supports anti-displacement policies by emphasizing the importance of providing financial assistance to low-income households and supporting long term residency. However, as discussed in Appendix E, some community members feel disconnected from housing resources, and may not be informed of their existence. This indicates that setting up these programs is not enough to ensure their success.			Begin to undo racially disparate impacts, exclusion and displacement.



Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
				Additional outreach and educational programs should be established to ensure residents are informed of their community's resources and can utilize them before they are displaced from their homes. The new policy recommended for H21 and the revised policy recommendation for H14 includes language to support creating new outreach programs that reach more community groups, and specifically previously excluded groups.			



Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
H23 Assure that site, landscaping, building, and design regulations create effective transitions between different land uses and densities.	Design Standards	This policy benefits all community members and developers, if landscaping, building, and design regulations continue neighborhood character and do not contribute to gentrification of the community.	A	As discussed in Appendix E, some engagement participants felt that new multi-family housing and large apartment complexes sometimes do not provide landscaping and design standards that are harmonious with the intended character and aesthetics of Shoreline neighborhoods. Community members have shared that important community values such as green space, tree preservation, and communal	Revised Policy (H23): Assure that site, landscaping, building, and design regulations create effective transitions between different building forms, land uses, and densities. New Policy (In addition to H23): <i>Create and sustain affordable housing that provides equitable access to parks and open space, aesthetic quality, safe pedestrian and bicycle networks, clean air, soil and water, healthy</i>	Strengthen outcomes of Policy H23 by adopting a complimentary new policy that emphasizes desired and equitable neighborhood qualities when adopting land use and density transition regulations. Specified that "building forms" should be considered in conjunction with land uses and densities. Development of missing middle housing in existing neighborhoods will require additional review of transitions between homes to reduce displacement risk.	Ensure the benefits of investment and development are equitably distributed.



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				spaces are not being included in new housing developments. This policy approaches supporting anti-displacement policies by assuring that landscaping and design regulations are creating transitions between different land uses, such as multifamily and single-family households. But the policy does not specify how that assurance is made. <i>Recommendation</i> : Clear guidelines should be implemented to avoid	<i>foods, high-quality education, affordable and high-quality transit options and jobs.</i>		



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				unintentional displacement. Criteria that are desired in residential areas should also be specified to avoid displacement and exclusionary impacts of new development adjacent to existing neighborhoods.			



Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
H24 Explore the feasibility of implementing alternative neighborhood design concepts into the City’s regulations.	Housing Diversity	This policy benefits all community members and developers, if neighborhood design concepts continue neighborhood character and do not contribute to gentrification of the community.	C	This policy is broad and unclear. Alternative neighborhood design does not signify to the reader what types of neighborhood designs are intended, and where those neighborhood designs would be implemented. This policy challenges anti-displacement policy by not specifying the intent of the alternative neighborhood design. Vague narratives can continue a disparate distribution of benefits and	New Policy (To replace H24): Adopt incentives, strategies, actions and regulations that encourage equitable development through the delivery of a wide-range of housing types and at multiple price points to mitigate displacement city-wide.	Replaced previous policy to describe the intent of the original policy more accurately and to encourage increasing City affordable housing production.	Increase affordable housing production.



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				burdens in the community when new housing is built. <i>Recommendation</i> : Replace policy with language capturing the City's intent of allowing a wide-range of housing types in Shoreline neighborhoods.			



Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
H25 Encourage, assist, and support social and health service organizations that offer housing programs for targeted populations.	Public and Private	This policy could burden specific racial groups if encouraged and assisted programs are meant for those in "targeted" populations, and not for those in a specific racial group.	C	This policy language is repetitive of Policy H31. Terminology and verbiage impacts the policy narrative and furthers harmful biases about groups of people and communities. This policy challenges implementing anti-displacement policies by using the word "targeted" to describe populations that would utilize housing programs. "Targeted" is unclear in its meaning, and could be	Revised Policy (H25): Encourage, assist, and support social and health service organizations that offer housing programs for households in need, particularly for households with extremely low-, very low- and low-incomes. New Policy (In addition to H25): Adopt an ordinance to require developers, public funds, or a combination of the two to provide relocation funds	Removed the vague term (the "targeted" statement), because it promotes exclusion and conflicts with the intent of the policy. Acknowledged that housing programs should be invested in particularly for households with extremely low-, very low- and low-incomes. The new policy captures the wider range of assistance distributed for residents that may have experienced displacement from condemnation, redevelopment, environmental contamination, or city- initiated code enforcement.	Ensure the benefits of investment and development are equitably distributed.



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				implemented as an unintentional exclusionary practice. <i>Recommendation</i> : Replace “targeted” with a state legislative term, “low, very low, extremely low, and moderate-income housing” or “BIPOC communities”.	for displaced tenants at or below 50% of the county median income.		



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H26 Support development of emergency, transitional, and permanent supportive housing with appropriate services for people with special needs, such as those fleeing domestic violence, throughout the city and region.	Older Adults and Special Needs	This policy benefits community members experiencing economic, physical, or cultural displacement pressures.	A	As discussed in Appendix E, community members that have experienced homelessness in the past shared that they remain vulnerable to homelessness in the present due to economic displacement risk factors. While temporary emergency housing is important for persons experiencing homelessness, providing long term housing and services is vital to lowering rates of repeated or long-term homelessness. Services may not	Revised Policy (H26): Support development of emergency, transitional, and permanent supportive housing with services for people with special needs, such as those fleeing domestic violence or households experiencing displacement, throughout the city and region. New Policy (In addition to H26): Strive to increase class, race and age integration across the city by equitably dispersing affordable housing opportunities.	Added "households experiencing displacement" to distribute the benefits of the policy more equitably. The new policy focuses on specific anti-exclusion and anti-displacement solutions tailored to the needs of the community and supports allowing residents to stay in their homes as much as possible	Ensure the benefits of investment and development are equitably distributed.



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				just be financial and employment based, but can also be emotional or pertain to any other number of services. This policy is supportive of investments in low, very low, extremely low, and moderate-income housing, tenant protections, and equitable community planning. However, this policy does not provide clear descriptions of the criteria that is desired in housing services for people with special needs, and therefore	Discourage neighborhood segregation and the isolation of special need populations.		



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				approaches meeting the intent of anti-displacement policies. <i>Recommendation</i> : Provide clear description of criteria that is desired in services for people with special needs.			



Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
H27 Support opportunities for older adults and people with disabilities to remain in the community as their housing needs change, by encouraging universal design or retrofitting homes for lifetime use.	Older Adults and Special Needs	This policy benefits older adults and households reliant on a fixed income.	A	Does universal design hold the same benefits as pre-approved building plans? As discussed in Appendix E, seniors have indicated that tax increase protections and long-term and quality affordable housing options are leading components to maintaining residency in Shoreline. This policy is approaching supporting anti-displacement policies by supporting older adults through home rehabilitation programs and	New Policy (In addition to H27): Improve strategies and regulations that protect housing stability for renter households by establishing tax deferral education programs, rental assistance, and tenant opportunity to purchase programs.	Additional policy to compliment intent of H27. The new policy includes specific, actionable tenant protection programs identified as needed by the community. The policy now focuses on solutions tailored to the needs of the community and supports allowing residents to stay in their homes as long as possible.	Protect Existing Communities and Households.



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				encouraging permit streamlining, but does not include actions that directly respond to specific housing issues vetted by the community. <i>Recommendation</i> : Additional policy could be developed to compliment H27 and include tax increase protection programs and construction incentives of long-term affordable housing.			



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H28 Improve coordination among the County and other jurisdictions, housing and service providers, and funders to identify, promote, and implement local and regional strategies that increase housing opportunities.	Cross-Jurisdictional Support	This policy benefits the City by pooling resources and strategies from multiple organizations and jurisdictions that effect housing outcomes. This policy may burden the community if community members are not given the opportunity to provide input.	A	Cross jurisdictional coordination allows jurisdictions of similar sizes and needs to pool resources, share solutions, and address shared issues. Partnering cities and counties can also share a representative to advocate for funding and grant opportunities at the state level. This policy is supportive of City investment in low, very low, extremely low, and moderate-income housing and equitable development initiatives.	Revised Policy (H28): Improve coordination among landowners, developers, and housing and service providers to inform the City of current barriers to permitting affordable housing, and specifically long term affordable housing options.	Policy H30 encourages regional collaboration and solutions. Changed “County and other jurisdictions” to “landowners, developers” to remove repetitive policy language and to consider the perspectives of local development participants.	Begin to undo racially disparate impacts, exclusion and displacement.



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				<p>However, the policy is repeating policy language in H30. Repetitive language reduces opportunities to diversify policy action that covers more housing needs. This policy is therefore approaching meeting housing needs.</p> <p><i>Recommendation</i> : Coordination with the County and neighboring jurisdictions (i.e., City of Seattle) is repetitive of Policy H30. Policy H28 could focus on coordination amongst landowners, developers, and housing and</p>			



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				service providers to inform the City of current barriers to permitting affordable housing, and specifically long term affordable housing options.			



Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
H29 Support the development of public and private, short-term and long term housing and services for Shoreline’s population of people who are homeless.	Public and Private	This policy benefits community members at higher risk of displacement, members that are currently displaced, and members that are currently experiencing homelessness.	A	As discussed in Appendix E, community members that have experienced homelessness in the past shared that they remain vulnerable to homelessness in the present due to economic displacement risk factors. While temporary emergency housing is important for persons experiencing homelessness, providing long term housing and services is vital to lowering rates of repeated or long-term homelessness. This policy is	Revised Policy (H29): Support the development of public and private, short-term, and long term housing and services for Shoreline’s population of people who are homeless. Consider donating vacant and underutilized public parcels for the creation of housing and services for homelessness.	The revised policy provides language that can be implemented in conjunction with H15 and H12 (see Table 4.1).	Increase affordable housing production.



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				supportive of investments in low, very low, extremely low, and moderate-income housing, tenant protections, and equitable community planning.			
H30 Collaborate with King and Snohomish Counties, other neighboring jurisdictions, and the King County Housing Authority and Housing Development Consortium to assess housing needs, create	Cross-Jurisdictional Support	This policy benefits the City by pooling resources and strategies from multiple organizations and jurisdictions that effect housing outcomes. This policy may burden the community if community	S	Cross jurisdictional coordination allows jurisdictions of similar sizes and with similar needs to pool resources, share solutions, and address shared issues. Partnering cities and counties can also share a			Increase affordable housing production.



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affordable housing opportunities, and coordinate funding.		members are not given the opportunity to provide input on who is addressing housing needs and whom is given housing solutions.		representative to advocate for funding and grant opportunities at the state level. This policy is supportive of City investment in low, very low, extremely low, and moderate-income housing and equitable development initiatives.			



Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
H31 Partner with private and not-for-profit developers, social and health service agencies, funding institutions, and all levels of government to identify and address regional housing needs.	Public and Private	This policy benefits the City by pooling resources and strategies from multiple organizations and jurisdictions that effect housing outcomes. This policy may burden the community if community members are not given the opportunity to provide input on who is addressing housing needs and whom is given housing solutions.	A	Public and private efforts can help to preserve existing affordable housing inventory and allow residents to stay in housing they can afford. Renters, who are primarily BIPOC, will benefit from this policy. However, this policy is only approaching the support of anti-displacement policy by emphasizing regional level needs. Individual cities have specific housing needs and challenges. While understanding the region's	Revised Policy (H31): Partner with private and not-for-profit developers, social and health service agencies, funding institutions, and all levels of government to identify and address local and regional housing needs. New Policy (In addition to H31): Initiate and encourage equitable and inclusive community involvement, especially with communities disproportionately impacted by housing challenges. Engage	Changed "regional housing needs" to "local and regional housing needs" to emphasize the importance of collaborative partnerships addressing specific local housing issues, as well as regional housing needs. Local housing needs are likely to have more specific challenges and solutions than examining housing actions through a broader regional lens.	Begin to undo racially disparate impacts, exclusion and displacement.



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				<p>housing challenges and solutions is an important piece of the puzzle, emphasis on addressing local housing needs should be included in the Housing Element. <i>Recommendation</i> : Housing Policy H32 is similar to H31 in the emphasis of regional level collaboration. H31 should be revised to include local housing needs as well.</p>	<p>communities in developing, implementing, and monitoring policies that reduce and undo harm to these communities. Prioritize the needs and solutions expressed by these disproportionately impacted communities for implementation.</p>		



Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
H32 Work to increase the availability of public and private resources on a regional level for affordable housing and prevention of homelessness, including factors related to cost-burdened households, like availability of transit, food, health services, employment, and education.	Public and Private	This policy benefits community members at higher risk of displacement, members that are currently displaced, and members that are currently experiencing homelessness.	A	Public and private efforts can help to preserve existing affordable housing inventory and allow residents to stay in housing they can afford. Hispanic or Latino renters, who are primarily cost-burdened in Shoreline, can benefit from this policy.	Revised Policy (H32): Work to increase the availability of public and private resources on a regional level for affordable housing and prevention of homelessness, including factors related to cost-burdened households, like availability of transit, food, health services, employment, job training, and education. Work with partner agencies and neighboring jurisdictions to pursue funding for the collaborative development of	The new policy strengthens H32 by clarifying support for increasing the ability of all residents to live in the neighborhood of their choice. Providing resources for affordable housing and prevention of homelessness is important, but it does not specifically address anti-displacement policy. The new policy supports establishing amenities and partnerships that encourage a resident's ability to live in different city neighborhoods.	Ensure the benefits of investment and development are equitably distributed.



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					impactful programs and strategies.		



Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
H33 Support and encourage legislation at the county, state, and federal levels that would promote the City’s housing goals and policies.	Cross-Jurisdictional Support	This policy benefits all community members and developers.	A	Supporting legislation at the county, state, and federal level can help the City implement housing goals and policies. However, this policy only approaches helping establish anti-displacement policies. Housing goals and policies could be written to prioritize new development, permit streamlining, or single family residences. There is no specific emphasis or consideration for anti-displacement or exclusion measures in this	Revised Policy (H33): Promote the City's housing goals and anti-displacement policies by supporting legislation at the county, state, and federal levels.	Adjusted the reasoning for the policy and emphasized this by bringing the reasoning to the front of the policy. Removed "encourage" as it seemed duplicative of "support". Changed "policies" to "anti-displacement policies" to make intent of the policy more clear and actionable.	Begin to undo racially disparate impacts, exclusion and displacement.



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Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
				<p>policy.</p> <p><i>Recommendation</i> : Add “anti-displacement policies” to “housing goals and policies”, so that it will read as “the City’s housing goals and anti-displacement policies”.</p>			



Economic Development Element Supporting Analysis



BACKGROUND AND CONTEXT

As required by Washington State’s Growth Management Act (GMA), this section will summarize the local economy by presenting statistics on population, employment, businesses and employment sectors, current real estate market conditions, and the local revenue base.

Employment Growth Targets

The King County Countywide Planning Policies (CPPs), adopted to implement the GMA, establish employment growth targets for each of the jurisdictions within the county. The employment target is the amount of job growth the jurisdiction should plan to accommodate during the 2019-2044 planning period. Shoreline’s growth target for this period is 10,000 additional jobs.

In the past, Shoreline was considered a “bedroom community” from which residents travelled elsewhere for higher wage jobs and more complete shopping opportunities. The City is focused on seeking and implementing new and innovative ways to support a more robust local economy to assist efforts to plan for the addition of 10,000 new jobs. The quality of Shoreline’s economy is affected by reliable public services, the area’s natural and built attractiveness, good schools, strong neighborhoods, efficient transportation options, and healthy businesses that provide goods and services. Maintaining the community’s quality of life requires a strong and sustainable economic climate.

2018-2023 Economic Development Strategic Plan

The City of Shoreline’s economic development strategy is based on Placemaking Projects. Fred Kent calls Placemaking the thing that “turns a City from a place you can’t wait to get through into one you never want to leave.” Organizing economic development efforts into Placemaking Projects provides the flexibility needed to tailor efforts to achieve both the goals articulated in Vision 2029 and the annually updated Council Goals and Workplans.

Key initiatives are identified in the strategy are outlined at the end of this analysis.

POPULATION AND EMPLOYMENT

Overview

Within a total land area of 11.7 square miles, encompassing 14 neighborhoods and 2 major transportation corridors, the City of Shoreline has nearly 59,000 residents and approximately 15,850 jobs.



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Shoreline’s major historic employment centers included two sizable retail developments on the Aurora Corridor: Aurora Village (anchored by Costco and Home Depot) and Aurora Square (anchored by Sears and Central Market). While Aurora Village still remains a center of retail and other commercial services for Shoreline residents and surrounding communities, Aurora Square has permanently closed and is undergoing a major redevelopment into a mixed-use residential and commercial center known as Shoreline Place. There are additional neighborhood retail concentrations on 15th Avenue NE, Ballinger Way, and in Richmond Beach. Shoreline Community College and the Fircrest Campus are two of the city’s other major employment centers.

In order to understand the city’s economic strengths and weaknesses, Figure EDA-1 compares the demographics and household income of Shoreline with King County, and with the Seattle-Tacoma-Bellevue Metropolitan Statistical Area, encompassing King, Snohomish, and Pierce Counties.

Figure EDA-1
Demographics and Household Income

	Shoreline	King County	Seattle-Tacoma-Bellevue MSA
2022 Population	58,673	2,254,371	4,001,701
Median Age	41.8	37.2	37.3
Labor Force Population (Population, ages 15-64)	37,903	1,609,621	2,744,540
% of Total Population	65%	71%	69%
Median Household Income	\$106,184	\$116,340	\$106,909

Source: US Census Bureau 2022 ACS 5-Year Estimates

Population Trends and Forecasts

Population growth and household creation within the city generate demand for new residential and commercial development. Population growth, income growth, and job creation within local and extended trade areas provide much of the support for new commercial and retail development. In addition, increasing proportions of the population possess a Bachelor’s degree or higher, a trend that indicates changing household preferences, and often increased spending power, that retailers and other companies track when considering locating a business. Household creation is discussed in the Comprehensive Plan Housing Element Supporting Analysis. Population and income growth trends and forecasts are summarized in the following tables.

Figure EDA-2
City of Shoreline and Region

Historic Population Growth						Annual Percent Change			
	1990	2000	2010	2020	2022	1990-2000	2000-2010	2010-2020	2020-2022



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Shoreline	52,109	53,296	53,007	58,608	58,673	0.20%	-0.10%	1.10%	0.10%
King County	1,507,319	1,737,034	1,931,249	2,269,675	2,254,371	1.50%	1.10%	1.80%	-0.30%
Seattle-Tacoma-Bellevue MSA	2,559,164	3,043,878	3,439,809	4,018,762	4,001,701	1.90%	1.30%	1.70%	-0.20%

Source: 1990, 2000, 2010, 2020 US Decennial Census; 2022 ACS 5-Year Estimate

	Historic Household Income Growth			Annual Percent Change	
	2010	2020	2022	2010-2020	2020-2022
All Households	\$67,076	\$91,524	\$106,184	3.6%	8.0%
Owner Households	\$81,446	\$116,886	\$141,354	4.4%	10.5%
Renter Households	\$37,807	\$51,415	\$61,000	3.6%	9.3%

Source: US Census Bureau 2022 Five-Year ACS, Table S2503.

	Historic Educational Attainment (Bachelor's or Higher)			Annual Percent Change	
	2010	2020	2022	2010-2020	2020-2022
All Households	43%	57%	58%	3.3%	0.4%
Owner Households	45%	53%	55%	1.8%	1.3%
Renter Households	39%	49%	50%	2.6%	1.9%

Source: US Census Bureau 2022 Five-Year ACS, Table S2503.

Regional population forecasts conducted by the Puget Sound Regional Council in its 2023 Land Use Vision – Implemented Targets (LUV-it) predict Shoreline to grow by roughly 35,000 new residents by 2050, a slightly faster growth rate than the Central Puget Sound Region, as a whole. However, it is important to note that Shoreline’s population had been stagnant since 1990 until the recent, rapid growth brought about by new residential construction, primarily in close proximity to Shoreline’s new light rail stations. Though a lack of access to financing has slowed construction, it is possible that this pace of growth could continue when markets improve, and with it, Shoreline’s growth could outpace these official growth forecasts.

Figure EDA-3
City of Shoreline and Region Forecast Population Growth

					Projected Ann. Growth		
	2020	2030	2040	2050	2020-2030	2030-2040	2040-2050



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Shoreline	57,848	69,711	81,500	93,252	2.1%	1.7%	1.4%
Central Puget Sound Region (MSA plus Kitsap County)	4,295,551	4,827,504	5,356,612	5,885,483	1.2%	1.1%	1.0%
King County	2,268,624	2,526,407	2,782,579	3,038,738	1.1%	1.0%	0.9%

Source: Puget Sound Regional Council 2023 Land Use Vision – Implemented Targets (LUV-it) forecast

The data presented above support the following key considerations:

- Shoreline’s population growth rate is starting to outpace growth in King County and the region.
- Shoreline’s working-age population has decreased since the previous comprehensive plan was completed. As of 2022, just 65% of the population is working-age, compared with 71% county-wide.
- Wage growth in the County and Metro Area have outpaced Shoreline wage growth. While Shoreline’s median household income is similar to the Metro Area’s, it is \$10,000 less than the County median.
- Recent residential construction indicates the potential for far more rapid population growth than official forecasts may indicate.

Employment

Employment within the city is a measure of the current level of economic activity, in terms of both number of jobs and the distribution of jobs among employment sectors. Figure EDA-4 shows a breakdown of city employment by sector. The changing nature of jobs in the city is reflected in Figures EDA-5 and EDA-6. 46% of jobs in 2010 were in the service sector, which includes several sub-sectors, which had increased to 47.5% as of 2022. Shoreline’s top service sub-sectors in 2010 were Health Care and Social Assistance (2,525 jobs), Administration and Support (1,151 jobs), Accommodation and Food Services (986 jobs), and Other Services (1,147 jobs).

Figure EDA-4
City of Shoreline Employment by Sector

	1995		2000		2010		2022		Avg. Ann. Growth		
	#	% of Total	1995-2000	2000-2010	2010-2022						
Construction/Resources	570	4.20%	514	3.20%	558	3.40%	756	4.80%	-2.00%	0.90%	3.00%
FIRE*	***	***	673	4.30%	478	2.90%	517	3.30%	***	2.90%	0.70%
Manufacturing	189	1.40%	144	0.90%	160	1.00%	95	0.60%	-4.80%	1.10%	-3.40%
Retail	3,531	26.20%	2,685	17.00%	2,629	16.00%	2,566	16.20%	4.80%	0.20%	0.20%
Services	4,720	35.00%	6,432	40.70%	7,551	46.00%	7,533	47.50%	7.30%	1.70%	0.00%
WTU**	451	3.30%	380	2.40%	156	1.00%	279	1.80%	-3.10%	5.90%	6.60%
Education	2,133	15.80%	2,335	14.80%	2,126	13.00%	2,063	13.00%	1.90%	0.90%	0.30%
Government	1,811	13.40%	2,656	16.80%	2,751	16.80%	2,041	12.90%	9.30%	0.40%	-2.20%



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TOTAL	13,499	100%	15,820	100%	16,409	100%	15,851	100.0%	3.40%	0.40%	-0.30%
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Source: Puget Sound Regional Council "Covered Employment" Database

*Finance, Insurance, and Real Estate

** Wholesale Trade, Transportation, and Utilities

***1995 count combines FIRE and other service-sector jobs

Figure EDA-5

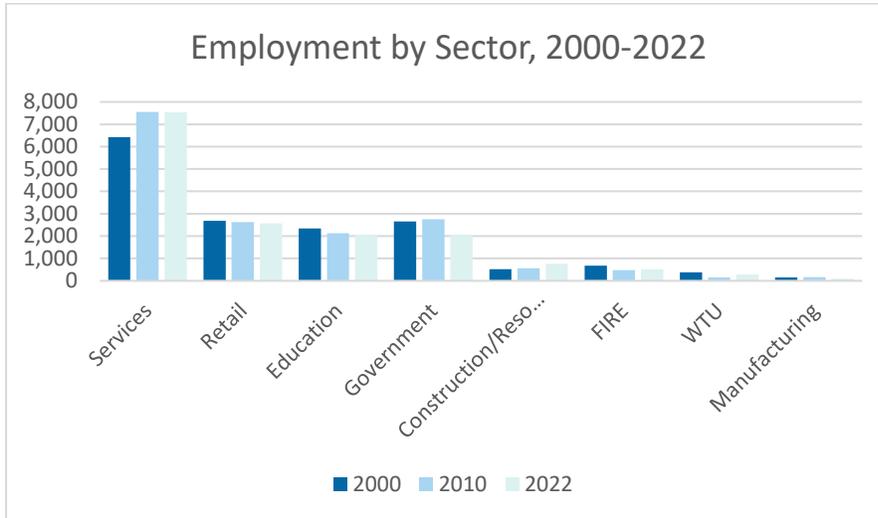
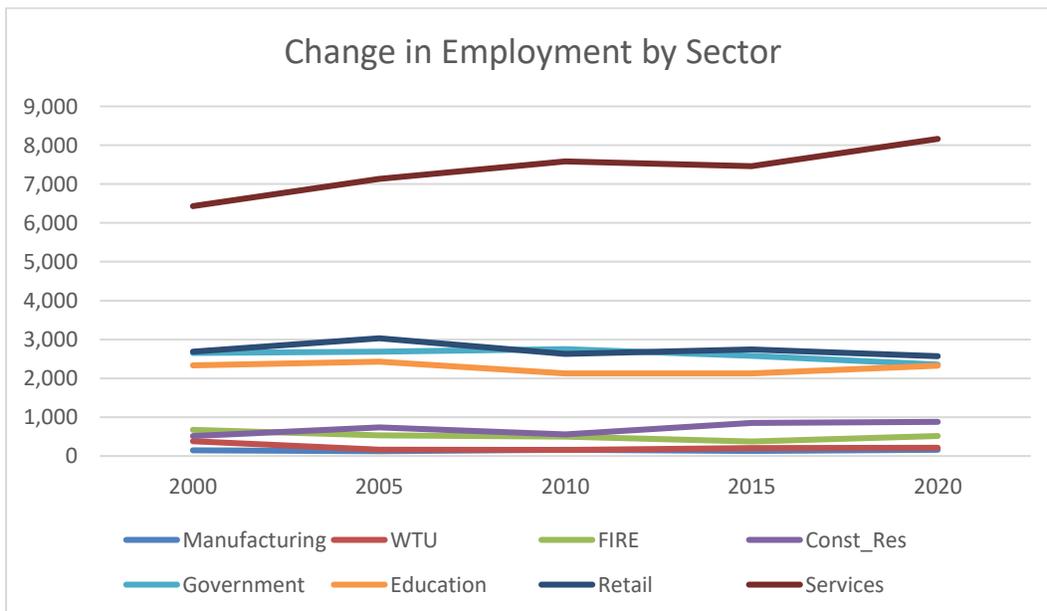


Figure EDA-6



Key considerations from employment data:

- Non-government employment in Shoreline is predominantly oriented toward services and retail. These two sectors comprised nearly 64% of total employment as of 2022.



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- Employment growth has been concentrated in WTU and Construction/Resources, which were the fastest growing sectors between 2010 and 2022.
- The other non-government sector in which employment grew in the last decade was FIRE. Despite growth, this sector accounts for only 4.8% of total employment.
- Total employment in Shoreline shrank by around 550 jobs between 2010 and 2022 due primarily to declines in the Manufacturing and Government sectors. Over the previous decade (2000 to 2010), the city gained just 600 jobs.

Peer Comparison: Household Characteristics

A comparison of Shoreline with peer cities can give further indication of the relative economic strengths and weaknesses of the city. Four cities were selected for a peer comparison: Lynnwood, Tukwila, Marysville, and Kirkland. These are the cities in King and Snohomish Counties that are most similar to Shoreline in terms of total number of “activity units,” defined as each city’s total population plus total number of jobs.

Figure EDA-7
Peer Cities Selected For Comparison

	Population 2022	Employment 2022	“Activity Units”
Lynnwood	39,867	27,023	66,890
Tukwila	21,569	45,825	67,394
Shoreline	58,673	15,851	74,524
Marysville	70,847	15,025	85,872
Kirkland	92,015	53,170	145,185

Sources: 2022 ACS 5-Year Survey, PSRC “Covered Employment” Database

Income levels and employment characteristics of Shoreline’s households, while not necessarily reflective of the quality of jobs in the city, can indicate the extent to which the city is able to support new businesses and future development.

Figure EDA-8
Shoreline and Peer Cities Income and Employment

City	Median Household Income	Unemployment Rate	Poverty Rate
Lynnwood	\$72,241	4.10%	14.90%
Tukwila	\$76,331	6.20%	13.30%
Shoreline	\$106,184	4.40%	8.20%
Marysville	\$98,288	4.20%	6.50%
Kirkland	\$135,608	4.60%	6.60%



Source: US Census Bureau ACS 2022 5-Year Estimate

Peer Comparison: Jobs-Housing Balance

Encouraging employment growth within the city may improve Shoreline’s jobs-housing balance. The current ratio of jobs to housing is 0.67 jobs per housing unit. Jobs and housing are considered balanced at a ratio of one-to-one, although two incomes are typically required for a household’s housing expense to remain below the recommended 30% level. The Puget Sound Regional Council encourages a balance as a way to increase opportunity for local communities while reducing the length of commutes by automobile: “Uneven economic prosperity has...contributed to long commutes and the need for auto trips to retail and services...Jobs-housing balance compares the relative amount of housing and employment in an area, with an aim toward reducing long commute trips.” (PSRC, Vision 2050). The creation of new jobs through economic development can help alleviate a mismatch between jobs and housing, reduce commute times, and create more opportunities for residents to work and shop within their own community. Due to Shoreline’s relative proximity to Seattle and other major employment hubs, and with significant new housing growth expected in addition to 10,000 new jobs by 2044, it could require a significant prioritization of focus on this one issue, with significant policy choices on the part of the City of Shoreline, to achieve a 1.0 jobs-housing balance over the next 20-years.

Figure EDA-9
Shoreline and Peer Cities

	Employment	Housing Units	Jobs/Housing	Mismatch (Deviation from 1.5)
	2022	2022	Unit Ratio	
Lynnwood	27,023	16,593	1.63	0.13
Tukwila	45,825	8,653	5.30	3.80
Shoreline	15,851	23,505	0.67	-0.83
Marysville	15,025	26,371	0.57	-0.93
Kirkland	53,170	39,869	1.33	-0.17
King County	1,434,014	972,821	1.47	-0.03
Snohomish County	282,563	323,438	0.87	-0.63

Source: US Census ACS 2022 5-Year Estimates; PSRC Covered Employment Database

The peer comparisons presented above support the following key considerations:

- Despite being of similar size, the economic characteristics of the peer cities vary considerably. Shoreline has the second highest median income and the third lowest unemployment and poverty rates among peer cities.
- Shoreline and Marysville share the characteristics of “bedroom communities” in that both cities have substantially more residents than jobs. However, Shoreline has a lower jobs-housing mismatch and better transportation access than many suburban bedroom communities.



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- There are currently only 0.67 jobs for every housing unit in the city, down from 0.72 in 2010. In order to meet regional goals, Shoreline will need additional job growth and employment-supporting development.

REVENUE BASE

Sales Tax and Property Tax

The revenue base of the City is another measure of the strength of the local economy. A strong revenue base supports the necessary public facilities and services for an attractive place to live and work. Two major elements of the revenue base are taxable retail sales and the assessed valuation for property taxes. Shoreline’s taxable sales and assessed valuation are compared to those in the peer communities and King County as a whole in Figures EDA-10 and EDA-11.

Figure EDA-10
Shoreline and Peer Cities Taxable Retail Sales

	Sales, 2010 (in millions)	Per Capita	Sales, 2022 (in millions)	Per Capita	Avg. Ann. Growth
Lynnwood	\$1,778	\$50,000	\$3,415	\$86,000	7.70%
Tukwila	\$1,635	\$86,000	\$2,376	\$110,000	3.80%
Shoreline	\$660	\$12,000	\$1,542	\$26,000	11.10%
Marysville	\$722	\$12,000	\$1,945	\$27,000	14.10%
Kirkland	\$1,456	\$30,000	\$3,594	\$39,000	12.20%
King County	\$39,275	\$20,000	\$86,667	\$38,000	10.10%

Source: Washington State Department of Revenue

Figure EDA-11
Shoreline and Peer Cities Assessed Valuation

	AV, 2010 (in millions)	Per Capita	AV, 2022 (in millions)	Per Capita	Avg. Ann. Growth
Lynnwood	\$5,237	\$146,000	\$8,481	\$213,000	5.20%
Tukwila	\$4,970	\$260,000	\$7,986	\$370,000	5.10%
Shoreline	\$6,739	\$127,000	\$13,404	\$228,000	8.20%
Marysville	\$4,437	\$74,000	\$10,902	\$154,000	12.10%
Kirkland	\$11,312	\$232,000	\$36,718	\$399,000	18.70%
King County	\$340,324	\$175,000	\$876,482	\$388,793	13.10%

Source: Municipal Research and Service Center of Washington (2001 data is the earliest available from this source).



Taxable Sales and Assessed Valuation data support the following key considerations:

- Compared to the peer cities and King County, Shoreline has a relatively low revenue base, but it has been growing quickly since 2010. Among peer cities, Shoreline had the second lowest per capita taxable sales but the third highest per capita assessed valuation in 2022.
- Growth in assessed valuation has been moderate over the past decade, averaging an 8.2% annual increase. This could be due to a relative lack of new construction in comparison to other communities, such as Marysville and Kirkland.
- Retail sales growth has averaged 11.1% annually. This is the third highest rate of increase among the peer cities, and higher than King County as a whole.

REAL ESTATE MARKET CONDITIONS

Retail

Retail development meets two important economic development objectives. It provides the goods and services needed by residents and businesses, and it provides a major source of tax revenue. Figure ED-10A above shows that retail sales have grown over the past decade, yet they are still lower than sales in the peer cities used for comparison.

While Shoreline is home to many retail establishments, there is a significant amount of sales “leakage” in some retail categories. Leakage refers to a deficit in sales made in the city compared with the amount of spending on retail goods by Shoreline residents. It is measured by the demand for particular goods or establishments minus the supply in the same area. Figure EDA-12 shows the retail categories with high levels of leakage within one mile of the center of Shoreline (approximated by Ion Town Center apartments on Midvale Avenue for purposes of this analysis). Unmet demand suggests potential major retail opportunities in these categories. New retail development or re-development of existing retail may better meet the shopping needs of Shoreline residents and increase sales tax revenue for the City.

Figure EDA-12
City of Shoreline Retail Leakage

	Demand	Supply	Unmet Demand (Demand – Supply)	% of Dollars Spent Elsewhere
Electronic Shopping & Mail-Order Houses	\$389,079,845	\$307,109,312	\$81,970,533	21%
Other General Merchandise Stores	\$63,517,080	\$21,182,069	\$42,335,011	67%
Gasoline Stations	\$41,376,589	\$24,852,558	\$16,524,031	40%
Full-Service Restaurants	\$20,019,390	\$6,360,560	\$13,658,830	68%
Limited-Service Eating Places	\$18,436,404	\$6,707,984	\$11,728,420	64%
Other Motor Vehicle Dealers	\$6,194,302		\$6,194,302	100%
Furniture Stores	\$4,336,607		\$4,336,607	100%
Clothing Stores	\$8,107,825	\$4,459,801	\$3,648,024	45%
Beer, Wine, & Liquor Stores	\$2,313,862		\$2,313,862	100%



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Bars/Drinking Places (Alcoholic Beverages)	\$2,507,126	\$520,058	\$1,987,068	79%
Electronics & Appliance Stores	\$4,196,934	\$2,577,380	\$1,619,554	39%
Shoe Stores	\$1,436,088		\$1,436,088	100%
Health & Personal Care Stores	\$14,588,066	\$13,337,295	\$1,250,771	9%

Source: STI Market Outlook via Placer.ai

Office

The office market nationwide has seen significant challenges since the beginning of the COVID-19 pandemic in 2020. The trend toward remote work has not shown any signs of a full reversal, leaving office space in many cities vacant. While high-end new office space has fared better, investors and developers are still hesitant to build significant new space. Although Shoreline currently has few large office concentrations or multi-tenant office buildings, there could be an opportunity to add high-end, flexible, or creative office space near high-frequency transit in the future. An inventory of selected buildings offering office space for lease in Shoreline provides an indication of the nature and strength of the local office market (see Figure EDA-13).

Figure EDA-13
City of Shoreline Selected Commercial Buildings

	Address	Year Built	Stories	Rentable SF	Available SF	Rent/SF. Yr*
Evergreen Building	18021-18023 15th Avenue NE	1974	2	4,872	1,400	\$26
Aurora Village Medical Center	1207 N 200th Street	1965	2	23,765	3,495	\$28
15235 Aurora Avenue N		2007	2	9,523	1,218	\$14
Aurora Village	20109 Aurora Avenue N	1981	3	13,863	968	\$15
19944 Ballinger Way NE		1968	1	3,120	2,095	\$22 / \$24
Shoreline Business & Professional Center	17544 Midvale Avenue N	1979	4	17,355	5,897	\$24 / \$30
TOTAL / AVERAGE		1979		72,498	15,073	\$23

Source: CoStar

Residential



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The 2021 CPPs call for Shoreline to plan for a total of 13,330 new housing units between 2019 and 2044, which would equate to 533 new housing units per year. As of fall 2024, there were 2,300 units under construction in Shoreline. New residential development is needed to ensure that there is an adequate supply of housing for current and future residents as well as the local workforce.

Unexpectedly Fast Growth

Per real estate data aggregator CoStar: “Shoreline is at the front end of a massive wave of new development. This is changing the character of what has been a Seattle suburb characterized by single-family home ownership. In the past decade, the number of apartment units more than doubled in the area. With recent rezones and the opening of light rail stations in the area, that activity has only accelerated over the past two years.”

If current trends continue, Shoreline will far surpass its housing and population targets over the next decade.

Figure EDA-14 and Figure EDA-15 contain information on residential building permit tallies and new apartment units in order to reflect trends in residential development. Additional information on residential market conditions, including vacancy rates and home values, is included in the Housing Element Supporting Analysis.

Figure EDA-14
City of Shoreline Newly Issued Building Permits

	Total Units Permitted	Single Family Units Permitted	Single Family Share of Total
2012	25	23	92%
2013	62	62	100%
2014	53	51	96%
2015	47	47	100%
2016	369	76	21%
2017	204	90	44%
2018	364	89	24%
2019	575	108	19%
2020	182	152	84%
2021	983	160	16%
2022	1,121	16	1%
Total	3,985	874	22%

Source: US Census Bureau Building Permit Database

Figure EDA-15
City of Shoreline New Apartment Units Built by Year



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	2018	2019	2020	2021	2022	2023	Total	Yearly Avg.
Number of New Units	293	21	456	469	0	1,022	2,261	376.8

Source: CoStar

The data support the following key considerations:

- Significant market leakage exists in multiple retail categories, particularly food and beverage, creating potential opportunities for new retail development in the city.
- The office vacancy rate for buildings listed on CoStar is 21%. Nationwide office trends will make new office development in Shoreline unlikely in the near future, but there could be an opportunity for Class A office space near high-frequency transit.

Since 2016, there has been a shift in Shoreline from primarily single family to primarily multifamily development. In order to meet its CPP target, Shoreline will need to continue these current patterns.

ECONOMIC DEVELOPMENT INITIATIVES

Beginning in early 2020 when it became apparent local small business would be significantly impacted by the pandemic, the City of Shoreline administered a number of measures intended to assist Shoreline small businesses, including email, postcard, and other communications initiatives, Business and Occupation (B&O) tax deferrals, promoting local businesses open for modified COVID-safe practices such as expanded pickup and delivery services, developed and implemented interim Outdoor Dining regulations to reduce barriers to expanded outdoor dining, managed emergency relief grants such as the Shoreline Small Business Support Program (SBSP) which awarded \$775,490 in economic relief grants of up to \$20,000 to 45 Shoreline businesses. To cultivate ongoing relationships and better understand local business needs considering the widespread economic effects of the pandemic, the City contracted with the Shoreline Chamber of Commerce for outreach to small businesses to better understand their needs, including the identification of challenges or opportunities for growth that the City could facilitate in the economic recovery. By establishing a systematic program of information-gathering and networking with Shoreline businesses, the City added fundamental strength at the core of its economic development strategy, as existing businesses are the lifeblood of a local economy. One of the key recommendations of the Chamber’s outreach was to bring in expert resources to provide ongoing advising to Shoreline small businesses which was implemented when the City entered into a contract with the Small Business Development Centers of Washington. In just one year alone, the Shoreline SBDC year alone reported the following from the select few clients who opted to make their results public:

- Capital Infusion of \$3.2 million
- 11 new business starts, 14 jobs created, 205 jobs supported in total.
- Clients have reported an increase in sales due to their work with Jennifer of \$781,385. It is not lost on us that this is new taxable revenue for government programs and services.

Prior to the pandemic, Shoreline adopted the 2018-2023 Economic Development Strategic Plan which identified City-Shaping Areas, Additional Commercial Nodes, and Non-geographic Placemaking Projects which continued to be important elements of the City’s economic development programs along with the reinvigorated focus on small businesses. The four specific areas that were identified as having the potential to dramatically strengthen the economic vitality of Shoreline. These four City-Shaping Areas were identified as prime candidates for concerted Placemaking Projects designed to trigger large-scale redevelopment and growth.



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- **Strengthen Shoreline’s Signature Boulevard** – leveraging the city’s \$140 million Aurora Corridor Project by facilitating constant investment along its six miles of improved frontage.
- **Catalyze Shoreline Place** – encouraging intensive private redevelopment of the former Sears center into an exemplary lifestyle destination.
- **Unlock the Fircrest Surplus Property** – establishing new uses and industries that create hundreds of new Shoreline-based jobs and economic opportunities.
- **Ignite Station Area Growth** – parlaying the extraordinary public investment that will bring light rail service to Shoreline’s two rezoned station areas.

Additional commercial nodes were identified to influence the economic vitality of the surrounding neighborhoods. Placemaking Projects in these Neighborhood Commercial Centers should seek to create identity, encourage walkability, expand housing options, and provide needed goods and services.

- **Shoreline Town Center**
- **Echo Lake at Aurora & N 192nd**
- **North City Business District**
- **Four Corners at NW Richmond Beach Rd**
- **Downtown Ridgecrest**
- **Ballinger Commercial Center**

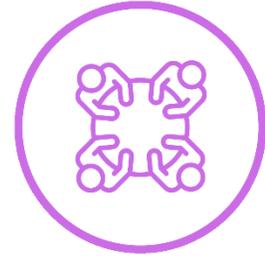
Non-geographic Placemaking Projects were identified that could enrich the overall economic climate of the city and make Shoreline an even more attractive place to live, to invest, and to conduct business.

- **Growing a Media Production Industry**
- **Promoting Shoreline to Investors**
- **Serving Home-based Businesses**
- **Increasing Inventory of Business Spaces**
- **Expanding Events & Festivals**
- **Supporting the Community College**
- **Attracting Artists & Trendsetters**
- **Continually Improving Code & Policies**
- **Facilitating Collaboration With & Between Businesses**

Both inputs and outcomes were tracked to Monitor the Effectiveness of Shoreline’s economic development efforts. Inputs shall be tracked through regular Placemaking Project updates; outputs shall be tracked through annual updates of economic metrics such as assessed values, sales tax generation, vacancy and rental rates, Shoreline-based jobs, and new market-rate and affordable housing units.



Community Development Element Supporting Analysis



BACKGROUND AND CONTEXT

The way a community develops and is designed can have a large impact on the quality of life of residents. Shoreline is committed to provide distinct neighborhoods and subareas that provide the goods, services, and amenities that contribute to a high quality of life. This element recognizes the important role that access to housing, convenient goods, services and amenities, and the aesthetics of the community, can play into the sense of place of a neighborhood. The Community Development element does not just focus on the physical development of the community. This element also provides goals for the current human services provided by the City, as well as established goals for future potential services the City can provide. The Human Services Strategic Plan, adopted in 2024 (Appendix H.5), helped to guide the framework for the human services portion of this chapter.

NEIGHBORHOODS

Shoreline is comprised of 14 neighborhoods that include homes, schools, parks and other public facilities, and commercial and public centers that provide a variety of shopping and services. Neighborhood development policies can maintain and strengthen the more private qualities of residential areas, while encouraging commercial and public centers to attract people and provide services and jobs to nearby residents.

For residential neighborhoods to co-exist with commercial development, it is important to transition between these two land uses. It is also important to promote quality neighborhood services in adjacent commercial areas. The community becomes more cohesive as neighborhood development is refined to be more attractive, interactive, and functional. This relationship can be fostered through the creation of subarea plans (see the Land Use Supporting Analysis for more information of the City’s existing subarea plans).

Shoreline’s Neighborhoods:

- Richmond Beach
- Hillwood
- Echo Lake
- Ballinger
- Innis Arden
- Richmond Highlands
- Meridian Park
- North City
- Highland Terrace
- The Highlands
- Westminster Triangle
- Parkwood
- Ridgecrest
- Briarcrest

Neighborhood Programs and Grants:

- Love Your Community Grant Program
- National Night Out
- Neighborhood Mini-Grant Program
- CityWise Project
- CityLearn

The City of Shoreline supports resident participation in all 14 neighborhood associations in order to build strong neighborhoods and a vibrant, interconnected community with active communication with the City. As part of this effort, the City’s Community Services Division and Recreation, Cultural, and Community Services Department has several programs and grant opportunities to support and grow the city’s neighborhoods and sense of community.



URBAN DESIGN

The way that a development is designed can make a large difference in the way it fits into the community. In Shoreline, design concerns often focus on:

- Compatible new homes in neighborhoods;
- Transition buffers between residential and commercial land uses;
- Tree and view preservation;
- Functional and aesthetic improvements to the Aurora Corridor; and
- Basic design review for single-family, multi-family, and commercial development.

The urban design of a community can greatly influence the feeling of connectivity and safety of a city, and quality design, including all the factors noted above, can contribute to the livability of Shoreline and increase the resiliency of the community as a whole.

Form-Based Development

In addition to the goals and policies of this Comprehensive Plan that guide the look and feel of development, Shoreline is also establishing design guidelines within the City’s development regulations that are more form-based in nature. Form-based codes place a greater emphasis on the physical form of a development, and how people will interact and utilize the space, and the impact of the space on the public realm rather than what type of development occurs in that space. In other words, it focuses on the exterior of the building and its relation to the street and surrounding area, rather than focusing on the use of the building itself. This will provide for clear direction of the desired form of development, aimed at creating a more cohesive and active streetscape, and increase the sense of place and identity of that area.

While much of the form-based development standards apply to commercial and mixed-use developments, some design standards are being introduced to the residential areas of the City as well. Similar to the intent of form-based codes, these design standards are primarily focused on creating an active and interesting streetscape for the community to enjoy. These standards include street-facing and covered entryways, parking and utilities located at the back of the building or screened from view from the street, and the incorporation of green and/or open space.

All of these design standards, citywide, are intended to create a stronger sense of place, promote walkability, provide flexibility and compact development, and align with transit-oriented development goals.

Quality Design

In addition to how a community is designed, design *quality* is important to Shoreline because citizens want anticipated new development to enhance the community. Frequently, development becomes more acceptable if it is well-designed. Design describes more than appearance, it also means the way a development functions and relates to surrounding properties. Examples are similar building form, comparable landscaping, collective open and public space, shared driveways, and connections for pedestrians that provide continuous protection from weather.



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Assets and attributes of adjacent sites, when connected or combined, improve the overall function and appeal of an area. Design quality means thoughtful development and beneficial improvements. Design quality is seen as a development’s overall contribution to the appearance of the community. For example, within new development, retention of existing vegetation and new landscaping contribute to Shoreline’s image as a community that values and protects its trees.

Public Places and Connections

The best public places appeal to the broadest number of people: young and old, residents and visitors, workers and shoppers, the agile and those with disabilities. Public art, heritage interpretation, and cultural events bring people together, reflect the diversity of a community’s character, and make places interesting.

People are drawn to public places that are comfortable and attractive, and attracting people into the public realm is done through various means. It could occur through the provision of better transit with safer sidewalks and walkways that provide connections between different places in the city, or by hosting activities in which people want to participate, like a farmer’s market. Creating this sense of place is also a positive feedback loop in that people interacting in a space draw more people to the place.

Historic Landmarks

The city’s history gives it context, perspective, and uniqueness. Different parts of the city have their own individual mixture of past events, people, and buildings. Most people are familiar with historic buildings and districts, such as the Ronald School, Firland Sanitarium, the North City Tavern, the Stone Castle in Highland Terrace, and post-WWII housing in Ridgecrest and Innis Arden. However, in Shoreline there are also other less obvious places that are reminders of the past, such as the unique 1800s platting of Richmond Beach; the Interurban Rail right-of-way, which is now a pedestrian and bicycle trail; and a piece of the red brick North Trunk Road, now called Ronald Place, near Aurora Avenue N and N 175th Street.

The early development of the area hinged on transportation corridors. The building of the Great Northern Railroad (1891), the construction of the Interurban electric railway (1906), and the engineering of the North Trunk Road (ca 1912 - 1913) greatly influenced where the first communities were established. Other local historic events included the construction of The Highlands and Seattle Golf Club (1908), the development of fruit and poultry farms, and the pre- and post-WWII expansion of Highway 99 (Aurora Avenue N).

The City can enrich the lives of its citizens, instill community pride, and enhance its appeal to visitors by commemorating and interpreting its heritage. In some cases, this may mean active involvement in the preservation and renovation of historic landmarks; in others cases, historical interpretation may be sufficient. Preserving historic resources can help retain community values, provide for continuity over time, and contribute to a sense of place within Shoreline.

The City signed an interlocal agreement with King County in 1995 for landmark designation and protection services. The KC Historic Preservation Program provides technical expertise and support to the City, and the King County Landmarks Commission serves as the Shoreline Landmarks Commission with a special member representing Shoreline when decisions within its jurisdiction are on the agenda. Applications for new historic landmarks or certificates of appropriateness to modify existing landmarks are processed



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through the City, and routed to King County for consideration by the Landmarks Commission. This process could use improvement, and the City may want to consider budgeting for this type of project so the cost does not have to be passed onto the applicant.

Shoreline adopted basic historic preservation regulations, and contracted with King County to complete a limited historic inventory in 1995. This inventory was added to the City’s Geographic Information System, and has been periodically updated since 2008 to reflect new landmarks, as well as permitted demolitions, additions, and remodel work. No process currently exists for adding new historic properties to the inventory. Inclusion facilitates researching the historic significance of a structure before it is modified or demolished. Recommendations for preservation, restoration, relocation, or documentation are made by King County, and considered by the City prior to approval of applicable permits. This step does not occur if a structure is not included in the inventory.

Shoreline’s inventory was completed, with a limited scope, over 15 years ago. There are likely many additional properties that should be considered for historic significance. A more complete and updated inventory would also allow the City to evaluate properties of historic significance to determine whether there are any areas of the city appropriate for consideration as historic districts, or whether there are any structures the City would want to prioritize for landmark status.

At this time, City building codes that apply to historic structures are the same as those that apply to remodels, additions, and new construction. Other jurisdictions have used alternative building code language that the City might consider to alleviate the cost of bringing buildings up to code, or to allow for needed flexibility in order to preserve or restore the historic character of a building. To date, the City has not considered adopting alternate standards for historic buildings.

LIVABILITY AND HUMAN SERVICES

The City of Shoreline is dedicated to supporting its residents in many aspects of life. The City’s Human Services department promotes individual and community well-being by providing support to increase self-sufficiency, reduce negative impacts of adverse life events, and giving opportunities for people to reach their full potential. For more information on the programs and services the City provides, visit the [Human Services department webpage](#) on the City’s website. The City’s Community Services Division supports and directs services to connect individuals, families, neighborhoods, businesses, and non-profit organizations to the information and resources they need to build a stronger community and enhance quality of life in Shoreline. For more information on the services, partnerships, and programs the City offers through the Community Services Division, please visit their [website](#).

Culturally-Sensitive Services

Key values and principles that guide the work that the City as a whole does every day, include supporting culturally and linguistically appropriate services; inclusive and anti-racist approaches; and prioritizing those more negatively affected by institutional and systemic barriers. The City values all residents and wants to foster a community where people from all backgrounds have equitable access to opportunities to live, work, and play.



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Shoreline is home to an increasingly diverse community, with 30% of Shoreline residents are people of color; one in five Shoreline residents are foreign born; one in four speaks a language other than English in the home; and 46% of Shoreline School District students are youth of color. Recognizing the diversity of the City, Shoreline provides translation services for communication and/or to review a document in a language other than English.

To further Shoreline mission of equity and social justice, the Diversity and Inclusion Coordinator position was created in 2016, to support the City’s work in becoming an anti-racist multicultural organization. Three areas of focus for this position are:

- **Increase the capacity of City staff to promote service equity and inclusion**

Provide mandatory staff training on institutionalized racism, working with diverse populations, and evaluating City policies and procedures.

- **Increase access to City information and services by diverse communities**

Promote outreach and community engagement through use of language specific resources and intentional outreach to diverse populations.

- **Increase community-based support for diverse communities**

Provide technical assistance and support to community groups and organizations serving diverse populations to promote multicultural and anti-racist efforts.

Translation Services:

- Spanish
- Chinese (Traditional and Simplified)
- Korean
- Vietnamese
- Tagalog
- Amharic
- Tigrigna
- Russian
- Japanese
- Khmer (Cambodian)

Basic Needs

A large focus of the programs and support the department provides is providing for basic needs, including food, affordable housing, and behavioral health services. Basic needs are the foundation in the well-being of individuals and a community, and Shoreline recognizes the right that all residents have to access basic needs.

Some of Shoreline’s basic needs programs are focused on keeping people in their homes: the Minor and Major Repair programs, Property Tax Relief for Senior and People with Disabilities, Tenant Protections, and Utility Assistance. Whereas other programs focus on provided unhoused individuals the resources they need: the Severe Weather Shelter program, and other programs provided by Shoreline’s partners such as Hopelink’s food program and Lake City Partners Ending Homelessness’ 24/7 enhanced homeless shelters and housing outreach programs.

Basic Needs Programs:

- Minor and Major Home Repair Programs
- Severe Weather Shelter
- Property Tax Relief for Seniors and People with Disabilities
- Tenant Protections
- Transportation Assistance
- Utility Assistance

Some programs require more specialized assistance, and cannot be directly provided by the City, such as behavioral health services and programs. A such, Shoreline partners with many other jurisdictions and community and non-profit organizations to help connect residents with the services they need. Some of the behavioral health services Shoreline’s partners provide include the Center for Human Services’



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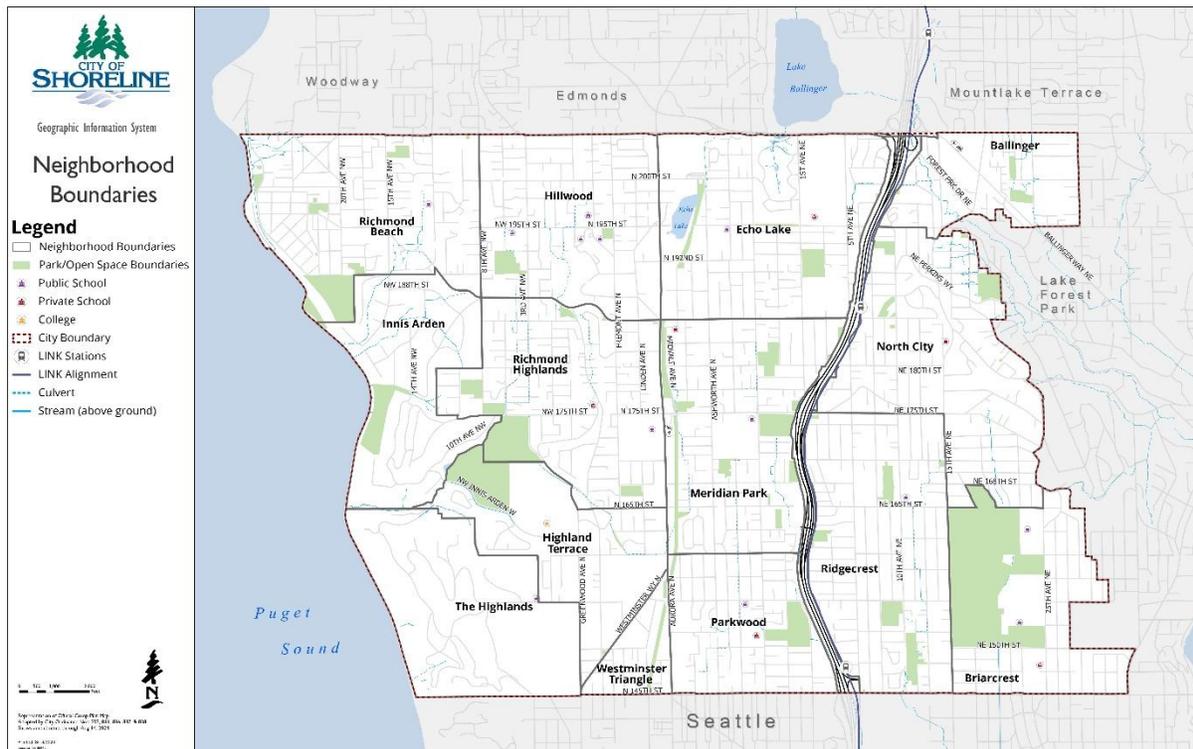
behavioral health programs, Crisis Connections’ Crisis Line, and CHS/State Shared Revenue’s behavioral Health and substance abuse programs.

Community Groups and Regional Partnerships

The City provides many services and programs, but recognizes that it cannot directly provide every service residents may need. In order to connect residents to as many services and support mechanisms as possible, the City builds supportive relationships with community groups, participates in regional partnerships, and leverages resources available in the area.

As many of the human services concerns facing Shoreline are common throughout King County, regional coordination and partnerships can provide collaborative solutions and address systemic, county- or region-wide problems, and can create a shared pool of resources that will also benefit Shoreline residents. Some of Shoreline’s current partnerships and regional connections include the King County Regional Homelessness Authority (KCRHA), North King County Coalition on Homelessness, North Urban Human Services Alliance, and Human Services Funding Collaborative. More information about Shoreline’s partnerships and the programs made available to residents through them, can be found in The Human Services Strategic Plan.

Figure CDA-1 – Shoreline’s 14 neighborhoods.





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Figure CDA-2 – Inventory of the City’s Historic Buildings.

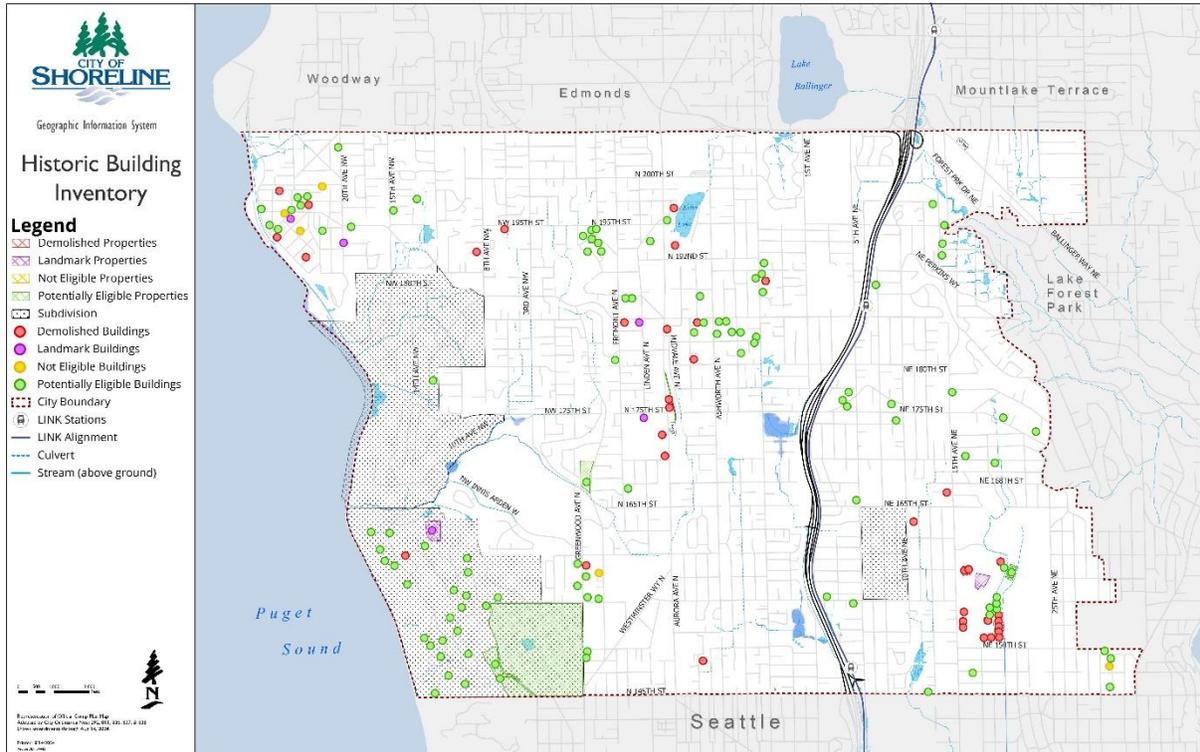


Figure CDA-3 – Inventory Table of the City’s Historic Buildings

Map #	Inventory #	Historic Name	Status	Date Built	Dates Modified	Date Demolished
1	1138	Richmond Beach Tank House	Existing	1915		
2	1139	Kolesar House	Existing	1918		
3	1140	Gruber House 2	Modified	1927	1960s	
4	1141	Dalby House	Modified	1891	1935, 90's, 2001	
5	1142	Gruber House 1	Existing	1903	~1970	
6	300	Hazel Tweedie Home	Modified	1900	1970-93	
7	92	Kennedy Hotel and Store	Existing	1911	unknown	
8	1143	Comrada House	Existing	1925	~1945	
9	86	Richmond Beach Library	Modified	1911	2003	
10	302	Crawford Store	Landmark	1922	2001 to present	
11	1144	Novak House	Existing	1924		



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Map #	Inventory #	Historic Name	Status	Date Built	Dates Modified	Date Demolished
12	1145	Wagner House	Existing	1928		
13	301	Umbrite Drug Store	Existing	1898	unknown	
14	303	Howell Building-accessory bldg	Demolished	1888		2007
14	303	Howell Building-main	Demolished	1888		2007
15	1146	Clampert House	Demolished	1932		2006
16	196	Jones House	Existing	1905		
17	299	RB Telephone Office	Existing	1937	unknown	
18	1147	Anderews House	Existing	1900		
19	1148	Peterson House	Modified	1929		
20	1149	John L. Johnson House	Existing	1904		
21	1150	Esther J. Johnson House	Existing	1922		
22	1151	Kendall/Short House	Demolished	1926		2005
22	1151	Kendall/Short Carriage House	Demolished	1926		2006
23	294	Hawthorne House	Existing	1912		
24	203	Patterson House	Demolished	1922		2006
25	193	Robinson Water Tower	Demolished	1910		2004
26	46	Firlands Sanitorium-Fire House	Modified	1921	unknown	
26	46	Firlands Sanitorium-Ward B	Modified	1920	unknown	
26	46	Firlands Sanitorium-Powerhouse	Modified	1913	unknown	
26	46	Firlands Sanitorium-Kitchen	Modified	1914	unknown	
26	46	Firlands Sanitorium-Summer House	Modified	1920	unknown	
26	46	Firlands Sanitorium-Admin Bldg	Modified	1914	unknown	
26	46	Firlands Sanitorium-Green House	Modified	1913	unknown	
26	46	Firlands Sanitorium-Powersouse	Modified	1913	unknown	
26	46	Firlands Sanitorium-Hospital	Modified	1914	unknown	



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Map #	Inventory #	Historic Name	Status	Date Built	Dates Modified	Date Demolished
26	46	Firlands Sanitorium-Ward C	Modified	1929	unknown	
27	1152	Clifford House	Existing	1925		
28	1153	Patterson House	Existing	1929		
29	1154	Bailey House	Existing	1928		
30	194	Casey House	Existing	1919		
31	296	Erickson Home	Existing	1923		
32	1155	Echo Lake Tavern	Modified	1928	2009 & 2011	
33	297	Weiman House	Demolished	1920		2005
34	1156	Craftsman House	Existing	1928		
35	1157	Taylor House	Demolished	1920		1996-1999
35	1157	Taylor House	Demolished	1920		1996-1999
36	1158	Echo Lake Garden Tracts House	Existing	1916		
37	1159	Lago Vista Cottage	Existing	1929		
38	1160	Conover House	Existing	1935		
39	1161	Lago Vista General Store/Gas	Modified	1927		
40	1162	Coulter House	Modified	1924	2005	
41	394	North City Tavern	Existing	1930		
42	1163	Chittenden's Terrace House 1	Modified	1933	2006	
43	1164	Miller House	Existing	1933		
44	1165	Chittenden's Terrace House 2	Existing	1933		
45	1166	Shingley House	Existing	1934		
46	1167	Seattle Navel Hospital	Demolished	1940		2007
46	1167	Seattle Navel Hospital	Demolished	1940		2005
46	1167	Seattle Navel Hospital-Chapel	Existing	1944		
46	1167	Seattle Navel Hospital	Demolished	1940		2005
46	1167	Seattle Navel Hospital	Modified	1940	unknown	
46	1167	Seattle Navel Hospital	Demolished	1940		2007



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Map #	Inventory #	Historic Name	Status	Date Built	Dates Modified	Date Demolished
46	1167	Seattle Navel Hospital	Modified	1940	unknown	
46	1167	Seattle Navel Hospital	Demolished	1940		2005
46	1167	Seattle Navel Hospital	Demolished	1940		2005
46	1167	Seattle Navel Hospital	Demolished	1940		2007
46	1167	Seattle Navel Hospital	Demolished	1940		2005
46	1167	Seattle Navel Hospital	Modified	1940	unknown	
46	1167	Seattle Navel Hospital	Modified	1940	unknown	
46	1167	Seattle Navel Hospital	Modified	1940	unknown	
46	1167	Seattle Navel Hospital	Modified	1940	unknown	
46	1167	Seattle Navel Hospital	Demolished	1940		2007
46	1167	Seattle Navel Hospital	Demolished	1940		2005
46	1167	Seattle Navel Hospital	Demolished	1940		2005
46	1167	Seattle Navel Hospital	Demolished	1940		2007
46	1167	Seattle Navel Hospital	Demolished	1940		2005
46	1167	Seattle Navel Hospital	Existing	1940	unknown	
46	1167	Seattle Navel Hospital	Modified	1940	unknown	
47	1168	Craftsman House c. 1925	Demolished	1921		2001
48	1169	Ridgecrest Subdivision	Existing	1941		
49	1170	Bessie B Cafe	Demolished	1930		2005
50	1171	Fletcher House	Existing	1921		
51	1172	Wyatt House	Existing	1917		
52	1173	Russell House	Existing	1916		
53	1174	Jersey Summer Homes House	Existing	1921		
54	1175	Robbins House	Existing	1933		
55	1176	Litchfield House	Demolished	1923		2007
56	93	County Road No 917	Existing	1911		
56	93	County Road No 917	Demolished	1911		2005
56	93	County Road No 917	Modified	1911	unknown	



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Map #	Inventory #	Historic Name	Status	Date Built	Dates Modified	Date Demolished
57	1177	Aurora Cold Storage	Demolished	1941		2005
58	1178	Cobbler's Cottage	Demolished	1931		2005
59	1179	Cox's Garage	Demolished	1937		2005
60	197	Richmond Highlands Masonic Hall	Landmark	1922		
61	1180	Swanson House	Existing	1922		
62	1181	RoseHaven	Existing	1927		
63	41	Ronald Grade School	Landmark	1912	2011-2012	
64	1182	Auto Cabins-Rear cabin(s)	Existing	1943		
64	1182	Auto Cabins - Craftsman house	Existing	1914		
64	1182	Auto Cabins - 1 cabin	Existing	1930		
64	1182	Auto Cabins - 1 cabin	Existing	1930		
64	1182	Auto Cabins - covered parking	Existing	1930		
65	1183	Parker's	Demolished	1930	2003	2012
66	202	Ronald school Cafeteria/Aud	Modified	1918		
67	1184	Hazel Memorial Park - Church	Existing	1937		
67	1184	Hazel Memorial Park	Existing	1912	unknown	
68	48	Carlsen Hill Spring/Tree-Sign	Existing	1904		
69	1186	Innis Arden, Divisions 1-3	Existing	1941		
70	1187	Innis Arden Ranch House	Existing	1949		
71	1188	Fish Farmhouse	Modified	1903	2008	
72	1189	Wytel House	Demolished	1918		2001
73	1190	Fisher/Singer House	Existing	1933		
74	1191	Fish/Fessenden House	Existing	1920		
75	1192	Brinton House	Existing	1931		
76	295	Stone Castle	Existing	1908		
77	1193	Rehnstrom House	Existing	1936		
78	1194	Pease House	Existing	1926		



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Map #	Inventory #	Historic Name	Status	Date Built	Dates Modified	Date Demolished
79	1195	Casson House	Existing	1926		
80	1196	Mills House	Modified	1926	2010	
81	1197	Keene House	Demolished	1924		2003
82	87	Lago Vista Spring w/Marker	Existing	1910		
83	1185	Lago Vista Club House	Existing	1930		
101	N/A	Todd House	Existing	1910		
102	N/A	Glenkerrie/A.S. Kerry Home	Existing	1911		
103	N/A	Greenway/A. Scott Bullitt Home	Existing	1916		
104	N/A	Sunnycrest/J.D. Hoge Home	Modified	1922	1997	
105	N/A	T.D. Stimson Home	Modified	1924	1994	
106	N/A	C.W. Stimson Home	Modified	1924	2001-2003	
107	N/A	Langdon C. Henry, Sr. Home	Existing	1927		
107	N/A	L.C. Henry, Sr. Home - Gar/Liv	Existing	1927		
108	N/A	Edward I. Garrett Home	Existing	1936		
109	N/A	William Allen Home	Existing	1931		
110	N/A	D.D. Fredrick Home	Modified	1931	1970s	
111	N/A	Langdon C. Henry, Jr. Home	Modified	1937	1989	
112	N/A	Norcliffe/C.D. Stimson Home	Modified	1909	2001-2006	
112	N/A	Norcliffe/Stimson-Gatehouse	Modified	1909	2001-2006	
113	N/A	Trafford-Huteson Home	Existing	1909		
114	N/A	Stewart Home/Braeburn	Modified	1913	1985	
115	N/A	Boeing Home	Landmark	1915		
115	N/A	Boeing Home -guesthouse	Modified	1915	1987	
116	N/A	Georgian Hill/Arnold Home	Modified	1915	1999	
117	N/A	Annwood/Stedman Home	Existing	1915		
118	N/A	Colindown/Downey Home	Modified	1921	2005-07	
119	N/A	Belfagio/Ballinger Home	Modified	1922	2007	
120	N/A	Paul Mandell Henry Home	Existing	1927		
121	N/A	Greenwood Home	Modified	1927	unknown	



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Map #	Inventory #	Historic Name	Status	Date Built	Dates Modified	Date Demolished
122	N/A	Remmington-Greene Home	Modified	1928	2002-03	
123	N/A	Baillargeon Home	Modified	1928	2004-05	
124	N/A	Jerome Home	Existing	1928		
125	N/A	Bogle Home	Modified	1932	2005-06	
126	N/A	Florence Henry Memorial Chapel	Existing	1911		
127	N/A	The Highlands School	Existing	1922		
128	94	Seattle Golf Club - clubhouse	Modified	1908	1927	



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Parks, Recreation, Open Space, and Arts Element – Supporting Analysis
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Parks, Recreation, Open Space, and Arts Element Supporting Analysis



BACKGROUND AND CONTEXT

The City of Shoreline developed its first Parks, Recreation, and Open Space (PROS) Plan in 1998, shortly after assuming responsibility for parks and recreation services from King County after Shoreline’s incorporation in 1995. The plan has been regularly updated over the City’s 28-year history, evolving over the decades to meet the needs of the developing community.

Shoreline’s most recent version of the plan, the Parks, Recreation, Open Space, and Arts (PROSA) Plan, was adopted in May 2024. This PROSA plan update highlights and focuses the City’s commitment to equity and anti-racism in all aspects of service delivery to residents. It is a comprehensive plan for the future development of the City’s parks, open spaces, public art, recreation, and cultural services in a way that supports the vision of the City to be a “Welcoming Place for All”.

The PROSA Plan assesses current levels of services (LOS), projected needs, and community feedback to create goals and strategies targeted at providing high quality, equitable services to all current and future residents. It identifies capital project recommendations, based on the LOS analysis, projected needs, and community feedback, and describes a strategic plan for implementation of these projects. These recommendations are implemented through the City of Shoreline Capital Improvement Plan and voter-approved capital improvement bonds.

The City of Shoreline’s PROSA Plan contains a more thorough analysis and inventory than what is required in the Comprehensive Plan, so rather than recreating it or selecting certain portions, the entire document can be found in Appendix H.6 and at the link below:

<https://www.shorelinewa.gov/home/showpublisheddocument/61077/63851907757470000v>



Transportation Element

Goals and Policies & Supporting Analysis



INTRODUCTION

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

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

Transportation Vision

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

- **Goal 1: Safety**
Make Shoreline’s transportation system safe and comfortable for all users, regardless of mode or ability.
- **Goal 2: Equity**
Ensure all people, especially those whose needs have been systemically neglected¹, are well served by making transportation investments through an anti-racist and inclusive process which results in equitable outcomes.
- **Goal 3: Multimodality**
Expand and strengthen the multimodal network, specifically walking, bicycling, and transit, to increase the number of safe, convenient, reliable, and accessible travel options.

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



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- **Goal 4: Connectivity**
Complete a network of multimodal transportation connections to and from key destinations such as parks, schools, community services, commercial centers, places of employment, and transit.
- **Goal 5: Climate Resiliency**
Increase climate resiliency by promoting sustainability, reducing pollution, promoting healthy habitats, and supporting clean air and water.
- **Goal 6: Community Vibrancy**
Foster livability by evoking a sense of identity through arts/culture, attracting and sustaining desired economic activity, and accommodating the movement of people and goods.

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

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

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

OUTREACH PROCESS

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

- **Goals for Mobility (Outreach Series 1):** In early 2021, community members were asked what transportation issues are most important to them. Community members participated via online survey, two virtual open houses, and through numerous smaller, community meetings. This outreach led to the development of the transportation vision and six goals, which guided the identification and prioritization of capital projects and programs.
- **Planning a System for All (Outreach Series 2):** In mid-2021, the City gathered feedback from community members on modal networks in an effort to accommodate all modes of travel. Like Phase 1, this phase included an online survey, virtual open house, and small group meetings. Community members provided specific input on challenging locations for walking, biking, taking



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transit, and driving. Community members also provided feedback on key destinations they wanted to reach via transit or by shared use mobility devices.

- **How to Prioritize the System (Outreach Series 3):** In early 2022, the City returned to the community with draft modal plans (i.e., draft plans to accommodate people walking, biking, riding transit, using shared-use mobility hubs, and driving) and project prioritization criteria, which were informed by input received in Phases 1 and 2. The community was able to provide input about whether each draft modal plan invested too much, too little, or was about right. Community members were also able to weigh in on the prioritization criteria, in terms of which criteria are most important to consider in evaluating and ultimately prioritizing projects. This outreach phase included physical popup displays at key community gathering spaces and online informational videos and survey.
- **Recommended TE Update (Public Hearing):** In the fall of-2022, the draft TE update will have a Public Hearing for public comment and the Planning Commission’s recommendation to proceed with Council adoption by the end of 2022. This draft TE update will contain the City’s transportation vision, goals, and modal plans. It will also include the project prioritization process and a financially constrained list of draft priority projects.

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

POLICIES

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

Climate Resiliency

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

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



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- T3. Emphasize transportation investments that provide and encourage alternatives to single occupancy vehicle travel and increase travel options, especially to and within King County [candidate] Countywide Centers² and along corridors connecting centers.
- T4. Continue to implement the City’s Commute Trip Reduction Plan as well as evaluate, implement, and advocate for other parking management and transportation demand management strategies that support the goal of reducing VMT.
- T5. Plan, design, and construct transportation projects and facilities to avoid or minimize negative environmental impacts and to increase climate resiliency to the maximum extent feasible.
- T6. Use Low Impact Development (LID) techniques, except when determined to be infeasible. Explore opportunities to expand the use of natural stormwater treatment in the right-of-way through partnerships with public and private property owners. Leverage green stormwater infrastructure (GSI) to expand and connect pedestrian/bicycle path networks for alternative transportation routes, including connections to the Interurban Trail.
- T7. Create a safer and more enjoyable travel experience as well as reduce air pollution and ambient temperatures by increasing tree plantings along public right of way and planting tree species that will be more resilient to climate impacts.
- T8. Identify opportunities to increase climate resilience when planning and designing transportation projects and facilities. Include features that improve surface water management, reduce urban heat island effects, and equitably increase services to the extent possible - especially in areas with identified climate impacts.
- T9. Build and grow partnerships - with other public and private organizations and agencies - that support mode shift and a sustainable, resilient transportation system.
- T10. Develop a resilient, multimodal transportation system that protects against major disruptions and climate change by developing recovery strategies and by coordinating disaster response plans.
- T11. Modify design standards for the transportation system as needed to ensure that future land use development and transportation improvements increase city-wide resilience to climate change.
- T12. Coordinate land use and transportation plans and programs with other public and private stakeholders to encourage parking management, vehicle technology innovation, shifts toward electric and other cleaner, more energy-efficient vehicles and fuels, integration of smart vehicle technology with intelligent transportation systems, and greater use of mobility options that promote climate resiliency and/or reduce VMT.

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



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Community Vibrancy

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

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

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

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

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

- Identify high priority transportation improvements in Shoreline that involve partners and form strategic alliances with potential partners, such as adjacent jurisdictions, like-minded agencies, and community groups.
- Create seamless pedestrian, bicycle, and transit connections across city borders, including regional trail connections across state highways.
- Participate in federal, state, regional, and county planning, budget, and appropriations processes that will support the City's strategic interests.
- Develop partnerships with the local business community and other local groups/stakeholders to advocate at the federal, state, and regional level for common interests.

Equity

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

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

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

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

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

Safety

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

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



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- T25. Prioritize pedestrian, bicyclist, and other vulnerable user safety over vehicle capacity improvements.
- T26. Use engineering, enforcement, and educational tools to improve safety for all transportation users.
- T27. Use data-driven and evidence-based approaches to guide transportation safety investments.
- T28. Routinely update City engineering design standards and design roadways consistent with injury minimization and speed management techniques.
- T29. Utilize the Street Light Master Plan to guide ongoing public and private street lighting investments.

Pedestrian System

- T30. Implement the Pedestrian Plan through a combination of public and private investments by using the Sidewalk Prioritization Plan and ADA Transition Plan as guides.
- T31. When identifying transportation improvements, prioritize construction of sidewalks, walkways, pedestrian crossings, and trails, including increasing the number of pedestrian-oriented connections and safe crossings that reduce barriers and make walking trips more direct.
- T32. Utilize existing undeveloped right-of-way to create pedestrian paths and connections where feasible.
- T33. Design and construct roadway improvements to be accessible by all, minimize pedestrian crossing distances, create convenient and safe crossing opportunities, reduce pedestrian exposure to vehicle traffic, and lower vehicle speeds.
- T34. Continue an engagement program to inform people about options for walking in the City and educate residents about pedestrian safety and health benefits of walking. This program should include coordination or partnering with outside agencies.

Bicycle System

- T35. Implement the Bicycle Plan. Develop a program to construct and maintain a connected bicycle network that is safe and comfortable for people of all ages and abilities, connects to essential destinations, provides access to transit, and is easily accessible.
- T36. Design and construct all roadway improvements to be consistent with the future bike network vision and, when deemed safe and feasible, use short-term improvements, such as signage and markings, to identify routes when large capital improvements identified in the Bicycle Plan will not be constructed for several years.
- T37. Along trails and other low stress (LTS 1 and 2) bicycle facilities, encourage development that is supportive of bicycling and oriented toward the bikeways.
- T38. Develop guidelines for the creation of bicycle and scooter parking facilities.
- T39. Develop a public outreach program to inform people about bicycle safety, health benefits of bicycling, and options for bicycling in the City. This program should include coordination or partnering with outside agencies.
- T40. Establish an ongoing funded capital program to construct the Bicycle Plan and support pursuit and implementation of grant opportunities.

Transit System

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



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

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

T44. Support and encourage the development of additional high-capacity transit service in Shoreline.

T45. Continue to install and support the installation of transit-supportive infrastructure.

T46. Work with Metro Transit, Sound Transit, and Community Transit to start planned transit service as early and effectively as possible in order to develop bus service plans that connect people to light rail stations, high-capacity transit corridors, shared-use mobility hubs, Park & Ride lots, King County [candidate] Countywide Centers (148th St. Station, Shoreline Place, Town Center, 185th St. Station), and any future key destinations if identified.

T47. Promote livable neighborhoods near high-capacity transit through land use patterns, transit service, and transportation access.

T48. Encourage development that is supportive of transit, and advocate for expansion and addition of new frequent bus routes in areas with transit-supportive densities and uses.

T49. Support transit planning efforts based on criteria guided by the City's preferred land use, population and employment distribution, and opportunities for redevelopment. Preserve right-of-way for future high-capacity transit service.

T50. Partner to ensure provisions of first/last mile services, such as microtransit, flex-services, and other mobility options that connect people between transit and destinations.

Roadway System

T51. Design City transportation facilities with a primary purpose of moving people and goods via multiple modes (component of Complete Streets³), including automobiles, freight trucks, transit, bicycles, and walking, with vehicle parking identified as a secondary use, and utilizing natural stormwater management techniques and landscaping (component of Green Streets) where appropriate.

T52. In accordance with Complete Streets Ordinance No. 755, new or rebuilt streets shall accommodate, as much as practical, right-of-way use by all users.

T53. Direct delivery service and trucks and other freight transportation to appropriate streets so that they can move through Shoreline safely and reliably.

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

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



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

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

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

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

Concurrency and Level of Service

Vehicle LOS Policy

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

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

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

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

- Meridian Avenue N from N 155th Street to N 175th Street
- Meridian Avenue N from N 175th Street to N 185th Street

Pedestrian LOS Policy:

T60.1. Except where determined impractical by the City Engineer, construct sidewalks per the LOS standards outlined in **Table T-1**.

Table T-1. Pedestrian LOS Standards for Principal, Minor, and Collector Arterials

Component	Residential Land Use*	Other Land Uses
Minimum Sidewalk Width	6 feet	8 feet



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Minimum Amenity Zone/Buffer Width (not including frontage zone ⁴)	5 feet	5 feet
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**This standard applies to residential zones NR3 and NR2. Any other designation will be subject to the wider 8-foot requirement, although deviations from these standards may apply subject to approval by the City Engineer.*

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

Bicycle LOS Policy:

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

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

Transit LOS Policy:

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

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

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

Shared-use Mobility Hub Policy:

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

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

Concurrency Policy

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

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

⁴ The area adjacent to the property line where transitions between the public sidewalk and the space within buildings occur.



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Transportation Improvements

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

- Safety
- Equity
- Multimodality
- Connectivity
- Climate Resiliency
- Community Vibrancy

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

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

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

Funding

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

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

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

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

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

Transportation Context

The Transportation Element is being created as part of the City of Shoreline Comprehensive Plan update process. As required under the Washington State Growth Management Act, the Transportation Element is the compliance document that will be adopted into the Shoreline Comprehensive Plan, the centerpiece of local planning. As part of developing the Transportation Element, the City reviewed existing and future conditions for transportation in Shoreline. By having insight into how Shoreline will grow in the future, the City can plan for how the transportation system will need to evolve to accommodate the interests and needs of all current and future transportation users.



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

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

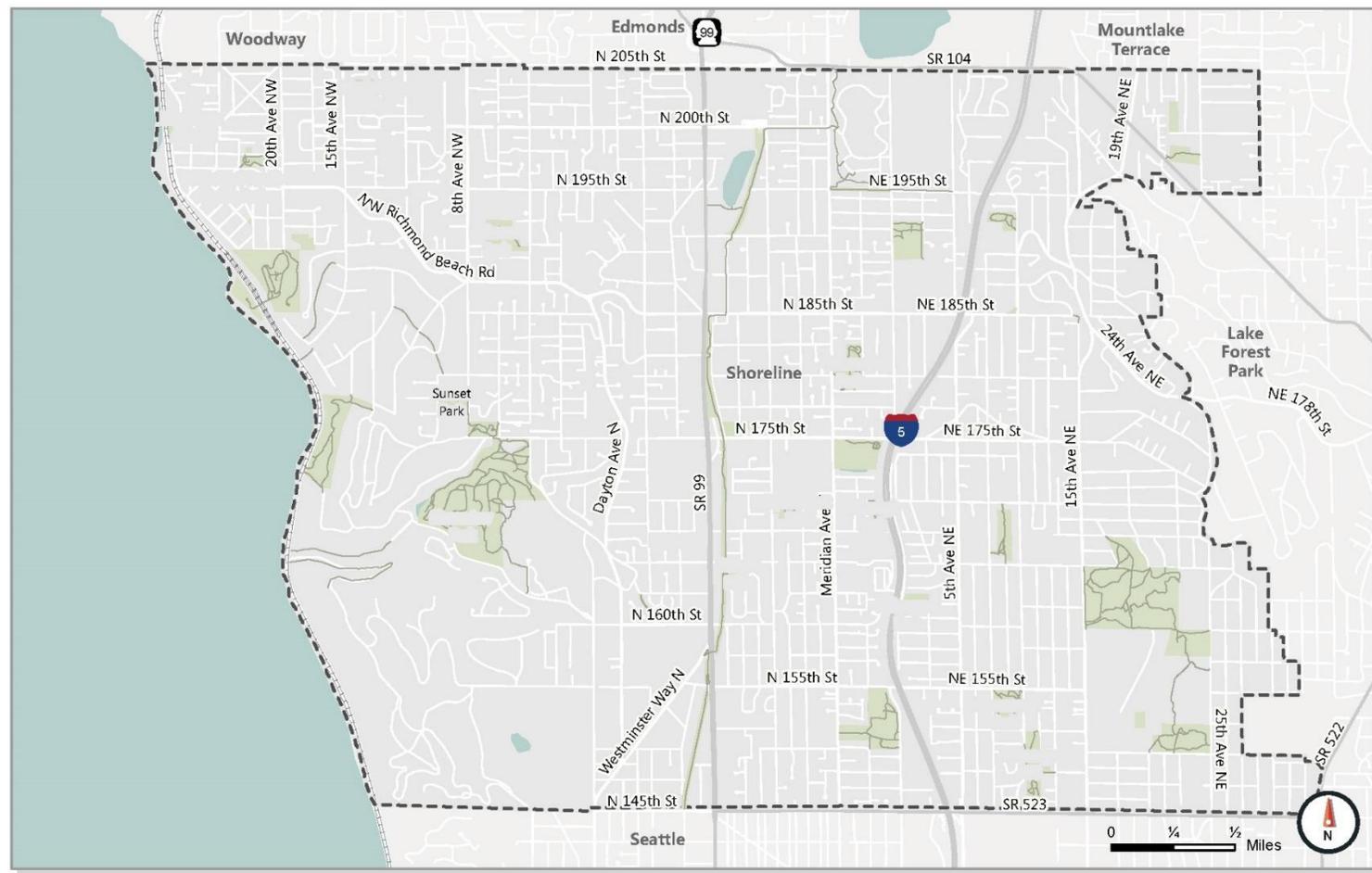
Shoreline Profile

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



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Figure T-1. City of Shoreline



-  City Boundary
-  Trail
-  Park



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Demographics

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

Income and Poverty

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

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

Housing

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

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

Race/Ethnicity

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

- Residents who identify as American Indian or Alaska Native alone increased by the largest percentage, with an increase of 113.7%. However, this group comprises only 0.6% of Shoreline's total population.
- Residents who identify as White alone increased by the smallest percentage, with an increase of 1.2%.



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- From 2010 to 2019, residents who identify as Hispanic or Latino of any race increased by 56.5%, or an additional 1,624 individuals since 2010. This group represents 8.0% of the Shoreline total 2019 population.

Age

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

Foreign-Born Population

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

Language

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

Land Use

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

Future Land Use

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

The growth targets established in the 2022 transportation element were based on PSRC 4K Regional Model. More details can be found on the City’s growth strategy and updated targets can be found in the Land Use Supporting Analysis.



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capacity transit and benefit from robust networks for walking, biking, and accessing shared mobility devices, as envisioned by this Transportation Element.

Transportation Network

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

Street Network

Shoreline's street network is comprised of a variety of roadway types, which balance vehicle capacity with the needs of other uses (people walking, bicycling, and taking transit), and connects all users to local and regional facilities. **Table T-2** describes the different types of roadways in Shoreline, also called street classification, and **Figure T-2** maps their locations in Shoreline.



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Table T-2: City of Shoreline Street Classification

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



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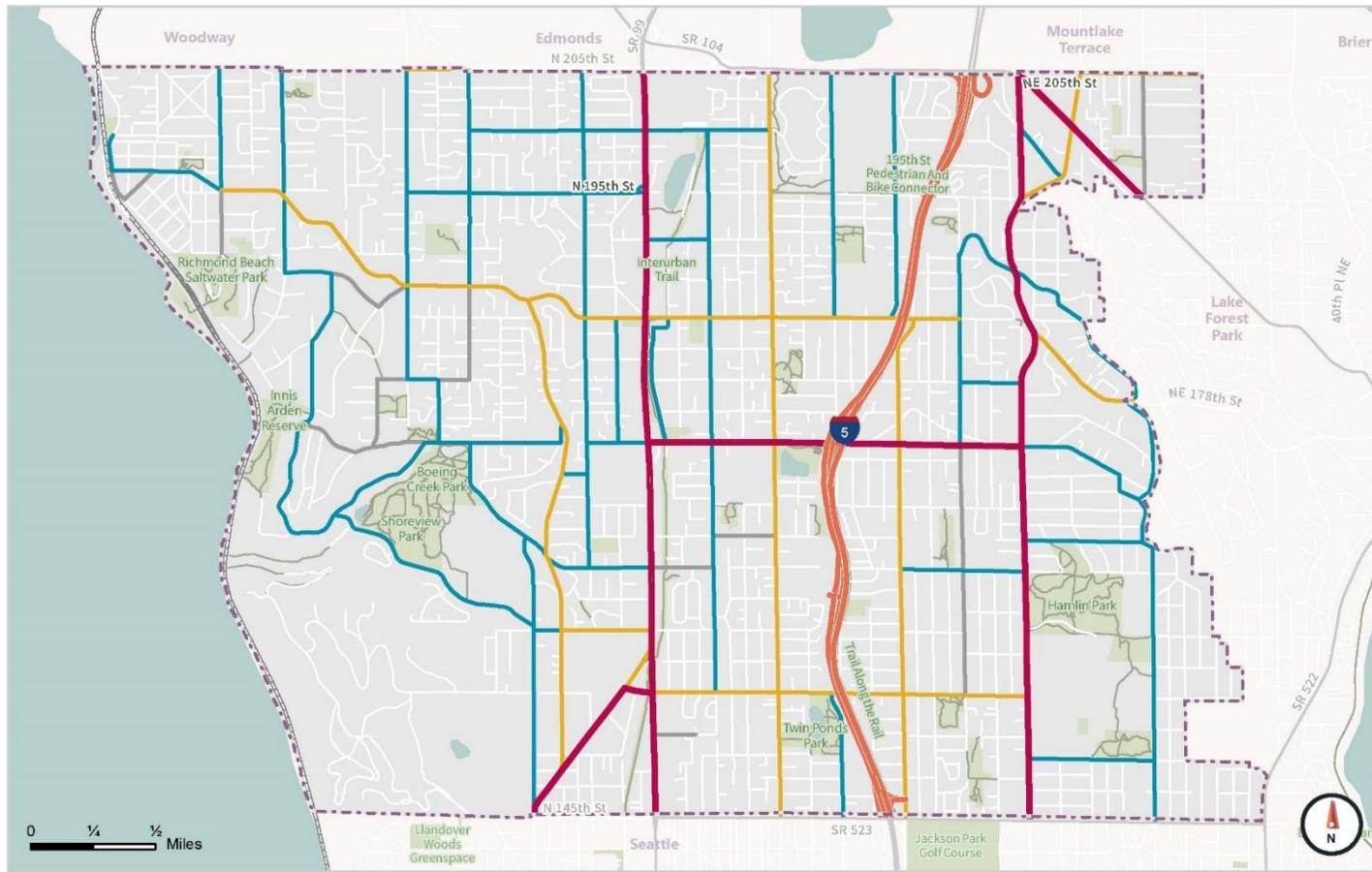
Type	Description ¹	Examples	Photo
Collector Arterial	Collector Arterials assemble traffic from the interior of an area/community and deliver it to the closest Minor or Principal Arterial. Collector Arterials provide for both mobility and access to property and are designed to fulfill both functions.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

Source: Shoreline TMP, 2011; Google Maps, 2020

¹ Speed limits for specific facilities can be found in the Shoreline Municipal Code 10.20.010



Figure T-2. Existing Street Classification



- | | | |
|---------------|--------------------|--------------------|
| City Boundary | Interstate | Collector Arterial |
| Trail | Principal Arterial | Local Primary |
| Park | Minor Arterial | Local Secondary |



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Existing Vehicle Congestion

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

Table T-3 shows the definition of each LOS grade from the 6th Edition Highway Capacity Manual (HCM) methodology, which is based on average control delay per vehicle. Signalized intersections have higher delay thresholds compared with two-way and all-way stop-controlled intersections. HCM methodologies prescribe how delay is measured at different types of intersections: for signalized and all-way stop intersections, LOS grades are based on the average delay for all vehicles entering the intersection; for two-way stop-controlled intersections, the delay from the most congested movement is used to calculate LOS. LOS is usually calculated for the busiest hour of the day, or “peak hour”, to represent the worst observed conditions on the roadway.

Table T-3: Intersection LOS Criteria Based on Delay

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

Source: 6th Edition Highway Capacity Manual

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

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

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



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

- SR 99 has a LOS standard of D
- SR 523 has a LOS standard of E mitigated⁵
- SR 104 from SR 99 to 15th Ave NE has a LOS standard of D
- SR 104 from 15th Ave NE to the eastern city limits has a LOS standard of E mitigated

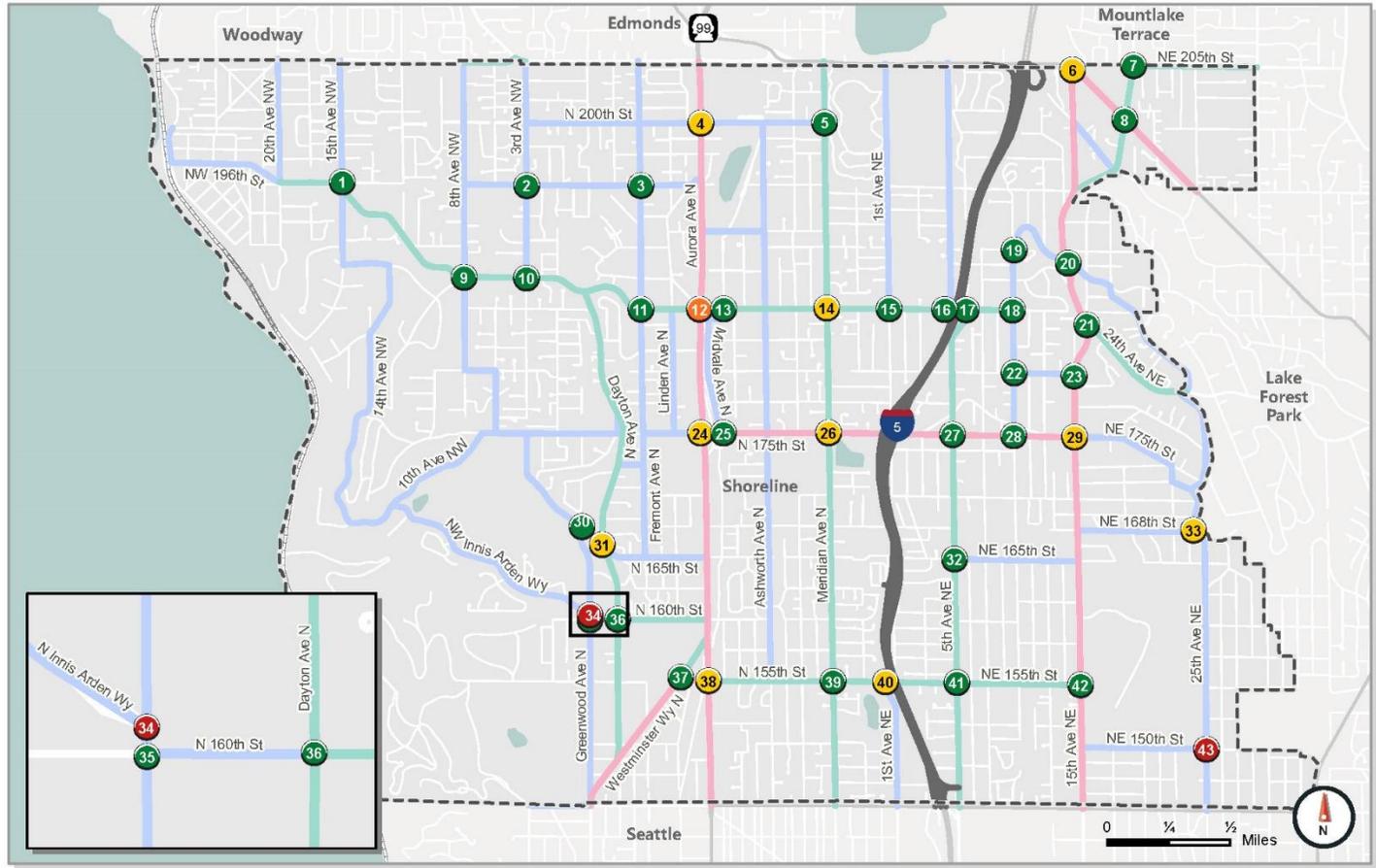
Figure T-3 and **Table T-4** show how several intersections in Shoreline are operating today (intersection numbers on map correspond with Map ID# in table).

⁵ E mitigated means that congestion should be mitigated (such as transit) when p.m. peak hour LOS falls below LOS "E"



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Figure T-3: Existing Level of Service in Shoreline



- Level of Service**
- A - C
 - D
 - E
 - F
- Roadway Functional Classification**
- Interstate
 - Principal Arterial
 - Minor Arterial
 - Collector Arterial



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Note: Intersection numbers correspond with the Map ID number in Table 4.

Table T-4: Existing Level of Service in Shoreline (mapped in the preceding Figure 3)

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

Source: Fehr & Peers, 2021



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Measured Vehicle Speeds

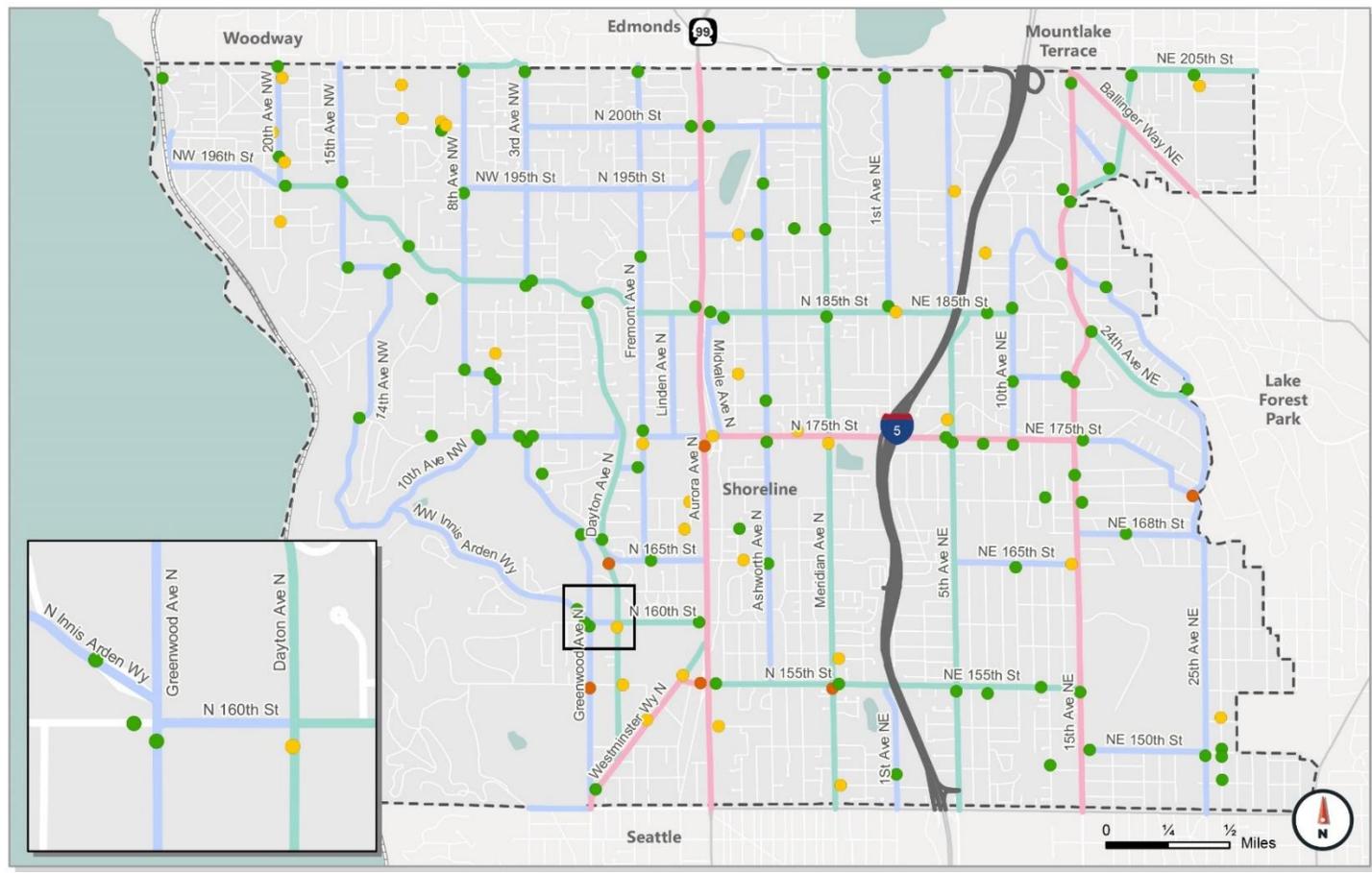
Another way of checking intersection operations with actual travel data is by looking at average vehicle speeds which can be an indicator of congestion. Average vehicle speeds during the PM peak hour were compared to posted speed limits at 134 locations along Shoreline’s roadway network. **Figure T-4**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

Existing Traffic Volumes

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



Figure T-4. Speed Analysis



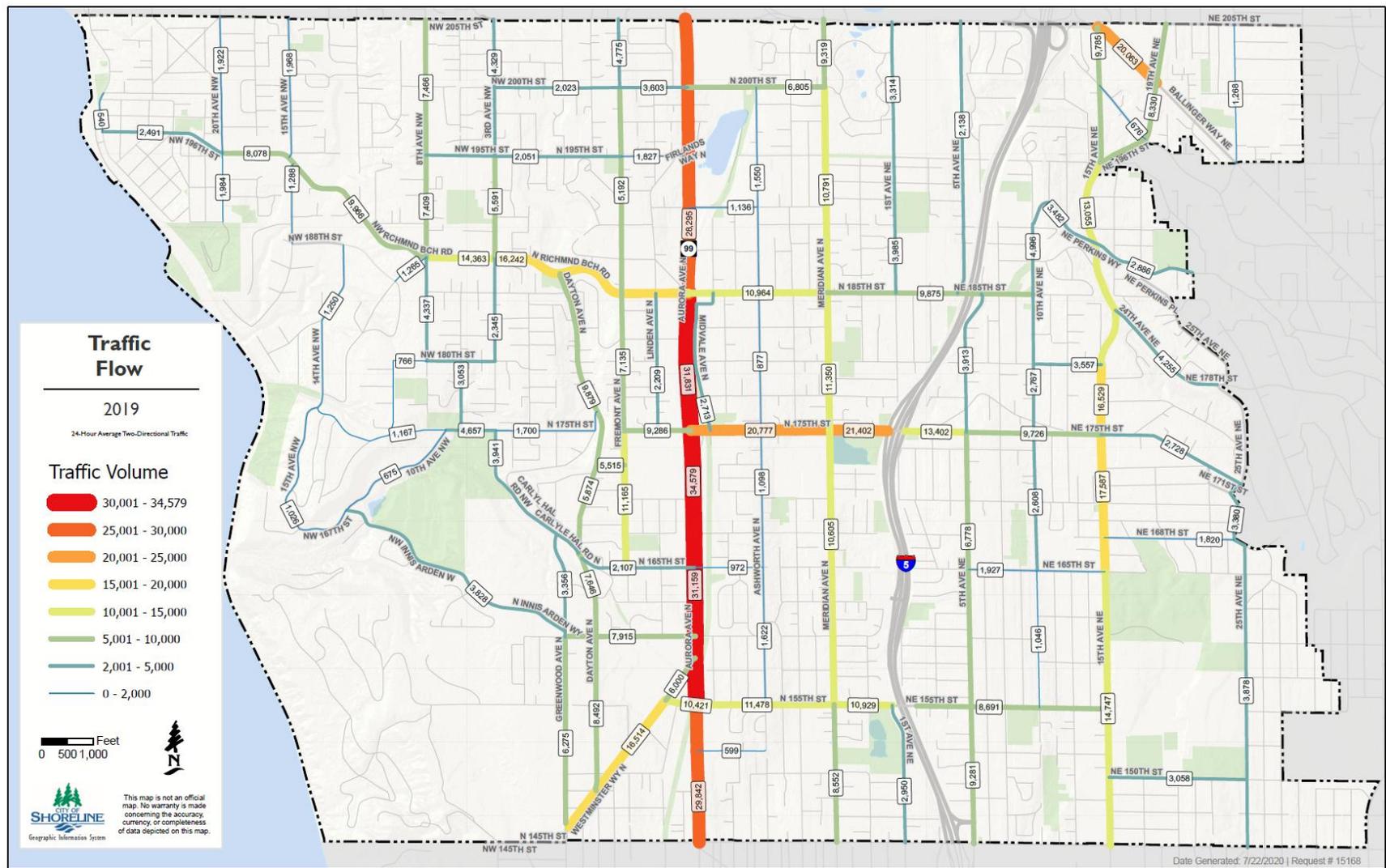
- PM Peak Hour Speed Deviation**
- 0-15% below posted speed
 - 15-25% below posted speed
 - 25-50% below posted speed
- Roadway Functional Classification**
- Interstate
 - Minor Arterial
 - Principal Arterial
 - Collector Arterial

Speed Analysis



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Figure T-5. Average Weekday Traffic Flows in 2019



Source: City of Shoreline, 2019 Annual Traffic Report



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Future Traffic Growth

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

Future Vehicle Congestion

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

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

Using the projected traffic growth from the City's travel model, the projected 2044 delay and LOS at key intersections was calculated. The following **Figure T-6** and



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Table T-5 show the expected LOS for intersections in Shoreline in 2044. It is important to note that not all arterial intersections were studied as part of this effort; as growth occurs, localized impacts to intersections are studied on a project-by-project basis for compliance with LOS standards.

In addition to evaluating traffic growth in local facilities, State guidance requires that this Transportation Element consider estimated traffic impacts to state-owned transportation facilities resulting from land use growth anticipated by 2044.



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Table T-6 summarizes traffic operations projected on state facilities by 2044, based on the modeling assumptions described above. Aurora Ave N is not included in



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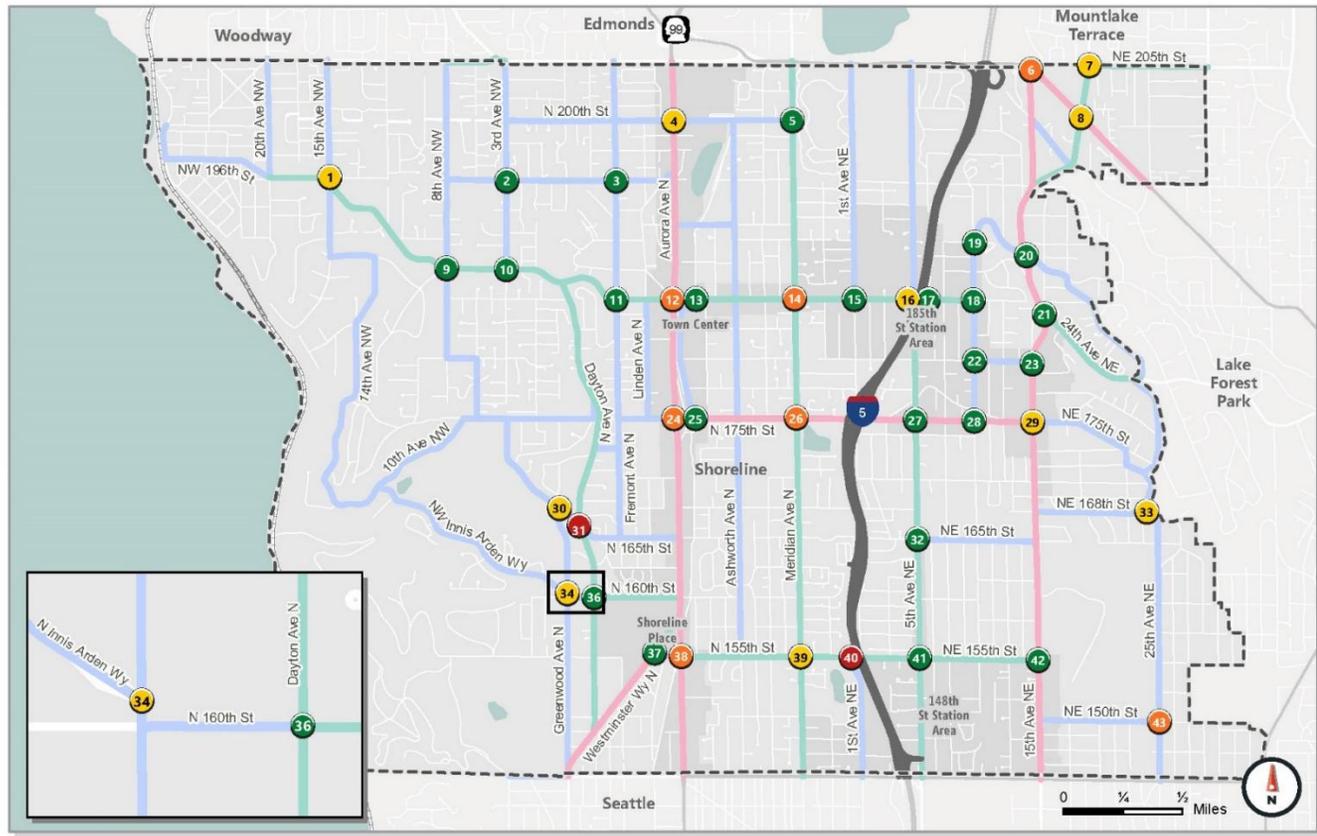
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Table T-6. The City of Shoreline considers the Aurora Corridor to be mitigated to the extent feasible as it relates to non-transit vehicles. Any future vehicle-oriented improvements to the Aurora Corridor will focus on transit speed and reliability rather than adding general capacity improvements to encourage more trips through the City by single occupant vehicles.



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



- Level of Service**
- A - C
 - D
 - E
 - F
- Roadway Functional Classification**
- Interstate
 - Principal Arterial
 - Minor Arterial
 - Collector Arterial

Note: Intersection numbers correspond with the information in



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Table T-5.



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Table T-5: Future Level of Service in Shoreline (mapped in Figure T-6)

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

Source: Fehr & Peers, 2021

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



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Table T-6: Future Level of Service on State Facilities not Discussed Above

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



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Walking and Bicycling

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

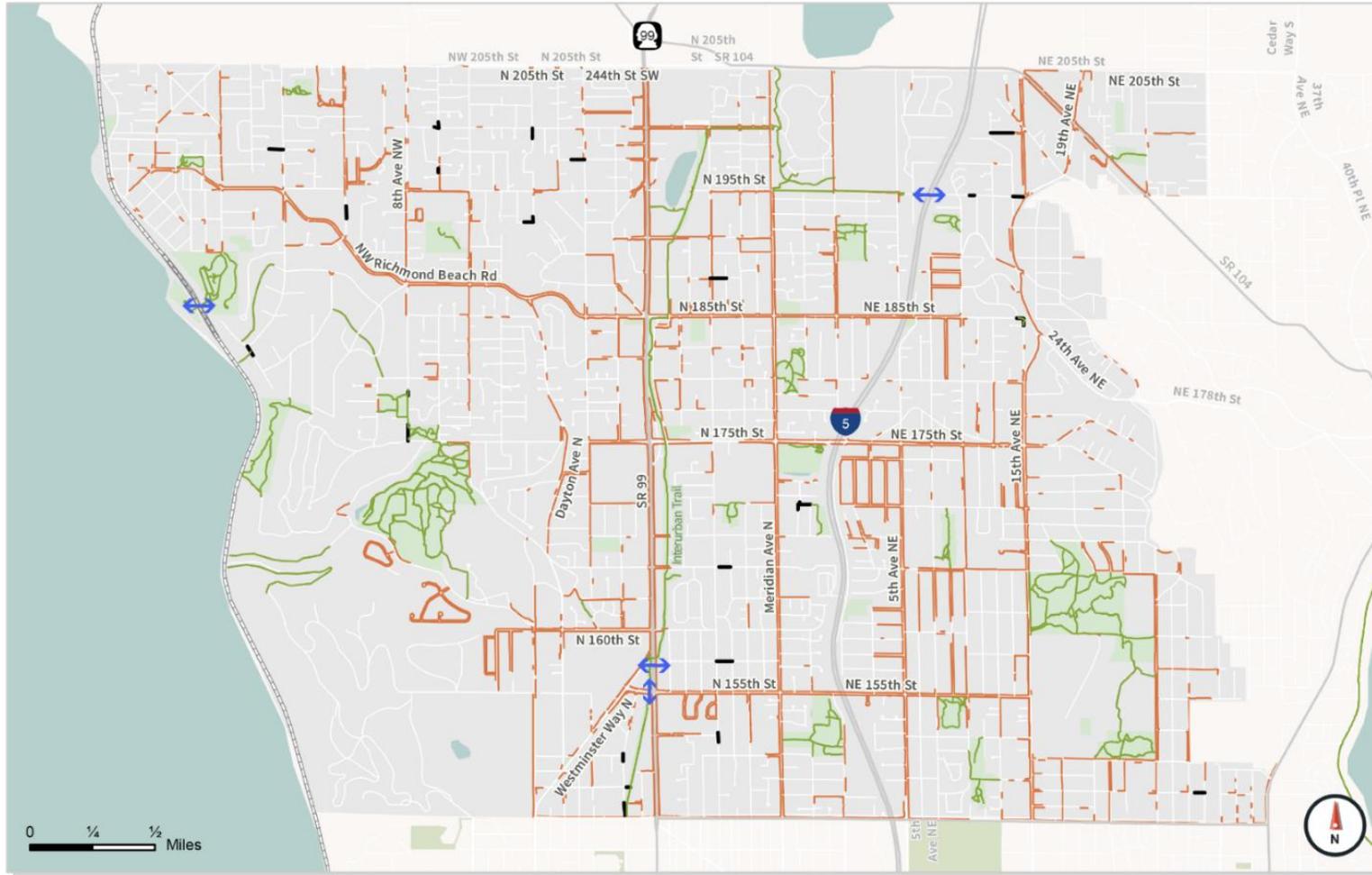
Bicycling facilitates longer trips than walking with similar benefits to the environment, individuals, and the community. Electric bikes and scooters provide even more mobility options for longer trips and make trips in difficult terrain easier. There is a variety of different bicycling infrastructure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



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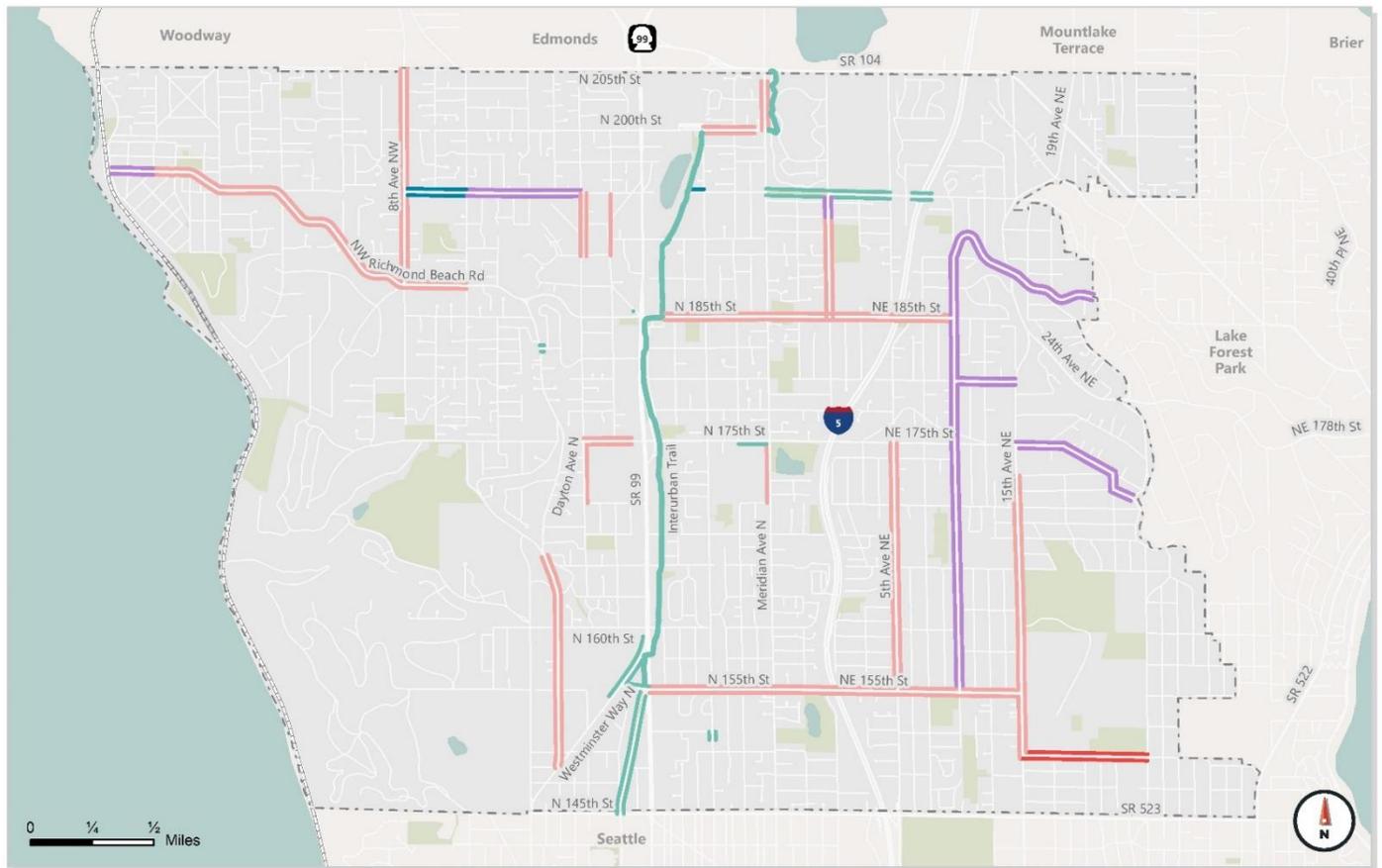
Figure T-7. Existing Sidewalks



- Existing Trail
- Park
- Existing Pedestrian/Bicycle Bridge
- Existing Pathways
- Existing Sidewalks



Figure T-8. Existing Bicycle Facilities



- Existing Bike Facilities**
- Bike Facility - Horizontal and Vertical Separation
 - Bike Facility - Horizontal Separation
 - Bike Facility - No Horizontal or Vertical Separation
 - Bike Facility - Vertical Separation
 - Shared Lane/Sharrow

- City Boundary
- Park

City of Shoreline
Existing Bike Facilities



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Transit

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

King County Metro Transit (KC Metro), Community Transit (CT), and Sound Transit (ST) all serve travelers in Shoreline. Additionally, travelers have access to KC Metro paratransit service, Community Van and Ride Share programs, and Transportation Network Companies (TNCs) such as Uber and Lyft. KC Metro connects Shoreline through bus transit service to destinations throughout King County; CT provides service to destinations throughout Snohomish County; and ST offers regional bus service from Shoreline to Seattle, Mountlake Terrace, Lynnwood, and Everett via I-5. **Figure T-9** shows KC Metro’s service plan (as of March 2022) and **Figure T-10** shows CT and ST routes.

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

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

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

KC Metro, CT, and ST are currently implementing long range planning efforts to provide reliable, consolidated services throughout Shoreline and the Puget Sound region. The adoption of Sound Transit plans (ST2, ST3) by regional voters and the development of the KC Metro Connects Plan lay groundwork that establishes a roadmap for fixed-route transit service over the next 25 years. Based on known information in 2022 from transit service providers and their plans, **Figure T-11** provides a look at what future transit service in Shoreline will look like, including KC Metro routes, and Sound Transit light rail and bus rapid transit (BRT) service. Additionally, CT is working on extending transit service provided by Swift Blue Line to integrate with the region’s long-range plans.



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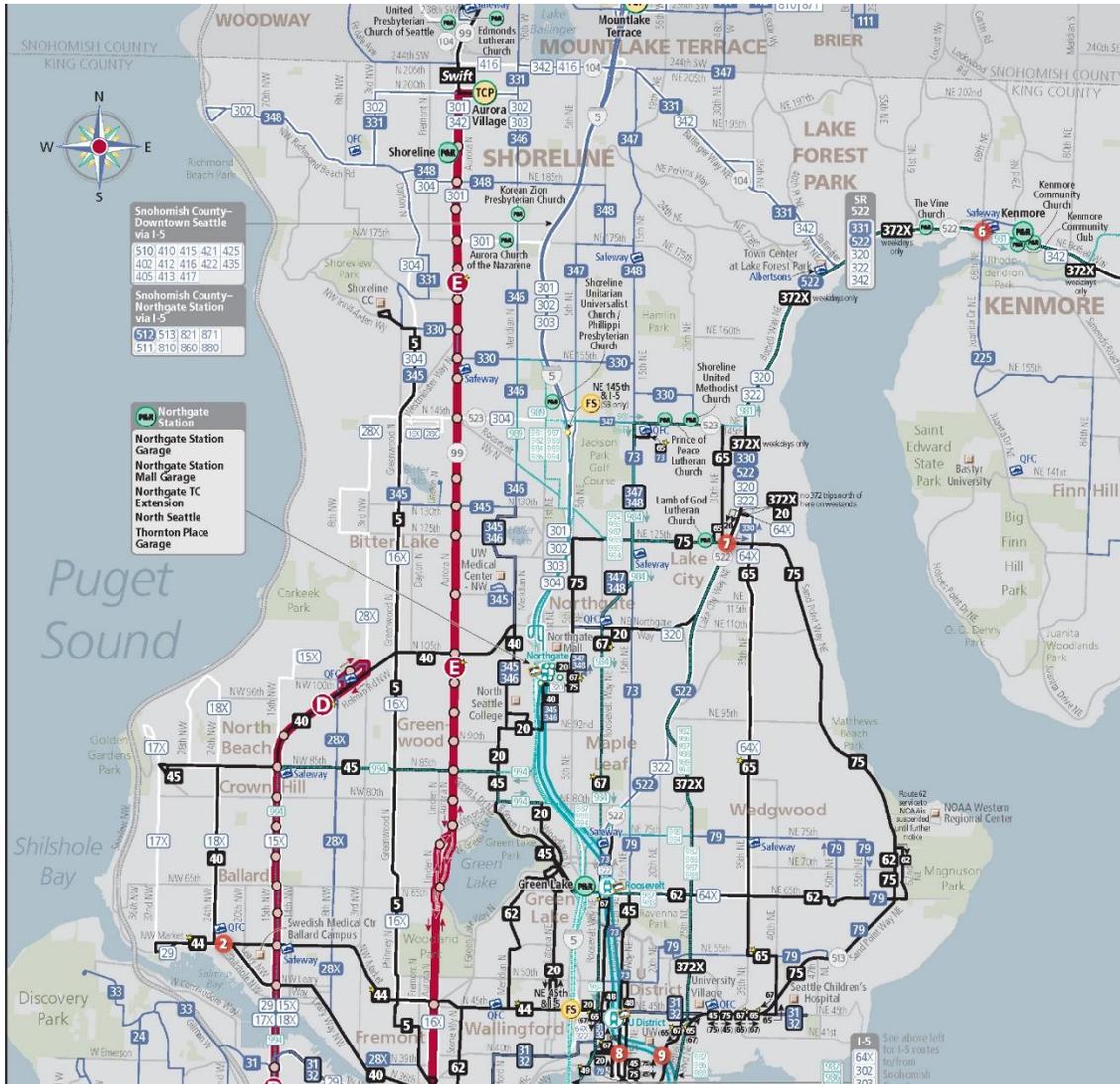


Figure T-9. 2021 King County Metro Route Network*

Bus Routes and Facilities

- RapidRide line and stop
- frequent all-day route: every 15 minutes or less M–F, 6am–7pm*
- *30 minutes or less M–F, 7pm–10pm, and weekends, 6am–10pm
- all-day route
- all-day routes that combine for frequent service
- * route includes Night Owl service
- peak-only route
- Dial-A-Ride Transit (DART): fixed route / flexible-service route (reserve a ride off the fixed route)

Agencies

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

- transit centers: no parking | with park & ride
- park & ride by number of spaces: more than 250 | less than 250
- freeway station
- major transfer point

Other Transit Services and Facilities

- Sounder commuter rail line and station (Amtrak)
- Link light rail line and station: 1 Line
- Seattle Streetcar line
- Seattle Center Monorail line and station
- Washington State Ferries route and terminal
- King County Water Taxi route and terminal (passenger-only ferry)
- ORCA: customer service office | vending machine | retailer

Selected Base Map Features

- interstate / state highway routes
 - In general, the designations “St” and “Ave” are not shown on this map. In King and Snohomish counties “Streets” usually run east–west and “Avenues” usually run north–south.
 - MEDINA incorporated city (all capital letters)
 - Admiral neighborhood / unincorporated place
 - point of interest or common destination
- 0 1/2 1 2 Miles
 March 2022

**This route network is in flux, and another route restructure will occur when light rail service begins.*

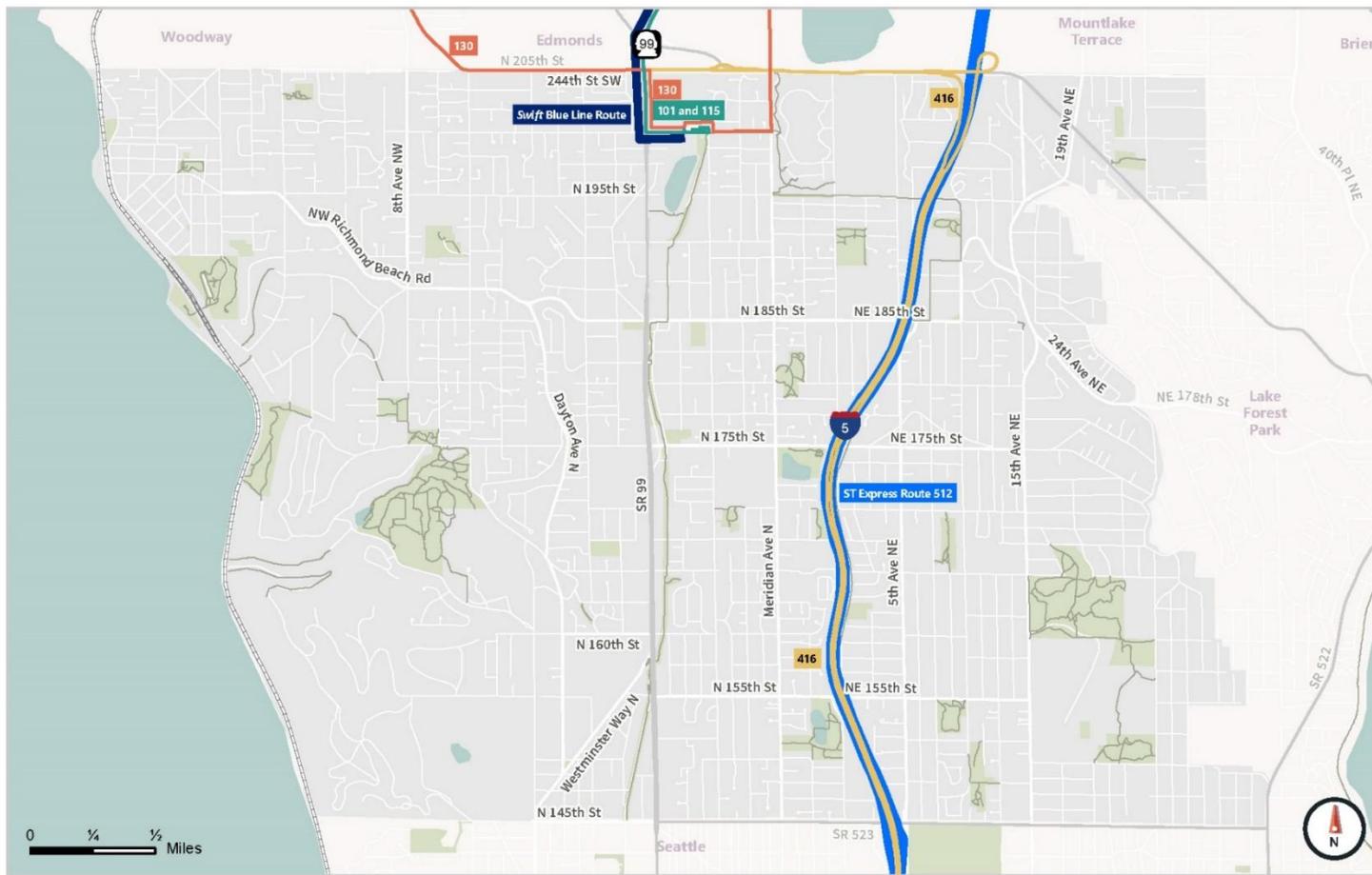


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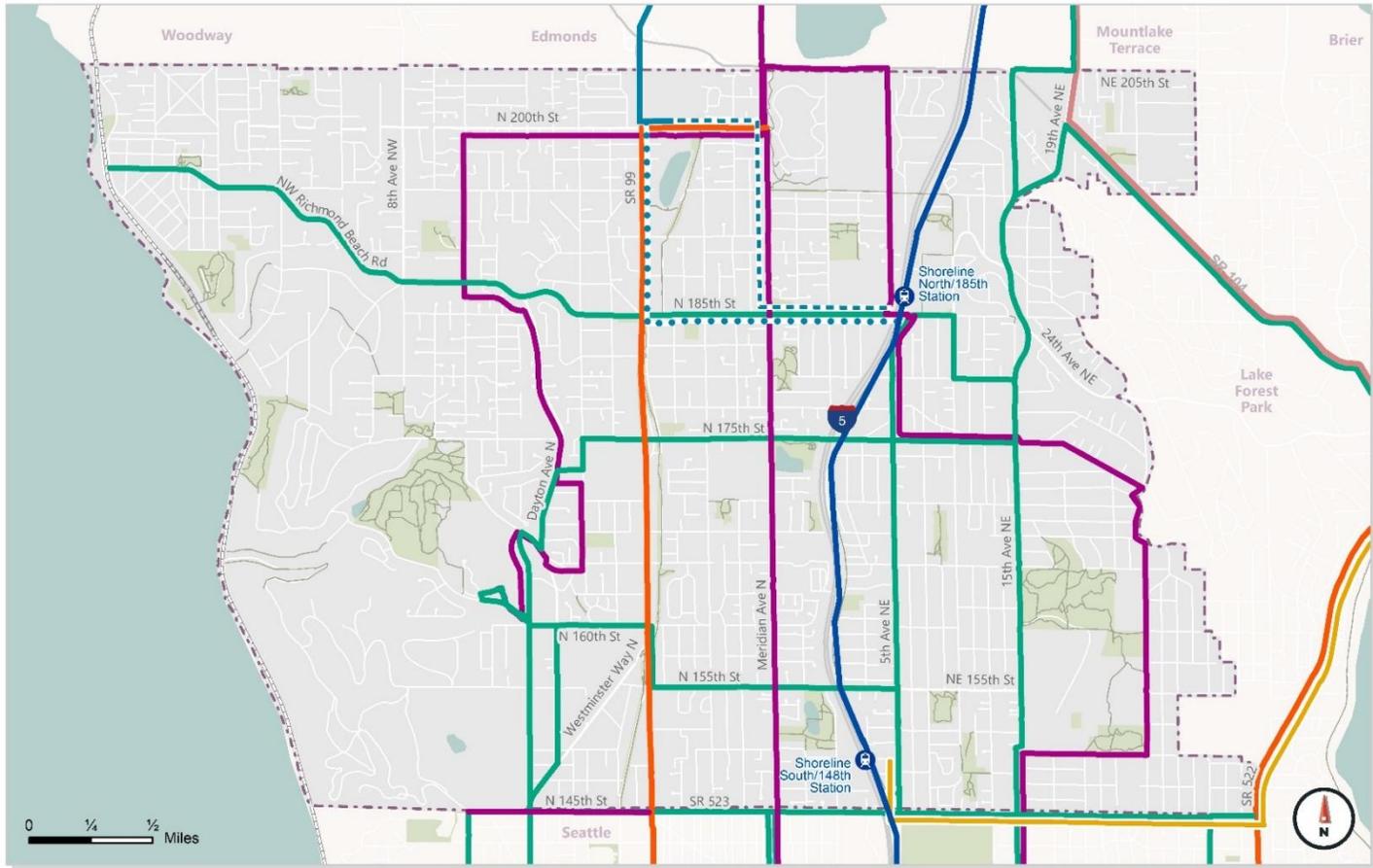
Figure T-10. Existing Community Transit and Sound Transit Routes



- Trail
- Park
- ST Express Route 512
- Swift Blue Line Route
- Community Transit Routes
 - 101 and 115
 - 130
 - 416



Figure T-11. Future Fixed Route Transit Service



- | | | |
|---------------|---|--|
| City Boundary | Light Rail Station | King County Metro Connects 2040 |
| Trail | Light Rail Alignment | RapidRide |
| Park | Existing <i>Swift Blue Line</i> Route | Frequent Bus Service |
| | Interim <i>Swift Blue Line</i> Extension (2024) | Express Bus Service |
| | Long-Term <i>Swift Blue Line</i> Extension | Local Bus Service |
| | ST 522 BRT | |



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Freight and Truck Mobility

Freight plays a critical role in the economic vitality of Shoreline; businesses and residents rely on freight shipped via trucks. Truck sizes range from single-unit trucks (such as package delivery, moving, and garbage trucks that navigate through neighborhoods), to large semi-truck trailers delivering vehicles and freight to local businesses. Trucks delivering wholesale and retail goods, business supplies, and building materials throughout Shoreline contribute to and are impacted by traffic congestion. The City partners with regional agencies and the State to build and maintain Freight and Goods Transportation System (FGTS) routes. Designated FGTS routes aim to prevent heavy truck traffic on lower volume streets and promote the use of adequately designed roadways. WSDOT classifies roadways using five freight tonnage classifications, which are described in **Table T-7**.

Table T-7: WSDOT Freight Classification

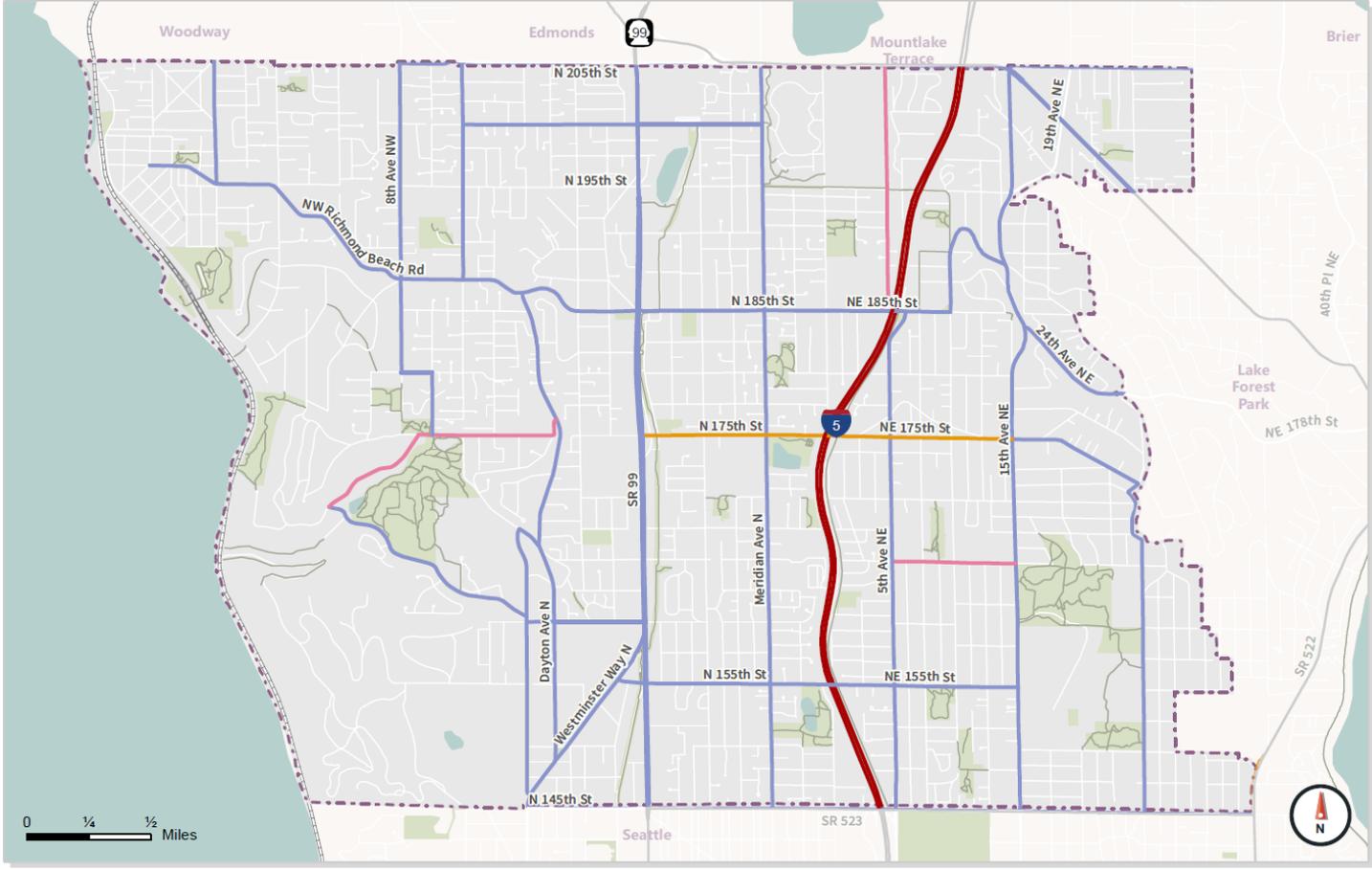
Freight Corridor	Description
T-1	More than 10 million tons of freight per year
T-2	Between 4 million and 10 million tons of freight per year
T-3	Between 300,000 and 4 million tons of freight per year
T-4	Between 100,000 and 300,000 tons of freight per year
T-5	At least 20,000 tons of freight in 60 days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

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

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



Figure T-12. WSDOT Classified Freight Routes



- | | |
|---------------|-----|
| City Boundary | T-1 |
| Trail | T-2 |
| Park | T-3 |
| | T-4 |

Existing Freight Network



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Air and Water Facilities

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

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

Opportunities and Challenges

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

Goal 1: Safety

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

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

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

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

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

This Transportation Element identifies new and improved facilities to address gaps in the pedestrian and bicycle network and provide safe and comfortable access to transit facilities. Overall, meaningful



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improvements in safety for all users of Shoreline’s transportation system will require a multi-disciplinary and multi-agency approach that involves implementation of engineering solutions as well as non-physical improvements, such as education, encouragement, and ongoing evaluation.

Goal 2: Equity

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

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

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

Goal 3: Multimodality

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

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

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



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Goal 4: Connectivity

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

Having a complete and connected transportation network provides Shoreline residents seamless opportunities to travel to and from various destinations of interest. People are discouraged from walking, bicycling, and using transit if there are gaps in the transportation network. The 2018 Sidewalk Prioritization Plan echoed the importance of connectivity and proximity as criteria used to score sidewalk projects, with emphasis placed on improved pedestrian connections to schools, parks, transit, and activity centers. Public outreach feedback received in support of this Transportation Element highlighted that connectivity is a challenge for many roadway users. There are **gaps in the sidewalk and bicycle networks**, which make it challenging to walk and bicycle to access jobs, services, and other destinations.

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

Goal 5: Climate Resiliency

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

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

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



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Goal 6: Vibrant Community

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

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

This Transportation Element prioritizes opportunities to include spaces for community gathering and play, benches for sitting, lighting for safety, public art for placemaking, and signage for guiding people throughout the City. This goal also seeks to promote a connected transportation system with multimodal options which can attract and sustain desired economic activity and accommodate the movement of both people and goods.

MODAL NETWORKS

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

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

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

Pedestrian Plan

The Pedestrian Plan is intended to optimize the comfort of individuals on foot and those using mobility devices, such as wheelchairs. The fundamental expectations for physical space, modal separation, and street crossing amenities are informed by the neighborhood and land use context of a given street; low volume/low speed neighborhood streets may require fewer facilities while pedestrians traveling on a



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higher speed street may feel safer with more space and separation from vehicles. Therefore, pedestrian facility standards are tailored to different neighborhood/street contexts.

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

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

The 2018 Sidewalk Prioritization Plan (SPP) was developed as early work for the Transportation Element and TMP updates. The SPP differs from the Pedestrian Plan in that the SPP prioritizes the implementation of roughly 75 miles of new sidewalk projects whereas the Pedestrian Plan is a comprehensive map of the City’s existing and future planned sidewalks as well as unimproved right of way, trails, and pedestrian/bicycle bridges.

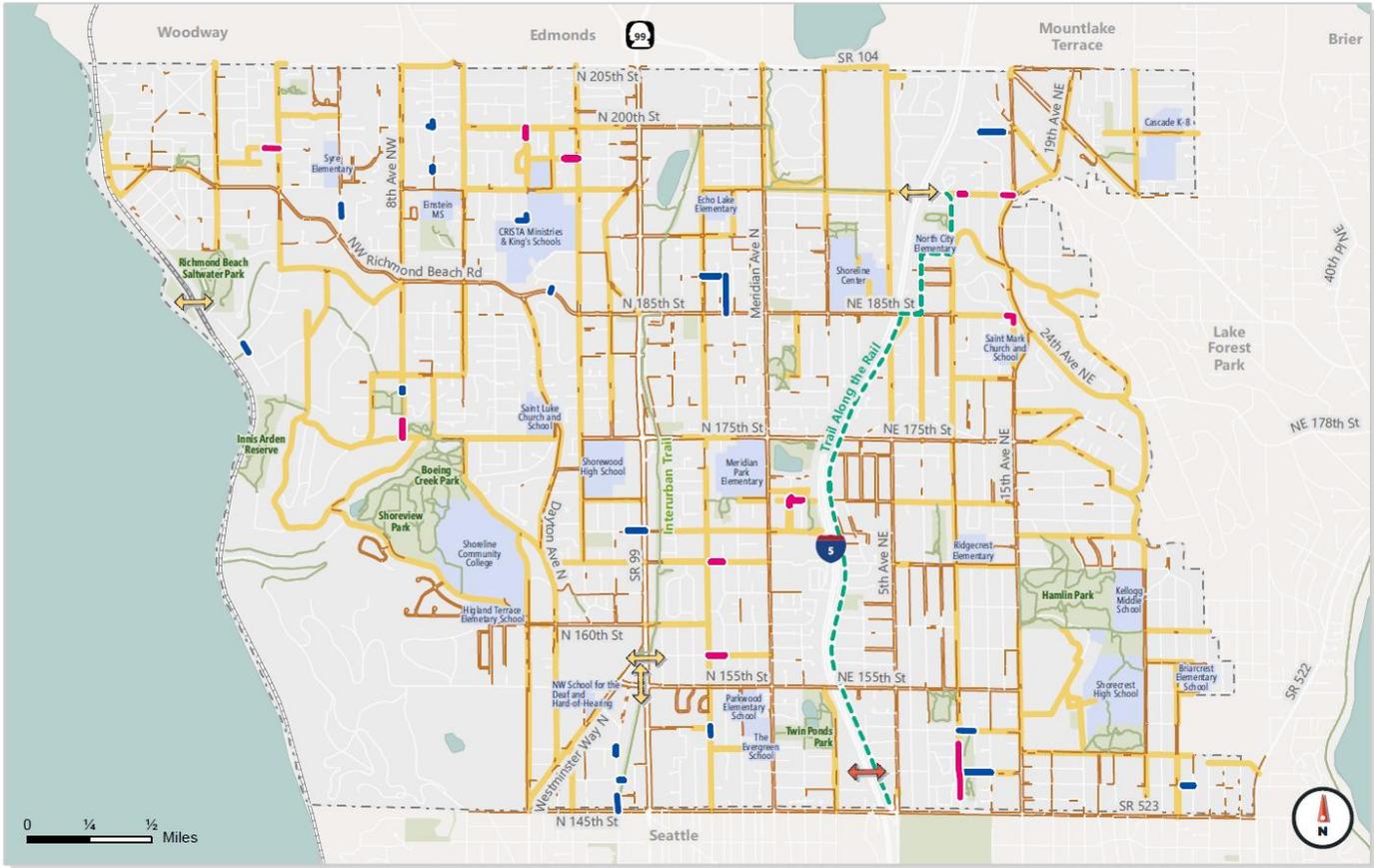
The SPP lives and is updated outside of the Transportation Element as its level of specificity is too detailed to be included in the Transportation Element, which is a high-level, 20-year guidance document. The City intends to update the data inputs into the SPP approximately every five years and to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

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



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Figure T-13. Pedestrian Plan



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

City of Shoreline
Pedestrian Plan



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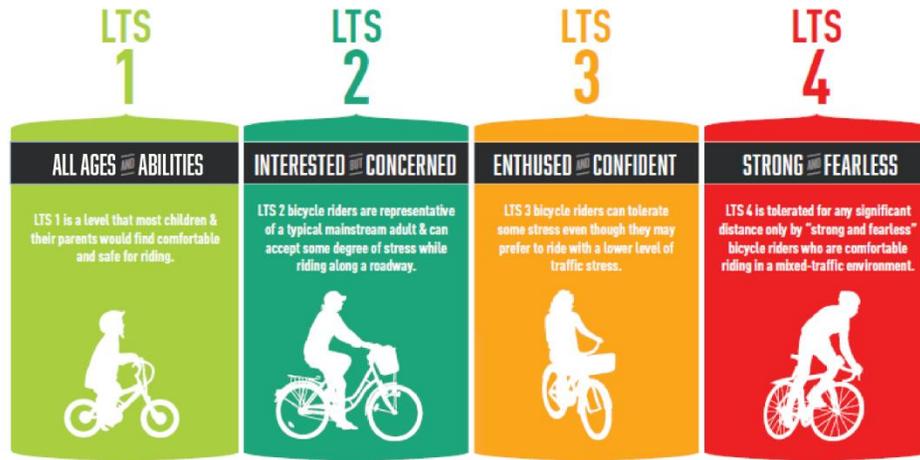
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Bicycle Plan

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

Figure T-14. Bicycle Level of Traffic Stress Categories



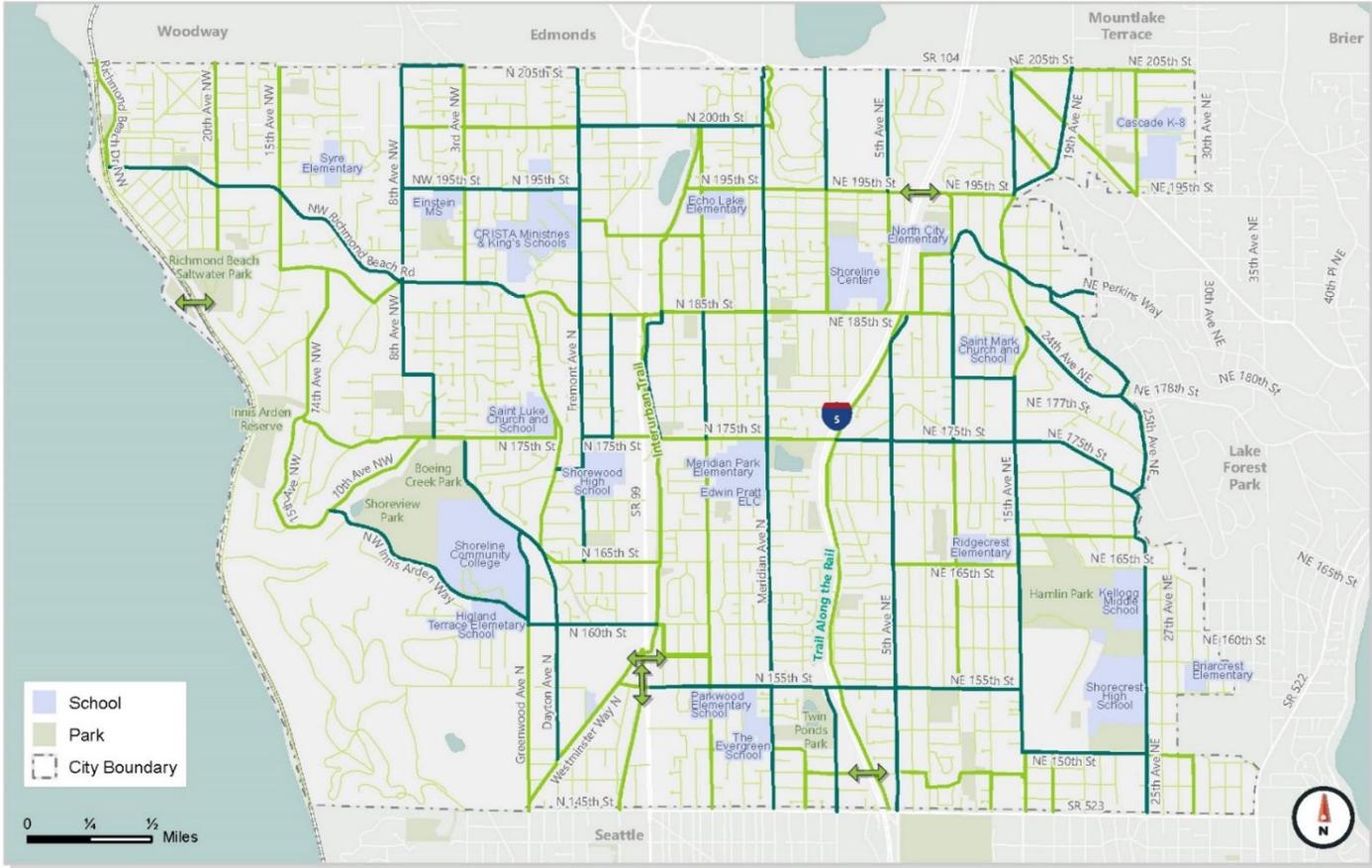
Source: Fehr & Peers, 2022

Figure T-15 identifies the City's vision for a connected network of low-stress (LTS 1 and 2) routes in Shoreline. This network considers variables like grade and freeway crossings, in addition to the typical variables that impact the roadway comfort for bicycling, such as traffic speeds and traffic volumes. These variables help to determine an appropriate type of separation. **Figure T-16** defines how LTS is measured on specific streets and can guide the identification of capital treatments to provide the City's desired LTS level on individual streets.



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Figure T-15. Bike LTS Vision



- Desired Minimum Level of Traffic Stress (LTS)
- 1
 - 2
- Local Road (LTS 1)
- Pedestrian/Bicycle Bridge (LTS 1)

City of Shoreline
Bicycle Level of Traffic Stress (LTS) Vision



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

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

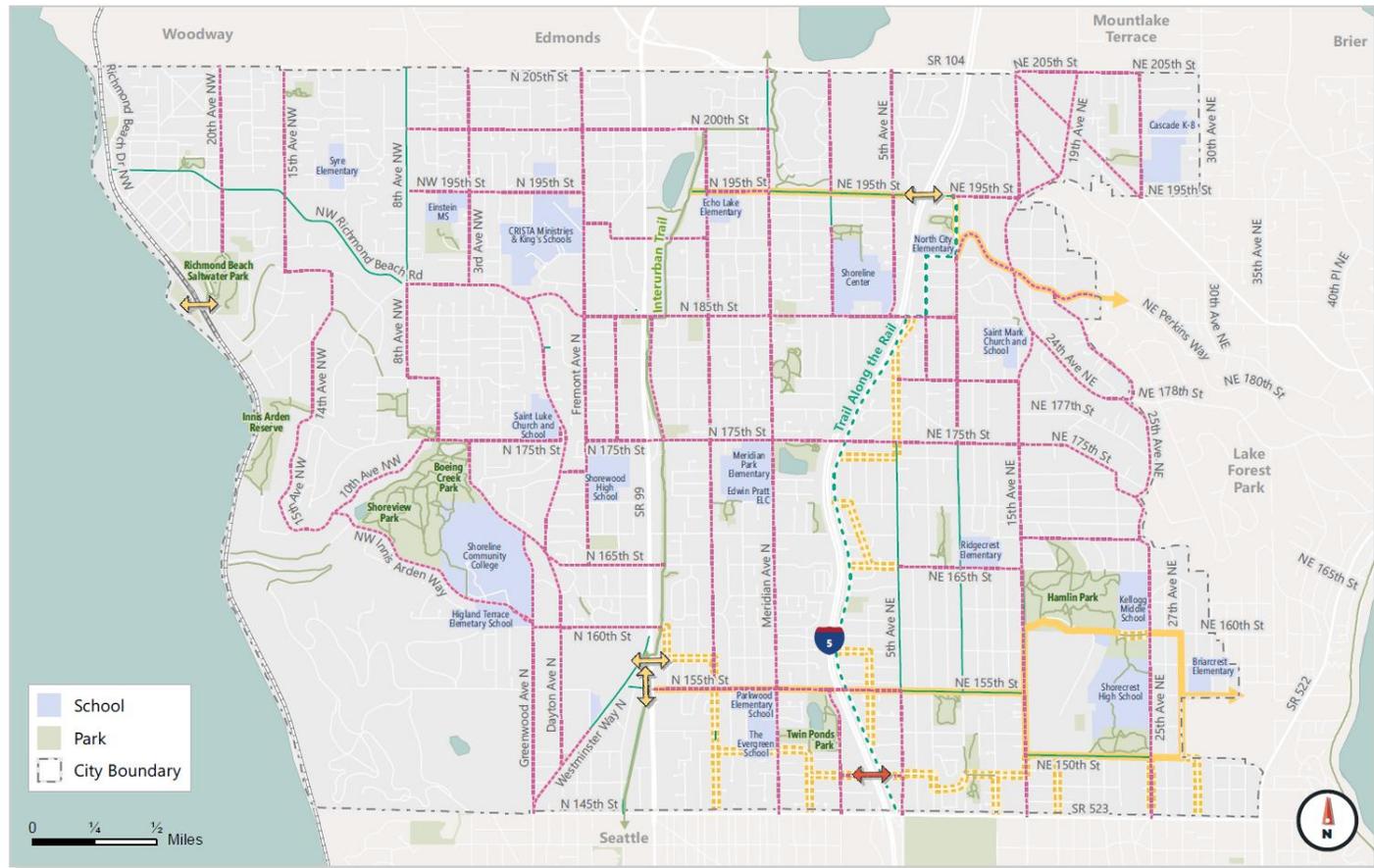
It is important to provide bicycle facilities on a range of street types, including busy arterial streets, not just lower volume neighborhood streets. Bicyclists need to be able to connect to key destinations and commercial corridors which are often located along arterial streets. A successful modal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

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



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Figure T-17. Bicycle Plan



- Existing Bicycle Facility
- Existing Trail Connection
- Existing Trail
- Existing Pedestrian/Bicycle Bridge
- City of Shoreline
- New or Improved Bicycle Facility*
- Future Trail Connection
- Future Trail
- Future 148th St Pedestrian/Bicycle Bridge
- Bicycle Plan**

* Bike facility type to be determined based on Level of Traffic Stress (LTS) Vision.



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Transit Plan

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

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

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

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

As noted in **Policy T-62**, the City will advocate for transit service that is aligned with Shoreline's land use and demographics, which is outlined in the Transit Modal Plan described in **Table T-8** and shown in **Figure T-18**.



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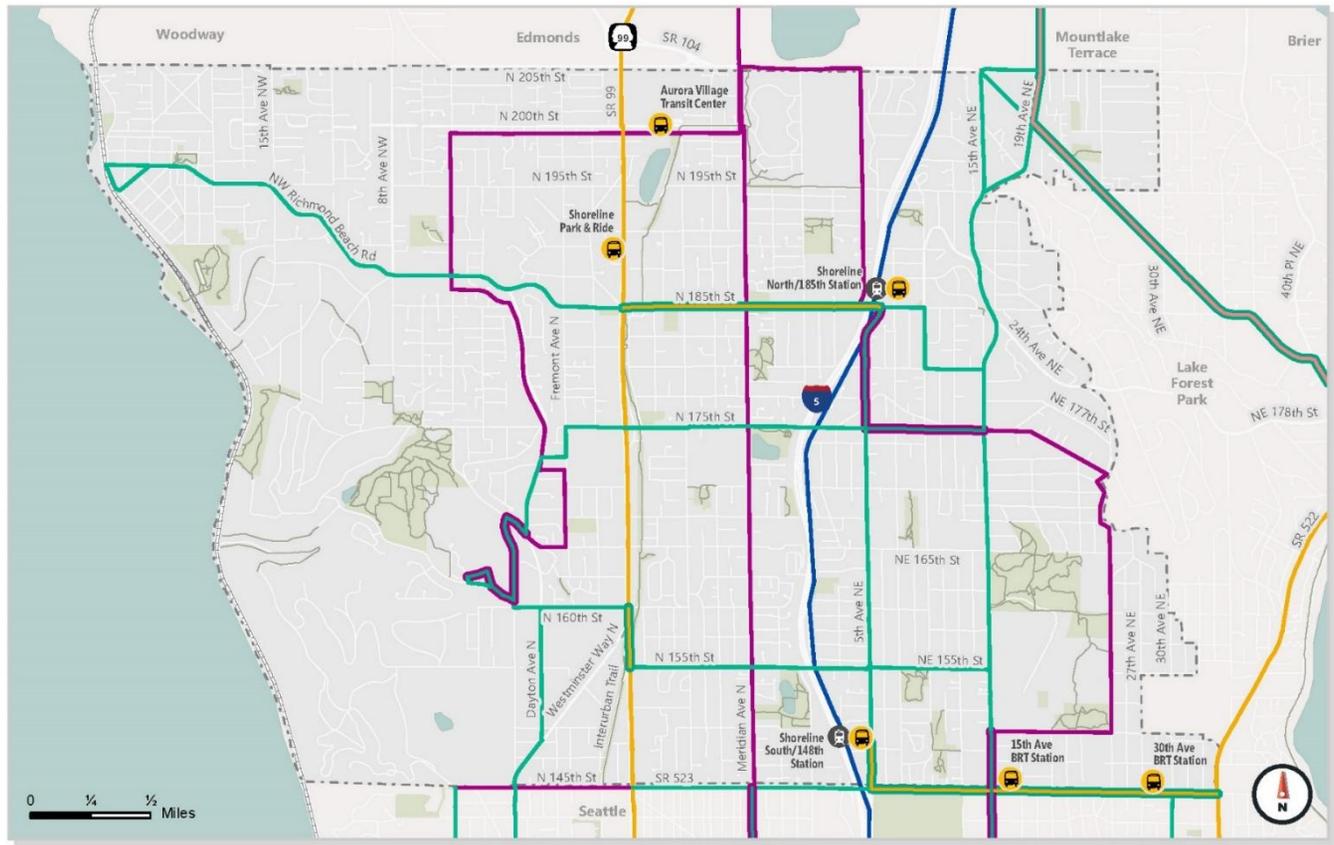
Table T-8: Transit Accommodation

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



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Figure T-18. Transit Plan



- City Boundary
- Light Rail Service
- Express Bus Service
- "Bus Rapid Transit" Bus Service
- Local Bus Service
- Frequent Bus Service
- Light Rail Station
- BRT Station*

City of Shoreline
Transit Plan

*There are additional BRT stops on Aurora Avenue not shown on this map.



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Shared-Use Mobility Hub Plan

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

Policy T-64 states that Shoreline will provide mobility hubs at locations that support the City’s land use vision. Shoreline envisions having three “types” of mobility hubs, each with a range of features and amenities appropriate for the neighborhood and location. These are classified as:

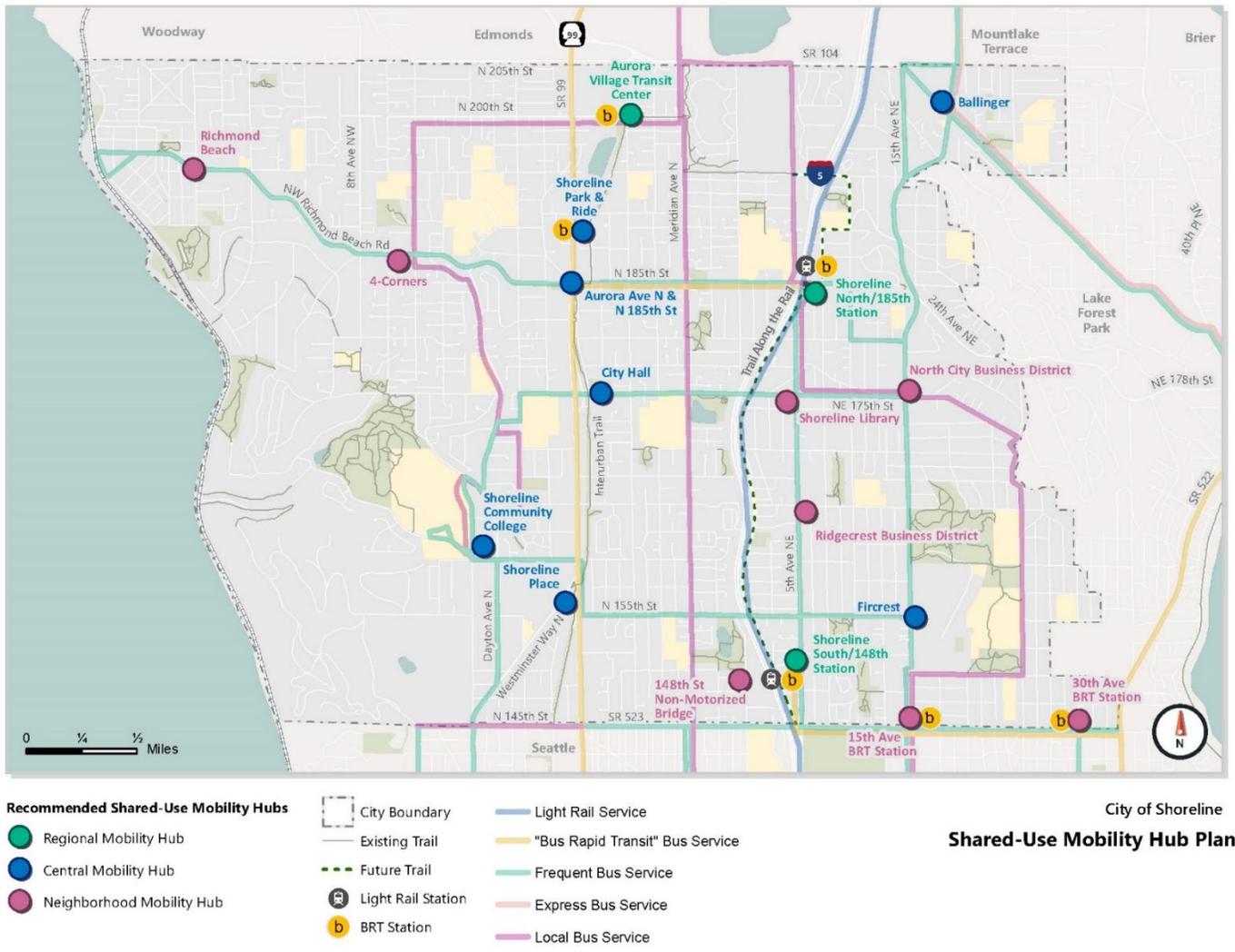
- **Regional hubs** - A robust type of mobility hub co-located with major transit hubs, providing the most features and amenities. They will support the largest number of people from within and outside of Shoreline.
- **Central hubs** - A medium size mobility hub, providing sufficient amenities to support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

Figure T-19 shows the Shared-Use Mobility Hub Plan for the City of Shoreline. **Table T-9** lists potential features and amenities by mobility hub type. Each hub would be analyzed and designed with public input to help determine the right amenities to include at each location.



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Figure T-19. Shared-Use Mobility Hub Plan





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Table T-9: Mobility Hub Potential Amenities

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

*Agency coordination/partnership opportunity

Automobile Plan

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

Table T-10 shows the definition of each LOS grade from the 6th Edition Highway Capacity Manual (HCM) methodology, which is based on average control delay per vehicle. Signalized intersections have higher delay thresholds compared with two-way and all-way stop-controlled intersections. Highway Capacity Manual methodologies prescribe how delay is measured at different types of intersections: for signalized and all-way stop intersections, LOS grades are based on the average delay for all vehicles



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entering the intersection; for two-way stop-controlled intersections, the delay from the most congested movement is used to assess LOS.

Table T-10: Intersection LOS Criteria Based on Delay

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

Source: 6th Edition Highway Capacity Manual

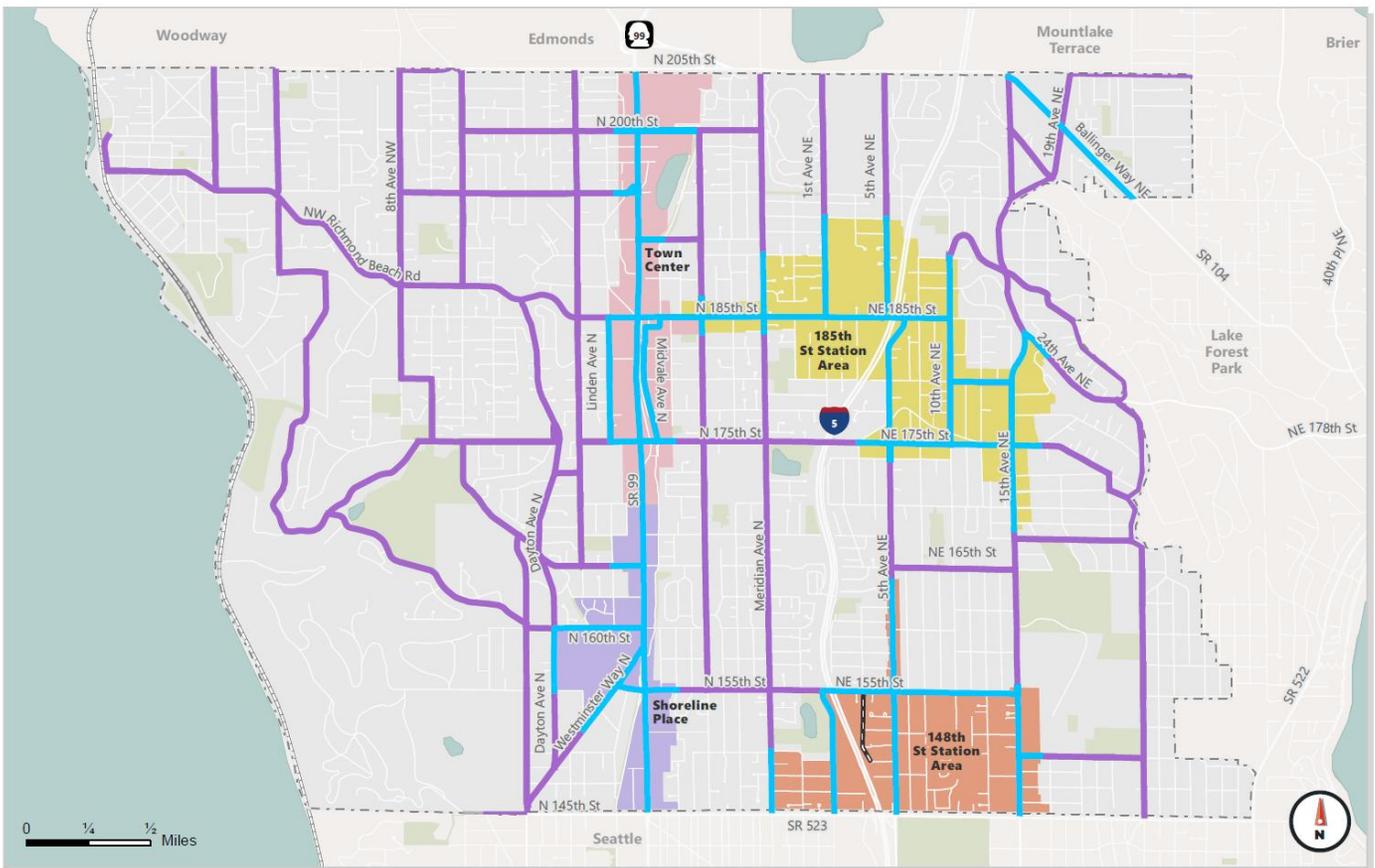
As noted in **Policy T-60**, the City of Shoreline Automobile Plan allows more automobile delay (LOS E) along State Routes and at intersections within the four designated King County [candidate] Countywide Centers in areas near the 148th Street and 185th Street light rail stations, Aurora Square, and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

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



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Figure T-20. Automobile Plan



<p>King County Candidate Countywide Centers*</p> <ul style="list-style-type: none"> 148th St Station Area 185th St Station Area Shoreline Place Town Center 	<p> City Boundary</p> <p>Intersection Level of Service (LOS) Standards</p> <ul style="list-style-type: none"> LOS D or better LOS E or better** <p><small>*For illustrative purposes only. **For intersections along State Highways or within King County Candidate Countywide Centers</small></p>	<p> Future 3rd Ave NE Connector</p>	<p>City of Shoreline Automobile Plan</p>
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PROJECT NEEDS

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

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

Overall, well over 100 ideas were identified (see **Table T-11** that describes these project ideas). These project ideas are high-level, not prioritized or financially constrained, but encompass the complete list of possible project needs identified through this planning process. Project ideas are grouped into the following categories:

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

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

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

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

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

- Dayton Ave N & Carlyle Hall Road – Realign intersection geometry and signalize.
- 1st Ave NE & N 155th St – Redesign as urban compact roundabout.
- 25th Ave NE & NE 150th St – Redesign as urban compact roundabout.
- Meridian Ave N & N 175th St – Lane reconfigurations and signal phase changes to improve capacity.



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- Meridian Ave N from N 155th St to N 175th St (NB) – Either widen or provide a segment LOS exemption.
- Meridian Ave N from N 175th St to N 185th St (NB) – Either widen or provide a segment LOS exemption.

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

Unimproved Right-of-Way (R)

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

Trail Along the Rail (TAR)

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

Trail Connection (T)

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

Bridge Project (B)

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

Shared-Use Mobility Hubs (SUM)

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



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

Table T-11 describes the full list of project ideas in the City. It is important to note that these project ideas are high-level only. Specific details, including specific designs and project termini, are subject to change.



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Table T-11: Project Ideas List

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



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



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



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



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



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15th Ave NE	NE 150th St	N 145th St	15th Ave NE from NE 150th St to N 145th St to provide bike LTS 1 and accommodate frequent bus service
NE 150th St	15th Ave NE	25th Ave NE	NE 150th St from 15th Ave NE to 25th Ave NE improve to fill sidewalk gaps and accommodate local bus service
NE 150th St	25th Ave NE	28th Ave NE	NE 150th St from 25th Ave NE to 28th Ave NE improve to fill sidewalk gaps and build future trail connection
28th Ave NE	NE 150th St	NE 145th St	28th Ave NE from NE 150th St to NE 145th St to build future trail connection
17th Ave NE	NE 150th St	NE 145th St	17th Ave NE from NE 150th St to NE 145th St to build future trail connection
5th Ave NE	NE 155th St	NE 145th St	5th Ave NE from NE 155th St to NE 145th St improve to bike LTS 2 and accommodate frequent bus service
1st Ave NE	N 155th St	N 145th St	1st Ave NE from N 155th St to N 145th St improve to bike LTS 2 and fill sidewalk gaps
Triangle formed by Richmond Beach Dr NW / NW 195th Pl / NW 196th St			Triangle formed by Richmond Beach Dr NW / NW 195th Pl / NW 196th St improve to fill sidewalk gaps and accommodate frequent bus service
NW 196th St	23rd Ave NW	20th Ave NW	NW 196th St from 23rd Ave NW to 20th Ave NW improve to fill sidewalk gaps and accommodate frequent bus service
NE 174th St	1st Ave NE	5th Ave NE	NE 174th St from 1st Ave NE to 5th Ave NE to build future trail connection
Unimproved Right-of-Way			
N 148th St	Linden Ave N	Interurban Trail	Unopened Right of Way
3rd Ave NE Connector	NE 149 th St	NE 151 st St	Unopened Right of Way
Linden Ave N	N 150th St	150 feet south of N 150th St	Unopened Right of Way
Linden Ave N	Southern termini of Linden Ave N (between N 148th St and N 145th St)	N 145th St	Unopened Right of Way
Ashworth Ave N	N 152nd St	Ashworth Ave N (northern termini south of N 152nd St)	Unopened Right of Way
N 157th St	Ashworth Ave N	Densmore Ave N	Unopened Right of Way
N 165th St	Ashworth Ave N	Densmore Ave N	Unopened Right of Way



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Corliss Ave N connection	Corliss Ave N (northern termini south of N 171st St)	Corliss Ave N (southern termini south of N 171st St)	Unopened Right of Way
Corliss PI N connection	Corliss PI N	Corliss Ave N (southern termini south of N 171st St)	Unopened Right of Way
NE 147th St	27th Ave NE	28th Ave NE	Unopened Right of Way
Near 15th PI NE	NE 185th St	NE 184th PI	Unopened Right of Way
NE 195th St	10th Ave NE	11th Ave NE	Unopened Right of Way
Near NE 195th St	14th Ave NE	15th Ave NE	Unopened Right of Way
Near NE 200th Ct	12th Ave NE	15th Ave NE	Unopened Right of Way
N 188th St	Ashworth Ave N	Densmore Ave N	Unopened Right of Way
Near N 193rd St	Palatine Ave N	Greenwood Ave N	Unopened Right of Way
N 198th St	Near Dayton Ave N	Fremont Ave N	Unopened Right of Way
Greenwood PI N	Near NW 200th St	Greenwood PI N (northern termini south of NW 200th St)	Unopened Right of Way
5th Ave NW	NW 197th St	NW 196th PI	Unopened Right of Way
Near intersection of NW 200th St and 5th Ave NW	NW 200th St	5th Ave NW	Unopened Right of Way
12th Ave NW	Southern termini of 12th Ave NW south of NW 196th St	Northern termini of 12th Ave NW north of NW Richmond Beach Rd	Unopened Right of Way
NW 198th St	15th Ave NE	Eastern termini of NW 198th St west of 15th Ave NE	Unopened Right of Way
17th Ave NW	17th PI NW/16th Ave NW	17th Ave NW	Unopened Right of Way
8th Ave NW	Near Sunset Park		Unopened Right of Way
8th Ave NW	NW 177th PI	NW 175th St	Unopened Right of Way
Daytona PI N	N 188th St	N Richmond Beach Rd	Unopened Right of Way
Near 148th St	through Paramount Open Space		Unopened Right of Way
N 167th St	Whitman Ave N	Aurora Ave N	Unopened Right of Way
NE 152nd St	10th Ave NE	11th Ave NE	Unopened Right of Way



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West side of Paramount Open Space			Unopened Right of Way
Trail Connections			
Interurban Trail SR 104 Crossing (Preliminary Study)	Northern terminus on south side of NE 205th St. (SR-104) in the City of Shoreline.	Southern terminus of Interurban Trail at 76th Ave. W. and McAleer Way or junction with 240th St. SW at Mathay-Ballinger Park in the City of Edmonds.	This study will analyze and compare options for either an at-grade or elevated crossing of the Interurban Trail to determine a safe, feasible way to connect users to City of Edmonds facilities.
near 148th St	I-5	15th Ave NE	Eastside Off-Corridor Bike Network
5th Ave NE/ NE 174th St	NE 185th St	NE 174th St/1st Ave NE	Eastside Off-Corridor Bike Network
NE 150th St	15th Ave NE	17th Ave NE	Eastside Off-Corridor Bike Network
N 150th St/Corliss Ave N	Meridian Ave N	N 145th St	145th Street Off-Corridor Bicycle Network
12th Ave NE	NE 148th St	NE 145th St	Eastside Off-Corridor Bike Network
25th Ave NE	25th Ave NE	NE 150th St	Off-Corridor Trail Network
multiple local streets near NE 160th St	Interurban Trail near Hamlin Park	N 145th St west of 25th Ave NE	Off-Corridor Trail Network
NE 165th St	I-5	5th Ave NE	Trail Network
3rd Ave NE	NE 170th St	NE 165th St	Off-Corridor Trail Network
NE 158th St / 3rd Ave NE	1st Ave NE	NE 149th St	NE 158th St / 3rd Ave NE from 1st Ave NE to NE 149th St to build on-street future trail connection
Trail Along the Rail			
TAR Segment	NE 195th St	NE 189th St	Trail Along the Rail; Phase 1
TAR Segment	NE 155th St	NE 149th St	Trail Along the Rail; Phase 2
TAR Segment	NE 159th St	N 155th St	Trail Along the Rail; Phase 3
TAR Segment	NE 163rd St	NE 161st St	Trail Along the Rail; Phase 3
TAR Segment	NE 170th St	NE 163rd St	Trail Along the Rail; Phase 3
TAR Segment	N 175th St	NE 174th St	Trail Along the Rail; Phase 3
TAR Segment	NE 180th St	N 175th St	Trail Along the Rail; Phase 4
Shared Use Mobility Hubs			



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Ashworth Avenue N & N 200 th Street	-	-	Aurora Village Transit Center
NE 185 th Street & 5 th Avenue NE	-	-	Shoreline North/185th Station
NE 151 st Street & 5 th Avenue NE	-	-	Shoreline South/148th Station
Westminster Way N & N 155 th Street	-	-	Shoreline Place
N 160 th Street & Dayton Avenue N	-	-	Shoreline Community College
N 185 th Street & Aurora Avenue N	-	-	Aurora Ave N & N 185th St
Aurora Avenue N & N 192 nd Street	-	-	Shoreline Park & Ride
NW Richmond Beach Road & 3 rd Avenue NW	-	-	4-Corners
NE 175 th Street & 15 th Avenue NE	-	-	North City Business District
NE 165 th Street & 5 th Avenue NE	-	-	Ridgecrest Business District
N 149 th Street & 1 st Avenue NE	-	-	148th St Non-Motorized Bridge
15 th Avenue NE & NE 146 th Street	-	-	15th Ave BRT Station
NE 155 th Street & 15 th Avenue NE	-	-	Fircrest
Ballinger Way NE & 19 th Avenue NE	-	-	Ballinger
NE 145 th Street & 30 th Avenue NE	-	-	30th Ave BRT Station
N 175 th Street & Midvale Avenue N	-	-	City Hall
NW 195 th Street & 20 th Avenue NW	-	-	Richmond Beach



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N 175th Street & 5th Avenue NE	-	-	Shoreline Library
Bridges			
NE 148th Street	-	-	148th St Bridge
Intersections			
Meridian Avenue N & N 175th Street	-	-	Meridian Avenue N & N 175th Street
Dayton Avenue N & Carlyle Hall Road	-	-	Dayton Avenue N & Carlyle Hall Road
1st Ave NE & N 155th Street	-	-	1st Ave NE & N 155th Street
25th Ave NE & NE 150th Street	-	-	25th Ave NE & NE 150th Street
N 160th St & Greenwood Ave N & N Innis Arden Way	-	-	N 160th St & Greenwood Ave N & N Innis Arden Way
145th Corridor			
N 145th Street	Greenwood Avenue N	Interurban Trail	Greenwood to the Interurban Trail
N 145th Street	Interurban Trail	Wallingford Ave N	Interurban Trail to Wallingford Ave N
N 145th Street	Wallingford Ave N	Corliss Ave N	Wallingford to Corliss Ave N



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FUNDING AND IMPLEMENTATION

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

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

Table T-12: Anticipated Funding for Capital Projects

Revenues	2023-2044 Total
Real Estate Excise Tax (REET 2) is an optional tax collected on the sale of qualifying real estate sales. REET is dependent on the amount of real estate sales and tends to fluctuate from year to year. REET 2 revenues are restricted to transportation and park needs; the City of Shoreline has a policy to use REET 2 for transportation capital funding.	\$20,800,000*
Grants from federal, state, and local (King County Metro and Sound Transit) agencies are available to help fund transportation projects. Grants are competitive and the City competes with other jurisdictions based on need, service population, project potential, project deliverability, and expected impact/value.	\$40,000,000
Transportation Benefit District Sales Tax (TBD Sales Tax) is collected on taxable retail sales within the TBD boundaries. TBD Sales Taxes must be voter approved and reauthorized every 20 years. In 2018, Shoreline voters approved the maximum TBD sales tax rate of 0.2% to be used for sidewalk expansion and repair. Voters will next consider TBD Sales Tax in 2038.	\$71,560,000
Transportation Impact Fees are authorized by the Washington State Growth Management Act. Impact Fees are only levied on new development as a means to pay for the increased demand that development puts on infrastructure. The City of Shoreline has enacted impact fees to pay for development-related transportation capital projects. Impact fees are calculated from the identified capital needs in planning documents such as the Transportation Master Plan or Capital Facilities Plan, and should be updated with those plans to remain current. The City of Shoreline will update its transportation impact fees following adoption of the Transportation Element.	\$36,820,000
Miscellaneous revenue sources come from a variety of non-specified sources and have increased as a transportation capital source in the past two years and thus are assumed to contribute to funding the City’s transportation system over the planning horizon.	\$19,470,000



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<p>General Fund Transfers are not a specific revenue source but movement of unrestricted or transportation-eligible monies from the City general fund (for example, property and sales tax). Some grants require matching a portion of the grant amount which is typically done from general funds.</p>	\$12,590,000
Total Capital Revenues	\$201,240,000

* Note: Half of REET 2 revenues are spent on capital rehabilitation projects like overlays and traffic signal upgrades and this practice is expected to continue.

While \$201 million is a substantial amount of funding for transportation, it is nowhere close to the level of revenue that would be needed to fully fund the project needs presented in the prior section. **Table T-13** presents the projects that the City of Shoreline has already committed to funding, as well as projects that would be needed to meet the City’s concurrency requirements through 2044. These projects total \$160 million in capital, leaving approximately \$41 million for a more discretionary list of high priority complete streets projects, trails, and transit-oriented improvements that could help advance the City’s transportation vision.

Table T-13: Fiscally Constrained 2023-2044 Project List – Committed and Concurrency Projects

Project	Description	Category	2023-2044 Anticipated City Cost	Sources
New sidewalks program & sidewalk maintenance	Construction of 12-TBD funded sidewalk projects and funding for sidewalk maintenance	Committed	\$71,560,000	TBD Sales Tax
148 th Street Non-motorized Bridge	N 148th Street non-motorized bridge crossing (based on Council’s selection of a preferred alignment during the feasibility study phase) of Interstate 5 to the Shoreline South/148th Station.	Committed	\$10,100,000	Federal, King County Trails Levy, Sound Transit, State legislature, and other undefined future funds
1st Ave NE Sidewalks (N 145th to N 155th)	This project will design and construct sidewalks on 1st Ave NE from N 145th to N 155th. This route was identified and prioritized as part of the Sound Transit Multimodal Access Improvements to provide pedestrian and bicycle improvements to the South Shoreline/N 148th Street Station.	Committed	\$1,300,000	Sound Transit Light rail access mitigation funds
145 th Corridor: Aurora to I-5	This multi-year phased roadway reconstruction project includes design,	Committed	\$27,000,000	Federal, Connecting Washington, Roads Capital Fund, other



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Project	Description	Category	2023-2044 Anticipated City Cost	Sources
	environmental, right-of-way and construction of improvements to SR523 (N/NE 145th Street) between Interstate 5 (I-5) and Aurora Ave N (SR 99). The project will enhance safety, operations and mobility and address transit demand associated with the South Shoreline/N 148th Street Station and planned growth within the station subarea.			undefined future funds
145 th and I-5 Interchange	This project constructs two multi-lane roundabouts at the intersection of NE 145th and the I-5 southbound offramp and at the 5th Ave. NE intersection. The roundabouts replace the functions of the existing signalized intersections and the left turn lanes on the overpass bridge deck, allowing re-channelization of the bridge deck to include two travel lanes in each direction, bicycle/pedestrian facilities on the north side of the bridge deck and existing sidewalk on the south side.	Committed	\$0	Federal, Sound Transit, Transportation Improvement Board, and other undefined future funds
175 th Corridor: Stone Avenue N to I-5	Planned improvements include reconstruction of the existing street to provide two traffic lanes in each median and turn pockets, bicycle lanes (integrated into the sidewalk), curb, gutter, and sidewalk with planter strip where feasible, illumination, landscaping, retaining walls, and various intersection improvements.	Committed	\$45,500,000	Federal, State, Transportation impact fees, other undefined future funds
N 160th St & Greenwood Ave N & N Innis Arden Way	Project will design and construct a roundabout at this intersection as a mitigation requirement for development of the Shoreline Community College. The design will be	Committed	\$0	Shoreline Community College



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Project	Description	Category	2023-2044 Anticipated City Cost	Sources
	coordinated with Shoreline Community College, Metro Transit and the Shoreline School District.			
N 185th St from 1st Ave NE to 5th Ave NE (west of I-5)	Sound Transit to rechannelize to three-lane cross section by station opening.	Committed	\$0	Sound Transit
8th Ave NE and NE 185th Street	Sound Transit to install a Roundabout.	Committed	\$0	Sound Transit
5th Ave NE and NE 185th Street	Sound Transit to install a signal.	Committed	\$0	Sound Transit
5th Ave NE and NE 148th Street	Sound Transit to install a signal.	Committed	\$0	Sound Transit
5th Ave NE and I-5 NB on ramp	Sound Transit to install a signal.	Committed	\$0	Sound Transit
Meridian Ave N & N 175th St	Lane reconfigurations and signal phase changes to improve capacity.	Concurrency	n/a**	Impact fees, undefined local funds
Dayton Ave N & Carlyle Hall Rd	Realign intersection geometry and signalize.	Concurrency	\$1,080,000	Impact fees, undefined local funds
1st Ave NE & N 155th St	Redesign as urban compact roundabout.	Concurrency	\$1,310,000	Impact fees, undefined local funds
25th Ave NE & NE 150th St	Redesign as urban compact roundabout.	Concurrency	\$1,310,000	Impact fees, undefined local funds
Total			\$160,000,000	

* This project is included in the 175th: I-5 to Stone Way corridor project.

Based on the potential revenue for transportation projects over the next 20 years and removing any currently committed projects and concurrency projects that must be addressed over this period (shown in the preceding table), the City has approximately \$41 million available to fund additional transportation projects.

As a tool to help guide the consideration of final projects totaling approximately \$41 million to be added to a financially constrained project list, the project ideas created in Table 11 were scored by a set of prioritization metrics and performance measures (see **Table T-14**). Various project ideas received higher rankings than others. The following package of projects were found to both advance the City of Shoreline transportation vision and goals, while fitting within the fiscal constraint of this Transportation Element.

The City could fund the top ranked **Shared Use Mobility Hubs** totaling approximately \$5.25 million:



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- Aurora Ave N & N 185th St
- Richmond Beach - NW 195th Street & 20th Ave NW
- 15th Ave BRT Station - 15th Ave NE & NE 146th St
- City Hall – N 175th St & Midvale Ave N
- Shoreline North/185th Station
- 4-Corners (NW Richmond Beach Rd and somewhere 8th Ave NW to 3rd Ave NW)

As funding for this type of project is available, the City would need to verify that the above is still an appropriate list and surrounding facilities are in place to support these hubs. A hub that could replace one on this list might include the hub near the Shoreline South/148th Street light rail station since large investments are under way to support all types of users at this station facility.

For approximately \$1 million, the City could also advance the **Eastside Off-Corridor Bike Network** (the portion from 5th Ave NE to 15th Ave NE), which scored highest in trail ideas. A pre-design study would need to be completed first. The entire Eastside Off-Corridor Bike Network will continue east of 15th Ave NE and the entire length should be completed to be consistent and complete.

The City could enhance access to the Shoreline South/148th Street light rail station through construction of the **3rd Avenue Connector**. This \$4.1 million project would provide a curbless street design that would better connect the Shoreline South/148th Street light rail station to the 148th Non-motorized Bridge, 155th Street, adjacent neighborhoods, and planned Trail Along the Rail. The woonerf would provide a slow, shared space that would facilitate placemaking and comfortable pedestrian/bicycle movements.

Finally, the City could partially fund two high-scoring **Multimodal Corridors** that would advance mobility priorities in this TE and appear to fit within available funds with high-level, estimated total project costs estimated at \$28.6 million:

- **N 175th St:** Extend multimodal improvements from Fremont Ave N to Stone Ave; improve to bike LTS 1 and fill sidewalk gaps and accommodate frequent bus service.
- **185th Corridor:** The City developed a 185th Street corridor improvement strategy that includes N/NE 185th St from Fremont Ave N to 10th Ave NE; 10th Ave NE from NE 185th St to NE 180th St; and NE 180th St from 10th Ave NE to 15th Ave NE. Improvements for this corridor include bike improvements to LTS1; pedestrian improvements; and accommodations for frequent bus service.

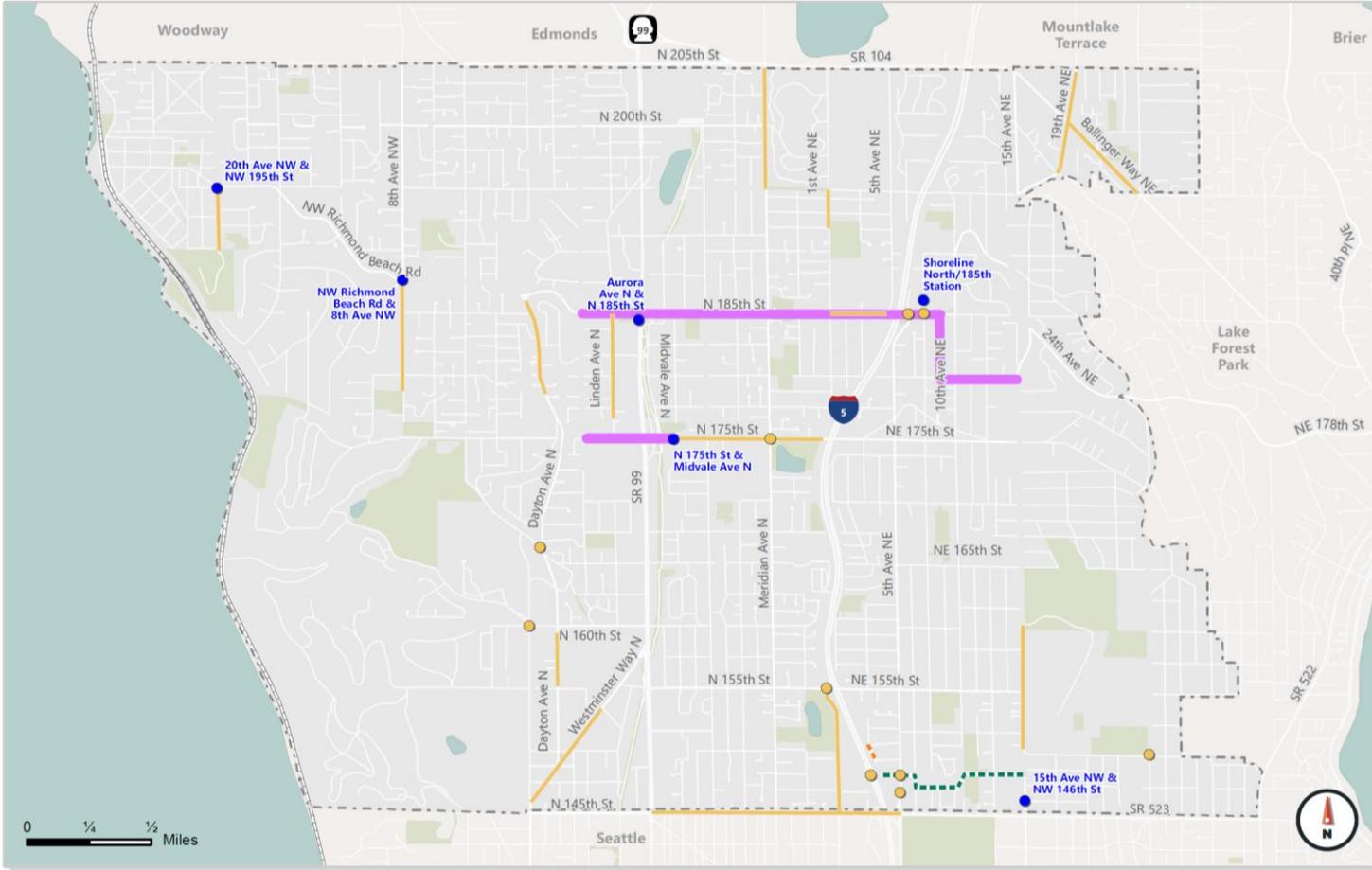
Figure T-21 displays the City of Shoreline’s 20-year fiscally constrained project list, which includes both committed and concurrency projects, as well as the additional projects described above that help advance the City’s transportation vision and goals.

It is unknown how much of these costs could be recovered if re-development contributes to some of these improvements over the 20-year period or if the City is very successful in securing competitive grants. However, these provide a framework for how the City could spend available funding to expand mobility over the life of this TE. Depending on final costs of these projects, other pedestrian/bicycle oriented investments, including sidewalks, trails, and new connections could be considered.



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Figure T-21. Fiscally Constrained 2023-2044 Project List



- Concurrency & Other Committed Project
- Shared Use Mobility Hubs
- Multimodal Corridors
- 3rd Avenue Connection
- Eastside Off-Corridor Bike Network
- City Boundary

City of Shoreline

Fiscally Constrained 20-Year Project List



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Options to Increase Revenue

Like all Washington State cities, the City of Shoreline has **limited dedicated transportation funding options**, many of which the City is already using. Expected future collections for the identified dedicated transportation funding options are included below; the potential impact on funding shortfalls depends on the City's final capital plan.

Transportation Benefit District sales tax and vehicle licensing fees are independent taxing districts created by ordinance. This is a flexible source of funding that can be applied for either capital or programmatic expenditures. The City of Shoreline uses both the sales and use tax and vehicle licensing fees options. While the City is levying the maximum allowable sales and use tax rate, the vehicle licensing fee (VLF) could be increased from the current \$40 up to \$100. The fee could be raised to \$50 without voter approval; any increase above \$50 would require a vote of the people. Since the 2019 increase to \$40, VLF revenues have averaged \$1.5 million. Based on the estimated number of registered vehicles in the City of Shoreline provided by the Washington State Department of Licensing, increasing the **VLF to \$50 would increase annual revenues to approximately \$2 to \$3 million.**⁶ With voter approval, the maximum \$100 per vehicle fee from a VLF would raise **\$4 to \$6 million annually.**

Local Improvement Districts (LIDs) are special purpose financing mechanisms that can be created by cities to fund capital improvements in specific areas. LIDs generate funds by implementing proportionate special assessments on property owners that benefit from improvements. LID revenues are limited in their use to specific capital projects that benefit owners in the special purpose area for which they were created. Cities are authorized to form LIDs under RCW 35.43 without voter approval; however, LID formation is a complex process and must first be demonstrated to be financially feasible. Additionally, if the City receives protests from "property owners who would pay at least 60% of the total cost of the improvement"⁷ the LID would be dissolved.

The City does not currently use LIDs. **The potential amount LIDs could generate is dependent on the planned projects** within the area. To generate LID revenue in the future, the City would have to identify specific projects that fit the general requirements of a LID on a case-by-case basis.

Commercial Parking Tax is levied on commercial parking lots, either collected from businesses or from customers at the time of sale. The City of Shoreline currently has no commercial parking lots. Cities are not restricted in the amount that can be levied, but use of revenues is restricted to transportation. As a City with more than 8,000 residents, the City of Shoreline would need to develop and adopt a program connected to the City's other transportation planning efforts and identify the geographic boundaries in

⁶ The Washington State Department of Licensing estimated 59,805 registered vehicles in the City of Shoreline with an expectation that this estimate is a lower than expected total because of data issues within DOL's database. However, even after accounting for the 1% administration fee for DOL, Shoreline's collected vehicle license fees are only two thirds of what would be expected. This difference could be from individuals not renewing.

⁷ Municipal Research Services Center, "[Local Improvement Districts](#)," last modified April 2, 2021.



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which revenues will be collected and expended.⁸ This program would only generate revenue once commercial parking is provided in the City.

Example jurisdictions with commercial parking taxes include the cities of Mukilteo, SeaTac, Seattle, and Tukwila. SeaTac levies the tax on a per transaction basis whereas the other three levy a percent of sales. Rates range from 8%-25%. The Washington State Department of Revenue (DOR) data suggest that sales for parking lots and related personal service industries run from \$0 to \$200,000⁹. Applying the low and high area example rates suggests that **a commercial parking tax would raise \$0 to \$40,000 annually.**

Red Light and School Speed Zone Enforcement Cameras create infractions for failing to stop at red lights or for speeding by photographing cars in individual intersections. The Washington State Supreme Court is responsible for setting traffic infraction penalties 46.63.110(1)), which currently lists a \$48 fine for failure to stop. Jurisdictions can increase the fee, up to \$250 per infraction. Based on infraction rates and the percentage of people that pay their penalties, the City of Shoreline could generate **approximately \$150,000 in annual revenue per camera.** Revenues need to be balanced against the cost of buying, installing, and maintaining the units.

Business License Fees are charged to businesses operating within the City's bounds. As a code city, Shoreline's ability to levy business licenses is controlled by RCW 35A.82.020. Currently, the City collects \$40 per year for businesses earning \$2,000 or more in revenues annually. Since 2017, the City also collects business and occupation (B&O) tax for those businesses with gross receipts of \$500,000 or more annually.

The City could move to levying business license fees on a sliding scale dependent on gross receipts or employment (head tax). As business generates economic activity for the City, there is a trade-off between encouraging increased business activity in a city and charging businesses for the ability to conduct business within a jurisdiction's borders; as MRSC suggests, "fees charged should be fair and bear a reasonable relation to the costs." Increased revenues could be earmarked for transportation purposes, although these fees are not restricted in use and could always be reappropriated by Council action or financial policy.

In addition to transportation specific revenue options, the City has other revenue and financing options that can be used for transportation. Some of these options create additional revenues for the City but others are revenue neutral, suggesting a reduction of spending in other places.

⁸ [RCW 82.80.070](#)(3)(a-d).

⁹ The Washington State Department of Revenue provides total taxable retail sales by North American Industry Classification System codes. However, data are suppressed when the number of businesses is low enough to provide identifiable data (typically less than 4 businesses). For Parking Lots and Garages (NAICS 812930) the data are suppressed, but by moving up a level of specification to NAICS cluster 8129 and running reports for the other six-digit industry groupings, data suggest that sales run from \$0 to \$200,000.



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Limited Tax General Obligation (LTGO) Bonds and Unlimited Tax General Obligation (UTGO) Bonds are financing tools cities can levy. Debt bears additional costs through interest, and any use of bonding capacity for transportation projects reduces the remaining bonding capacity available for other city projects. LTGO bonds will impact the General Fund, while UTGO bonds will have an additional tax burden.

Cities, TBDs, and LIDs may issue general obligation bonds, by special election or council decision, to finance projects of general benefit to the jurisdiction. In addition to the principal and interest costs of issuing debt, there are usually costs associated with issuing bonds, including administrative time, legal and underwriting costs, and insurance costs. The Washington State Constitution limits the amount of debt municipalities can incur to 5.0% of the City's assessed value of taxable properties; the Washington State Legislature has statutorily limited the debt carrying capacity further to 2.5% of the assessed value. Taking on additional bond debt will affect cities' credit rating, so best practices suggest using less than two-thirds of the debt capacity to maintain credit rating.

LTGO bonds can be used for any purpose, but funding for debt service must be made available from existing revenue sources. UTGO bonds can be used only for capital purposes, and replacement of equipment is not permitted.

Redirecting unrestricted funds currently used for other purposes (e.g., using REET 1 – a 0.25% real estate excise tax a city can impose - for transportation purposes) could provide around **\$30 million (2021\$)** from 2023-2044.

In addition to the above funding options, it is important to note that the City of Shoreline is an active regional partner that routinely secures grant funding for projects (approximately \$2 million per year). Regional partnerships and attracting outside funding through federal, state, and regional grants should continue to be a funding source that supports implementation of Shoreline's multimodal transportation system.

Implementation

The Transportation Element will guide local and regional transportation investments and define the City's future transportation policies, programs, and projects for the next 20 years. The Transportation Element helps the City assess the relative importance of transportation projects and programs; as Shoreline growth takes place and the need for improved and new facilities is warranted, scheduling the planning, engineering, and construction of projects becomes key. The Transportation Element establishes a methodology for prioritizing projects to be included in the future Transportation Improvement Plan (TIP) and Capital Improvement Plan (CIP).

Since the City operates within a finite set of resources, it is important to develop a transparent, equitable, and data-driven process for prioritizing implementation of the transportation projects over the next 20 years. Building on the project evaluation criteria, the City developed the project prioritization metrics and performance measures presented in **Table T-14** to understand and communicate the City's progress toward implementing priority projects, as well as overall progress in achieving the City's transportation Vision and Goals.

Following these criteria over time will ensure that Shoreline's transportation system realizes the vision that is outlined in the Transportation Element.



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Table T-14: Project Prioritization Metrics and Performance Measures

Goal	Project Prioritization Metrics	Performance Measures <i>Reported every two years unless otherwise noted</i>
<p>Safety</p> 	<p>Safety Metrics</p> <p>Location of improvement has a collision history (auto and/or pedestrian/bike):</p> <ul style="list-style-type: none"> At least one injury collision within the past five At least one pedestrian or bike/auto collision Two or more pedestrian or bike/auto collisions <p>Location of improvement is along a street with speed limit:</p> <ul style="list-style-type: none"> ≤ 25 mph ≤ 30 mph ≤ 35 mph <p>Location of improvement has a street classification</p> <ul style="list-style-type: none"> Collector Arterial Minor Arterial Principal Arterial 	<p>Safety Performance Measures</p> <p>Report number of injury and fatal collisions citywide through the Annual Traffic Report.</p>
<p>Equity</p> 	<p>Equity Metrics</p> <p>Equity Priority Areas based on the aggregated score of the following metrics:</p> <ul style="list-style-type: none"> Improvement is within an area of concentrated need based on Age: <ul style="list-style-type: none"> Under 18 years 60 years or older¹⁰ Improvement is within an area of concentrated need based on income Improvement serves a concentrated community of color 	<p>Equity Performance Measures</p> <p>Report number of newly constructed or renovated multimodal projects in Equity Priority Areas and number of public engagement activities for each of the projects.</p>

¹⁰ Eligibility for the Older Americans Act starts at age 60.

¹¹ Eligibility threshold for King County Housing Authority residents is 80% of median income. U.S. Department of Housing and Urban Development (HUD) defines 50%-80% of median income as "Low Income".



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Goal	Project Prioritization Metrics	Performance Measures <i>Reported every two years unless otherwise noted</i>
	<i>Top 20% of population density of households of people of color.</i>	
	<i>Improvement serves a concentrated community with disabilities</i>	
	<i>Improvement serves a concentrated community of limited English speakers</i>	
Multimodality 	Climate Resiliency¹² - Multimodality Metrics	CR-Multimodality Performance Measures
	<i>Improvement is located along an existing or proposed transit route.</i>	<i>Report number of newly constructed multimodal projects along an existing or proposed transit route.</i>
	<i>Improvement is located within a ¼ mile radius of a bus stop.</i>	<i>Report number of newly constructed multimodal projects within a ¼ mile radius of a bus stop.</i>
	<i>Improvement is located within a ½ mile radius of an existing or planned BRT stop or light rail station.</i>	<i>Report number of newly constructed multimodal projects within a ½ mile radius of an existing or planned BRT stop or light rail station.</i>
	<i>Improvement connects to an existing or proposed location of a shared-use mobility hub or park and ride.</i>	<i>Report number of newly constructed multimodal connections to an existing or proposed location of a shared-use mobility hub or park and ride.</i>
Connectivity 	Climate Resiliency - Connectivity Metrics	Climate Resiliency - Connectivity Performance Measures
	<i>Improvement is located within a ¼ mile radius of a school.</i>	<i>Report number of newly constructed pedestrian and/or bicycle projects within a ¼ mile radius of a school.</i>
	<i>Improvement is located within a ¼ mile radius of a park.</i>	<i>Report number of newly constructed pedestrian and/or bicycle projects within a ¼ mile radius of a park.</i>

¹² Climate Resiliency prefix appears in several categories to show interrelated climate resiliency metrics without double counting points.



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Goal	Project Prioritization Metrics	Performance Measures <i>Reported every two years unless otherwise noted</i>
	Closes gap or extends an existing pedestrian or bicycle facility .	Report number of newly constructed pedestrian and/or bicycle projects that close a gap or extend an existing pedestrian and/or bicycle facility .
Climate Resiliency 	Climate Resiliency – Built Environment Metrics	Climate Resiliency – Built Environment Performance Measures
	Improvement is within a Surface Water Vulnerabilities area per the City’s Climate Impacts Tool and will include measures to reduce surface water runoff.	Report number of newly constructed multimodal projects in Surface Water Vulnerabilities areas and number of measures used to reduce surface water runoff for each project.
	Improvement is within an Urban Heat Island area per the City’s Climate Impacts Tool and will include measures to mitigate urban heat island effect.	Report number of newly constructed multimodal projects in Urban Heat Island areas and number of measures used to mitigate urban heat island effect for each project.
	Refer to Multimodality and Connectivity for metrics for reducing transportation-related greenhouse gas (GHG) emissions by encouraging taking other travel modes than driving.	Report Shoreline Vehicle Miles Traveled (VMT) per capita and its resulting GHG emissions . Report number of trees removed and trees planted for all newly constructed multimodal projects and its projected net amount of CO2 sequestered over 20 years.
Community Vibrancy 	Community Vibrancy Metrics	Community Vibrancy Performance Measures
	Improvement enhances multimodal access to an activity center (within a ¼ mile radius of a retail/business area or civic/community building).	Report number of newly constructed multimodal projects within a ¼ mile radius of an activity center .
	Improvement provides an alternative to walking or bicycling along a motorized facility e.g., ped/bike bridge, trail/path through park or unopened right of way, etc.	Report number of newly constructed or renovated ped/bike bridges, trails, and paths .
Improvement provides places for public art, culture, and/or community gathering e.g., locations of	Report number of newly constructed or renovated places for public art, culture, and/or community gathering .	



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Goal	Project Prioritization Metrics	Performance Measures <i>Reported every two years unless otherwise noted</i>
	<i>shared-use mobility hubs, trailheads, gateways, park frontages.</i>	



Utilities Element

Supporting Analysis



BACKGROUND AND CONTEXT

The Utilities Element summarizes estimates of existing and future demand for utility services. Where possible, current utility consumption trends are used to indicate likely future consumption, however, future demand is difficult to predict as new and innovative technologies are developed consistently. In some instances, where utility providers are private corporations, specific information on utility consumption and demand are considered to be proprietary, and are therefore not disclosed. The Utilities Element gauges the ability of existing and planned utility facilities to meet future demand.

This Supporting Analysis section presents basic information regarding the general location, proposed location, and capacity of all existing and proposed utilities, including electrical, natural gas, telephone, and cable. Water, wastewater, and stormwater utilities are discussed in the Capital Facilities Element. Further information is available from individual utilities, or in the planning documents of the various service districts. The City of Shoreline does not own or manage most of its public utilities. The only City-owned utility is the Surface Water Utility, which is addressed in the Capital Facilities Element. Utilities addressed here and in the Capital Facilities Element have a broad impact on the future of the community. In many cases, utilities are needed to meet the basic needs of daily living and ensure health and safety, and contribute to a high quality of life.

When considering the future provision of utility services, a number of issues must be considered: legal requirements, aesthetic and environmental impacts, administration, costs, and revenues. In order to address these issues, the community, through its utility providers, must identify the type and quality of utilities needed to serve local residents and determine how these services can best be provided.

EXISTING CONDITIONS

The City maintains a number of franchise agreements with utility providers, which allow for the existence of support facilities, such as cable, electrical wire, and natural gas pipe within the City's rights-of-way (streets). Non-City managed utility services are controlled by franchise agreements between the utilities and the City. The status of the franchise agreements is noted in the listing of current providers.

Electrical Service

Electrical service is provided within the City of Shoreline by Seattle City Light. The City has a non-exclusive franchise agreement with Seattle City Light through August 31, 2029 (Ordinance #686). Based on current forecast projections detailed in their 2022 Integrated Resource Plan and 2024 Progress Report, Seattle City Light will need to expand their resource profile in order to accommodate the projected electric demands of its service area. The 2024 Progress Report outlines several avenues for this expansion.

Natural Gas Service

Puget Sound Energy provides natural gas service to the residents of the City of Shoreline. The City maintains a franchise agreement (Ordinance #860) with Puget Sound Energy through July 31, 2034.



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Existing Natural Gas Service and Facilities

Puget Sound Energy is a power and natural gas utility serving King and four other Counties. Puget Sound Energy purchases gas from other regions and manages the distribution of natural gas to customers within its service area. This involves pressure regulation, and the development and maintenance of distribution lines.

Natural gas is currently supplied to most areas within the city through 136 miles of natural gas mains. Gas flows through the system under high pressure in the main located along 5th Avenue NE and along Fremont Avenue N, from N 185th Street down to N 155th Street, over to Dayton Avenue N, then down Dayton Avenue N to N 150th Street, over to Fremont Avenue N, and down to N 145th Street. Puget Sound Energy serves approximately 11,500 customers in the City of Shoreline.

Washington State Utilities and Transportation Commission (WUTC) does not define natural gas as an essential service. Therefore, Puget Sound Energy is not required to provide services.

Planned Natural Gas Services and Facilities

Extension of service is based on individual requests and the results of a market analysis to determine if revenues from an extension will offset the cost of construction. Overall, Puget Sound Energy does not foresee any problems that would limit the supply of natural gas to the city in the future.

Telecommunications

As telecommunication technologies have evolved, merging of these technologies has occurred, resulting in multiple communication services migrating into consolidated networks. This typically involves the merging of previously distinct media, such as telephone, video, and data communications being transmitted over fiber optic or other infrastructure. This section describes both the current infrastructure used to provide telecommunication services in Shoreline, as well as future services and facilities (as they can best be described now, given the rapid changes in how telecommunication services are provided and regulated).

Existing Telephone Services and Facilities

Local telephone service in Shoreline, referred to as Public Switched Telephone Network (PSTN), is provided by CenturyLink east of Meridian Avenue N and south of N 160 Street/NW Innis Arden Way, and by Zply west of Meridian Avenue N and north of N 160 Street/NW Innis Arden Way. The City does not have franchise agreements with CenturyLink or Zply for local telephone service.

CenturyLink and Zply collectively provide telephone service to about 15,000 customers in the City of Shoreline. Of these 15,000 customers, 12,000 are residential and 3,000 are commercial. CenturyLink and Zply do not provide estimates of local capacity due to the proprietary nature of this information.

In addition to the PSTN telephone service provided in Shoreline, Voice over Internet Protocol (VoIP) telephone service, also known as digital telephone service, is locally available. This service is provided by Xfinity (Comcast), which provides service throughout the entire city. CenturyLink and Zply also provide this service in addition to their PSTN services. CenturyLink provides this through their Digital Subscriber Line [DSL] internet service; and Zply, provides this service in the same areas as their PSTN telephone



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service. VoIP telephone uses technology that allows phone calls to be made over an Internet Protocol (IP) network, such as the Internet.

Finally, mobile (cellular) telephone services are widely available in Shoreline and are operated by many different cellular networks, including Verizon, Cingular Wireless (AT&T), Sprint Communications, and T-Mobile USA, among others. Mobile telephones make and receive telephone calls over a radio link by connecting to a cellular network provided by a mobile phone operator, allowing access to the public telephone network.

Future Telephone Services and Facilities

Washington Utilities Trade Commission (WUTC) regulations require CenturyLink and Zply to provide adequate PTSN telecommunications service on demand, and Section 480-120-086 of the Washington Administrative Code (WAC) requires CenturyLink and Zply to maintain adequate personnel and equipment to handle reasonable demand and traffic. Because CenturyLink and Zply provide service on demand, there are no limits to future capacity. Additionally, VoIP telephone service should only be restricted by bandwidth constraints on fiber optic networks that provide this digital service.

Existing Cable Television Service

Land-line Cable Television service is provided in the city by Zply, CenturyLink, and Xfinity (Comcast). The City maintains franchise agreements with these providers for use of the City's rights-of-way to maintain and operate their cable network. The city is also served by two satellite Cable Television providers – Dish Network and Direct TV. The franchise agreements for land-line cable television services expire on November 4, 2023; June 16, 2025; and November 17, 2030, respectively.

Comcast serves the entire city of Shoreline. Zply serves the same area as their PTSN telephone network - west of Meridian Avenue N and north of N 160 Street/NW Innis Arden Way. Dish Network and Direct TV serve all of Shoreline, depending on the geography and satellite line-of-site access of individual properties.

Future Cable Television and Broadband Services and Facilities

Although the demand for cable television is likely to continue to increase as population grows, access to cable television in Shoreline is extensive, and thus, growth in cable subscribers is likely to increase at the same pace as population growth. However, the demand for broadband services, whether they be cable television, VoIP telephone or data/internet services, is likely to continue to grow as networks are bolstered with additional bandwidth. This growth will most likely occur relative to data/internet service, as more content become accessible online, and as we continue to communicate and interact online. These broadband services can be provided over fiber optic networks, cable networks, or DSL telephone networks.

Fiber Optic Facilities

The City maintains franchise agreements with Zayo Group, Astound Broadband, and Version Access Transmission Services for their fiber optic data networks in Shoreline. Given that these networks utilize City streets and rights-of-way, franchise agreements are required for these service providers. These franchise agreements expire on July 24, 2026; April 21, 2025; and January 29, 2033, respectively.

UTILITY ISSUES



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Equitable Funding

Most utility services are financed by rates, which the customers pay directly to the providers. In some cases, taxes are used to support services provided by public entities. For example, Seattle City Light provides electricity to the community. Utility taxes are collected by the City of Seattle for these services; however, Seattle’s utility tax revenues go into Seattle’s general fund and do not directly support the operation of the utility. The utility taxes Shoreline residents pay to Seattle Public Utilities do not necessarily help maintain infrastructure and provide service within Shoreline.

The City has established goals to become a service provider of sewer and water services within Shoreline to ensure that taxes collected fund the maintenance and enhancement of infrastructure. In some situations, such as cable service, utility rates paid by customers to different providers for similar service is significantly different. These rate differentials may be the result of different capital improvement programs or administrative systems.

Environmental and Aesthetic Impacts from Utility Improvements

When utility facilities are renovated, expanded, or created they have an impact on the community. One example of a utility project that could impact a community is the addition of transmission towers. Such infrastructure can have aesthetic impacts on neighborhoods, and a community must consider how it should address and mitigate such facilities.

Opportunities for Cooperation

The utilization of multiple providers to serve the utility and capital facility needs of the community raises a number of issues about coordination with the City and among service providers. Trenching activities can often be consolidated through coordination, reducing the cost and impact of these activities. In some cases, cooperative use of utility facilities can benefit the community. The use of the Seattle City Light right-of-way for a trail facility is an example of a beneficial cooperative arrangement.

Adequacy of Service

The community has a legitimate interest not only that utility services are available, but also in the quality of those services and the opportunities for enhancing those services. These concerns may include the unavailability of natural gas service, and the quality of television, internet, and/or telephone (including cellular) service.

The City may face difficulties in ensuring adequate services and facilities from providers it does not directly control. This issue can be addressed through contracts or interlocal agreements with individual agencies for services, or through the decision to have the City provide the service directly. Lack of infrastructure needed to provide these services may result in permitting delays or moratoriums if services are required for concurrency.

In order to ensure that the community receives service at the desired levels of service, the City may need to consider changes to its service contracts, interlocal agreements, or possibly expand City services in order to serve existing and planned growth at desired levels, and meet concurrency requirements.

NON-CITY MANAGED CAPITAL FACILITIES PLANS



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For capital facility plans from service providers other than the City of Shoreline, the reader is referred to the current comprehensive and/or capital facility plans of the responsible agencies.

GENERAL FACILITIES
Historical Museum
Public Schools Shoreline Center Shoreline School District
Libraries King County Library District
Postal Buildings U.S. Postal Service
Public Housing King County Housing Authority
Human Services Washington Department of Health Washington State Department of Social and Health Services (DSHS)
Public Safety Fire Department No. King County Corrections King County District Court
Community College Shoreline Community College
Transportation King County Metro Community Transit Sound Transit Washington State Department of Transportation
Land Reserves Washington Department of Natural Resources

NON-CITY MANAGED FACILITIES AND UTILITIES
Water Seattle Public Utilities Water Division Shoreline Water District
Wastewater Highland Sewer District
Solid Waste King County Solid Waste Division CleanScapes
Electricity Seattle City Light
Natural Gas Puget Sound Energy
Telecommunications and Cable Comcast Electric Lightwave AboveNet Communications Frontier CenturyLink



Capital Facilities Element

Supporting Analysis



BACKGROUND AND CONTEXT

Capital facilities in Shoreline that are addressed in this section are placed in two categories: City-managed facilities and non-City managed facilities. City-managed facilities are defined as those that are owned and operated, or managed by the City. Non-City managed facilities are defined as those public capital facilities that are not owned and operated by the City, are facilities and services for which the City has an interlocal or franchise agreement, or services and facilities that are provided to city residents through independent districts.

This Element provides an inventory of both City-managed and non-City-managed public facilities and services. This includes surface water; transportation; park, recreation and cultural resources; police; fire; emergency operations center; public schools; water; wastewater; and solid waste. Transportation, park, recreation, and open space facilities are addressed in their respective elements of this Comprehensive Plan. Other utility facilities such as electrical, natural gas, and telecommunication services are discussed in the Utilities Element Supporting Analysis section of the Plan.

The Growth Management Act (GMA) requires that the Capital Facilities Element provide an inventory of public facilities, including their locations and capacities. The GMA also requires a forecast of future needs for capital facilities, and identification of the proposed capacities of new or expanded capital facilities, as well as facility locations if listed in the six-year plan.

For facilities funded by the City, the GMA requires the preparation of a six-year plan for financing new or expanded capital facilities. The six-year plan must consider financing within project funding capacities, clearly identify the sources of public moneys for these improvements, and ensure that these improvements are consistent with the Land Use Element. Finally, the GMA requires the City to reassess the Land Use Element or revise the adopted level of service if funding falls short of meeting future capital facility needs. The King County Countywide Planning Policies further state that capital facility investment decisions place a high priority on public health and safety.

This element will address the requirements of the Growth Management Act as well as help answer important questions, such as:

- What kind of services and facilities does the community want and need to serve existing and future residents, and which services and facilities are most important?
- When should these services and facilities be provided, and how should they be funded?
- If needed in the near-term, where should such facilities be located?
- How can the need for new facilities be limited, and their impacts on the community be addressed?
- What is the City’s role in ensuring and providing services and facilities, and how should the City work with other providers to facilitate good service?

Shoreline is served by an extensive system of publicly funded and operated capital facilities, from schools and parks to utility systems and transportation facilities. Many of these facilities, such as water towers and roads, help meet the basic needs of residents. Some, such as fire stations and flood detention ponds,



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make the community safer. Community resources like schools and libraries foster learning and educational development, which help make the city a better place to live. Others, such as parks and museums, enhance the quality of life of the city’s residents.

The community benefits from these investments on a daily basis, and in order to sustain and improve on the benefits that the community currently enjoys, the City must identify how it and other public service providers can best maintain existing facilities, and create new facilities to serve the needs and desires of local residents and future development.

When Shoreline residents incorporated the City in 1995, it was in large part to receive better, more efficient services for their tax dollars. This concept was further supported in the framework goals and policies adopted in the 1998 Comprehensive Plan. One way for the City to provide more efficient services could include unifying some of the water and sewer utilities with City operations, creating one-stop shopping for city residents and businesses. Early City Councils realized that consolidating utility services in Shoreline would reduce inefficiencies associated with multiple governmental entities operating in the same city.

Over the coming years, many public facilities will need to be replaced, refurbished, or expanded, and new facilities created in order to serve existing and new residents. Some of these facilities are provided directly by the City. In other cases, separate providers deliver services and plan for and fund capital improvements to meet the mission of their district or service area. A few of these facilities serve not only the needs of Shoreline, but also the larger region.

All of these projects will be competing for limited public resources. For projects that the City controls, citizens must prioritize which projects will proceed and how to fund them. At the development stage, the community may be able to influence where these facilities will be located, and how to address the impacts of new or expanded facilities on adjacent areas and the community.

EXISTING CONDITIONS

This section identifies the primary capital facilities that exist within the city, and are identified as City-Managed Facilities or Non-City-Managed Facilities. The facility, provider, and an inventory including the name, size, and location of each facility are provided, if the information is available. Some third-party service providers must prepare a comprehensive service plan that includes a capital facility element. These plans are incorporated into this Capital Facility Element by reference. Each plan has been reviewed for consistency with the general policies and Land Use Element. A brief description of services provided at the facility is also presented to explain the use of structures.

In addition, if currently identified plans for expansion available, they are provided as a part of the existing conditions information, including the type of facility, the proposed size of the facility, and the location and timing of expansion. In some cases, this information is currently unknown or proprietary.

The City maintains a number of franchise agreements with utility providers allowing for the existence of support facilities, such as sewer mains within the City’s rights-of-way (streets). Many of the services referred to in this element are evaluated by the City through franchise and interlocal agreements.



CITY-MANAGED BUILDINGS, FACILITIES, AND SERVICES

This section addresses existing public capital facilities owned or largely operated and managed by the City of Shoreline, including buildings, and stormwater, transportation, parks, and recreation facilities.

Current City-Managed Facilities

The City of Shoreline offices provide a wide variety of services and functions, which are provided at a variety of facilities. The City of Shoreline Civic Center, which includes the City Hall building at 17500 Midvale Avenue N, provides approximately 62,000 square feet of office space where governmental services are available. These services include, but are not limited to, customer response, administration, permitting, environmental and human services, road and park maintenance, and neighborhood coordination. The campus also includes a 21,000 square foot auditorium, a 75-car elevated parking structure, and a one-acre public park and plaza.

In addition, the City owns and maintains approximately 28,765 square feet of facilities to support the park system, including the Spartan Recreation Center, the Shoreline Pool, the Richmond Highlands Recreation Center, Kruckeberg Botanic Garden, the Richmond Beach Saltwater Park Pedestrian Bridge, numerous park shelters, and outdoor restrooms.

The City operates a maintenance facility at Hamlin Park, located at 16006 15th Avenue NE. This location serves as a storage yard for various City vehicles, including a street sweeper and road maintenance equipment, as well as offices for street and park maintenance crews. The City is evaluating the relocation and expansion of this facility as part of possible utility acquisitions.

Stormwater Facilities

The Surface Water Master Plan, currently being updated in 2024, provides a detailed discussion of the stormwater facilities in Shoreline. The plan responds to both state and federal requirements for managing surface water in the city. The plan reviews current and anticipated regulatory requirements, discusses current stormwater management initiatives, identifies flooding and water quality programs, and discusses the resources needed for the City to fully implement the plan. Management of surface waters in the city is funded through the City's Surface Water Utility. The plan also provides a detailed inventory of the existing stormwater facilities and necessary capital facility upgrades.

Transportation Facilities

The Transportation Master Plan, currently being updated in 2024, and Transportation Element of this Plan provide a detailed discussion of the transportation facilities in Shoreline. The City prepares and adopts a six-year Transportation Improvement Plan (TIP) each year. The TIP lists street and non-motorized projects, and can include both funded and unfunded projects. It is prepared for transportation project scheduling, prioritization, and grant eligibility purposes.

Parks and Recreation Facilities

There are a number of public parks and recreation facilities within the community. These facilities are discussed in more detail in the 2024 Parks, Recreation, Open Space, and Arts (PROSA) Plan and Parks, Recreation, Open Space, and Arts Element of this Plan.



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Current Police Facilities

The Shoreline Police Department is located at City Hall, at 17500 Midvale Avenue N, within an portion of the building that was added in 2017. Police services are provided to Shoreline through a year-to-year contract with King County in three major areas:

- **City Services:** staff is assigned to and works within the city. In 2024, there were 50 commissioned FTEs and 3 non-commissioned FTEs dedicated to the city.
- **Regional Services:** staff is assigned within the King County Sheriff’s Office, and deployed to the city on an as needed basis (e.g., criminal investigations and special response teams).
- **Communications:** The City contracts with King County for dispatch services through the King County 911 Communications Center.

There are no City-managed jail cells located within the city. The Shoreline Police maintain two holding cells at precinct and contracts with South Correctional Entity (SCORE) for jail facilities. .

NON-CITY-MANAGED BUILDINGS, FACILITIES, AND SERVICES

There are additional public capital facilities and services available to Shoreline residents. These include facilities and services that are provided through contracts between the City and private or public utility districts and entities, or between individual residents and utilities or district service providers. These include fire, wastewater, water, public schools, and solid waste facilities and services. Facilities and services, such as electrical, natural gas, and telecommunications, which are specifically characterized as “utilities” by the Growth Management Act, are addressed in the Utilities Element.

Shoreline District Court

The Shoreline District Court, located at 18050 Meridian Avenue N, is supportive of police services provided to the City through an interlocal agreement with King County. The District Court provides City-managed court services for the prosecution of criminal offenses committed within the incorporated city limits. The District Court serves several other jurisdictions as well. No known changes are planned for the Shoreline District Court facility or services.

Current Fire Facilities

Shoreline Fire Department (SFD) is an independent special purpose district that provides fire and rescue services to the District’s 13 square miles of predominantly urban areas. Services include; fire protection, fire prevention and code enforcement, basic life support (BLS) emergency medical service (EMS), advanced life support (ALS) EMS in cooperation with King County EMS, public education in fire prevention and life safety, and technical rescue including high/low angle, confined space, and trench rescue. The current service area includes all of the City of Shoreline as well as Lake Forest Park, Kenmore, and the Town of Woodway.

The Shoreline Fire Department maintains three stations located at 17525 Aurora Avenue N, 145 NE 155th Street, and 1410 NE 180th Street.

Capital resources for SFD consist of the previous listed fire stations, fire apparatus (vehicles used for fire and rescue work), staff vehicles, and the related equipment, tools, and associated personal protection equipment needed to safely and legally provide fire and rescue services. Current inventories of all SFD resources are listed in the Shoreline Fire Department Capital Facilities and Equipment Plan, which can be found [here](#).



City of Shoreline Emergency Operations Center (EOC)

RCW 38.52.070 authorizes and directs the City to assume responsibility of emergency management for their jurisdiction. The City has established its Emergency Operations Center at City Hall. More information can be found through the City’s [Office of Emergency Management](#).

Public School Facilities

Public school services are provided by Shoreline Public School District #412. Within the District, which includes the cities of Shoreline and Lake Forest Park, there are 15 public schools, a bus barn, and a District Office and conference center facility.

Current Public School District Facilities

School District #412 encompasses a 16 square mile area, bounded by Puget Sound on the west, Lake Washington to the east, the Seattle city limits to the south, and the King/Snohomish County line to the north.

The School District operates 1 preschool/daycare (early learning) center, 1 K-8 and home school center, 9 elementary schools, 2 middle schools, 2 high schools, the Shoreline Center (described in detail in the following section) and 2 additional surplus properties located within the city. In addition to these facilities, the School District maintains a Transportation Center located adjacent to the Ridgcrest Elementary School site, and a warehouse with a central kitchen located adjacent to Hamlin Park. These facilities are listed in Table CFA-1.

**Figure CFA-1:
 Shoreline School District Facilities**

Name of Facility	Location
Early Learning Centers:	
Shoreline Children’s Center	1900 N 170th Street
Pratt Early Learning Center	1900 N 170th Street
K-8 School & Home School Centers:	
School, Home Education Exchange	2800 NE 200th Street
Elementary Schools:	
Briarcrest Elementary	2715 NE 158th Street
Brookside Elementary	17447 37th Ave NE, Lake Forest Park, WA 98155
Echo Lake Elementary	19345 Wallingford Avenue N
Highland Terrace Elementary	100 N 160th Street
Lake Forest Park Elementary	18500 37th Ave NE, Lake Forest Park, WA 98155



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Meridian Park Elementary	17077 Meridian Avenue N
Parkwood Elementary	1815 N 155th Street
Ridgecrest Elementary	16516 10th Avenue NE
Syre Elementary	19545 12th Avenue NW
Middle Schools:	
Einstein Middle School	19343 3rd Avenue NW
Kellogg Middle School	16045 25th Avenue NE
High Schools:	
Shorecrest High School	15343 25th Avenue NE
Shorewood High School	17300 Fremont Avenue N
Other Facilities:	
The Shoreline Center	18560 1st Avenue NE
Transportation Center	124 NE 165th Street
Warehouse and Central Kitchen	2003 NE 160th Street
Cedarbrook (closed)	2000 NE Perkins Way
Sunset Elementary (closed)	17800 10th Avenue NW

Shoreline Center

The Shoreline Center is located at 18560 1st Avenue NE, in the former Shoreline High School campus. The facility is owned by the Shoreline School District. It comprises approximately 209,000 square feet of enclosed space located on 35 acres of land. The City maintains and operates portions of the facility under an interlocal agreement.

The Shoreline Center accommodates several organizations and services, including the Shoreline School District offices, the Shoreline Conference Center, the Shoreline – Lake Forest Park Arts Council, the Shoreline PTA Council, the Shoreline Public Schools Foundation, the Shoreline Senior Center, as well as the Shoreline Chamber of Commerce. A football field, gymnasium, and soccer fields are also located on the campus.

The Shoreline School District does not have any specific plans for substantial changes to the Shoreline Center building.

Planned School District Facilities

Generally, the School District can take the following steps to expand capacity at individual sites:

- Site a portable at an affected school. The District owns several portables for this purpose; if all are being utilized, the District could purchase or lease more;
- Alter/shift special program assignments to available space to free up space for core programs: gifted programs, special education, arts, activities, and others.



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- Boundary adjustments: the areas from which individual schools draw may be adjusted; in more extreme cases, the district boundary could be modified; and/or
- Expansion of affected schools (if feasible without eliminating required playfields or parking).

Water

The City of Shoreline is served by two public water utilities and maintains franchise agreements with each entity:

- Seattle Public Utilities (SPU), which serves the portion of the city located generally west of I-5, expires December 31, 2027.
- Shoreline Water District (SWD), now North City Water District, which serves the portion of the city generally east of I-5, expires June 20, 2026.

SPU is a direct provider of water, servicing about 58% of the city’s population. The other 42% of the city is serviced by the SWD, which purchases water wholesale from SPU.

Existing Water System

The water system provides water conveyance and fire flow service to hydrants, single- and multi-family residences, commercial customers, and fire suppression systems. This water is supplied by Seattle Public Utilities via the 60+inch transmission main located along 8th Avenue NE. The Seattle Public Utilities’ primary sources of water are the Cedar and Tolt Rivers.

Existing Seattle Public Utilities (SPU) Water Services and Facilities

Seattle Public Utilities (SPU) facilities in the City of Shoreline, constructed through 1994, include approximately 606,000 feet of 1-inch diameter to 66-inch diameter pipe, 879 fire hydrants from 2- to 8-inches in diameter (785 hydrants are 6 inches in diameter), and the following 4 major facilities:

- Richmond Highlands Tanks at the Southwest corner of N 195th Street & Fremont Avenue N;
- Foy Standpipe at the northeast corner of Dayton Avenue N and N 145th Street;
- Foy Pump Station at the northeast corner of 5th Avenue NE and NE 145th Street; and
- North Pump Station located east of 8th Avenue NE on NE 185th Street.

The earliest portion of the water distribution system included 27,882 feet of waterline, which was built in 1933. The water system is now distributed throughout the SPU service area in Shoreline. In 1995, an estimated 2,640 feet of new pipe was built, generally to replace existing water mains. The water system has approximately 17,000 feet of 3-inch and less diameter pipe, in addition to 2,907 feet of 4-inch pipe.

Planned Seattle Public Utilities Water Service and Facilities

The capital expenditures that SPU has identified are included in their plan update. The actual capital facility upgrades for Shoreline would be re-evaluated by the City as part of the potential acquisition process.

North City Water District Services and Facilities

The North City Water District’s administrative offices are located at 1519 NE 177th St, Shoreline. The maintenance facility is located south of the administrative offices, at 15555 15th Avenue NE. The District was formed in 1931, and has operated as Shoreline Water District since 1991, and change its name North City Water District in 2014. The majority of the system was constructed between 1948 and 1975. In 1982, 27 cities, water districts, and associations signed 30-year contracts to buy some or all of their water from



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SPU on a wholesale basis; North City Water District was one of these districts. The contract signed by North City Water District in 1982 was effective until January 1, 2012. In November 2001, North City Water District was one of nine associations that signed a new 60-year water service agreement with SPU; this new contract extends to January 1, 2062. This contract allows North City Water District to acquire all of its water from metered connections from SPU’s Tolt Transmission Pipeline.

The North City Water District system contains more than 92 miles of water main, ranging in size from 2 to 20 inches. Transmission capability for the system is primarily provided by 12-inch diameter pipelines from the supply stations to various points within the service area. The transmission pipelines are located primarily along the major transportation corridors. Some transmission capability is also provided by looped, 8-inch diameter pipelines in the heavily developed residential areas of the system. Over 50% of the mains were installed between 1966 and 1968.

The North City Water District storage capacity is composed of a 3.7-million-gallon reservoir and a 2.0-million-gallon reservoir. A detailed inventory of the system’s existing facilities is included in the District’s 2019 Water System Update.

Planned North City Water District Services and Facilities

A comprehensive Water System Plan update was completed by the Shoreline Water District in 2019. It identifies numerous projects including adding a new supply station, upgrading one of the district’s reservoirs, installing additional water sampling stations and continuing water quality monitoring.

Wastewater

Ronald Wastewater District (RWD) was formed in 1951 and was the primary wastewater service provider for the City of Shoreline. In 2020, the City assumed jurisdiction and ownership of the Ronald Wastewater District’s service areas, assets, facilities, responsibility, property, and equipment. The City of Shoreline provides wastewater services the majority of the City, minus the Highlands neighborhoods, which is served by the Highlands Sewer District.

There are 27 known lots scattered individually throughout the District with onsite sewage disposal systems. Many of the lots have sewer available, but the property owners have not chosen to connect for a variety of reasons.

Existing City of Shoreline Services and Facilities

The City of Shoreline presently owns, operates, and maintains a domestic wastewater collector and interceptor system consisting of 16 lift stations, 21 individual grinder pumps, and approximately 194 miles of 6- to 30-inch diameter sanitary sewer mains, not including private sewers. Sewer service is generally provided to customers by gravity flow through the City system, or by gravity flow to City owned and operated lift stations.

The Shoreline Wastewater Utility only provides wastewater collection. The wastewater collected from within the City is treated at two facilities, King County Wastewater Division’s West Point Treatment Plant and the City of Edmonds Treatment Plant, under contract arrangements. The Highlands Sewer District discharges wastewater flow into the City’s wastewater system. The existing collection system is detailed in the 2021 Comprehensive Wastewater Plan developed by Ronald Wastewater District, prior to the City’s assumption of RWD.



Planned City of Shoreline Services and Facilities

Currently the City maintains a 10-year capital improvement program for its original sewer system and the old Lake City Sewer District system. The Capital Improvement Program includes an ongoing infiltration and inflow monitoring and reduction program. The City would re-evaluate the capital improvement plans as part of the unification process. [EL1]

The 2021 Comprehensive Wastewater Plan identify three Lift Stations that are scheduled for upgrades within the ten years following the plans creation. No plans for new main line extensions were identified in the 2021 Plan, and it was stated that any upgrades would be due to future identified ‘problem areas’ or as a result of planned development.

Existing and Planned Highlands Sewer District (HSD) Services and Facilities

The Highlands Sewer District maintains a sanitary sewer collection system that conveys wastewater from approximately 100 households in the Highlands Neighborhood to the Shoreline Wastewater Utility. There are no known changes to future provision of service within the Highlands Sewer District.

Treatment Facilities Existing King County Department of Natural Resources Wastewater Division (KCDNRWD) and the City of Edmonds Services and Facilities King County maintains a system of interceptor sewers and 3 pumping stations within the City of Shoreline. King County transfers the majority of the flows from within the city via gravity and pumping to the West Point Treatment Plant. The West Point Treatment Plant currently has the capacity to treat up to 133 million gallons of wastewater per day.

The majority of the wastewater flows in the District’s sewer pipes are generated by the citizens of Shoreline. Flows are also transferred from areas in Lake Forest Park, Highlands Sewer District, and from Woodway, Mountlake Terrace, and Olympic View in Snohomish County through the District’s sewer mains into either King County or City of Edmonds interceptors.

A small area within the City of Shoreline (approximately 2,200 households) is served via gravity and pumping into Snohomish County and to the City of Edmonds Wastewater Treatment Plant. The Edmonds Wastewater Treatment Plant currently has capacity to treat approximately 12 million gallons per day.

In response to increased growth in our region, King County constructed a regional wastewater treatment plant, called Brightwater, operations at which began in September 2011. Brightwater serves portions of King and Snohomish. The facilities include a treatment plant, conveyance (pipes and pumps taking wastewater to and from the plant), and a marine outfall (at Point Wells). The capacity needed to treat future wastewater flows from Shoreline will be accommodated by this facility.

Solid Waste

Existing Solid Waste Collection Services and Facilities

The City of Shoreline is currently served by Recology King County for all residential curbside solid waste recycling, and compost collection, and for commercial solid waste collection. Shoreline maintains an interlocal agreement with King County for use of the Shoreline Recycling and Transfer Station. In addition to solid waste collection, the City also operates a household battery recycling program and works with Recology on special item recycling collection. [EL2]



Planned Solid Waste Services and Facilities

The City plans to continue solid waste collection through contract services, and to continue its agreement with King County for the use of the Shoreline Recycling and Transfer Station. The facility no longer accepts plastic, glass, cardboard, or mixed paper for recycling. Curbside recycling for these materials is provided by Recology. The City continues to encourage recycling and composting by modeling it in all City-owned facilities, and through environmental education and stewardship.

CAPITAL FACILITY ISSUES

General Growth Projections

According to growth projections, which provide the foundation for the Land Use Element of the Comprehensive Plan, the city could experience an increase of up to approximately 13,330 additional households over the next 20 years. This figure is based on the housing target allocated to the City by King County (see the Land Use Element for additional discussion of the housing target).

For capital facilities planning purposes, the projected growth expected over the 20-year period was allocated on an average basis rather than based on a year-by-year prediction that tries to factor in anticipated economic cycles. Growth will undoubtedly not occur precisely as projected over the next 6-year or even the 20-year period. For this reason, the GMA requires that the Capital Facilities Plan be updated at least every 6 years. This provides local governments with the opportunity to re-evaluate their forecast in light of the actual growth experienced, revise their forecast if necessary, and adjust the number or timing of capital facilities that are needed.

The Capital Facilities Plan is updated annually as part of the City's budget process, thereby ensuring that the plan reflects the most current actual statistics related to growth in Shoreline, and that city-managed capital facilities are slated for upgrade in accordance with both the level of service standards and the City's concurrency policies.

Levels of Service

Level of service is a term that describes the amount, type, or quality of facilities that are needed in order to serve the community at a desired and measurable standard. This standard varies, based not only on the type of service that is being provided, but also by the quality of service desired by the community. A community can decide to lower, raise, or maintain the existing levels of service for each type of capital facility and service. This decision will affect both the quality of service provided, as well as the amount of new investment or facilities that are, or will be, needed in the future to serve the community.

Level of service standards state the quality of service that the community desires and for which service providers should plan. The adoption of level of service standards indicates that a community will ensure that those standards are met, or can be met at the time development occurs. If such standards cannot be met, the community may decide to decrease the standard, determine how the needed improvements will be paid for, or deny the development. The Growth Management Act only requires communities to adopt level of service standards for transportation facilities; however, some communities may elect to establish service standards for City-managed capital facilities.



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For many of the capital facilities in Shoreline, the City is not the direct provider of service. In the instances where the City does not provide the service, it contracts with either districts or other governmental entities. As noted in the inventory, the only capital facilities that the City has direct financial and managerial authority for are City-managed buildings, transportation facilities, and park and recreation facilities. Because the Public Works Department has planning, operational, and managerial responsibility for the City’s stormwater management system, this utility has been categorized as a City-managed capital facility.

Capital facilities, such as water or wastewater service are provided through a public or private utility or district, or through a contract for services with another agency. The City may recommend levels of service or “service goals” for these capital facilities and services, but it does not have ultimate authority to affect these services directly, except in its agreements to pay for services. The City may establish minimum levels of service that it wishes to use as a guide to inform providers of the level of service desired by the community, and then it may coordinate with the service provider to reasonably provide that level of service.

Adequacy and Concurrency

According to the GMA, public facilities and services shall be adequate to serve the development at the time the development is first occupied without decreasing the level of service described in the Comprehensive Plan. Adequate public facilities and services, such as water, sewer, and surface water management, are required in order to serve development. Additionally, the GMA mandates concurrency for transportation services to ensure that transportation improvements or strategies are in place at the time of development, or that a financial commitment is made to complete the improvement within 6 years.

Water and sewer service providers have demonstrated the ability to meet current demand at the service levels established in the Comprehensive Plan. The City uses the most current Department of Ecology stormwater manual to assure that new development meets the established service standards for surface water management and requirements of the current National Pollutant Discharge Elimination System permit. The City continues to work with all non-city-managed service providers to determine their ability to continue to meet these service standards over the next 20 years under the Land Use Map identified in **Figure LU-1**. If the City determines that water and sewer providers or the City (for transportation and surface water management) will not be able to meet these service standards, the City could choose to:

- modify the Land Use Map through an amendment to the Comprehensive Plan;
- modify the level of service standards through an amendment to the Plan; or
- restrict development until service can be provided at the established levels of service standards.

Other services, such as police, fire, parks, and schools, are extremely important, and may be generally available at the time of occupancy; however, upgrades may be needed to provide services to new development at the same level or rate as other parts of the community. In these situations, it may take a few years for these full improvements to come on-line. There are other services that may be needed, but are not critical, and barriers to the availability of service may take time to overcome. This situation can happen with services like cable television or natural gas.



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The City of Shoreline believes that water, sewer, and surface water management should be included in concurrency requirements even though the Growth Management Act does not specifically list them. The concurrency policies establish minimum standards for service availability for new development.

Coordinating Among Competing Projects

The community will face a number of issues over the coming years that will determine if facilities need to be refurbished, expanded, or developed; and then when, where, and how this will occur.

Many capital projects will be competing for development because not all facilities can be funded and built at the same time. Analysis of the end life cycle and long-term major maintenance for facilities will need to be completed to prioritize projects, establish schedules, and develop capital fundraising strategies. Not only will funding need to be prioritized, but also construction resources and land will need to be carefully allocated.

The competition between projects can be mitigated in some cases by greater coordination and co-location. Enhanced efficiency can also reduce the need for additional construction projects or facilities.

The community must balance a wide range of capital facility needs and desires with available funding. Many of these facilities are provided by public entities other than the City. For capital facility projects that are developed by the City, there will not be adequate resources to complete all capital improvement projects at the same time; therefore, decisions must be made to prioritize projects. The community must clearly identify which projects are most important to meeting their needs. The policies on prioritization provide City officials with guidance when evaluating competing capital projects.

Coordination and Public Involvement

The construction of new or renovated facilities within the community requires the involvement of many parties, including the public, local service providers, and other entities. Coordination and public involvement policies identify ways the City can bring all parties within the community together in the process of making these decisions on capital projects.

Mitigation and Efficiency

New facilities have an impact on the community. There are a variety of ways in which the community can address and mitigate impacts of these facilities. In addition, the community can evaluate the impact of new development in the context of need for new facilities. The policies on mitigation and efficiency provide guidance on how and when mitigation should be used to address capital facilities planning.

Inadequate Infrastructure

There are indications that sewer, water, and stormwater facilities will need to be upgraded or replaced in parts of the community. In some cases, these improvements will be necessary because of the advanced age or condition of the pipes/facilities. In other situations, existing systems may be insufficient to meet desired service levels. Addressing these deficiencies may require installation of new infrastructure, including water mains and hydrants, sewer lines, and storm drainage pipe and/or facilities. The City has determined that attracting development is a priority, so identifying options for funding such infrastructure upgrades should also be a priority, since the cost of these improvements could be prohibitively large for developers to assume.



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The City is currently dependent upon the service providers to inventory and address deficiencies. For utilities that the City does not directly operate, acquisition, assumption, service contracts, or interlocal agreements can be used to guarantee the future provision of adequate infrastructure and corresponding service. The City has contracts or interlocal agreements with most providers, although some service continues to be provided based upon historical service obligations, such as Seattle Public Utilities services. Without a service contract, the City has limited ability to address inadequate infrastructure if the provider does not intend to do so. In these situations, the City may have problems ensuring adequate infrastructure and may need to look to assume direct provision of service in order to ensure adequate infrastructure.

Equitable Funding

Most utility services are financed by rates, which the customers pay directly to providers. In some cases, taxes are used to support services provided by public entities. Seattle Public Utilities provides water service to portions of Shoreline. Utility taxes are collected by the City of Seattle for these services; however, Seattle's utility tax revenues go into Seattle's general fund, and do not directly support the operation of the utility. The utility taxes Shoreline residents pay to Seattle Public Utilities do not directly help maintain infrastructure and provide service within Shoreline.

In several situations, such as water, sewer and cable service, utility rates paid by customers to different providers for similar service is significantly different. These rate differentials may be the result of different capital improvement programs or administrative systems.

Environmental Impacts from Utility Improvements

When capital facilities and utilities are renovated, expanded, or created, they have an impact on the community. These projects raise questions about how the community addresses and mitigates utility facilities. The City relies upon State Environmental Policy Act (SEPA) and adopted development regulations to identify and address most impacts; however, the community may consider additional approaches to mitigate the impact of utility facilities and infrastructure through enhanced development regulations.

Opportunities for Cooperation

The utilization of multiple providers to serve the utility needs of the community raises a number of issues about coordination within the City and among service providers. Activities can often be consolidated through coordination, reducing the cost and adverse impacts of these activities. In some cases, cooperative use of utility facilities can benefit the community. The use of utility corridors like the Seattle City Light right-of-way for a trail facility (Interurban Trail) is an example of beneficial, cooperative arrangements.

Adequacy of Service

The community has expressed a desire to maintain current levels of service. However, the City may face difficulties in assuring adequate services and facilities from providers the City does not directly control. This significant issue in the provision of essential services can be addressed through contracts or interlocal agreements with individual agencies, or through direct provision of service, such as water, sewer, or stormwater management. Lack of needed infrastructure from these services may result in permitting delays or moratoriums if services are required for concurrency.

Siting and Mitigating Environmental Impacts



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Large capital projects, whether for City-managed or non-City managed public facilities, can have a significant impact upon the community and neighborhoods where facilities are sited. Such projects can result in impacts to adjacent areas and the community. The community must identify how to best respond to the siting and impacts of new facilities. The impacts of new facilities can be considered through SEPA, but the community may wish to explore additional ways to identify and mitigate the impacts of existing facilities, such as through master planning. In addition, siting criteria can help clarify where certain facilities are inappropriate or beneficial.

These issues apply to all public facilities, including essential public facilities. Under the Growth Management Act, the community cannot restrict the siting of essential public facilities within the city, and has limited control over decisions regarding these projects. The community can, however, establish guidelines that will direct how and where these facilities can be established (See the Land Use Element for discussion of Essential Public Facilities).

Maintaining and/or Improving Services

The community will face challenges in maintaining current services over the coming years. Aging facilities will need to be replaced or refurbished, and additional or expanded facilities will be needed to serve new development.

In addition, community input must be solicited during the preparation of the annual update to the Capital Facilities Plan to identify areas where there is a desire for increased levels of service, and to identify potential projects to include in the 6-year planning period.

Limited Funding Sources

The cost of desired capital facilities, such as sidewalks, exceed current revenue sources, which necessitates conversations about trade-offs, and pros and cons of topics like development and density. Private redevelopment or publicly funded improvement projects are mechanisms to provide desired amenities, but in lieu of these, community members will be faced with either waiting for the City to develop them over a long period of time, or considering alternate funding sources, such as user fees, bonds, local improvement districts, or impact fees.

Impacts fees are one method that could be used to pay for capital improvements, such as parks or roads. For development, impact fees can create public benefits, but also raise home sale prices, and thus property taxes for existing homes. A potential trade-off is reduced demand on the general fund for capital improvements that support growth. However, in a built-out community the amount of revenue derived from new and redevelopment will be limited. The community will need to decide if impact fees are an acceptable way to help fund new capital facilities.



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Figure CFA-2

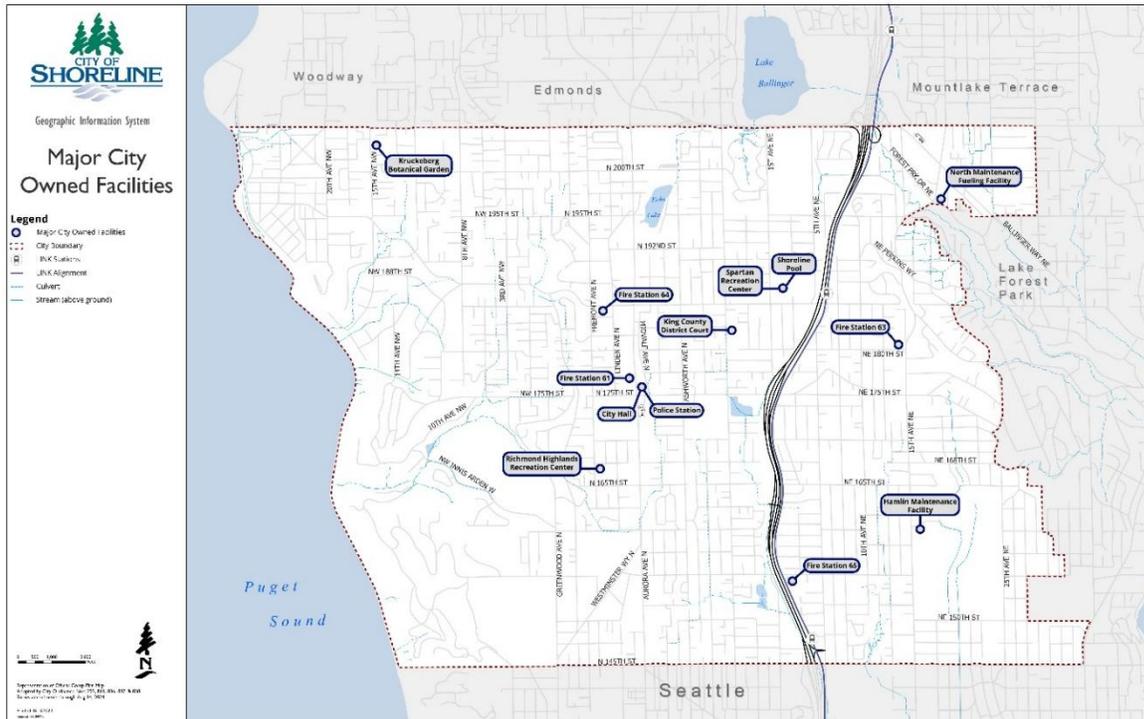
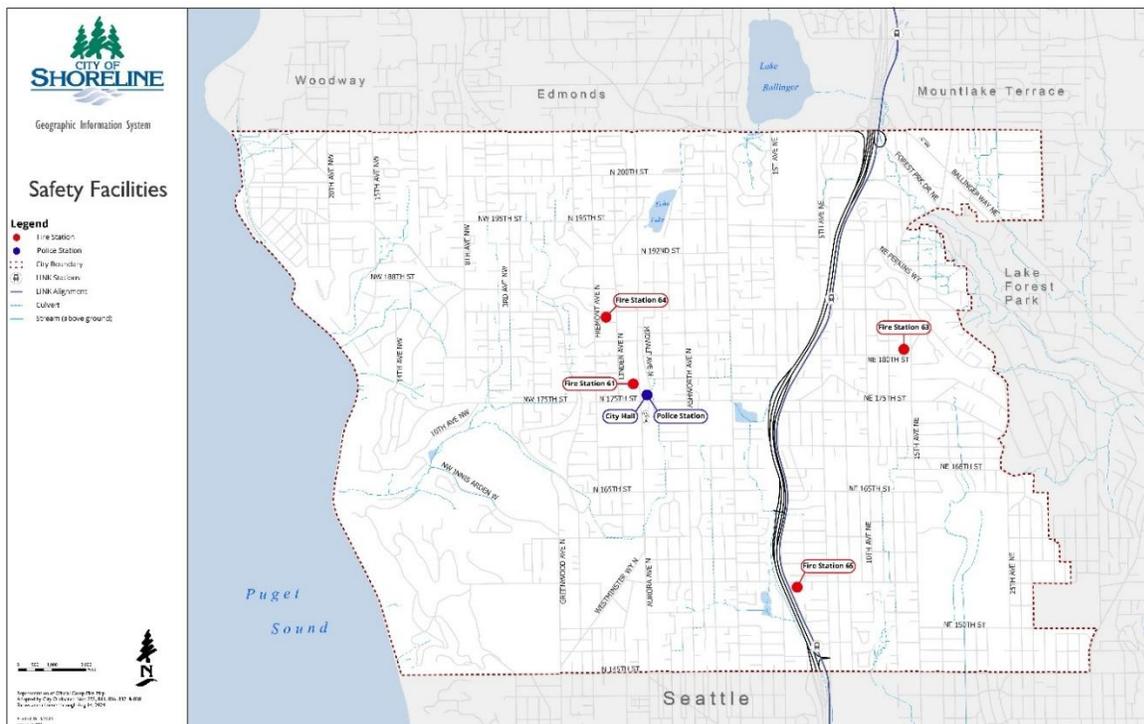


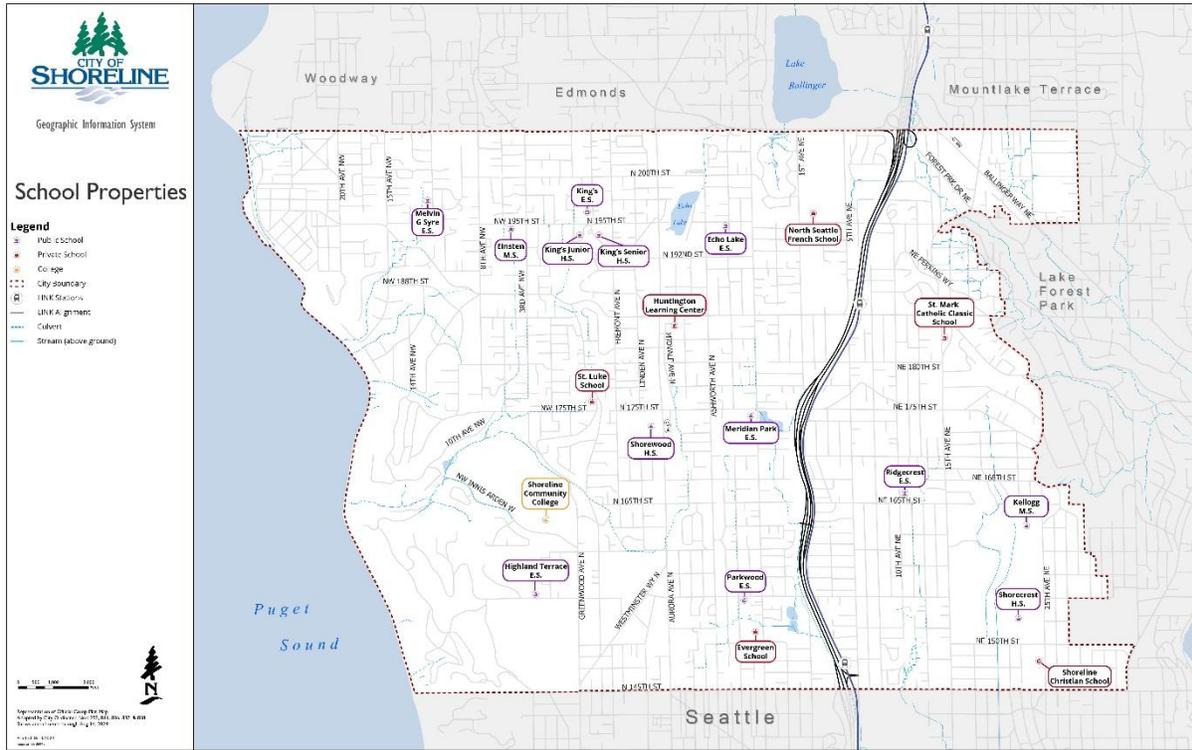
Figure CFA-3





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Figure CFA-4





Shoreline Master Program Element Supporting Analysis



BACKGROUND AND CONTEXT

The Shoreline Management Act (SMA), passed by the Washington Legislature in 1971, requires all counties and most towns and cities with shorelines to develop and implement Shoreline Master Programs (SMPs). SMPs are comprehensive plans containing policies and regulations that guide use of Washington shorelines, and these regulations apply to both public and private uses along lake, stream, and marine shorelines. They protect natural resources for future generations, provide for public access to public waters and shores, and plan for water-dependent uses.

The City of Shoreline adopted its Shoreline Master Program in 2013 consistent with the Department of Ecology’s guidelines. Shoreline’s SMP contains a more thorough analysis and guidelines than what is required in the Comprehensive Plan, so rather than recreating it or selecting certain portions, the entire document can be found here:

<https://www.shorelinewa.gov/home/showpublisheddocument/18579/635496587381230000>