

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b>	Discussion of Ordinance No. 975 – 2022 Comprehensive Plan Annual Docket Amendments to the Shoreline Comprehensive Plan		
<b>DEPARTMENT:</b>	Planning & Community Development		
<b>PRESENTED BY:</b>	Steven Szafran, AICP, Senior Planner Rachael Markle, AICP, Director		
<b>ACTION:</b>	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input type="checkbox"/> Motion
	<input checked="" type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	

**PROBLEM/ISSUE STATEMENT:**

The State Growth Management Act, Chapter 36.70A RCW, limits review of proposed Comprehensive Plan Amendments to once a year with limited exceptions. Proposed amendments are collected throughout a given year with a deadline of December 1 for public submissions of suggested amendments to be considered in the following year. The Comprehensive Plan Amendment Docket (Docket) establishes the proposed amendments that will be reviewed and studied during the year by staff and the Planning Commission prior to the Planning Commission providing a recommendation to the City Council for final approval through the adoption of an ordinance amending the Comprehensive Plan. The Council established the final 2022 Docket on April 11, 2022.

The 2022 Docket consists of two (2) privately initiated and four (4) City-initiated amendments. Proposed Ordinance No. 975 would amend the City’s Comprehensive Plan consistent with the Planning Commission’s recommendation on the 2022 Docket and the Hearing Examiner’s recommendation on Amendment No. 3 , which were provided to Council on October 6, 2022, and September 27, 2022, respectively. Tonight, the City Council is scheduled to discuss proposed Ordinance No. 975. Proposed Ordinance No. 975 is currently scheduled for action on November 28, 2022.

**RESOURCE/FINANCIAL IMPACT:**

The proposed Comprehensive Plan Amendments are not anticipated to have a resource or financial impact.

**RECOMMENDATION**

No action is required tonight; this is an informational meeting in preparation for the November 28, 2022, meeting where the City Council is scheduled to take action on the 2022 Docket amendments through proposed Ordinance No. 975. The Planning Commission has recommended that the City Council adopt Comprehensive Plan Amendments No. 1, 4 and 6. The Commission has recommended Amendment No. 5 be included in outreach, study, and review of the 2024 major update of the Comprehensive Plan. The Hearing Examiner has recommended approval of Amendment No. 3 as Site-

Specific Comprehensive Plan Land Use Map changes and concurrent rezones are considered quasi-judicial, and the public hearing and recommendation is in the purview of the Hearing Examiner. No action is required on Amendment No. 2.

Approved By:       City Manager **JN**   City Attorney **MK**

## **BACKGROUND**

The State Growth Management Act, Chapter 36.70A RCW, limits review of proposed Comprehensive Plan Amendments to once a year with limited exceptions. To ensure that the public can view the proposals within a citywide context, the Growth Management Act directs cities to create a docket that lists the CPAs to be considered in this “once a year” review process.

Anyone can propose an amendment to the Comprehensive Plan. Comprehensive Plan amendments usually take two forms: privately initiated amendments and City-initiated amendments. Comprehensive Plan amendments must be submitted by December 1 to be considered in the following year and there is no fee for general text amendments. The process for accepting and reviewing Comprehensive Plan amendments for the annual docket is prescribed in Shoreline Municipal Code (SMC) Section 20.30.340(C).

The docket establishes the amendments that will be reviewed and studied by staff, the Planning Commission, and the Hearing Examiner prior to their recommendation to the City Council for final approval to amend the Comprehensive Plan.

The Council discussed the Preliminary 2022 Comprehensive Plan Docket (Docket), as recommended by the Planning Commission, and discussed the addition of two additional amendments related to missing-middle housing and density on March 7, 2022. This staff report can be found at the following link: [Discussion of the 2022 Comprehensive Plan Amendment Docket](#).

On April 11, 2022, the City Council once again discussed the Docket and specifically addressed adding policy language addressing middle-housing and specifically adding duplexes and triplexes as allowed housing types in the Low-Density Single-Family Residential land use designation. At the conclusion of the discussion, the City Council established the Final 2022 Docket (Attachment A) as shown below:

1. Amend the Transportation Master Plan and Transportation Element which includes updated goals and policies.
2. 2024 Comprehensive Plan Major Update. Begin the update of the City of Shoreline Comprehensive Plan.
3. Amend the Comprehensive Plan Land Use Map Designation from Public Facility to Mixed-Use 1 and change the Zoning from Residential, 18 units/acre (R-18) and Mixed-Business (MB) to Mixed-Business (MB) at the King County Metro Park & Ride Facility at 19000 Aurora Avenue N.
4. Amend the Land Use Element to add a new policy “Housing development and preservation of significant trees can co-exist with the goal of maintaining and increasing Shoreline’s urban tree canopy.”
5. Amend the Land Use Element to explicitly allow duplexes and triplexes and allow with conditions other dwelling types that are similar in scale with single family detached homes, in low density residential zones.
6. Amend the Comprehensive Plan Land Use Map from Public Facility to Public Open Space for parcels within the Richmond Beach Saltwater Park.

This staff report can be found at the following link: [Action on the Final 2022 Comprehensive Plan Amendment Docket.](#)

The Planning Commission discussed the Comprehensive Plan amendments on the 2022 Docket on September 1, 2022. The staff report and attachments for the September 1 meeting can be found at the following link: [2022 Comprehensive Plan Amendment Study Session.](#)

On October 6, the Planning Commission held a Public Hearing on the proposed Comprehensive Plan amendments. The staff report and attachments for the October 6, 2022, Planning Commission meeting can be found at the following link: [2022 Comprehensive Plan Amendment Public Hearing.](#)

The Planning Commission finalized their recommendations for the 2022 Docket, and sent Council a memo with those recommendations (Attachment B). The Hearing Examiner reviewed Amendment No. 3, as it was a quasi-judicial matter (Attachment C). A summary of the Planning Commission’s and Hearing Examiner’s recommendation is provided in the following table.

***Planning Commission and Hearing Examiner Summary Recommendation***

<b>Comprehensive Plan Amendment</b>	<b>Planning Commission/Hearing Examiner Recommendation</b>
1. Amend the Transportation Master Plan and Transportation Element which includes updated goals and policies.	<i>Approve</i>
2. 2024 Comprehensive Plan Major Update. Begin the update of the City of Shoreline Comprehensive Plan.	<i>No Action</i>
3. Amend the Comprehensive Plan Land Use Map Designation from Public Facility to Mixed-Use 1 and change the Zoning from Residential, 18 units/acre (R-18) and Mixed-Business (MB) to Mixed-Business (MB) at the King County Metro Park & Ride Facility at 19000 Aurora Avenue N.	<i>Approve (HE)</i>
4. Amend the Land Use Element to add a new policy, “Housing development and preservation of significant trees can co-exist with the goal of maintaining and increasing Shoreline’s urban tree canopy”.	<i>Approve with Staff recommended language</i>
5. Amend the Land Use Element to explicitly allow duplexes and triplexes and allow with conditions other dwelling types that are similar in scale with single family detached homes, in low density residential zones.	<i>Include with 2024 major update of the Comprehensive Plan</i>
6. Amend the Comprehensive Plan Land Use Map from Public Facility to Public Open Space for parcels within the Richmond Beach Saltwater Park.	<i>Approve</i>



Proposed Ordinance No. 975 (Attachment D, Exhibits A – F) reflects the Planning Commission and Hearing Examiner recommendations on the 2022 Comprehensive Plan Docket.

## **DISCUSSION**

The following provides an analysis of the 2022 Comprehensive Plan Amendment Docket:

### **Amendment No. 1**

*Amend the Transportation Element to be a self-contained element, which includes updated goals and policies as well as necessary documentation to meet State mandated requirements.*

### ***Amendment Description***

This amendment will replace the current Transportation Element (TE) of the Comprehensive Plan with a new TE and remove the Transportation Master Plan (TMP) as supporting transportation analysis for the TE. The TE contains transportation-related goals and policies, including policies related to climate resiliency and community vibrancy; the automobile, pedestrian, bicycle, transit, and shared-use mobility modal plans; policy guidance for transportation concurrency, multimodal level-of-service, transportation improvements; and funding.

The City is currently updating its TE and TMP to better serve the community's current and future transportation needs. The TE/TMP supports all forms of travel – by foot, bicycle, skateboard, scooter, stroller, wheelchair, transit, motorcycle, and automobile. With the coming arrival of light rail transit, new and higher frequency bus service, new pedestrian/bicycle connections, land use changes, and anticipated population growth, the TE and TMP updates provide an opportunity to better align transportation goals, objectives, and policies with the City's Comprehensive Plan.

The TE is meant to be a high-level policy document that sets vision, goals, and policies to guide local and regional transportation investments and help define the City's future transportation programs and projects for the next 20 years. It is updated as part of the Comprehensive Plan. The TMP is meant to be a strategic document that provides the level of detail to implement the TE vision, goals, and policies. While it has historically been included as an appendix to the City's Comprehensive Plan, this is not necessary, and it can be a standalone document.

The last update to the TMP was in 2011 and the last update to the TE was in 2012. The TE must be updated to align with the City's Comprehensive Plan periodic update by 2024 to meet the Growth Management Act requirements, maintain the City's grant eligibility, and set transportation policies for guiding the development of Shoreline. The TMP also needs to be updated to be in sync with the TE update but will follow a separate adoption process.

The TE adopted in 2012 does not include all the State mandatory elements but instead references the TMP as the supporting documentation for the City's Comprehensive Plan. Under this approach, anytime a change was necessary to the TMP, a

Comprehensive Plan amendment was required to change it. Comprehensive Plan amendments can only occur once a year, which has prevented the City from being as nimble as needed to update the TMP.

Starting with the currently in-process update to the TE and TMP, the TE is being developed as a standalone element that can meet the State requirements without referencing the TMP. This unbundling will allow greater flexibility for staff to update strategies in the TMP that respond to changes in the transportation system faster than current requirements allow.

In fall 2020, the City launched a multi-year process to update the TE and TMP and anticipated having both finalized by the end of 2022. With the unbundling of the TE and TMP, the adoption for the TMP schedule has shifted slightly. The current schedule has adoption of the TE update by the end of 2022 with the TMP update in 2023. This allows staff adequate time to finish all the State mandated elements for the TE before shifting their attention to finalizing the TMP.

One of the State requirements for the TE update is to include a financial analysis of the City's anticipated revenues for transportation improvement projects over the next 20 years. Based on this assessment, the City is required to develop a fiscally constrained priority list of projects for inclusion in the TE update. On September 1, staff shared those potential funds available for transportation related projects in the next 20 years are anticipated to be about \$201 million with \$160 million going to already committed projects (and a few smaller identified concurrency projects), such as federally funded capital projects (145th Corridor, 175th Corridor, 148th Non-Motorized Bridge) and Sales Tax funded sidewalk projects.

REET was listed as approximately \$40 million in revenue over the next 20 years, but with further consideration, this amount was dropped to a more conservative \$20 million as these are funds that can be used for many different uses throughout the City. This made the available remaining funds for additional projects closer to \$40 million for additional capital improvement projects to be included on the financially constrained list already containing the committed and concurrency projects. The financially constrained project list was revised, and on September 12, 2022, staff presented Council a final draft of the TE with an updated analysis of funding and fiscally constrained potential project list.

Recognizing the importance of the City's Climate Resiliency program and its recommendation to invest in projects that include climate benefits such as shared-use mobility hubs and non-motorized improvements, the project team recommended the following package of projects.

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

- Aurora Avenue N & N 185<sup>th</sup> Street
- Richmond Beach - NW 195<sup>th</sup> Street & 20<sup>th</sup> Avenue NW
- 15<sup>th</sup> Avenue Bus Rapid Transit (BRT) Station - 15<sup>th</sup> Avenue NE & NE 146<sup>th</sup> Street
- City Hall – N 175<sup>th</sup> Street & Midvale Avenue N

- Shoreline North/185<sup>th</sup> Street Station
- 4-Corners - NW Richmond Beach Rd and somewhere between 8<sup>th</sup> Avenue NW to 3<sup>rd</sup> Avenue 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/148<sup>th</sup> 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 5<sup>th</sup> Avenue NE to 15<sup>th</sup> Avenue NE), which scored highest in trail project ideas. A pre-design study would need to be completed first. The entire Eastside Off-Corridor Bike Network will continue east of 15<sup>th</sup> Avenue NE and the entire length should be completed to be consistent and complete.

The City could enhance access to the Shoreline South/148<sup>th</sup> Street light rail station through construction of the 3<sup>rd</sup> Avenue Connectors. This \$4.1 million project would provide a curbsless street design that would better connect the Shoreline South/148<sup>th</sup> Street light rail station to the 148<sup>th</sup> Non-motorized Bridge, 155<sup>th</sup> Street, adjacent neighborhoods, and planned Trail Along the Rail. The 3<sup>rd</sup> Avenue Connectors would provide a slow, shared space that would facilitate placemaking, comfortable pedestrian/bicycle movements, and better circulation.

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, total project costs estimated at \$28.6 million:

- N 175<sup>th</sup> Street: Extend multimodal improvements from Fremont Avenue N to Stone Avenue; improve to bike LTS1 (Level of Traffic Stress). LTS1 would install facilities to provide a higher level of comfort to more users) and fill sidewalk gaps and accommodate frequent bus service.
- 185<sup>th</sup> Street Corridor: The City developed a 185<sup>th</sup> Street corridor improvement strategy that includes N/NE 185<sup>th</sup> Street from Fremont Avenue N to 10<sup>th</sup> Avenue NE; 10<sup>th</sup> Avenue NE from NE 185<sup>th</sup> Street to NE 180<sup>th</sup> Street; and NE 180<sup>th</sup> Street from 10<sup>th</sup> Avenue NE to 15<sup>th</sup> Avenue NE. Improvements for this corridor include bike improvements to LTS1; pedestrian improvements; and accommodations for frequent bus service.

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.

Council had minimal discussion on the TE and requested no change to the draft TE. Two Councilmembers discussed they would support pedestrian and bicycle improvements before mobility hubs or the 3<sup>rd</sup> Avenue Connectors improvements.

As this financially constrained list will change over the years as funding becomes available, Council did not direct any changes.

**State Requirements for the TE**

State law (36.70A.070(6)) requires that the Comprehensive Plan contain:

(6) A transportation element that implements, and is consistent with, the land use element.

(a) The transportation element shall include the following sub elements:

(i) Land use assumptions used in estimating travel;

(ii) Estimated traffic impacts to state-owned transportation facilities resulting from land use assumptions to assist the department of transportation in monitoring the performance of state facilities, to plan improvements for the facilities, and to assess the impact of land-use decisions on state-owned transportation facilities;

(iii) Facilities and service needs, including:

(A) An inventory of air, water, and ground transportation facilities and services, including transit alignments and general aviation airport facilities, to define existing capital facilities and travel levels as a basis for future planning. This inventory must include state-owned transportation facilities within the city or county's jurisdictional boundaries;

(B) Level of service standards for all locally owned arterials and transit routes to serve as a gauge to judge performance of the system. These standards should be regionally coordinated;

(C) For state-owned transportation facilities, level of service standards for highways, as prescribed in chapters 47.06 and 47.80 RCW, to gauge the performance of the system. The purposes of reflecting level of service standards for state highways in the local comprehensive plan are to monitor the performance of the system, to evaluate improvement strategies, and to facilitate coordination between the county's or city's six-year street, road, or transit program and the office of financial management's ten-year investment program. The concurrency requirements of (b) of this subsection do not apply to transportation facilities and services of statewide significance except for counties consisting of islands whose only connection to the mainland are state highways or ferry routes. In these island counties, state highways and ferry route capacity must be a factor in meeting the concurrency requirements in (b) of this subsection;

(D) Specific actions and requirements for bringing into compliance locally owned transportation facilities or services that are below an established level of service standard;

(E) Forecasts of traffic for at least ten years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth;

(F) Identification of state and local system needs to meet current and future demands. Identified needs on state-owned transportation facilities must be consistent with the statewide multimodal transportation plan required under chapter 47.06 RCW;

(iv) Finance, including:

(A) An analysis of funding capability to judge needs against probable funding resources;

(B) A multiyear financing plan based on the needs identified in the comprehensive plan, the appropriate parts of which shall serve as the basis for the six-year street, road, or transit program required by RCW 35.77.010 for cities, RCW 36.81.121 for counties, and RCW 35.58.2795 for public transportation systems. The multiyear financing plan should be coordinated with the ten-year investment program developed by the office of financial management as required by RCW 47.05.030;

(C) If probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met;

(v) Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions;

(vi) Demand-management strategies;

(vii) Pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.

(b) After adoption of the comprehensive plan by jurisdictions required to plan or who choose to plan under RCW 36.70A.040, local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. These strategies may include increased public transportation service, ride-sharing programs, demand

management, and other transportation systems management strategies. For the purposes of this subsection (6), "concurrent with the development" means that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years. If the collection of impact fees is delayed under RCW 82.02.050(3), the six-year period required by this subsection (b) must begin after full payment of all impact fees is due to the county or city.

(c) The transportation element described in this subsection (6), the six-year plans required by RCW 35.77.010 for cities, RCW 36.81.121 for counties, and RCW 35.58.2795 for public transportation systems, and the ten-year investment program required by RCW 47.05.030 for the state, must be consistent.

### **Staff Analysis**

As stated in SMC 20.30.340, a Comprehensive Plan amendment is a mechanism by which the City Council may modify the text or map of the Comprehensive Plan in accordance with the provisions of the Growth Management Act, to respond to changing circumstances or needs of the City.

The proposed TE includes updated goals and policies that advance the City's vision for multimodal inclusive facilities and provides for a safer and more equitable, and environmentally friendly transportation network.

The revised TE is included as Attachment D, Exhibit A-1. Staff responses and analysis are presented below for each criterion.

### Comprehensive Plan Amendment Criteria

Pursuant to SMC 20.30.340(B), the Planning Commission may recommend, and the City Council may approve, or approve with modifications, an amendment to the Comprehensive Plan if:

- 1. The amendment is consistent with the Growth Management Act and not inconsistent with the Countywide Planning Policies, and the other provisions of the Comprehensive Plan and City policies.***

*Staff Analysis: Growth Management Act:* The proposed TE is consistent with the thirteen (13) planning goals of the State's Growth Management Act (GMA). Specifically, the proposed amendment is consistent with Goals 1, 3, 10, 11, and 12 of the GMA:

(1) Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

(3) Transportation. Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

(10) Environment. Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

(11) Citizen participation and coordination. Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

(12) Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

*Staff Analysis: King County Countywide Planning Policies:* The staff review of the proposed TE found that the King County Countywide Policy Urban Lands supports the following King County Countywide policies as follows:

FW-3 Work collaboratively to identify and seek regional, state, and federal funding sources to invest in infrastructure, strategies, and programs to enable the full implementation of the Countywide Planning Policies. Balance needed regional investments with countywide and local needs when making funding determinations.

EN-28 Plan for development patterns that minimize air pollution and greenhouse gas emissions, including: Directing growth to Urban Centers and other mixed-use or high-density locations that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths; Facilitating modes of travel other than single-occupancy vehicles including transit, walking, bicycling, and carpooling; Incorporating energy-saving strategies in infrastructure planning and design; Encouraging interjurisdictional planning to ensure efficient use of transportation infrastructure and modes of travel; Encouraging new development to use low emission construction practices, low or zero net lifetime energy requirements, and green building techniques; and Reducing building energy use through green building methods in the retrofit of existing buildings.

EN-30 Promote energy efficiency, conservation methods, sustainable energy sources, electrifying the transportation system, and limiting vehicle miles traveled to reduce air pollution, greenhouse gas emissions, and consumption of fossil fuels to support state, regional, and local climate change goals.

DP-6 Adopt land use and community investment strategies that promote public health and address racially and environmentally disparate health outcomes and promote access to opportunity. Focus on residents with the highest needs in providing and enhancing opportunities for employment, safe and convenient daily physical activity, social connectivity, protection from exposure to harmful substances and environments, and housing in high opportunity areas.

DP-7 Plan for street networks that provide a high degree of connectivity to encourage walking, bicycling, transit use, and safe and healthy routes to and from public schools.

T-1 Work cooperatively with the Puget Sound Regional Council, the state, and other relevant agencies to finance and develop an equitable and sustainable multimodal transportation system that enhances regional mobility and reinforces the countywide

vision for managing growth. Use VISION 2050, including the Regional Growth Strategy, and the Regional Transportation Plan as the policy and funding framework for creating a system of regional, countywide, local centers connected by a multimodal network including high-capacity transit, bus service, and an interconnected system of roadways, freeways and high-occupancy vehicle lanes.

T-2 Avoid construction of major roads and capacity expansion on existing roads in the Rural Area and Natural Resource Lands. Where increased roadway capacity is warranted to support safe and efficient travel through the Rural Area, appropriate rural development regulations and effective access management should be in place prior to authorizing such capacity expansion in order to make more efficient use of existing roadway capacity and prevent unplanned growth in the Rural Area.

T-3 Increase the share of trips made countywide by modes other than driving alone through coordinated land use planning, public and private investment, and programs focused on centers and connecting corridors, consistent with locally adopted mode split goals.

T-4 Reduce the need for new roadway capacity improvements through investments in transportation system management and operations, pricing programs, and transportation demand management strategies that improve the efficiency of and access to the current system.

T-5 Prioritize transportation investments that provide and encourage alternatives to single occupancy vehicle travel and increase travel options, particularly to and within centers and along corridors connecting centers.

T-6 Develop station area plans for high-capacity transit stations and mobility hubs based on community engagement. Plans should reflect the unique characteristics, local vision for each station area including transit-supportive land uses, transit rights-of-way, stations and related facilities, multimodal linkages, safety improvements, place-making elements and minimize displacement.

T-7 Support countywide growth management and climate objectives by prioritizing transit service and pedestrian safety in areas where existing housing and employment densities support transit ridership and to designated regional and countywide centers and other areas planned for housing and employment densities that will support transit ridership.

T-8 Implement transportation programs and projects that address the needs of and promote access to opportunity for Black, Indigenous, and other People of Color, people with low and no incomes, and people with special transportation needs.

T-9 Implement transportation programs and projects that prevent and mitigate the displacement of Black, Indigenous, and other People of Color, people with low and no- incomes, and people with special transportation needs.



T-10 Integrate transit facilities, services, and active transportation infrastructure with public spaces and private developments to create safe and inviting waiting and transfer environments to encourage transit ridership countywide.

T-11 Advocate for state policies, actions, and capital improvement programs that promote equity and sustainability, and that are consistent with the Regional Growth Strategy, VISION 2050, and the Countywide Planning Policies.

T-12 Prioritize funding transportation investments that support countywide growth targets and centers framework, and that enhance multimodal mobility and safety, equity, and climate change goals.

T-13 Advocate for and pursue new, innovative, and sustainable, funding methods including user fees, tolls, and other progressive pricing mechanisms that reduce the volatility of transit funding and fund the maintenance, improvement, preservation, and operation of the transportation system.

T-14 Promote the mobility of people and goods through a multimodal transportation system based on regional priorities consistent with VISION 2050 and local comprehensive plans.

T-15 Determine if capacity needs can be met from investments in transportation system operations and management, pricing programs, transportation demand management, public transportation, and system management activities that improve the efficiency of the current transportation system, prior to implementing major roadway capacity expansion projects. Focus on investments that are consistent with the Regional Growth Strategy and produce the greatest net benefits to people, especially communities and individuals where needs are greatest, and goods movement that minimize the environmental impacts of transportation.

T-18 Develop and implement freight mobility strategies that strengthen, preserve, and protect King County's role as a major regional freight distribution hub, an international trade gateway, and a manufacturing area while minimizing negative impacts on the community.

T-19 Address the needs of people who do not drive, either by choice or circumstances (e.g., elderly, teens, low-income, and persons with disabilities), in the development and management of local and regional transportation systems.

T-20 Consider mobility options, connectivity, active transportation access, and safety in the siting and design of transit stations and mobility hubs, especially those that are serviced by high-capacity transit.

T-21 Make transportation investments that improve economic and living conditions so that industries and workers are retained and attracted to the region and the county.

T-22 Respond to changes in mobility patterns and needs for both people and goods, encouraging partnerships with nonprofit providers and the private sector where applicable.

T-23 Prioritize essential maintenance, preservation, and safety improvements of the existing transportation system to protect mobility, extend useful life of assets, and avoid costly replacement projects.

T-24 Design and operate transportation facilities in a manner that is compatible with and integrated into the natural and built environments in which they are located. Incorporate features such as natural drainage, native plantings, and local design themes that facilitate integration and compatibility.

T-25 Reduce stormwater pollution from transportation facilities and improve fish passage through retrofits and updated design standards. When feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.

T-26 Develop a resilient transportation system (e.g., roadway, rail, transit, sidewalks, trails, air, and marine) and protect against major disruptions and climate change impacts. Develop prevention, adaptation, mitigation, and recovery strategies and coordinate disaster response plans.

T-27 Promote the use of pricing strategies and transportation system management and operations tools to effectively manage the transportation system and provide an equitable, stable, and sustainable transportation funding source to improve mobility.

T-28 Promote road and transit facility design that includes well-defined, safe, and appealing spaces for pedestrians and bicyclists.

T-29 Design roads, including retrofit projects, to accommodate a range of travel modes within the travel corridor in order to reduce injuries and fatalities, contribute to achieving the state goal of zero deaths and serious injuries, and encourage physical activity.

T-30 Develop a transportation system that minimizes negative health and environmental impacts to all communities, especially Black, Indigenous, and other People of Color communities and low-income communities, that have been disproportionately affected by transportation decisions.

T-31 Provide equitable opportunities for an active, healthy lifestyle by integrating the needs of pedestrians and bicyclists in local transit, countywide, and regional transportation plans and systems.

T-32 Plan and develop a countywide transportation system that supports the connection between land use and transportation, and essential travel that reduces greenhouse gas emissions by advancing strategies that shorten trip length or replace vehicle trips to reduce vehicle miles traveled.

T-33 Apply technologies, programs, and other strategies (e.g., intelligent transportation systems (ITS), first and last mile connections) to optimize the use of existing infrastructure and support equity; improve mobility; and reduce congestion, vehicle miles traveled, and greenhouse gas emissions.

T-34 Promote the expanded use of alternative fuel and zero emission vehicles by the general public with measures such as converting transit, public, and private fleets; applying incentive programs; and providing for electric vehicle charging stations.

**2. *The amendment addresses changing circumstances, changing community values, incorporates a subarea plan consistent with the Comprehensive Plan vision or corrects information contained in the Comprehensive Plan.***

The proposed amendment addresses changing circumstances, changing community values, or correct information contained in the Comprehensive Plan by updating the City's travel model and year 2044 forecasts to reflect anticipated growth in the City and the region and updating the City's modal plans to reflect community values expressed in Outreach Series conducted in 2021 and 2022. By fully updating the TE to reflect current (2022) conditions, potential errata in the current TE have been addressed.

**3. *The amendment will benefit the community as a whole, will not adversely affect community facilities, the public health, safety or general welfare.***

The proposed update to the TE will benefit the community as a whole by updating the City's vision, goals, and policies to reflect current community values; the TE updates the City's modal plans to ensure that all travelers, regardless of mode are accommodated, and the TE presents a project prioritization framework, which emphasizes safety, equity, community vibrancy, climate resiliency, and multimodal connectivity.

***Planning Commission Recommendation***

The Planning Commission discussed the draft Transportation Element (TE) on August 18 and September 1, 2022. Based on the Commission discussions and review of the decision criteria, the Planning Commission recommends approval of this amendment by replacing the current Transportation Element with the proposed Transportation Element in Attachment D, Exhibit A-1.

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**Amendment No. 2**

*2024 Comprehensive Plan Major Update. Begin the update of the City of Shoreline Comprehensive Plan.*

***Amendment Description***

This is a City-initiated amendment to begin the major update of the Shoreline Comprehensive Plan.

The State Growth Management Act (GMA) requires counties and cities to periodically conduct a thorough review of their Comprehensive Plan and regulations to bring them

up to date with any relevant changes in the GMA and to respond to changes in land use and population growth. This mandatory “periodic update” takes place at least once every eight years. Shoreline last completed a major update of the Comprehensive Plan in 2012. The deadline for adoption of this periodic update is December 31, 2024.

There are four overall tasks counties and cities must take during the periodic update process:

1. *Establish a public participation program* – Develop a plan that includes a schedule for steps in the update process to ensure the public is aware of the process and knows how they can participate (RCW 36.70A.130(2) and WAC 365-196-600).
2. *Review relevant plans and regulations* – Evaluate whether there is a need to revise the urban growth area, comprehensive plan, or development regulations to ensure they are consistent with the GMA (RCW 36.70A.130(3) and WAC 365-195-610).
3. *Take legislative action* – Adopt an ordinance or resolution finding that a review has occurred, and identifying revisions made or concluding that revisions were not needed (RCW 36.70A.130(1)(b)).
4. *Submit notice to the state* – Send formal notice of intent to adopt to the state at least 60 days prior to taking legislative action. Send a copy of the signed adopted ordinance or resolution 10 days after final action (RCW 36.70A.106).

### **Staff Analysis**

Staff has created an outline schedule to propose a process for the 2024 Comprehensive Plan Update (Attachment E). There are opportunities for efficiencies and cost savings through a collaborative approach with functional plans scheduled for updates before December 2024. To combine resources and prevent meeting fatigue for both the public and City, staff proposes that some Comprehensive Plan Element updates be considered concurrently with the development or update of other relevant plans. For example, the following Element reviews and plan updates could be combined:

- Transportation Element (2022, see Amendment No. 1) with Transportation Master Plan (2023)
- Parks, Recreation, and Open Space (PROS) Element with the PROS Plan, deadline December 2023
- Capital Facilities Element with Capital Improvement Plan (2024)

Due to the different adoption schedules for the plans listed above, staff proposes to adopt changes to the Elements (Goals, Policies, and Supporting Analysis) along with each of the relevant plans, when possible. This will entail updating certain elements sooner than others.

Preliminary work is underway for the update of the plan. However, other than the Transportation Element in Amendment No. 1, there are no additional changes proposed to the other elements of the Comprehensive Plan other than the specific items included in the 2022 Docket at this time. In 2023, staff will recommend this amendment carryover as the efforts to update the plan ramp up to include community engagement, updates to

the introductory language of the Comprehensive Plan, Land Use, Housing, Parks, and Community Design elements.

**Planning Commission Recommendation**

There is no recommendation from the Planning Commission since work on this docket item is ongoing and will continue through 2024. Specific elements of the Comprehensive Plan will be recommended to be placed on the 2023 Docket.

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**Amendment No.3**

*Amend the Comprehensive Plan Land Use Map Designation from Public Facility to Mixed-Use 1 and change the Zoning from Residential, 18 units/acre (R-18) and Mixed-Business (MB) to Mixed-Business (MB) at the King County Metro Park & Ride Facility at 19000 Aurora Avenue N.*

**Amendment Description**

This amendment was initiated by King County Metro (KC Metro) to change the Comprehensive Plan Land Use Map designation of one parcel from Public Facilities to Mixed-Use 1 (Attachment D, Exhibit A-2) and to concurrently rezone the parcel from R-18 and MB (the parcel contains two zoning designations) to MB (Attachment D, Exhibit B) for one parcel located at 19000 Aurora Avenue N (Parcel No. 7283900500). The zoning designation of the KC Metro 192<sup>nd</sup> Park & Ride is split with roughly a third of the site zoned R-18 with the remainder zoned MB. The request will allow the applicant to pursue greater redevelopment potential on the site.

The City previously engaged the State and KC Metro on the desire for long-term planning of the 192<sup>nd</sup> Park & Ride for transit-oriented development (TOD). Through a property ownership transition from the State, KC Metro is the current owner of the 192<sup>nd</sup> Park and Ride. KC Metro TOD planners have finalized the 192<sup>nd</sup> Park and Ride TOD study and a change in Comprehensive Plan land use designation and zoning is necessary to realize redevelopment of the site. A change in the land use designation and zoning will allow KC Metro to go to market and secure a development partner for the 192<sup>nd</sup> Park & Ride. The TOD Study for the park and ride is included as Attachment F.

**Staff Analysis**

The process to change the Comprehensive Plan Land Use designation of and rezone a property is defined in Shoreline Municipal Code (SMC) 20.30.345. The purpose of a site-specific Comprehensive Plan map amendments is to modify the land use map of the Comprehensive Plan, in accordance with the provisions of the Growth Management Act, to implement a concurrent site-specific rezone in response to changing circumstances of needs of the City.

The purpose of a rezone is to change the zoning assigned to a property to modify the development regulations applicable to the property, including the addition of uses. Changes to a parcel's zoning are considered amendments to the City's official zoning map.

SMC 20.30.060 classifies a site-specific Comprehensive Plan Map amendment and rezone as a Type C decision. Pursuant to SMC Table 20.30.060, the City of Shoreline Hearing Examiner, after holding an open record public hearing and preparing findings and conclusions, makes a recommendation to the City Council on whether a proposed rezone and Comprehensive Plan Map amendment should be approved, approved with modifications, or denied based on compliance with the Decision Criteria codified in SMC 20.30.345(B). The City Council is the final decision-making authority on this application.

#### Rezone Application – Legal Standard

Three general rules apply to rezone applications: (1) there is no presumption of validity favoring a rezone; (2) the rezone proponent must demonstrate that circumstances have changed since the original zoning; and (3) the rezone must have a substantial relationship to the public health, safety, morals, and general welfare. *Phoenix Development Inc. v. City of Woodinville*, 171 Wn. 2d 820, 834 (2011) (citing *Citizens for Mount Vernon v. City of Mount Vernon*, 133 Wash. 2d 861, 947 P.2d 1208 (1997)). However, as is the case for the present rezone application, when a proposed rezone implements the policies of a comprehensive plan, the rezone proponent is not required to demonstrate changed circumstances. *Bjarnson v. Kitsap County*, 78 Wash. App. 840, 899 P.2d 1290 (1995).

The decision criteria set forth in SMC 20.30.345(B) address these general rules as well as other considerations the City has established for determining whether a site-specific Comprehensive Plan Map amendment and rezone should be granted.

#### Decision Criteria – SMC 20.30.345(B)

Decision criteria that the Hearing Examiner must examine for a rezone are set forth in SMC 20.30.345(B). City staff has analyzed each of the criteria below. The following is the staff's analysis for how the proposal at 18821 Aurora Avenue North meets the criteria and complies with the goals and policies of the Shoreline Comprehensive Plan. As a general practice, staff does not evaluate a Comprehensive Plan Map amendment and rezone based on a single use. Instead, staff analyzes the proposal with all possible permitted uses in mind.

***1. The amendment is consistent with the Growth Management Act and not inconsistent with the Countywide Planning Policies and the other provisions of the Comprehensive Plan and City policies.***

*Staff Analysis: Growth Management Act:* The Growth Management Act (GMA) requires counties and cities covered by the Act to plan for accommodating population and employment growth. King County and its cities are subject to the planning goals and requirements of the GMA. The proposed amendment to the Shoreline Comprehensive Plan and zoning map is consistent with the following planning goals under the GMA (RCW 36.70A.020):

*(1) Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.*

The request to change the Comprehensive Plan Map designation ("Plan") of the Property from Public Facility to Mixed-Use 1 would allow more intensive

redevelopment for commercial and residential uses in a highly urban area of the City of Shoreline. The future transportation need for the park-and-ride is expected to decline as existing north-south rapid bus service in the Aurora Avenue corridor will be replaced by Sound Transit's light rail service. At that point, the Public Facility Use will be underdeveloped for its location within the larger Mixed-Use 1/Town Center area to the north, east and south. The redevelopment options that would be allowed by the Mixed-Use 1 designation would address the future decline in demand and support this GMA goal.

*(2) Reduce sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.*

The Comprehensive Plan amendment and concurrent rezone would encourage redevelopment of approximately five+ (5) acres that are expected to be underutilized by 2024, into dense residential and commercial or community uses in keeping with other planned, mixed uses in the Aurora corridor. The redevelopment would be appropriate because other underutilized parcels nearby are currently being or have been constructed. Therefore, the Comprehensive Plan amendment and rezone are consistent with this GMA goal.

*(3) Transportation. Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.*

Transit-oriented development consisting of mixed uses is based on the premise that certain densities of residential development combined with supporting community and commercial uses are required to support efficient mass transit. The Comprehensive Plan amendment to Mixed-Use 1 would support existing and future transit service and therefore this GMA goal. This same rationale would apply to the MB rezone.

*(4) Housing. Plan for and accommodate housing affordable to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.*

The Comprehensive Plan amendment would allow King County to implement its affordable housing TOD policy whereby underutilized park-n-ride lots can be offered to developers for proposals to develop market rate and affordable housing. The amendment would permit the rezone of the Property to higher-density housing, commercial, and community uses as envisioned by the TOD policy. The Comprehensive Plan amendment and rezone are therefore consistent with this GMA goal.

*Staff Analysis: King County Countywide Planning Policies:* The Countywide Planning Policies (CPPs) create a shared and consistent framework for growth management planning for all jurisdictions in King County. The 2021 Countywide Planning Policies were designed to provide guidance in advance of the 2024 statutory update of comprehensive plans.

*DP-2: Prioritize housing and employment growth in cities and centers within the Urban Growth Area, where residents and workers have higher access to opportunity and high-capacity transit. Promote a pattern of compact development within the Urban Growth Area that includes housing at a range of urban densities, commercial and industrial development, and other urban facilities, including medical, governmental, institutional, and educational uses and schools, and parks and open space.*

*DP-3: Develop and use residential, commercial, and manufacturing land efficiently in the Urban Growth Area to create healthy, vibrant, and equitable urban communities with a full range of urban services...by using methods such as: c) Providing opportunities for greater housing growth closer to areas of high employment to reduce commute times; d) Optimizing the use of existing capacity for housing and employment.*

*H-13: Implement strategies to overcome cost barriers to housing affordability.*

The Urban Growth Area encompasses all urban designated lands within King County, including the City of Shoreline. The Plan amendment from Public Facility to Mixed-Use 1 will support the City's efforts to accommodate future population growth in urban areas once the need for the park-n-ride function adjusts to Sound Transit's new light rail service. The City has identified the Aurora Avenue corridor as a mixed-use area to the north, east and south of the Property. Approving the Comprehensive Plan amendment will allow and encourage the creation of new, higher-density housing, commercial, and community uses to support efficient land use in this urban corridor. Leaving the Public Facility, which is designed for specific, identified public facilities, would be less supportive of DP-2 and DP-3.

Allowing implementation of King County's TOD policy could be one of the strategies to overcome cost barriers to housing affordability since the TOD policy will require construction of affordable housing units along with market rate units.

*Staff Analysis: Consistency with Comprehensive Plan and City Policies:* Approval of the plan map amendment would support the Land Use goals listed below because the change from Public Facility to Mixed-Use 1 would permit a mix of more intensive residential and commercial transit-oriented development, while still allowing a park-and-ride program to support transit riders.

*Goal LUI: Encourage development that creates a variety of housing, shopping, entertainment, recreation, gathering spaces, employment, and services that are accessible to neighborhoods.*

*Goal LUII: Establish land use patterns that promote walking, biking and using transit to access goods, services, education, employment, recreation.*

*Goal LU VIII: Encourage redevelopment of the Aurora corridor from a commercial strip to distinct centers with variety, activity, and interest.*



The concurrent rezone to Mixed-Business implements the Mixed-Use 1 designation by encouraging the development of vertical and/or horizontal mixed-use buildings or developments along Aurora Avenue. Extending Mixed-Business zoning to the entire site would be consistent with Shoreline's long-range plan for intensive commercial and residential uses in the Aurora Avenue Corridor, and with surrounding Mixed-Business zoning and commercial and multi-family residential uses to the north, east and south.

*Policy LU 8: Provide, through land use regulation, the potential for a broad range of housing choices and levels of affordability to meet the changing needs of a diverse community.*

Approval of the amendment to Mixed-Use 1 combined with Metro's TOD policy would allow the park-n-ride site to be redeveloped for a range of housing choices and rent levels while providing for other supporting commercial and community uses.

*Policy LU 18 of the Comprehensive Plan states that the Public Facilities land use designation applies to a number of current or proposed facilities within the community. If the use becomes discontinued, underlying zoning shall remain unless adjusted by a formal amendment.*

Policy LU 18 acknowledges that when a use allowed by the Public Facilities plan designation is discontinued, underlying zoning may be adjusted by a formal amendment. King County anticipates that the park-and-ride use will become underutilized after the beginning of light rail service at Sound Transit's N 185<sup>th</sup> Street and I-5 station, which may constitute a partial discontinuation of use. Therefore, King County seeks to change the Comprehensive Plan designation to Mixed-Use 1, which would accommodate some park-n-ride facilities while providing new housing and commercial uses consistent with other Mixed-Use areas in the Aurora corridor.

*Policy LU 26: Work with neighborhood groups, business owners, regional transit providers, public entities, and other stakeholders to identify and fund additional improvements that can be efficiently constructed in conjunction with light rail and other transit facilities.*

King County conducted several workshops with local stakeholders to help identify their preferences for opportunities, services, and uses in a future TOD project. A summary of the stakeholder input was submitted and supports the types of uses that would be allowed by the Comprehensive Plan map amendment and the rezone.

**2. The amendment addresses changing circumstances and changing community values, incorporates a subarea plan consistent with the Comprehensive Plan vision or corrects information contained in the Comprehensive Plan.**

The proposed Comprehensive Plan amendment addresses changing circumstances and changing community values because the park-n-ride lot is expected to become less utilized once light rail service commences. In addition, the City has identified the area around the park-and-ride and along Aurora Avenue for intensive commercial and

residential uses. Local stakeholders also have expressed a desire for more housing opportunities and supporting accessory uses. The rezone to MB would implement the changes that serve as a basis for the Comprehensive Plan amendment.

**3. *The amendment will benefit the community as a whole, and will not adversely affect community facilities, the public health, safety or general welfare.***

The Mixed-Use 1 designation and concurrent rezone would benefit the community by permitting the property to be redeveloped more efficiently to provide housing, commercial and community uses instead of only vehicle parking. A certain amount of the park-and-ride use is likely to remain, depending on agreement with the Washington State Department of Transportation, so the benefit of that transit-related use will likely remain within a layered parking structure rather than in a single parking lot. The proposed Comprehensive Plan amendment would be consistent with existing Mixed-Use 1 designations to the north, south and east and for that reason would not adversely affect public health, safety, or general welfare.

King County Metro, the King County Department of Community and Human Services (DCHS), and City of Shoreline staff collaborated on the list of community stakeholders for the public engagement process. King County Metro, supported by a consultant team, ran a four-workshop engagement process. At the conclusion of the workshop series, the high-level project goals identified by participants were:

- Prioritize family-sized affordable housing
- Seek restaurants or cafes as a ground floor use
- Include a playground
- Target housing affordable to households making 60% of AMI or below
- Create a Community Hub as a ground floor use
- Provide a community garden or green space
- Seek a Pharmacy or Urgent Care Clinic as a ground floor tenant
- Provide Free Parking

Community stakeholders engaged in the workshops expressed support for development on the Property and the inclusion of affordable housing in any future development.

**4. *The amendment is warranted in order to achieve consistency with the Comprehensive Plan goals and policies.***

The Property is currently split-zoned with R-18 and Mixed-Business zones. The residential R-18 zoning, and the underlying Comprehensive Plan designation of Public Facility do not achieve consistency with the surrounding land use designation of Mixed-Use 1 which encourages high density residential, commercial uses, and other uses that encourage a mixed-use walkable community the goals and policies. Amending the designation to Mixed Use 1 would be implemented by the proposed MB zoning district.

**5. *The amendment will not be materially detrimental to uses or property in the immediate vicinity of the subject property.***

High density residential uses are intended under the Mixed-Business zone. The rezone to Mixed-Business will expand the combination of permitted uses compared to the current zone of R-18. The rezone would increase the allowed density which is constrained by size of structures rather than by allowed units per acre as under R-18. The flexibility in development standards in the Mixed-Business zone will allow a variety of options in site layout to avoid undue impacts on single family neighborhood to the west. Any future development of the site must comply with development standards as required by SMC 20.50.020. These standards create effective transitions between high intensity uses and the lower residential densities to the southwest.

The expansion of permitted uses will not be materially detrimental to the uses on the R-18-zoned property to the west because it is undeveloped. If developed to the R-18 density, the parcel to the west will provide a transition from the MB zone to the single family uses farther west.

To the south, north, and east across Aurora Avenue the parcels are zoned Mixed-Business so the rezone of R-18 to Mixed-Business on the interior of the site would not noticeably be different than those uses that are currently in the area. The future use would be different compared to the park-n-ride lot, because it is a low-intensity use compared to other surrounding uses. This change, however, could be seen as beneficial to more intensive surrounding uses because increased densities and activity would tend to support them.

**6. *The amendment has merit and value for the community.***

The proposal has merit and value for the community by resolving the existing split-zoning condition and will provide flexibility for a future developer. The proposal will allow the site to be developed in the dense, transit-supportive manner that is required to finance both the retention of a future park-n-ride program and much needed housing. In addition, local stakeholders support the inclusion of affordable housing, active ground floor uses, and the potential for community amenities in a future development. Without the resolution of the split-zoning, the ability to accommodate these mixed uses will be reduced and may not meet the financing needs of the market.

King County Metro and City of Shoreline staff have discussed King County Metro's desire to accommodate transit-oriented development on the property. City staff support this rezone and Comprehensive Plan Map amendment because it will resolve a split-zone situation and will help to implement the vision for the Aurora Avenue corridor that is the MB zone.

King County Metro, together with the City of Shoreline, engaged local area stakeholders around development goals for a future redevelopment, as described in Appendix B of the TOD Feasibility Study (Attachment F).

King County Metro, the King County Department of Community and Human Services (DCHS), and City of Shoreline staff collaborated on the list of interested parties to

engage in the public engagement process. King County Metro, supported by a consultant team, ran a four-workshop engagement process between February and April 2022. The goals of that process were to establish strategic alignment between King County Metro and the City of Shoreline, solicit input from agency staff, and understand community priorities for the site. These priorities are summarized in detail below. The Engagement Summary (Appendix B of the TOD Feasibility study) discusses the goals, the participants, and the content of the four workshops.

At the conclusion of the workshop series, the high-level project goals identified by participants are:

- (1) Prioritize family-sized affordable housing
- (2) Seek restaurants or cafes as a ground floor use
- (3) Include a playground
- (4) Target housing affordable to households making 60% of AMI or below
- (5) Create a Community Hub as a ground floor use
- (6) Provide a community garden or green space
- (7) Seek a Pharmacy or Urgent Care Clinic as a ground floor tenant
- (8) Provide Free Parking

### ***Hearing Examiner Recommendation***

The Hearing Examiner has recommended approval of this request to change the Comprehensive Plan Land Use Map from Public Facilities to Mixed-Use 1 and change the zoning from R-18 and Mixed-Business to Mixed-Business. The Hearing Examiner's recommendation is included as Attachment C.

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### **Amendment No.4**

*Amend the Land Use Element to add a new policy "Housing development and preservation of significant trees can co-exist with the goal of maintaining and increasing Shoreline's urban tree canopy".*

### ***Amendment Description***

This is a privately-initiated amendment (Attachment G) to add a new Land Use Element Policy – "Housing development and preservation of significant trees can co-exist with the goal of maintaining and increasing Shoreline's urban tree canopy."

The applicant states that the Comprehensive Plan contains many statements about the need to protect and preserve the tree canopy in Shoreline. This proposed amendment adds the recommendation that new construction and the protection of the tree canopy can coexist.

### ***Staff Analysis***

As stated in SMC 20.30.340, a Comprehensive Plan Amendment is a mechanism by which the City Council may modify the text or map of the Comprehensive Plan in accordance with the provisions of the Growth Management Act, to respond to changing circumstances or needs of the City.

**1. The amendment is consistent with the Growth Management Act and not inconsistent with the Countywide Planning Policies, and the other provisions of the Comprehensive Plan and City policies.**

*Staff Analysis: Growth Management Act:* The proposed amendment is consistent with Growth Management Act Planning Goals:

(1) Urban Growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

(4) Housing. Plan for and accommodate housing affordable to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

(10) Environment. Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

(11) Citizen participation and coordination. Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

*Staff Analysis: King County Countywide Planning Policies:* The staff review of the proposed amendment to add a Land Use Policy found that the King County Countywide Policy Urban supports the following King County Countywide policies as follows:

DP-5 Reduce greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at densities sufficient to encourage walking, bicycling, transit use, and other alternatives to auto travel, and by locating housing closer to areas of high employment.

EN-11 Enhance the urban tree canopy to provide wildlife habitat, support community resilience, mitigate urban heat, manage stormwater, conserve energy, protect and improve mental and physical health, and strengthen economic prosperity. Prioritize places where Black, Indigenous, and other People of Color communities; low-income populations; and other frontline community members live, work, and play

EN-21 Preserve and restore native vegetation and tree canopy, especially where it protects habitat and contributes to overall ecological function.

*Staff Analysis: Consistency with Comprehensive Plan and City Policies:* The following Comprehensive Plan Goals and Policies are consistent with the proposed amendment:

Goal LU1 - Encourage development that creates a variety of housing, shopping, entertainment, recreation, gathering spaces, employment, and services that are accessible to neighborhoods.

Goal LU V - Enhance the character, quality, and function of existing residential neighborhoods while accommodating anticipated growth.

LU6: Protect trees and vegetation and encourage additional plantings that serve as buffers. Allow flexibility in regulations to protect existing stands of trees.

CD37. Minimize the removal of existing vegetation, especially mature trees, when improving streets or developing property.

NE19. Minimize removal of healthy trees and encourage planting of native species in appropriate locations.

**2. The amendment addresses changing circumstances, changing community values, incorporates a subarea plan consistent with the Comprehensive Plan vision or corrects information contained in the Comprehensive Plan.**

The applicant states the proposed amendment addresses the increasing development taking place and the need to preserve the tall conifers and native trees.

**3. The amendment will benefit the community as a whole, will not adversely affect community facilities, the public health, safety or general welfare.**

The applicant states that the Shoreline Comprehensive Plan mentions the importance of trees in several Comprehensive Plan Land Use Elements including in the introduction, Land Use, Community Design, and the Natural Environment.

There are many existing goals and policies that mention development and the need for protections of the natural environment including the urban tree canopy, natural vegetation, and critical areas. Staff is proposing an amended policy that expands on the applicant's proposal while keeping the intent of the original policy (Attachment D, Exhibit A-3). Staff's proposal also includes directive language to develop regulations to retain and protect trees during development.

The applicant's proposed policy reads, "*Housing development and the preservation of Significant trees can co-exist with the goal of maintaining and increasing Shoreline's urban tree canopy.*"

Staff's amended policy reads, "*Develop regulations to maintain and increase Shoreline's urban tree canopy with the goal of encouraging tree retention and protection while also increasing housing opportunities and choice.*"

Staff believes the amended policy is consistent with existing goals and policies and will benefit the community.

**Planning Commission Recommendation**

The Planning Commission recommends approval of the staff proposed language in new Policy LU5 which reads,

*"Develop regulations to maintain and increase Shoreline's urban tree canopy with the goal of encouraging tree retention and protection while also increasing housing opportunities and choice."*

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## **Amendment No. 5**

*Amend the Land Use Element to explicitly allow duplexes and triplexes and allow with conditions other dwelling types that are similar in scale with single family detached homes, in low density residential zones.*

### **Amendment Description**

This is a City-initiated request to study amending the Land Use Element to explicitly allowing single-family attached housing including duplexes and triplexes in the low-density single-family zones including those zoned R-4 and R-6.

### **Staff Analysis**

As stated in SMC 20.30.340, a Comprehensive Plan amendment is a mechanism by which the City Council may modify the text or map of the Comprehensive Plan in accordance with the provisions of the Growth Management Act, to respond to changing circumstances or needs of the City. Pursuant to the Growth Management Act, the City is generally limited to amending the Comprehensive Plan once a year through the Docketing process. The Docket is typically set by Council in the first half of the year and amendments are adopted by the end of the calendar year, typically in December. Broader and more complex amendments can be carried over to the next year, when necessary.

Amendment No. 5 is proposed to be carried over to 2023/2024 due to its broad scope (approximately 66% of the City is designated low density residential), to leverage State grant funds to support in the work, to allow adequate time for community engagement and alignment with the 2024 major update to the Comprehensive Plan, and to stay on schedule with other ongoing and planned work that has already been prioritized or is underway. The major update of the Comprehensive Plan must be completed by December 31, 2024.

The City has been awarded a Department of Commerce grant with the objective of evaluating the appropriateness of allowing middle housing types (including duplexes and triplexes) in low density residential zones. This grant will provide resources to analyze existing policies and regulations, conduct community engagement, and develop draft policies for consideration as well as concepts for future implementation through the Development Code. The work occurring under the middle housing grant would overlap in some areas with the 2024 Comprehensive Plan update. For example, middle housing policies have the potential to influence the Land Use, Housing, and Community Design Elements of the Comprehensive Plan. Aligning the engagement and policy work with the broader Comprehensive Plan update is imperative to avoid potential conflicts or misalignment between the goals and policies of the plan.

The objective of the proposed work plan is to evaluate the appropriateness of adding middle housing types, such as duplexes and triplexes, to low density residential zones. The key components of the project scope include the following:

- Analysis of existing policies and regulations
- Racial equity analysis (this is a requirement of the grant and will satisfy a requirement for the update to the Housing Element)

- Community engagement, including partnering with Community Based Organization(s)
- Draft Comprehensive Plan policies
- Draft implementation concepts for future Development Code amendments

Under the terms of the Commerce grant, the above activities need to be completed by June 30, 2023. The grant does not require policies or regulations be adopted. The draft goals and policies developed as part of the middle housing work will be incorporated into the applicable elements of the Comprehensive Plan update and would be considered as part of the adoption of the Comprehensive Plan, anticipated by the end of 2024.

Staff believes processing Amendment No. 5 as part of the 2022 update of the plan would lead to outreach that would not be as robust as what could be done with a broader look at middle housing with the Commerce grant and major update of the Comprehensive Plan. For example, we would not be able to perform racial and equity analysis and expanded outreach in partnership with a community-based organization in 2022. The City would also likely need to pause or delay other 2022 Work Plan deliverables such as the 2022 work on the major update of the Comprehensive Plan or Transfer of Development Rights (TDR) program. Even if placed on this compressed timeline, there is a high likelihood that work and potential action on any amendments would need to carry into 2023.

### ***Planning Commission Recommendation***

The Planning Commission recommends this amendment be carried over for consideration and analysis concurrently with the 2024 major update to the Comprehensive Plan, which will include an evaluation of potential options for middle housing.

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### **Amendment No. 6**

*Amend the Comprehensive Plan Land Use Map from Public Facility to Public Open Space for parcels within the Richmond Beach Saltwater Park.*

### ***Amendment Description***

This is a privately initiated request to amend the Comprehensive Plan Land Use Map from Public Facility to Public Open Space for parcels within and around the Richmond Beach Saltwater Park. The request includes displaying on the map parcels that may be submerged certain times of the year that may be accessible to the public.

The first proposed map changes the Comprehensive Plan Land Use Map designation from Public Facilities to Public Open Space on Parcel #1126039010 (Attachment D, Exhibit A-4).

The second proposed map shows the entirety of Parcel #0226039073 which is designated Public Open Space (Attachment D, Exhibit A-5). The current Comprehensive Plan Land Use Map did not show portion of the parcel that are



sometimes submerged. The amended map will show all areas of the parcel which are accessible by the public.

**Staff Analysis**

As stated in SMC 20.30.340, a Comprehensive Plan Amendment is a mechanism by which the City Council may modify the text or map of the Comprehensive Plan in accordance with the provisions of the Growth Management Act, to respond to changing circumstances or needs of the City.

- 1. The amendment is consistent with the Growth Management Act and not inconsistent with the Countywide Planning Policies, and the other provisions of the Comprehensive Plan and City policies.**

*Staff Analysis: Growth Management Act:* The proposed amendment is consistent with the following Growth Management Act Planning Goals:

*(9) Open space and recreation. Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.*

*(11) Citizen participation and coordination. Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.*

*Staff Analysis: King County Countywide Planning Policies:*

EN-22 Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.

*Staff Analysis: City of Shoreline Comprehensive Plan and Policies:* The following Comprehensive Plan Goals and Policies are consistent with the proposed amendment:

Goal PRI: Preserve, enhance, maintain, and acquire built and natural facilities to ensure quality opportunities exist.

Policy 1.2: Provide a variety of indoor and outdoor gathering places for recreational and cultural activities.

Policy 5.1: Encourage consistent and effective public involvement in the short and long-range park planning process.

- 2. The amendment addresses changing circumstances, changing community values, incorporates a subarea plan consistent with the Comprehensive Plan vision or corrects information contained in the Comprehensive Plan.**

The proposed amendment corrects information contained in the Comprehensive Plan by changing the Land Use Map designation for parcels in around the Richmond Beach Saltwater Park to Public Open Space which is consistent with uses around the park.

**3. *The amendment will benefit the community as a whole, will not adversely affect community facilities, the public health, safety or general welfare.***

The proposed amendment would not adversely affect community facilities, public health, safety, or the general welfare of the community as a whole.

***Planning Commission Recommendation***

The Planning Commission recommends approval of this amendment. The proposed changes to the Comprehensive Plan Land Use Map are consistent with the uses currently allowed at the Richmond Beach Saltwater Park. The areas shown on the map are currently used by the public during the year when the tides are low and public access is available.

**RESOURCE/FINANCIAL IMPACT**

The proposed Comprehensive Plan Amendments are not anticipated to have a resource or financial impact.

**RECOMMENDATION**

No action is required tonight; this is an informational meeting in preparation for the November 28, 2022, meeting where the City Council is scheduled to take action on the 2022 Docket amendments through proposed Ordinance No. 975. The Planning Commission has recommended that the City Council adopt Comprehensive Plan Amendments No. 1, 4 and 6. The Commission has recommended Amendment No. 5 be included in outreach, study, and review of the 2024 major update of the Comprehensive Plan. The Hearing Examiner has recommended approval of Amendment No. 3 as Site-Specific Comprehensive Plan Land Use Map changes and concurrent rezones are considered quasi-judicial, and the public hearing and recommendation is in the purview of the Hearing Examiner. No action is required on Amendment No. 2.

**ATTACHMENTS**

- Attachment A – 2022 Comprehensive Plan Docket
- Attachment B – Planning Commission Recommendation
- Attachment C – Hearing Examiner Recommendation – King County Park and Ride Site-Specific Comprehensive Plan Map Amendment and Concurrent Rezone
- Attachment D – Proposed Ordinance No. 975
  - Attachment D, Exhibit A-1 – Final Transportation Element
  - Attachment D, Exhibit A-2 – Comprehensive Plan Map Amendment – King County Park and Ride
  - Attachment D, Exhibit A-3 – New Land Use Element Policy – LU5
  - Attachment D, Exhibit A-4 – Comprehensive Plan Land Use Map Amendment – Richmond Beach Saltwater Park Parcel 9010
  - Attachment D, Exhibit A-5 – Comprehensive Plan Land Use Map Amendment – Richmond Beach Saltwater Park Parcel 9073

Attachment D, Exhibit B – Zoning Amendment – King County Park and Ride  
Attachment E – 2024 Comprehensive Plan Major Update Schedule  
Attachment F – King County Metro TOD Study for the King County Metro Park and Ride  
Attachment G – Russell Application



## **FINAL 2022 COMPREHENSIVE PLAN AMENDMENT DOCKET**

The State Growth Management Act generally limits the City to amending its Comprehensive Plan once a year and requires that it create a Docket (or list) of the amendments to be reviewed.

1. Amend the Transportation Master Plan and Transportation Element which includes updated goals and policies.
2. 2024 Comprehensive Plan Major Update. Begin the update of the City of Shoreline Comprehensive Plan.
3. Amend the Comprehensive Plan Land Use Map Designation from Public Facility to Mixed-Use 1 and change the Zoning from Residential, 18 units/acre (R-18) and Mixed-Business (MB) to Mixed-Business (MB) at the King County Metro Park & Ride Facility at 19000 Aurora Avenue N.
4. Amend the Land Use Element to add a new policy "Housing development and preservation of significant trees can co-exist with the goal of maintaining and increasing Shoreline's urban tree canopy".
5. Amend the Land Use Element to explicitly allow duplexes and triplexes and allow with conditions other dwelling types that are similar in scale with single family detached homes, in low density residential zones.
6. Amend the Comprehensive Plan Land Use Map from Public Facility to Public Open Space for parcels within the Richmond Beach Saltwater Park.

*Estimated timeframe for Council review/adoption: December 2022.*

**Attachment B**



TO: Honorable Members of the Shoreline City Council

FROM: Pam Sager, Chair\*  
Shoreline Planning Commission

DATE: October 26, 2022

RE: 2022 Comprehensive Plan Annual Docket Amendments

The Shoreline Planning Commission has completed its review of the 2022 Comprehensive Plan Annual Docket Amendments that the City Council placed on the Final Annual Docket in April 2022. After the Final Annual Docket was established, the Planning Commission held a study session on four (4) of the proposed amendments for which the Planning Commission has recommendation authority and a public hearing on the same. The Shoreline Planning Commission was not required to make a recommendation on Proposed Amendment No. 3, amending the Comprehensive Land Use Map and Zoning Map for 19000 Aurora Avenue N as the City of Shoreline Hearing Examiner conducted the public hearing and issued a recommendation to the City Council related to this proposed amendment. No action was required for Proposed Amendment No. 2 as it merely provided direction to start the 2024 Comprehensive Plan Major Update.

In consideration of the Planning Staff's recommendations, written and oral public testimony, and the decision criteria set forth in SMC 20.30.340 for comprehensive plan amendments, the Planning Commission respectfully recommends by a vote of seven (7) to 0:

- Proposed Amendment No. 1 - APPROVE

*Amend the Transportation Master Plan and Transportation Element which includes updated goals and polices.*

- Proposed Amendment No. 4 – APPROVE AS MODIFIED

*Amend the Land Use Element to add a new policy “Develop regulations to maintain and increase Shoreline’s urban tree canopy with the goal of encouraging tree retention and protection while also increasing housing opportunities and choice.”*

- Proposed Amendment No. 5 – DEFER FOR INCLUSION IN 2024 COMPREHENSIVE PLAN MAJOR UPDATE

*Amend the Land Use Element to explicitly allow duplexes and triplexes and allow with conditions other dwelling types that are similar in scale with single family detached homes, in low density residential zones.*

- Proposed Amendment No. 6 – APPROVE

*Amend the Comprehensive Plan Land Use Map from Public Facility to Public Open Space for parcels within the Richmond Beach Saltwater Park.*

**BEFORE THE HEARING EXAMINER  
FOR THE CITY OF SHORELINE**

In the Matter of the Application of	)	No. PLN22-0113
	)	
<b>Gillian Zacharias, on behalf of</b>	)	<b>King County Metro Park &amp; Ride</b>
<b>King County Metro Transit Department</b>	)	<b>Site-Specific Comprehensive Plan</b>
	)	<b>Amendment and Rezone</b>
	)	
For Approval of a Site-Specific	)	
Comprehensive Plan Land Use Map	)	FINDINGS, CONCLUSIONS,
<u>Amendment and Concurrent Rezone</u>	)	AND RECOMMENDATION

**SUMMARY OF RECOMMENDATION**

The Hearing Examiner recommends that the City Council **APPROVE** the request for a site-specific Comprehensive Plan Land Use Map amendment to redesignate a 5.34-acre parcel, located at 18821 Aurora Avenue N., from the “Public Facility” land use designation to the “Mixed-Use 1” land use designation and to concurrently rezone the same property from its current split-zoning classification of “Mixed Business” (the larger, eastern portion of the property) and “Residential-18” (the smaller, western portion of the property), entirely to the “Mixed Business” zoning classification.

**SUMMARY OF RECORD**

Hearing:

The Hearing Examiner held an open record hearing on the request on September 27, 2022, utilizing a hybrid approach allowing for participation in person or through remote access technology.

Testimony:

The following individuals testified under oath at the open record hearing:

- Steven Szafran, City Senior Planner
- Tom McCormick
- Kathleen Russell
- Lawrence Chung, Applicant Representative

Exhibits:

The following exhibits were admitted into the record:

1. Staff Report, dated August 22, 2022
2. Permit Application, dated August 3, 2022
3. Site Plan, dated April 7, 2016

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4. Vicinity Map, undated
5. Proposed Update to Zoning Map, dated June 24, 2022
6. Transit Oriented Development Feasibility and Community Goals for the Shoreline Park and Ride, dated June 30, 2022
7. Proposed Update to Comprehensive Plan Land Use Map, dated June 22, 2022
8. Neighborhood Meeting Summary, dated August 3, 2022
9. Notice of Application, issued August 4, 2022
10. Notice of Public Hearing, issued August 25, 2022
11. Public Comments:
  - a. Comment from Linda Lawrukovich
  - b. Comment from Ameer and Jodi Dixit
  - c. Comment from Glen Gersmehl
  - d. Comment from Jocelyn Hudson
  - e. Comment from “neighbors in the Aurora project”
12. Determination of Nonsignificance, issued August 25, 2022
13. Additional Comment from Linda Lawrukovich, dated September 18, 2022
14. Public Comments received on September 27, 2022
  - a. Comment from Boni Biery, dated September 26, 2022
  - b. Comment from Save Shoreline Trees, dated September 27, 2022
15. Additional Public Comments:
  - a. Comment from Tom McCormick, dated September 27, 2022
  - b. Comment from Kathleen Russell, dated September 27, 2022
  - c. Comment from Sigrid Strom, dated September 3, 2022
16. City Staff Presentation

The Hearing Examiner enters the following findings and conclusions based upon the testimony at the open record hearing and the admitted exhibits:

### **FINDINGS**

#### Application and Notice

1. Gillian Zacharias, on behalf of King County Metro Transit Department (Applicant), requests a site-specific Comprehensive Plan Land Use Map amendment to redesignate a 5.34-acre parcel from the “Public Facility” land use designation to the “Mixed-Use 1” land use designation. The Applicant also requests a concurrent site-specific rezone of the same property from its current split-zoning classification of “Mixed Business” (MB) and “Residential-18” (R-18), entirely to the MB zoning classification. The property has been used as a park-and-ride facility for several years and currently provides 393 free commuter parking spaces, one active bus bay, three bus layover spaces, and a comfort station for King County Metro drivers. Although there is no specific development proposal being reviewed in this request for a site-specific Comprehensive Plan amendment and rezone, the Applicant has indicated that the request would facilitate a Transit Oriented Development (TOD) consisting of higher-density housing, commercial

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uses, public gathering space, open space, and commuter parking spaces. The property is located at 18821 Aurora Avenue N.<sup>1</sup> *Exhibit 1, Staff Report, pages 1 and 2; Exhibits 2 through 7.*

2. On August 1, 2022, the Applicant held a preapplication neighborhood meeting on the proposal, using remote access technology, as required under Shoreline Municipal Code (SMC) 20.30.090. Several members of the public attended the neighborhood meeting and raised concerns related to potential future development of the property that would be allowed under the proposed Comprehensive Plan amendment and rezone. Specifically, members of the public attending the meeting noted that there is already significant redevelopment along the Aurora Avenue corridor and expressed concerns about existing parking issues in the area, building height impacts on single-family residential development to the west, lack of affordable housing in the area, and existing transit safety issues. *Exhibit 1, Staff Report, page 3; Exhibit 8.*
3. The City of Shoreline (City) determined that the application was complete on August 4, 2022. The same day, the City provided notice of the application by mailing notice to property owners and residents within 500 feet of the site, posting notice on-site and on the City website, and publishing notice in *The Seattle Times*, with a comment deadline of August 19, 2022. On August 25, 2022, the City provided notice of the open record hearing associated with the application in the same manner. It is the policy of the Hearing Examiner to accept additional written comments on a proposal up until the commencement of the open record hearing. *Exhibit 1, Staff Report, page 3; Exhibit 9; Exhibit 10.*
4. The City received several comments on the proposal from members of the public in response to its notice materials. Specifically:
  - Linda Lawrukovich expressed concerns that there was insufficient data collected about an anticipated decline in park-and-ride usage supporting redevelopment of the site. She noted that the park-and-ride was highly utilized prior to the COVID-19 pandemic and could again return to higher levels of usage as people transition from working at home to an office setting. Ms. Lawrukovich further noted that there are already several large apartment complexes being developed in the area and raised concerns about parking and visual impacts to the neighborhood from higher-intensity uses of the property that would be allowed if the requested Comprehensive Plan amendment and rezone are approved.
  - Ameer and Jodi Dixit raised concerns about overdevelopment within the Aurora Avenue corridor and about the traffic, parking, and open space impacts that could occur if the property were allowed to be redeveloped with higher intensity uses.

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<sup>1</sup> The subject property is identified by tax parcel number 7283900500. *Exhibit 1, Staff Report, page 1.* A legal description of the property is provided with the staff report. *Exhibit 1, Staff Report, page 1*

- Glen Gersmehl raised concerns that the proposal could adversely affect the city’s existing tree canopy.
- Jocelyn Hudson expressed concerns about the level of development occurring within the Aurora Avenue corridor and about its impacts to the city’s tree canopy.
- An unnamed area resident requested that any review of proposed future development of the site consider traffic, noise, parking, and safety impacts to the nearby residential neighborhood.
- Boni Biery raised concerns that a rezone of the property to entirely MB could lead to greater tree removal from the property. She also raised concerns about the environmental impacts that could occur from a redevelopment of the site to higher intensity uses.
- Save Shoreline Trees echoed the concerns raised by Boni Biery regarding potential tree removal and environmental impacts that occur from a redevelopment of the site to higher intensity uses.
- Kathleen Russell reiterated the concerns raised by Boni Biery and Save Shoreline Trees. She also raised concerns that the City has not provided enough information to the public regarding existing development to evaluate whether a rezone of the property would be warranted to support additional population and economic growth in the area.
- Sigrid Strom raised concerns about the environmental review of the proposal and requested that that a full Environmental Impact Statement be required.
- Tom McCormick expressed opposition to the proposal, primarily raising concerns about the proposal to rezone the western portion of the property from R-18 to MB. He noted in this regard that this portion of the property is not located along the Aurora Avenue corridor and abuts properties within the R-6 and R-12 zoning districts. Mr. McCormick also noted that City staff had not analyzed the impacts of the requested rezone on adjacent property to the west, which the City is in the process of acquiring for a new public park, stressing that the R-18 zoning on the western portion of the subject property would help to retain a buffer transition between the future park and high-intensity development on the eastern, MB-zoned portion of the property. He further noted that the current park-and-ride use of the property has not yet been discontinued and, therefore, a redesignation of the property from the Public Facility designation to the Mixed-Use 1 designation would be inconsistent with the Comprehensive Plan.

*Exhibit 1, Staff Report, page 3; Exhibit 11; Exhibits 13 through 15.*

#### State Environmental Policy Act

5. The City acted as lead agency and analyzed the environmental impacts of the proposed rezone under the State Environmental Policy Act (SEPA), Chapter 43.21C Revised Code of Washington (RCW). The City did not receive any comments on the environmental review of the proposal from reviewing agencies but, as noted above, it received several

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comments from members of the public concerning the environmental impacts of the proposal. The City reviewed the Applicant’s environmental checklist and other information on file and determined that the proposal would not have a probable significant adverse impact on the environment. Accordingly, the City’s SEPA Responsible Official issued a Determination of Nonsignificance (DNS) on August 25, 2022. City Senior Planner Steven Szafran testified at the hearing that the DNS could be appealed together with any appeal of the City Council’s final decision on the site-specific Comprehensive Plan amendment and concurrent rezone request. *Exhibit 1, Staff Report, page 3; Exhibit 12; Exhibit 14; Exhibit 15.*

#### Comprehensive Plan and Zoning

6. The 5.34-acre subject property and an adjacent property to the west are designated “Public Facility” under the City Comprehensive Plan. Properties to the north, across N. 192nd Street, and an adjacent property to the south along Aurora Avenue N. are designated “Mixed-Use 1.” Properties to the east, across Aurora Avenue N., are designated Mixed-Use 1 and Public Facility. Remaining properties to the west and south are designated “Low Density Residential.” The Comprehensive Plan describes the intent of the Public Facility land use designations as follows: “The Public Facilities land use designation applies to a number of current or proposed facilities within the community. If the use becomes discontinued, underlying zoning shall remain unless adjusted by a formal amendment.” *Comprehensive Plan Land Use Policy LU18.* The Mixed-Use 1 land use designations is described by the Comprehensive Plan as follows:

The Mixed-Use 1 (MU1) designation encourages the development of walkable places with architectural interest that integrate a wide variety of retail, office, and service uses, along with form-based maximum density residential uses. Transition to adjacent single-family neighborhoods may be accomplished through appropriate design solutions. Limited manufacturing uses may be permitted under certain conditions.

*Comprehensive Plan Land Use Policy LU9. Exhibit 1, Staff Report, page 2; Exhibit 7.*

7. City staff identified the following Comprehensive Plan goals and policies as relevant to the proposal:
- Encourage development that creates a variety of housing, shopping, entertainment, recreation, gathering spaces, employment, and services that are accessible to neighborhoods. [Land Use Goal LU I]
  - Establish land use patterns that promote walking, biking, and using transit to access goods, services, education, employment, [and] recreation. [Land Use Goal LU II]

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- Encourage redevelopment of the Aurora corridor from a commercial strip to distinct centers with variety, activity, and interest. [Land Use Goal LU VIII]
- Provide, through land use regulation, the potential for a broad range of housing choices and levels of affordability to meet the changing needs of a diverse community. [Land Use Policy LU8]
- Work with neighborhood groups, business owners, regional transit providers, public entities, and other stakeholders to identify and fund additional improvements that can be efficiently constructed in conjunction with light rail and other transit facilities. [Land Use Policy LU26]

*Exhibit 1, Staff Report, pages 6 and 7.*

8. King County Countywide Planning Policies (CPPs) create a shared framework for growth management planning for all jurisdictions in King County, and the 2021 CPPs were designed to provide guidance in advance of the 2024 periodic update of comprehensive plans for jurisdictions within King County. City staff identified the following 2021 CPPs as relevant to the proposal:

- Prioritize housing and employment growth in cities and centers within the Urban Growth Area, where residents and workers have higher access to opportunity and high-capacity transit. Promote a pattern of compact development within the Urban Growth Area that includes housing at a range of urban densities, commercial and industrial development, and other urban facilities, including medical, governmental, institutional, and educational uses and schools, and parks and open space. [Development Patterns Policy DP-2]
- Develop and use residential, commercial, and manufacturing land efficiently in the Urban Growth Area to create healthy, vibrant, and equitable urban communities with a full range of urban services . . . by using such methods as: . . . c) Providing opportunities for greater housing growth closer to areas of high employment to reduce commute times; [and] d) Optimizing the use of existing capacity for housing and employment. [Development Patterns Policy DP-3]
- Implement strategies to overcome cost barriers to housing affordability. [Housing Policy H-13]

*Exhibit 1, Staff Report, pages 5 and 6.*

9. As noted above, the property’s zoning is currently split between R-18 and MB and is proposed to be rezoned to only MB. The purpose of the City’s high density residential zoning districts, including the R-18 zone, is “to provide for a mix of predominantly apartment and townhouse dwelling units and other compatible uses.” *SMC 20.40.030.C*. In contrast, the purpose of the MB zone is to “encourage the development of vertical

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and/or horizontal mixed-use buildings or developments along the Aurora Avenue and Ballinger Way corridors.” *SMC 20.40.040.C. Exhibit 1, Staff Report, page 3; Exhibit 5.*

10. The R-18 zoning district allows for a wide range of residential uses, including attached and detached single-family, multifamily, affordable housing, mobile home parks, manufactured homes, and group residences, as well as some temporary lodging uses that include bed and breakfasts and recreational vehicles. *SMC 20.40.120.* In contrast, residential uses allowed in the MB zone are more limited and include multifamily, affordable housing, assisted living facilities, boarding houses, bed and breakfasts, and recreational vehicles. *SMC 20.40.120.* Additional residential uses allowed in the MB zone, but not the R-18 zone, include homeless shelters, enhanced shelters, and hotels/motels. *SMC 20.40.120.* Some retail and service uses are also allowed in the R-18 zoning district, either outright or with a conditional use permit, and include book and video stores, cemeteries, houses of worship, funeral homes, daycare facilities, eating and drinking establishments, professional offices, marijuana operations, and veterinary clinics. *SMC 20.40.130.* In contrast, the MB zone allows for all listed retail and service uses, either outright, with a conditional use permit, or with a special use permit. *SMC 20.40.140.*

Dimensional standards for the R-18 zone include a required based density of 18 dwelling units per acre, a minimum density of 8 dwelling units per acre, a minimum front setback of 10 feet, minimum rear and side setbacks of 5 feet, a maximum building base height of 35 feet, 60 percent maximum building coverage, and 85 percent maximum hardscape. *SMC Table 20.50.020(1).* In contrast, dimensional standards for the MB zone require a maximum building base height of 70 feet and 95 percent maximum hardscape. *SMC Table 20.50.020(3).* Setback requirements for the MB zone vary depending on the zoning classification for abutting properties, with development on MB-zoned property abutting or directly across street rights-of-way from R-4, R-6, or R-8 zones required to meet the transition area standards of *SMC 20.50.021. SMC Table 20.50.020(3).* The MB zone does not contain any specific residential density requirements, with density limited only by the extent of development that may be achieved in compliance with the dimensional standards and setback requirements described above, as well as with any other applicable development regulations or design requirements of the municipal code. *Exhibit 1, Staff Report, page 3; Exhibit 5.*

#### Existing and Surrounding Property

11. The 5.34-acre subject property is located along Aurora Avenue N. and is flat within its developed portions. Aurora Avenue N. slopes up to the south, such that a portion of the property is below street grade. No critical areas were identified on the property. As noted above, the property is currently used as a park-and-ride facility with 393 commuter parking spaces, an access road connecting to N. 192nd Street to the north and to Aurora Avenue N. to the east, one active bus bay, three bus layover spaces, and a comfort station

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for King County Metro drivers. The Applicant prepared a study titled, “Transit Oriented Development Feasibility and Community Goals for the Shoreline Park and Ride” (TOD Report), dated June 30, 2022, which addresses the development potential of the subject property.

The TOD Report notes that the Applicant purchased the property from the Washington State Department of Transportation (WSDOT) in 2017, subject to an agreement requiring the Applicant to maintain 401 stalls for commuter-only 24-hour free parking. The TOD Report further notes that bus transit service to the site is expected to change in 2024, after Sound Transit Link light rail service begins operating in the area, resulting in less demand for the existing park-and-ride facility. The TOD Report states that, in light of this decreased demand, the Applicant could either negotiate with WSDOT to reduce the required transit parking or seek a shared parking arrangement with a future development of the site. In addition, the TOD Report notes that future development of the site could address an increased demand for affordable housing choices in the area. Properties in the vicinity along Aurora Avenue N. are zoned MB and are developed with various commercial uses that include retail stores, self-storage, and a YMCA, as well as multifamily residential buildings that are currently under construction. Properties to the west are zoned R-6 and R-18. The R-6 zoned properties are mostly developed with single-family residences, and City Senior Planner Steven Szafran testified at the hearing that the City is in the process of acquiring the R-18 zoned property for the development of a public park. *Exhibit 1, Staff Report, page 2; Exhibits 3 through 7; Testimony of Mr. Szafran.*

#### Comprehensive Plan Amendment and Rezone Request

12. SMC 20.30.345 provides a process for obtaining a site-specific amendment to a Comprehensive Plan land use designation and zoning classification for a property. SMC 20.30.345.A provides:
 

Site-specific Comprehensive Plan map amendments are a mechanism by which the City Council may modify the land use map of the Comprehensive Plan, in accordance with the provisions of the Growth Management Act, in order to implement a concurrent site-specific rezone in response to changing circumstances of needs of the City. The purpose of this section is to establish such a procedure for amending the City’s Comprehensive Plan land use map in conjunction with a rezone.

*Exhibit 1, Staff Report, page 3.*
13. Under SMC 20.30.345.B, the Hearing Examiner may recommend, and the City Council may approve, or approve with modifications, an amendment to the Comprehensive Plan land use map if certain specified criteria are met. Among these criteria is a requirement that the proposed amendment be consistent with the Growth Management Act (GMA). Addressing this requirement, City staff analyzed the proposal and determined that it

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would be consistent with several GMA planning goals under RCW 36.70A.020. These goals are listed below, together with City's staff analysis (in italics):

- Urban Growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner. [RCW 36.70A.020(1)]. *The request would allow more intensive redevelopment for commercial and residential uses in a highly urban area of the city. The future transportation need for the park and ride is expected to decline because existing north-south rapid bus service in the Aurora Avenue corridor will be replaced by Sound Transit's light rail service. At that point, the Public Facility use would be underdeveloped for its location within the larger Mixed-Use 1/Town Center areas to the north, east, and south. The redevelopment options that would be allowed by the Mixed-Use 1 designation would address the future decline in demand and support this GMA goal.*
- Reduce Sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development. [RCW 36.70A.020(2)]. *The requested Comprehensive Plan amendment and concurrent rezone would encourage redevelopment of approximately five acres that are expected to be underutilized by 2024 into dense residential and commercial or community uses consistent with other planned, mixed uses in the Aurora corridor. The redevelopment would be appropriate because other underutilized parcels nearby are currently being or have already been redeveloped. Accordingly, the requested Comprehensive Plan amendment and rezone would be consistent with this GMA goal.*
- Transportation. Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans. [RCW 36.70A.020(3)]. *Transit-oriented development consisting of mixed uses is based on the premise that certain densities of residential development combined with supporting community and commercial uses are required to support efficient mass transit. The requested Comprehensive Plan amendment and concurrent rezone would therefore be consistent with this GMA goal.*
- Housing. Plan for and accommodate housing affordable to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock. [RCW 36.70A.020(4)]. *The Comprehensive Plan amendment would allow King County to implement its affordable housing TOD policy whereby underutilized park and ride lots can be offered to developers for proposals to develop market rate and affordable housing. The amendment would permit the rezone of the property to higher-density housing, commercial, and community uses as envisioned by the TOD policy. The Comprehensive Plan amendment and rezone would therefore be consistent with this GMA goal.*

*Exhibit 1, Staff Report, pages 4 and 5.*

14. City staff also determined that the proposal would satisfy the remaining site-specific Comprehensive Plan amendment and rezone criteria under SMC 20.30.345.B, noting:
- The proposed Comprehensive Plan amendment would address changing circumstances and changing community values because the park and ride lot is expected to become less utilized once light rail service commences. In addition, the City has identified the area around the park and ride and along Aurora Avenue for intensive commercial and residential uses. Local stakeholders also have expressed a desire for more housing opportunities and supporting accessory uses. The rezone to MB would implement the changes that serve as a basis for the Comprehensive Plan amendment. The proposed Comprehensive Plan amendment does not involve a subarea plan and would not correct information contained in the Comprehensive Plan.
  - The Mixed-Use 1 designation and concurrent rezone would benefit the community by permitting the property to be redeveloped more efficiently to provide housing, commercial, and community uses instead of only vehicle parking. A certain amount of the park and ride use would likely remain, depending on agreement with WSDOT, such that the benefit of the existing transit-related use would likely remain within a layered parking structure rather than in a single parking lot. The proposed Comprehensive Plan amendment would be consistent with existing Mixed-Use 1 designations to the north, south, and east and would therefore not adversely affect public health, safety or general welfare.
  - King County Metro, the King County Department of Community and Human Services (DCHS), and City staff collaborated on the list of community stakeholders for the public engagement process. King County Metro, supported by a consultant team, ran a four-workshop engagement process. At the conclusion of the workshop series, the high-level project goals identified by participants included: (1) prioritizing family-sized affordable housing; (2) seeking restaurants or cafés as a ground floor use; (3) including a playground; (4) targeting housing affordable to households making 60 percent of area median income; (5) creating a community hub as a ground floor use; (6) providing a community garden or green space; (7) seeking a pharmacy or urgent care clinic as a ground floor tenant; and (8) providing free parking. Community stakeholders engaged in the workshops expressed support for development on the property and the inclusion of affordable housing in any future development.
  - The property is currently split-zoned as R-18 and MB. The R-18 residential zoning and underlying Comprehensive Plan designation of Public Facility do not achieve consistency with the surrounding land use designation of Mixed-Use 1, which encourages high-density residential, commercial uses, and other uses supporting a mixed-use walkable community. Amending the designation to Mixed-Use 1 would be implemented by the proposed MB zoning district.

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- High-density residential uses are intended in the MB zoning district. The requested rezone to MB would expand the combination of permitted uses on the property as compared to its current split-zoning of MB and R-18. The rezone would increase the allowed density, which is constrained by size of structures rather than by allowed units per acre as under R-18. The flexibility in development standards in the MB zone would allow a variety of options in site layout to avoid undue impacts on the single-family neighborhood to the west. Any future development of the site would be required to comply with transition area standards under SMC 20.50.021. These transition standards would create effective transitions between high intensity uses and the lower residential densities to the southwest.
- The expansion of permitted uses would not be materially detrimental to the uses on the R-18-zoned property to the west because it is undeveloped. If developed to the R-18 density, the parcel to the west would provide a transition from the MB zone to the single-family uses farther west. The rezone on the interior of the site would not be noticeably different than those uses that are currently in the area because parcels to the north, south, and east (across Aurora Avenue N.) are zoned MB. The future use that would be allowed under a rezone would be different as compared to the current park and ride use of the site, but this change could be beneficial because it would support the more intensive surrounding uses.
- The proposal would have merit and value for the community by resolving the existing split-zoning condition and by providing flexibility for a future developer. The proposal would allow the site to be developed in the dense, transit-supportive manner that is required to finance both the retention of a future park and ride program and much needed housing. In addition, local stakeholders support the inclusion of affordable housing, active ground floor uses, and the potential for community amenities in a future development. Without the resolution of the split-zoning, the ability to accommodate these mixed uses would be reduced and may not meet the financing needs of the market. City staff supports the proposed rezone and Comprehensive Plan Map amendment because it would resolve a split-zone situation and would help to implement the vision for the Aurora Avenue corridor.

*Exhibit 1, Staff Report, pages 7 through 9.*

#### Testimony

15. City Senior Planner Steven Szafran testified generally about the proposal, the review process that occurred, and how the proposal would be consistent with the GMA, the Comprehensive Plan, and Countywide Planning Policies and how it would meet the specific criteria for a site-specific Comprehensive Plan land use map amendment and rezone. He provided a description of the existing site conditions and use of the property as a park-and-ride, consistent with the findings above. Mr. Szafran explained that the

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Applicant is seeking to change the Comprehensive Plan land use designation of the property from Public Facility to Mixed-Use 1, and to concurrently rezone the property from R-18 and MB to only MB, to potentially facilitate a transit-oriented redevelopment of the site as identified in the TOD report. He described the decision criteria and detailed how the proposal would meet these criteria, consistent with City staff's analysis noted in the above findings. Mr. Szafran explained that the current proposal does not include review of any specific development project and that members of the public would have the opportunity to comment on any actual development proposal for the property in the future. *Testimony of Mr. Szafran.*

16. Tom McCormick testified that he opposes the proposal, reiterating the concerns that he expressed in his submitted written comments, which are described in the findings above. In particular, he stressed that the existing split-zoning of the property could provide for a transition buffer between higher-intensity uses on the eastern, MB-zoned portion of the property and lower density residential uses to the west of the property. Mr. McCormick noted in this regard that the City is in the process of obtaining the currently R-18 zoned property abutting the subject property to the west for development as a public park and that City staff has not analyzed how the proposed rezone could impact the anticipated park development. *Testimony of Mr. McCormick.*
17. Kathleen Russell also reiterated the concerns she expressed in her written comments, as described in the findings above. *Testimony of Ms. Russell.*
18. In response to concerns raised at the hearing, Mr. Szafran explained that the staff report was prepared prior to the City's acquisition of the abutting western parcel for development as a public park and therefore did not include any analysis regarding the anticipated future use of the abutting parcel. He explained that the municipal code requires development in the MB zone to incorporate transition setbacks from abutting, lower-density residential properties but not from properties zoned R-18. *Testimony of Mr. Szafran.*
19. Applicant Representative Lawrence Chung testified that he agrees with City staff's analysis of the proposal as detailed in the staff report and Mr. Szafran's testimony. *Testimony of Mr. Chung.*

#### Staff Recommendation

20. Recommending that the Hearing Examiner forward to the City Council a recommendation of approval, City staff determined that the proposal would be consistent with the GMA, Countywide Planning Policies, and the City Comprehensive Plan and would meet the specific criteria for a site-specific Comprehensive Plan amendment and rezone under SMC 20.30.345.B. *Exhibit 1, Staff Report, pages 4 through 10; Testimony of Mr. Szafran.*

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## CONCLUSIONS

### Jurisdiction

The Hearing Examiner is granted jurisdiction to hear and make recommendations to the City Council for approval of a site-specific Comprehensive Plan amendment and rezone under Chapter 2.15 SMC and SMC 20.30.060, Table 20.30.060.

### Criteria for Review

Under SMC 20.30.345.B, the criteria for a site-specific land use map amendment to the Comprehensive Plan are:

1. The amendment is consistent with the Growth Management Act and not inconsistent with the Countywide Planning Policies and the other provisions of the Comprehensive Plan and City policies; and
2. The amendment addresses changing circumstances and changing community values, incorporates a subarea plan consistent with the Comprehensive Plan vision or corrects information contained in the Comprehensive Plan; and
3. The amendment will benefit the community as a whole, and will not adversely affect community facilities, the public health, safety or general welfare; and
4. The amendment is warranted in order to achieve consistency with the Comprehensive Plan goals and policies; and
5. The amendment will not be materially detrimental to uses or property in the immediate vicinity of the subject property; and
6. The amendment has merit and value for the community.

### Conclusions Based on Findings

**The proposed site-specific Comprehensive Plan amendment and rezone would meet the criteria of SMC 20.30.345.B.** The Applicant proposes a site-specific Comprehensive Plan land use map amendment to redesignate a 5.34-acre parcel from Public Facility to Mixed-Use 1 and a rezone of the property from the split-zoning classification of R-18 and MB to only MB. The property is currently used as a park-and-ride facility providing 393 commuter parking spaces, one active bus bay, three bus layover spaces, and a comfort station for King County Metro drivers. The Applicant's TOD study submitted with the application notes that bus transit service to the site is expected to change in 2024, after Sound Transit Link light rail service begins operating in the area, resulting in less demand for the existing park-and-ride facility. The TOD study discusses the need to rezone the property to only MB to facilitate potential future transit-oriented development of the site with higher-density housing, commercial uses, public gathering space, open space, and commuter parking spaces.

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A Comprehensive Plan amendment to redesignate the property from Public Facility to Mixed-Use 1 would be required for a rezone of the property because the Comprehensive Plan provides that the underlying zoning classification for properties designated Public Facility shall remain unless adjusted by a formal amendment. Other properties along the Aurora Avenue N. corridor in the vicinity of the subject property are designated Mixed-Use 1 by the Comprehensive Plan and are developed or being developed with various commercial and high-density multifamily residential uses, consistent with the intent of the Mixed-Use 1 land use designation.

Accordingly, a Comprehensive Plan amendment to redesignate the property from Public Facility to Mixed-Use 1 would be appropriate in response to the anticipated decrease in demand for the existing park-and-ride use of the property, would be consistent with similarly situated properties along the Aurora Avenue N. corridor, and would further Comprehensive Plan goals and policies that encourage mixed-use commercial and residential redevelopment in this area of the city. The proposal would also be consistent with Countywide Planning Policies addressing housing and employment growth in appropriate urban areas. In addition, as analyzed by City staff, the proposal would be consistent with GMA planning goals related to urban growth, reduction of sprawl, transportation, and affordable housing options by facilitating higher-intensity, mixed-use development on a property along the Aurora Avenue N. corridor that is currently underutilized as a park-and-ride lot. The proposed amendment does not involve a subarea plan and is not required to correct information in the Comprehensive Plan. Rather, the proposed amendment addresses changing circumstances related to the anticipated decrease in the need for a park-and-ride use of the property in light of Sound Transit Link light rail service beginning to operate in the area in 2024.

The City provided reasonable notice of the application and opportunity to comment on the proposal. The City received several comments on the proposal from members of the public, which generally raised concerns about the potential impacts of higher-intensity development that would be allowed with a site-specific Comprehensive Plan amendment and rezone. It must be stressed that there is currently no specific development proposal before the Hearing Examiner and that any future development proposal would undergo a review process addressing impacts and allowing for public comment. The Hearing Examiner notes that the current restriction on the property to retain free commuter parking spaces would be required to be incorporated into any future development proposal for the property unless an agreement is reached with WSDOT to amend or eliminate this restriction. It should also be noted that higher-intensity, mixed-use development is currently allowed on the eastern portion of the property, which is already zoned MB, and that the current request would eliminate the current split-zoning of the parcel and thereby provide greater flexibility for site design of the single parcel. Although concerns were raised about the impacts of high-intensity, mixed-use development to lower-density residential properties to the west, nearby properties along the Aurora Avenue N. corridor that are designated Mixed-Use 1 and zoned MB are similarly located adjacent to lower-density residential development. Moreover, it is worth stressing that the property in question is a single, 5.34-acre parcel despite the current split-zone classification. Eliminating split-zone classifications allows for greater clarity and consistency for future development within the city.

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In addition, the proximity of high-intensity, mixed-use development to lower-density residential uses is contemplated by the Comprehensive Plan, which provides that transitions from mixed-use development to single-family neighborhoods may be accomplished through appropriate design solutions. The City's zoning code also provides transition area standards for development on MB-zoned property from lower-density residential zones. Although concerns were raised in public comments and at the hearing that these transition area standards would not apply to the adjacent western property currently zoned R-18 and anticipated to be developed as a public park, this adjacent property itself would provide for a transition between development on the subject property and lower-density residential property further to the west, and impacts from future development of the parcel to the public park would be addressed with any future development application. That said, while the Hearing Examiner ultimately recommends approval of the proposal, the City Council may consider requesting additional information from the Applicant or City staff about the proposal's potential impacts to the future public park because this issue was not addressed in the materials submitted to the Hearing Examiner.

Concerns were also raised about the request being premature in light of the Sound Transit light rail service not yet being operational and the lack of data supporting the determination that the existing park-and-ride use of the property would decrease as a result. The Hearing Examiner concludes that the Applicant has sufficiently shown changed circumstances that would likely arise from the anticipated Sound Transit light rail service in the area and that it is appropriate to plan for this change before it is fully realized, but the City Council may wish to delay consideration of the request until the light rail service becomes operational to ensure that the requested Comprehensive Plan amendment and rezone is warranted.

The City analyzed the environmental impacts of the proposal, determined that it would not have a probable significant adverse impact on the environment, and issued a DNS, which may be appealed together with the City's Council's final decision on the request. The environmental impacts from any specific development proposal would be addressed through the review process associated with such future development. No critical areas were identified on the property. The Hearing Examiner determines that the proposal would benefit and have merit and value for the community by facilitating development of the currently underutilized property with higher-intensity residential and commercial uses consistent with other properties along the Aurora Avenue N. corridor while providing consistency and flexibility by eliminating the current split-zoning of the single parcel. For these same reasons, the Hearing Examiner further determines that the proposal would not adversely affect community facilities or the public health, safety, or general welfare and would not be materially detrimental to uses or property in the immediate vicinity of the subject property. *Findings 1 – 20.*

### **RECOMMENDATION**

Based on the preceding findings and conclusion, the Hearing Examiner recommends that the City Council **APPROVE** the request for a site-specific Comprehensive Plan Land Use Map

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amendment to redesignate a 5.34-acre parcel, located at 18821 Aurora Avenue N., from the “Public Facility” land use designation to the “Mixed-Use 1” land use designation and to concurrently rezone the same property from its current split-zoning classification of MB and R-18, entirely to the MB zoning classification.

**RECOMMENDED** this 12<sup>th</sup> day of October 2022.



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ANDREW M. REEVES  
Hearing Examiner  
Sound Law Center

**ORDINANCE NO. 975**

**AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON  
ADOPTING THE 2022 COMPREHENSIVE PLAN ANNUAL DOCKET  
AMENDMENTS TO THE SHORELINE COMPREHENSIVE PLAN.**

WHEREAS, the City of Shoreline is a non-charter optional municipal code city as provided in Title 35A RCW, incorporated under the laws of the state of Washington, and planning pursuant to the Growth Management Act, Chapter 36.70A RCW; and

WHEREAS, in conformance with the Growth Management Act, the City has adopted a Comprehensive Land Use Plan; and

WHEREAS, the Growth Management Act provides for the opportunity to amend the Comprehensive Plan once a year and the City has developed an annual docketing review process for continuing review and evaluation of its Comprehensive Plan; and

WHEREAS, at its April 11, 2022 regular meeting, the City Council established the 2022 Comprehensive Plan Annual Docket containing five (5) proposed amendments with a concurrent rezone accompanying one of those amendments and, direction to begin the 2024 Comprehensive Plan Major Update; and

WHEREAS, the five (5) proposed amendments pertain to amending the Transportation Master Plan and Transportation Element; amending the Comprehensive Land Use Map to facility a rezone of the King County Metro Park & Ride Facility at 19000 Aurora Avenue N; amending the Land Use Element to add a policy related to significant tree preservation and to add a policy to allow duplexes and triplexes in low-density residential zones; and amending the Comprehensive Land Use Map to reflect lands associated with Richmond Beach Saltwater Park as Public Open Space; and

WHEREAS, the environmental impacts of the 2022 Comprehensive Plan Annual Docket and concurrent rezone resulted in the issuance of two (2) Determinations of Non-Significance (DNSs) on July 4, 2022 and August 25, 2022, pursuant to the State Environmental Policy Act (SEPA); and

WHEREAS, pursuant to SMC 20.30.345, the City of Shoreline Hearing Examiner held a public hearing on the Comprehensive Land Use Map amendment and concurrent rezone of the King County Metro Park & Ride Facility on September 27, 2022, and on October 12, 2022, the Hearing Examiner issued a recommendation to approve the amendment and rezone; and

WHEREAS, on September 1, 2022, the City of Shoreline Planning Commission held a study session on the docketed amendments for which it was to issue a recommendation to the City Council; and

WHEREAS, on October 6, 2022, the City of Shoreline Planning Commission held a properly noticed public hearing on the 2022 Comprehensive Plan Annual Docket and concurrent rezone so as to receive public testimony; and

WHEREAS, at the conclusion of public hearing, the City of Shoreline Planning Commission recommended approval of three (3) of the proposed amendments and to include one (1) of the proposed amendments in the 2024 Comprehensive Plan Major Update; and

WHEREAS, on November 14, 2022 and November 28, 2022, the City Council considered the entire public record, public comments, written and oral, and the Planning Commission's recommendation; and

WHEREAS, the City Council has accepted the Planning Commission's recommendation; and has determined that the 2022 Comprehensive Plan Annual Docket amendments recommended by the Planning Commission are consistent with the Growth Management Act and other provisions of the City's Comprehensive Plan, and meet the criteria set forth in SMC 20.30.320 and SMC 20.30.340 and;

WHEREAS, the City provided public notice of the amendments and the public meetings and hearing as provided in SMC 20.30.070; and

WHEREAS, pursuant to RCW 36.70A.370, the City has utilized the process established by the Washington State Attorney General so as to assure the protection of private property rights when considering the 2022 Comprehensive Plan Annual Docket and concurrent rezone; and

WHEREAS, pursuant to RCW 36.70A.106, the City has provided the Washington State Department of Commerce with a 60-day notice of its intent pertaining to the 2022 Comprehensive Plan Annual Docket and concurrent rezone; and

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON DO ORDAIN AS FOLLOWS:

**Section 1. Amendment to Comprehensive Plan.** The City of Shoreline Comprehensive Plan and Comprehensive Land Use Map are amended as set forth in Exhibit A.

**Section 2. Amendment to Zoning Map.** The City of Shoreline Zoning Map is amended as set forth in Exhibit B.

**Section 3. Transmittal of Amendment to Washington State Department of Commerce.**

A. Pursuant to RCW 36.70A.106, the Director of Planning and Community Development or designee shall transmit a complete and accurate copy of this Ordinance and attachments, if any, to the Washington State Department of Commerce within ten (10) calendar days of the date of passage of this Ordinance.

B. The City Clerk shall denote the date of transmittal after the signature lines as provided herein.

**Section 4. Corrections by City Clerk or Code Reviser.** Upon approval of the City Attorney, the City Clerk and/or the Code Reviser are authorized to make necessary corrections to this Ordinance, including the corrections of scrivener or clerical errors; references to other local,



state, or federal laws, codes, rules, or regulations; or ordinance numbering and section/subsection numbering and references.

**Section 5. Severability.** Should any section, subsection, paragraph, sentence, clause, or phrase of this Ordinance or its application to any person or situation be declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this Ordinance or its application to any person or situation.

**Section 6. Publication and Effective Date.** A summary of this Ordinance consisting of the title shall be published in the official newspaper. This Ordinance shall take effect five days after publication.

**PASSED BY THE CITY COUNCIL ON NOVEMBER 28, 2022.**

\_\_\_\_\_  
Mayor Keith Scully

ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
Jessica Simulcik Smith  
City Clerk

\_\_\_\_\_  
Margaret King  
City Attorney

Date of Publication: , 2022

Effective Date: , 2022

Date of Transmittal to Commerce , 2022

## 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.

### 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 neglected<sup>1</sup>, 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.
- **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.

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<sup>1</sup> 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.

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 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.

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 Centers<sup>2</sup> 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

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<sup>2</sup> 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.

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.

### 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 important 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.
- Participate in federal, state, regional, and county planning, budget, and appropriations processes that will affect 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.

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.

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 (148<sup>th</sup> St. Station, Shoreline Place, Town Center, 185<sup>th</sup> 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 Streets<sup>3</sup>), 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.

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

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<sup>3</sup> 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.



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 155<sup>th</sup> Street to N 175<sup>th</sup> Street
- Meridian Avenue N from N 175<sup>th</sup> Street to N 185<sup>th</sup> Street

**Pedestrian LOS Policy:**

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

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

Component	Single-Family Residential Land Use*	Other Land Uses
Minimum Sidewalk Width	6 feet	8 feet
Minimum Amenity Zone/Buffer Width (not including frontage zone <sup>4</sup> )	5 feet	5 feet

*\*This standard applies to residential zones R-4 through R-18. Any designation above R-18 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.

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

**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.

**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.

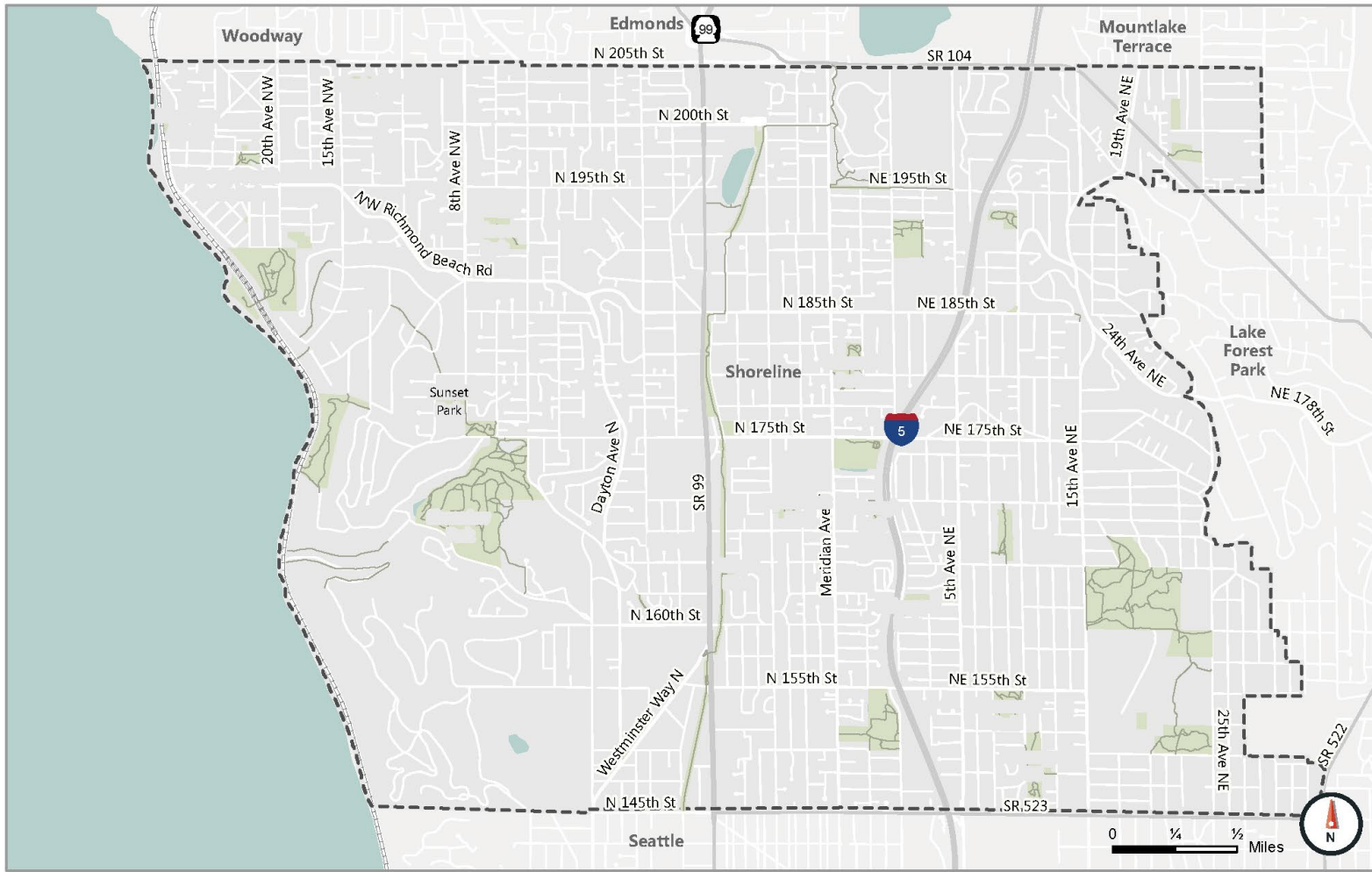
Part of that evolution will be a multimodal transportation system that accommodates all users, including people walking, bicycling, riding transit, using shared mobility devices, and driving. To help achieve this, the City has developed goals, policies, and implementation strategies that identify how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

Figure 1. City of Shoreline



-  City Boundary
-  Trail
-  Park

## 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%.
- 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-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 2** describes the different types of roadways in Shoreline, also called street classification, and **Figure 2** maps their locations in Shoreline.



Table 2: City of Shoreline Street Classification

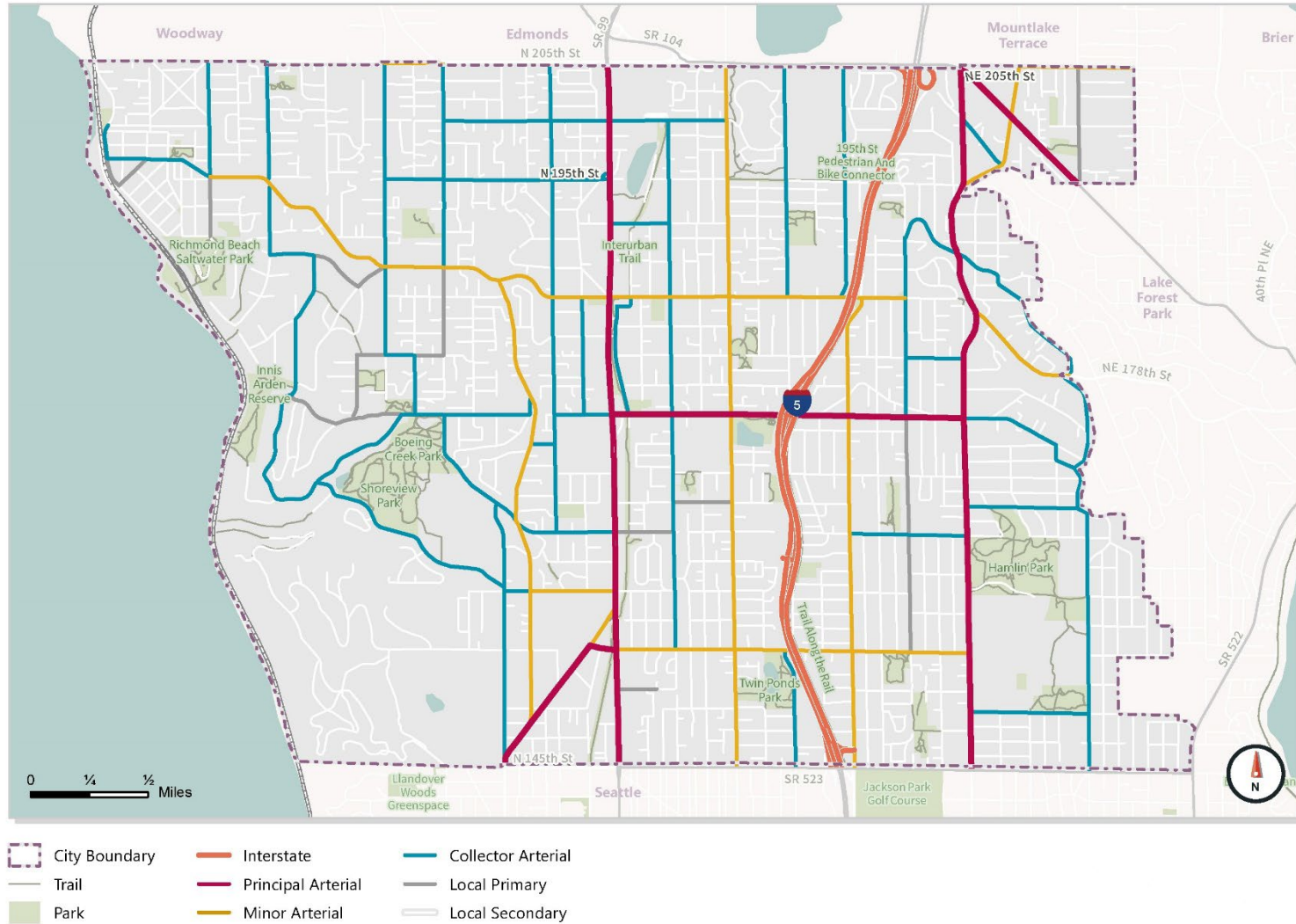
Type	Description <sup>1</sup>	Examples	Photo
<b>Principal Arterial</b>	Principal Arterials are roadways that provide a high degree of vehicular mobility with more restricted access and have regional significance as major vehicular and transit travel routes that connect between cities within a metropolitan 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 <sup>th</sup> Ave NE, and 15th Avenue NE	 <p>Aurora Avenue N</p>
<b>Minor Arterial</b>	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 <sup>th</sup> Ave NE, and NW Richmond Beach Road from 20 <sup>th</sup> Ave NW to Fremont Ave N	 <p>Meridian Avenue N</p>
<b>Collector Arterial</b>	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 <sup>th</sup> Street to NW 205 <sup>th</sup> Street, and NW Innis Arden Way	 <p>Greenwood Avenue N</p>

Type	Description <sup>1</sup>	Examples	Photo
<b>Local Primary</b>	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 <sup>th</sup> Street, N 167th Street from Ashworth Ave N to Meridian Ave N, and 10 <sup>th</sup> Ave NE from NE 155 <sup>th</sup> St to NE 175 <sup>th</sup> Street.	 <p>10th Avenue NE</p>
<b>Local Secondary</b>	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 <sup>th</sup> Street	 <p>NE 158<sup>th</sup> Street</p>

Source: Shoreline TMP, 2011; Google Maps, 2020  
<sup>1</sup> Speed limits for specific facilities can be found in the Shoreline Municipal Code 10.20.010



Figure 2. Existing Street Classification



*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 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 3: Intersection LOS Criteria Based on Delay

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

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:

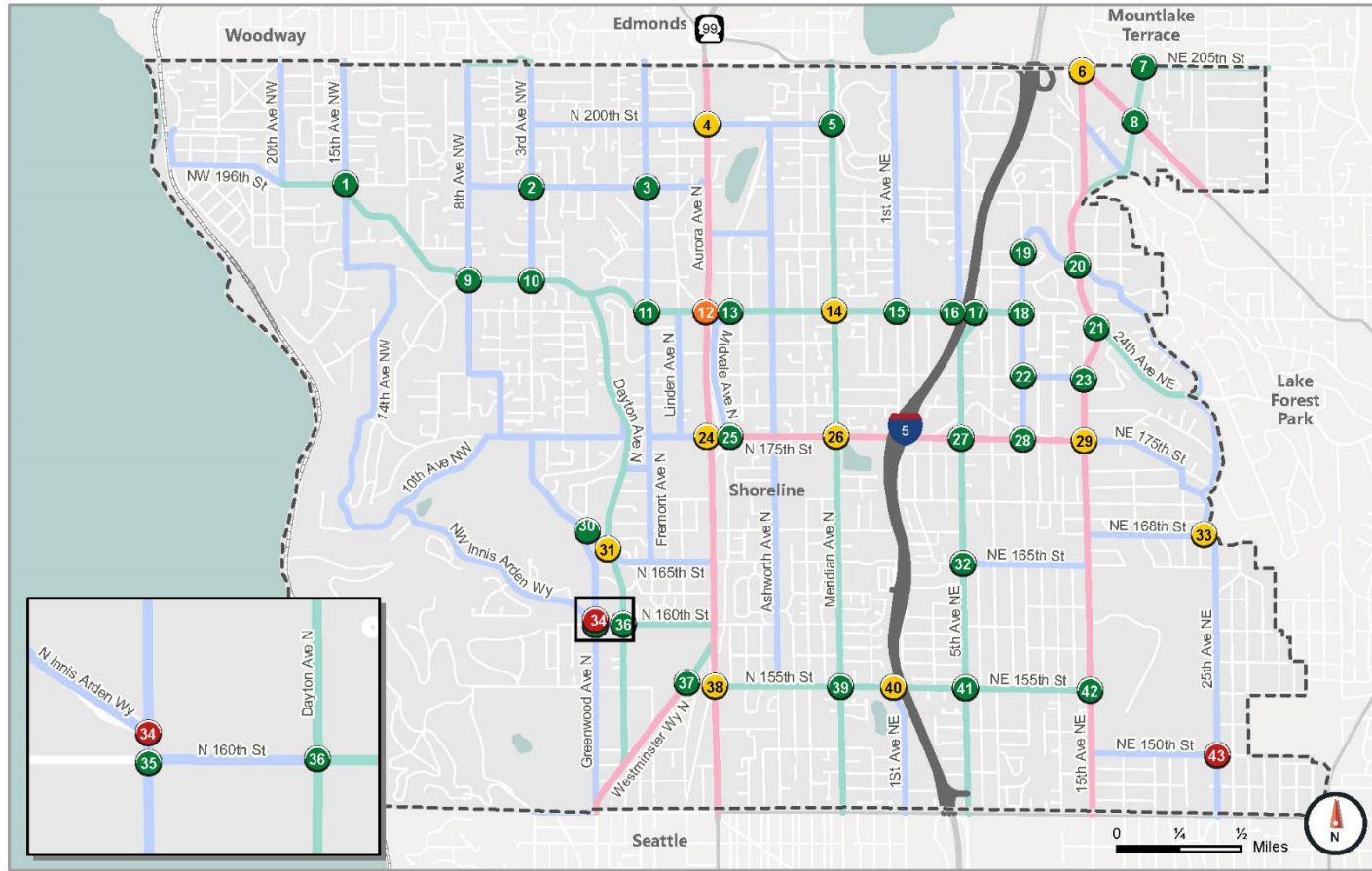
- SR 99 has a LOS standard of D
- SR 523 has a LOS standard of E mitigated<sup>5</sup>
- SR 104 from SR 99 to 15th Ave NE has a LOS standard of D
- SR 104 from 15th Ave NE to the eastern city limits has a LOS standard of E mitigated

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

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

Figure 3: Existing Level of Service in Shoreline



**Level of Service**  
 ● A - C   ● D   ● E   ● F

**Roadway Functional Classification**  
 — Interstate   — Minor Arterial  
 — Principal Arterial   — Collector Arterial

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

Table 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

*Measured Vehicle Speeds*

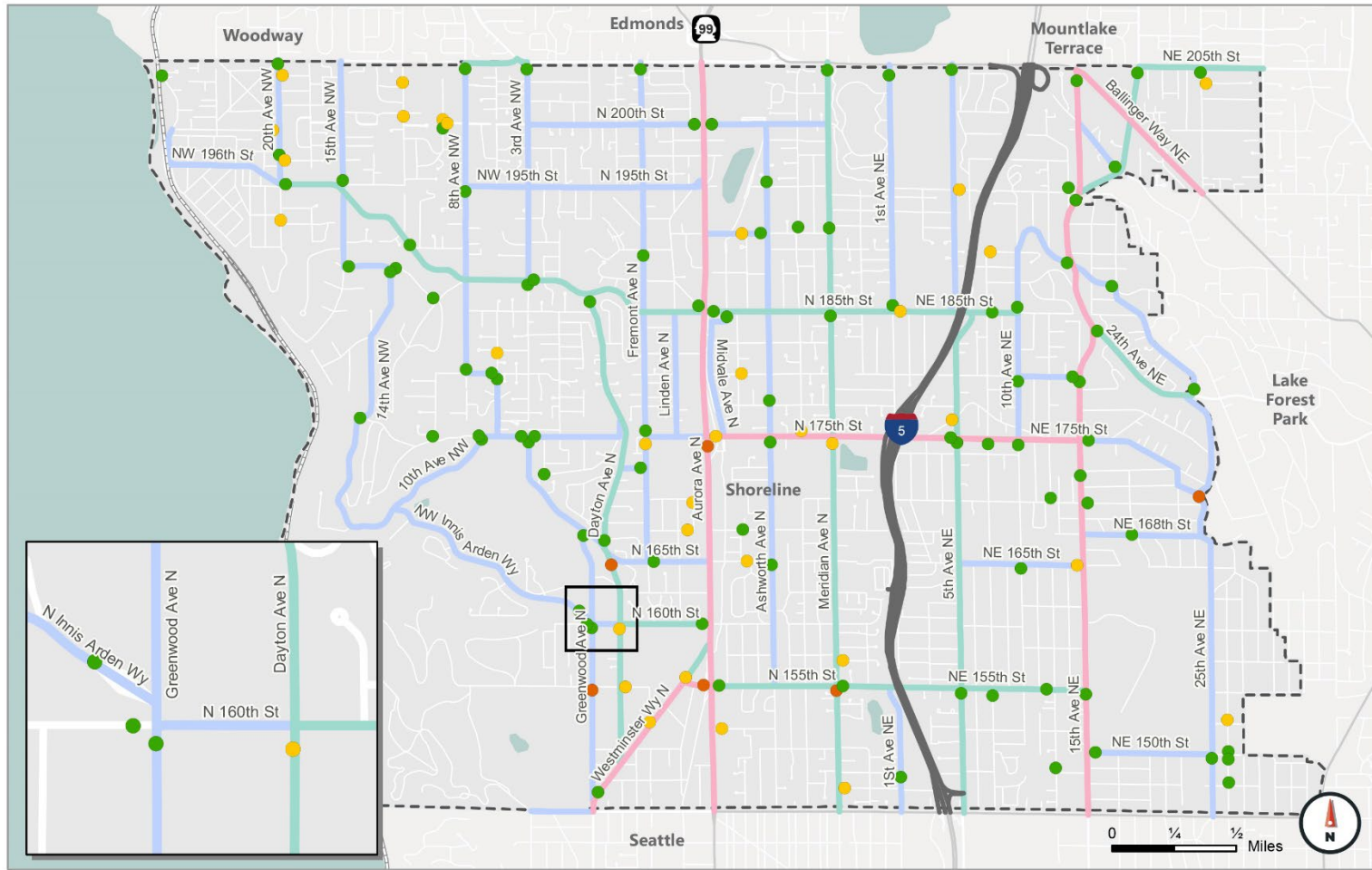
Another way of checking intersection operations with actual travel data is by looking at average vehicle speeds which can be an indicator of congestion. Average vehicle speeds during the PM peak hour were compared to posted speed limits at 134 locations along Shoreline's roadway network. **Figure 4** 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 145<sup>th</sup> Street and 205<sup>th</sup> 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 5** shows average weekday traffic volumes for roadways in Shoreline as of 2019.



Figure 4. Speed Analysis



**PM Peak Hour Speed Deviation**

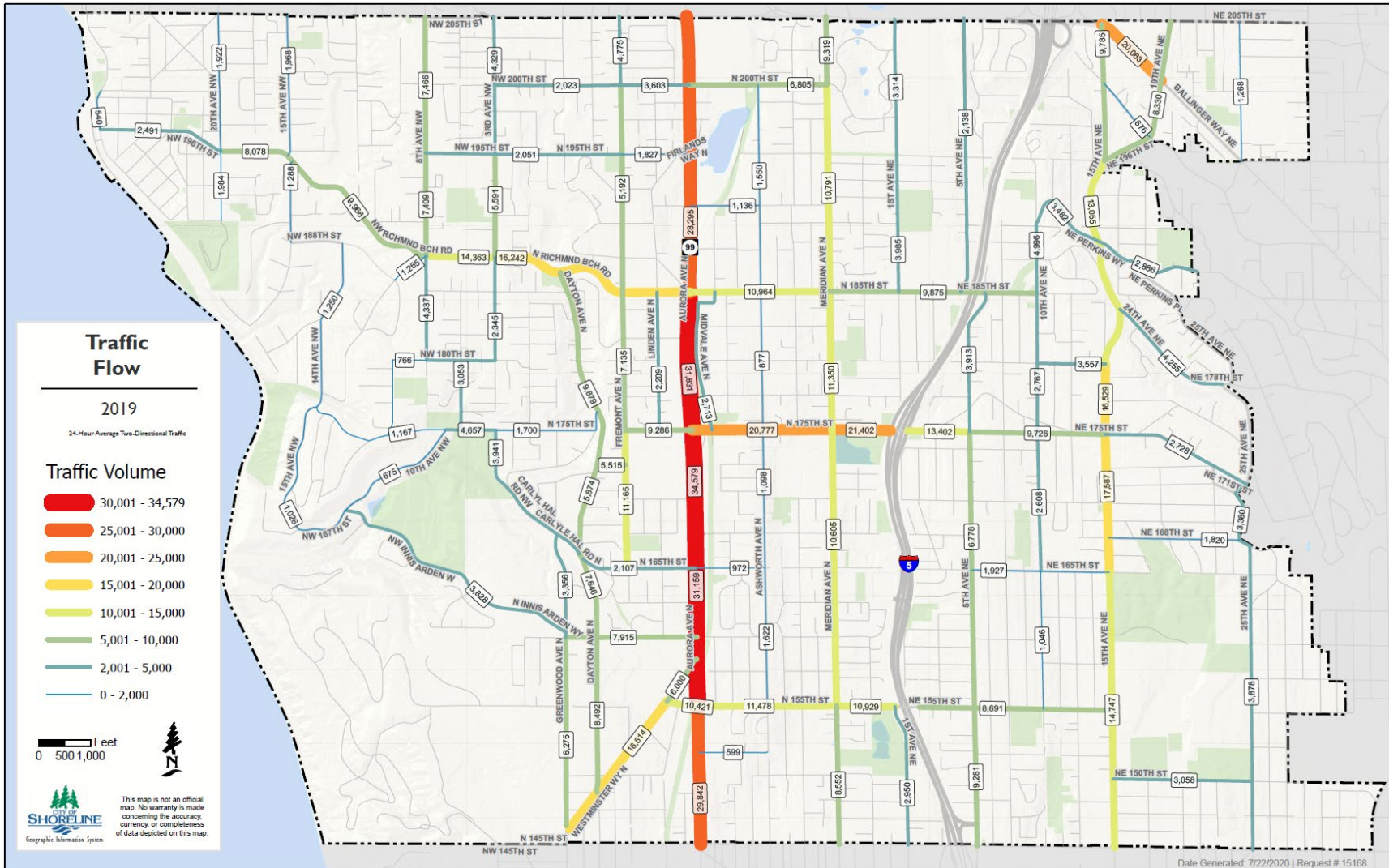
- 0-15% below posted speed
- 15-25% below posted speed
- 25-50% below posted speed

**Roadway Functional Classification**

- Interstate
- Minor Arterial
- Principal Arterial
- Collector Arterial

**Speed Analysis**

Figure 5. Average Weekday Traffic Flows in 2019



Source: City of Shoreline, 2019 Annual Traffic Report



### *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*

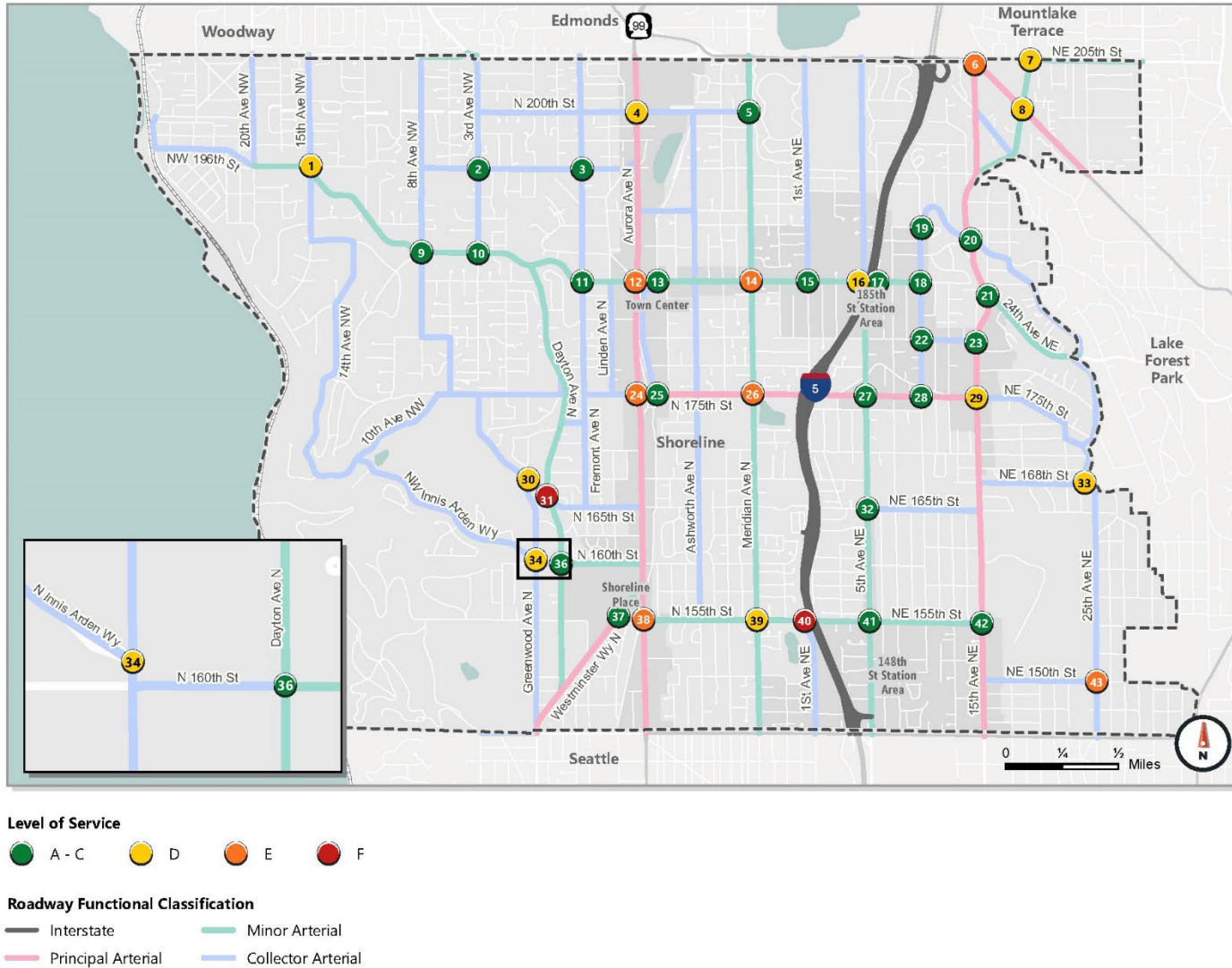
The City must balance the needs of vehicles with the needs of other street users, including people walking and bicycling. This is especially true in urban districts, like the four designated [candidate] Countywide Centers (areas near the 148<sup>th</sup> Street and 185<sup>th</sup> Street light rail 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 6** and **Table 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. **Table 6** summarizes traffic operations projected on state facilities by 2044, based on the modeling assumptions described above. Aurora Ave N is not included in Table 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.

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



Note: Intersection numbers correspond with the information in Table 5.

Table 5: Future Level of Service in Shoreline (mapped in Figure 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 <sup>1</sup>	31	D
13	Midvale Ave N & N 185th St	8	A	35	Greenwood Ave N & N 160th St <sup>1</sup>		
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

<sup>1</sup> 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.

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

ID	Facility	From	To	LOS Standard	V/C Ratio (2019)		V/C Ratio (2044)		Notes on Impacts under 2044 Conditions
					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 <sup>th</sup> (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 <sup>th</sup> (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

### 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 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 155<sup>th</sup> Street, NE 185<sup>th</sup> Street, NW Richmond Beach Road, 15<sup>th</sup> Avenue NE, and 5<sup>th</sup> 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 8**.

Figure 7. Existing Sidewalks

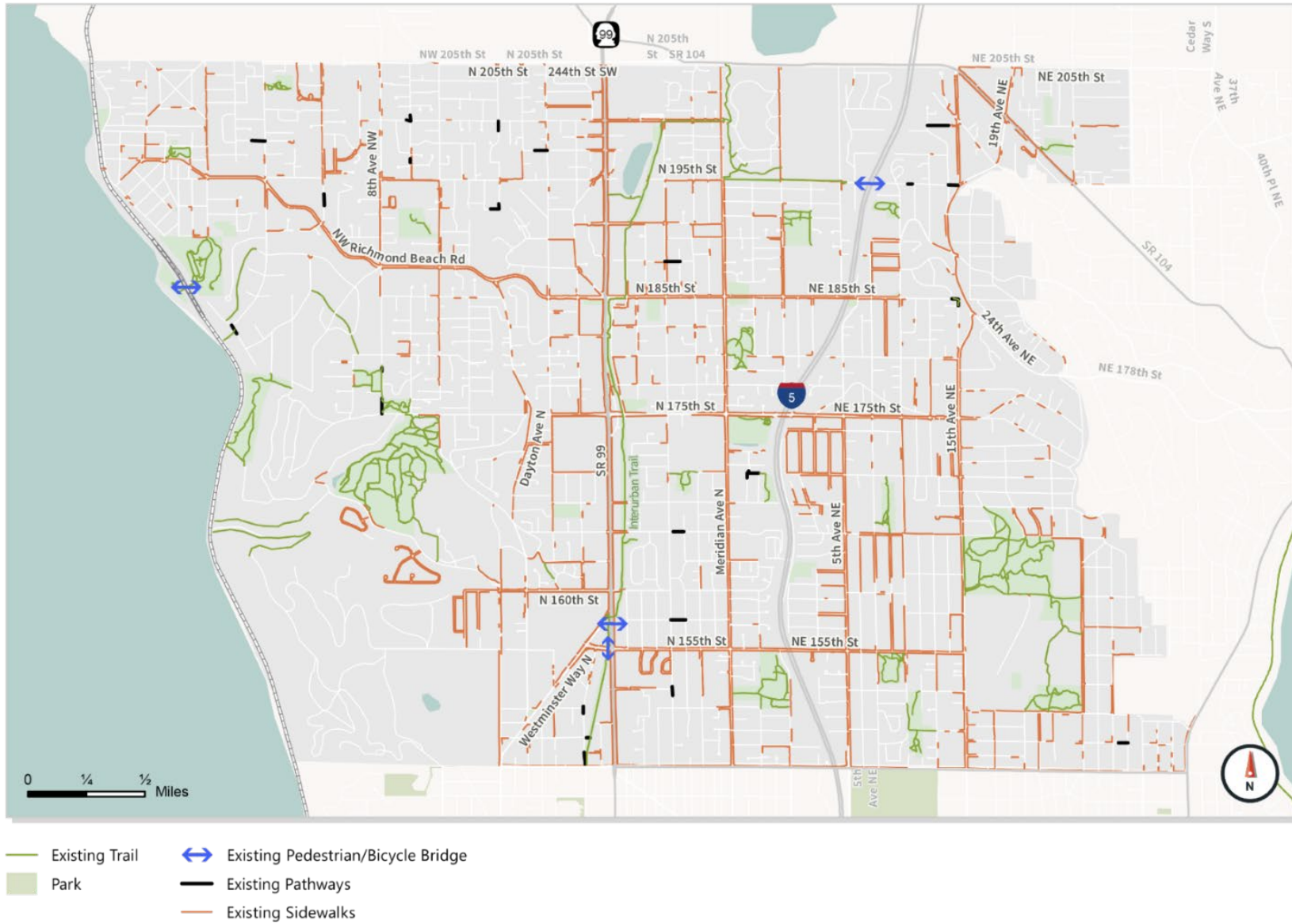
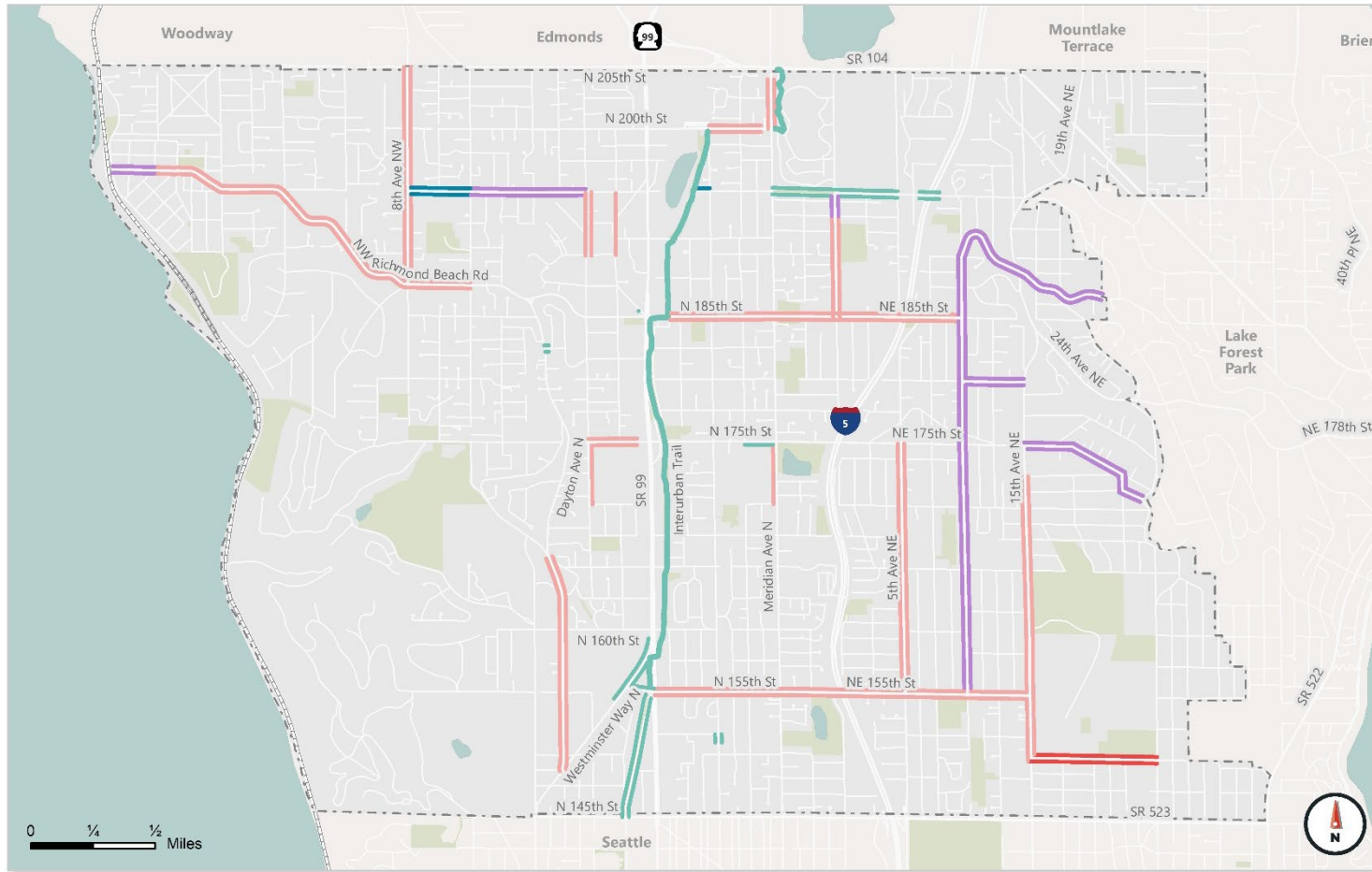




Figure 8. Existing Bicycle Facilities



**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**

## 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 9** shows KC Metro's service plan (as of March 2022) and **Figure 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.

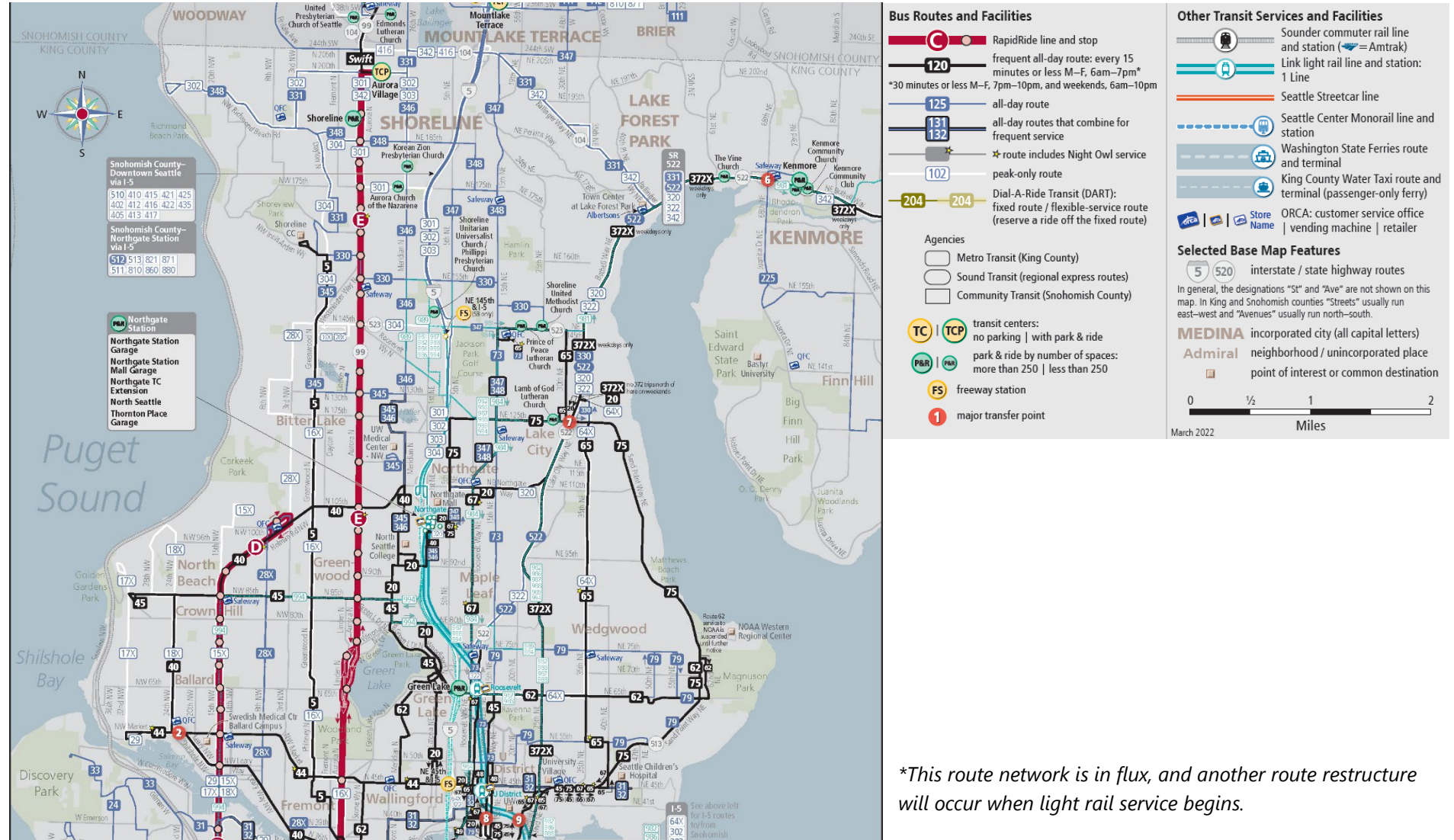
There are various factors that act as deterrents and/or limit the use of transit in Shoreline including:

- 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 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.



Figure 9. 2021 King County Metro Route Network\*



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

Figure 10. Existing Community Transit and Sound Transit Routes

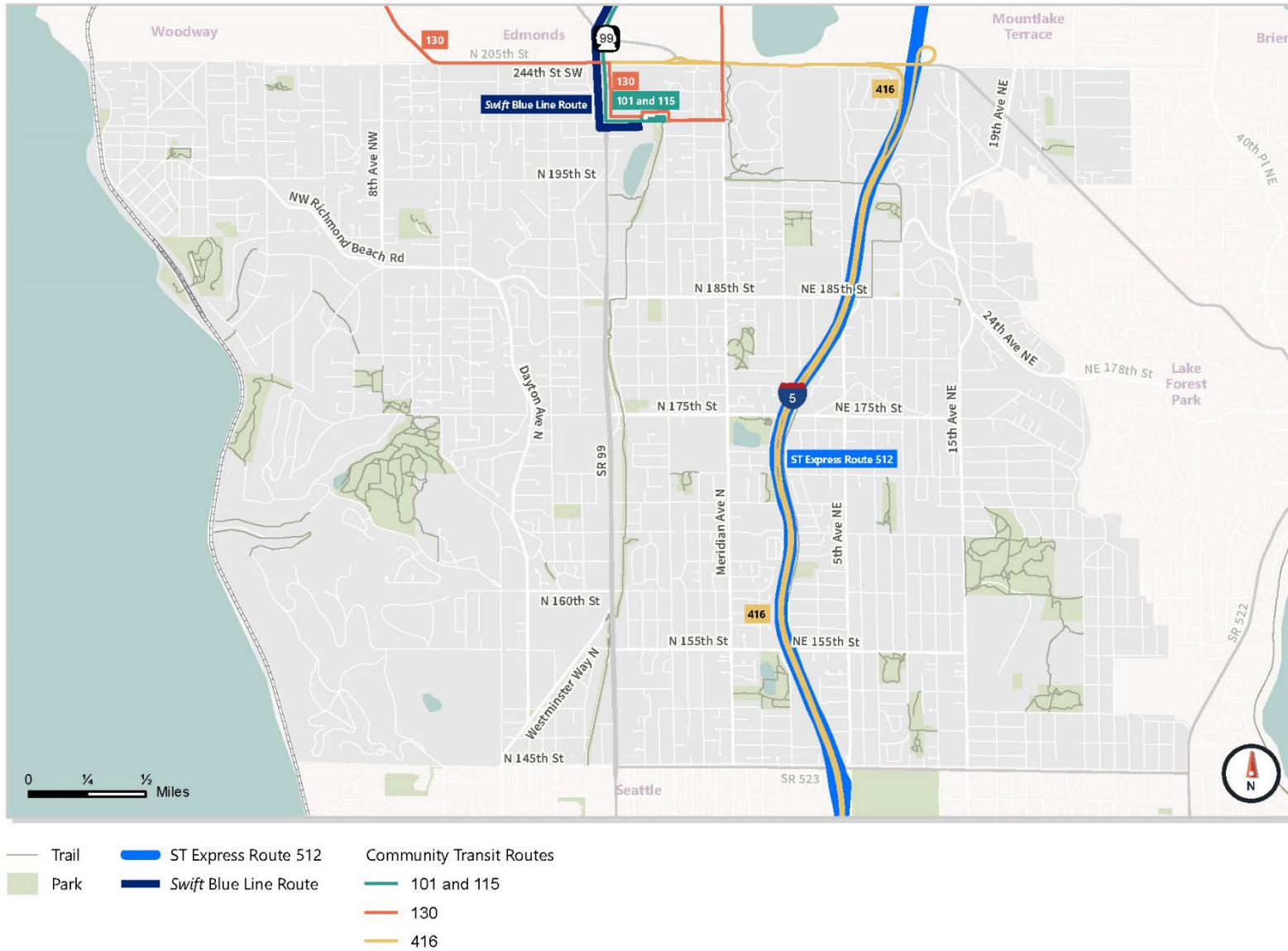
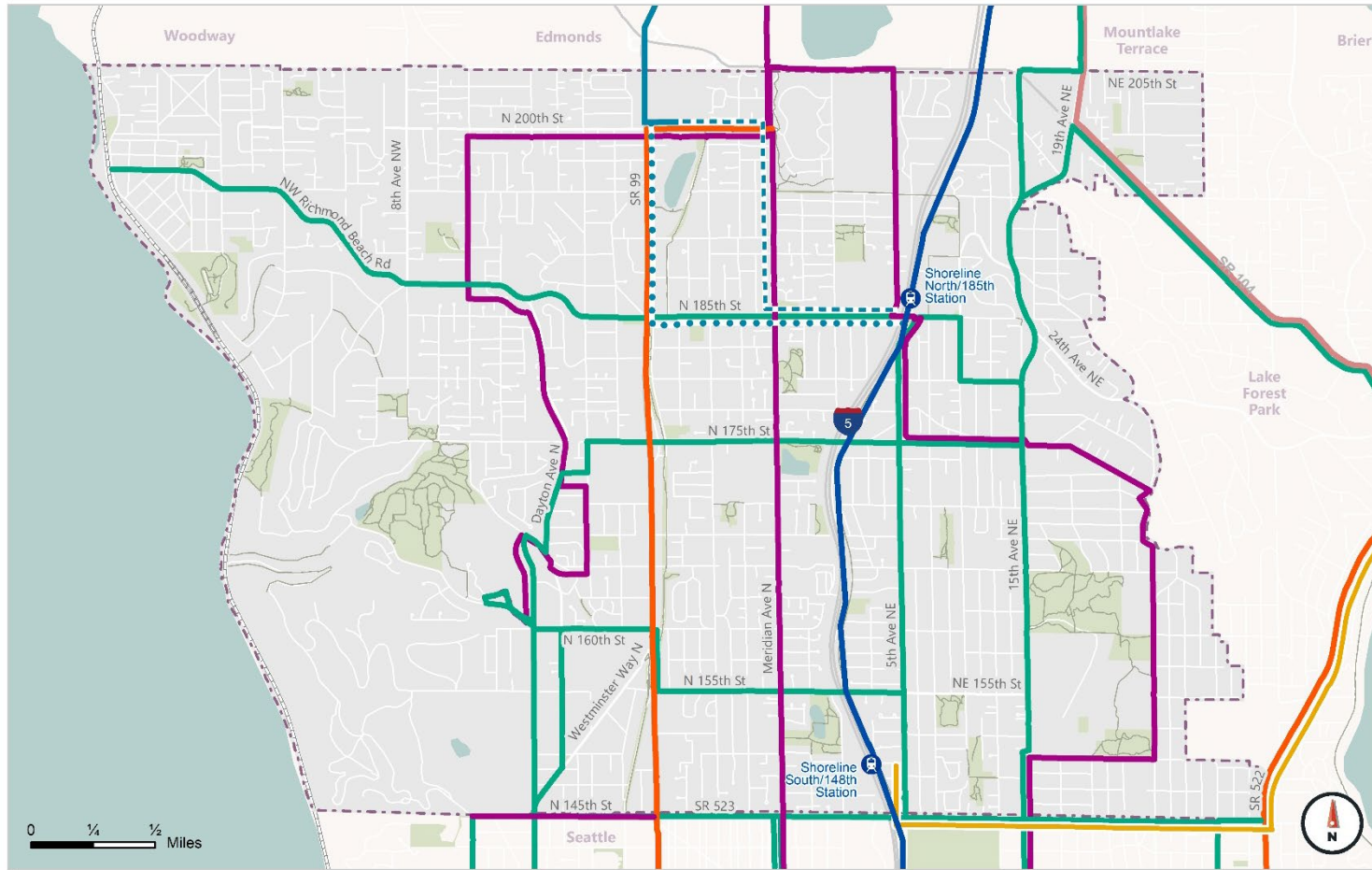


Figure 11. Future Fixed Route Transit Service



- |               |   |  |
|---------------|---|--|
| City Boundary | Light Rail Station                              | <b>King County Metro Connects 2040</b> |
| 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                                      |  |



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 7**.

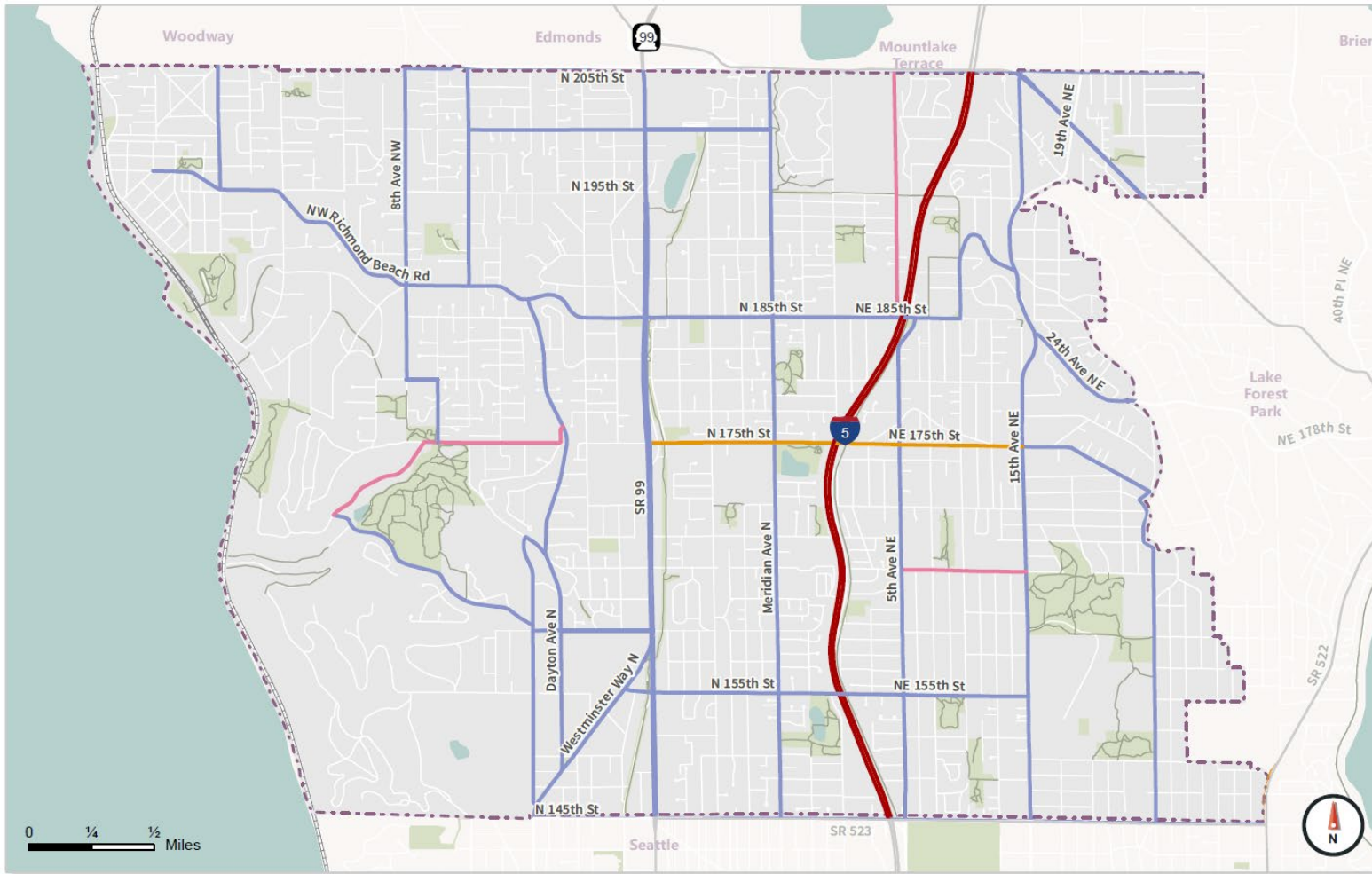
Table 7: WSDOT Freight Classification


Freight Corridor	Description
<b>T-1</b>	More than 10 million tons of freight per year
<b>T-2</b>	Between 4 million and 10 million tons of freight per year
<b>T-3</b>	Between 300,000 and 4 million tons of freight per year
<b>T-4</b>	Between 100,000 and 300,000 tons of freight per year
<b>T-5</b>	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 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 12. WSDOT Classified Freight Routes



- |   |   |
|---|---|
|  City Boundary | <b>WSDOT Freight Classification</b>   |
|  Trail         |  T-1 |
|  Park          |  T-2 |
|   |  T-3 |
|   |  T-4 |

**Existing Freight Network**

### 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 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.

**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.

**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 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).

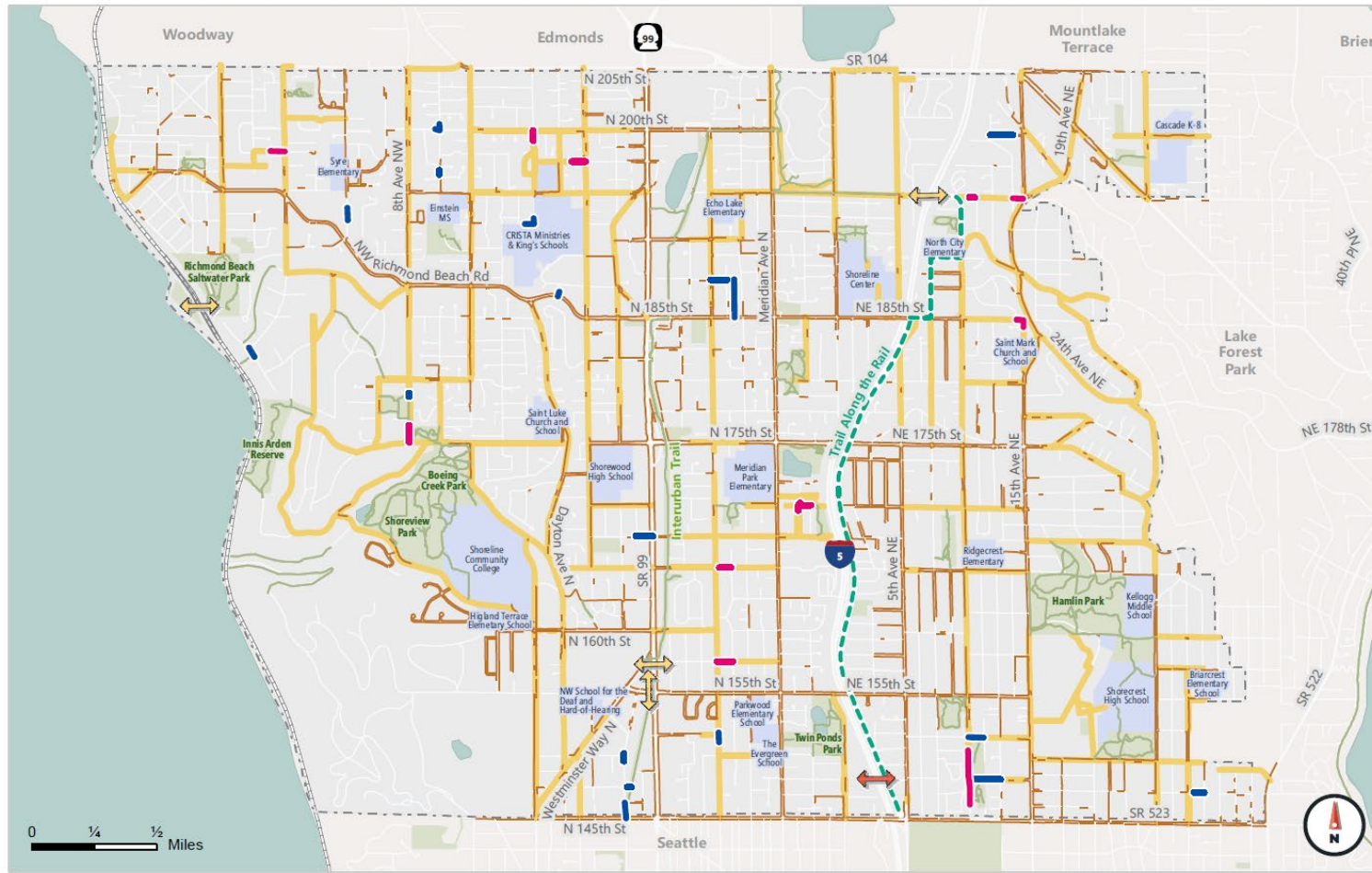
The 2018 Sidewalk Prioritization Plan (SPP) was developed as early work for the Transportation Element and TMP updates. The SPP differs from the Pedestrian Plan in that the SPP prioritizes the implementation of roughly 75 miles of new sidewalk projects whereas the Pedestrian Plan is a comprehensive map 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 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.

Figure 13. Pedestrian Plan



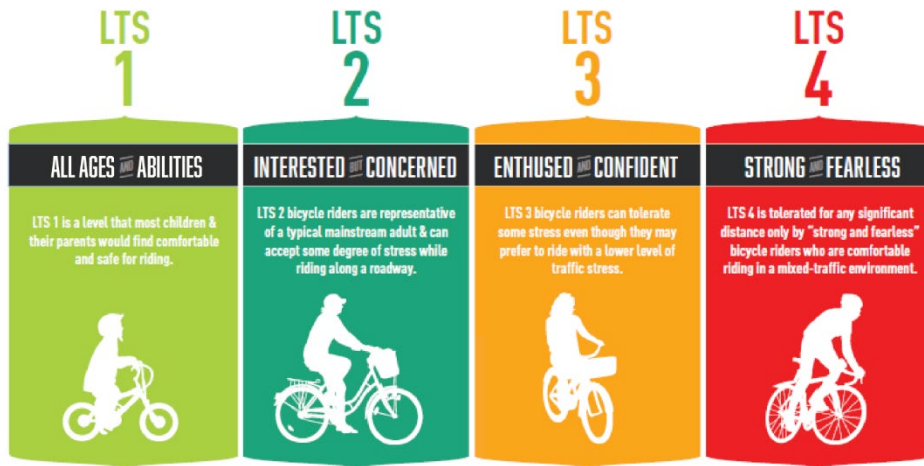
- Planned Sidewalk from Sidewalk Prioritization Plan
  - Existing Sidewalk
  - Existing Trail
  - - - Future Trail
  - City Boundary
  - ⇄ Existing Pedestrian/Bicycle Bridge
  - ⇄ Future 148th St Pedestrian/Bicycle Bridge
- Unimproved Right-of-Way:**
- Part of a sidewalk project in the Sidewalk Prioritization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

City of Shoreline  
**Pedestrian Plan**

### 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 14** describes the four typical categories of bicyclists, each of which requires different levels of accommodation to feel comfortable using the system.

Figure 14. Bicycle Level of Traffic Stress Categories

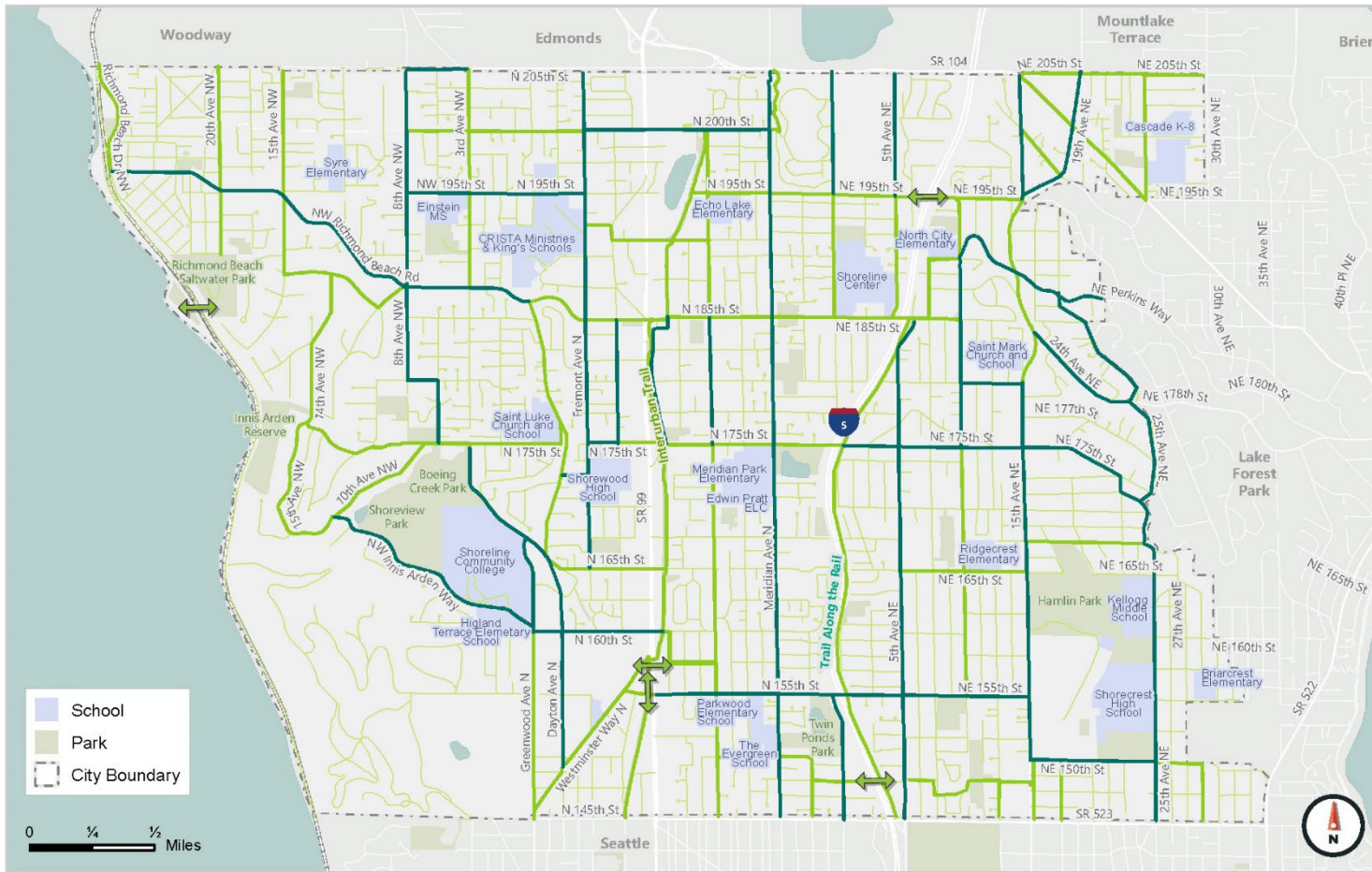


Source: Fehr & Peers, 2022

**Figure 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 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.



Figure 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**

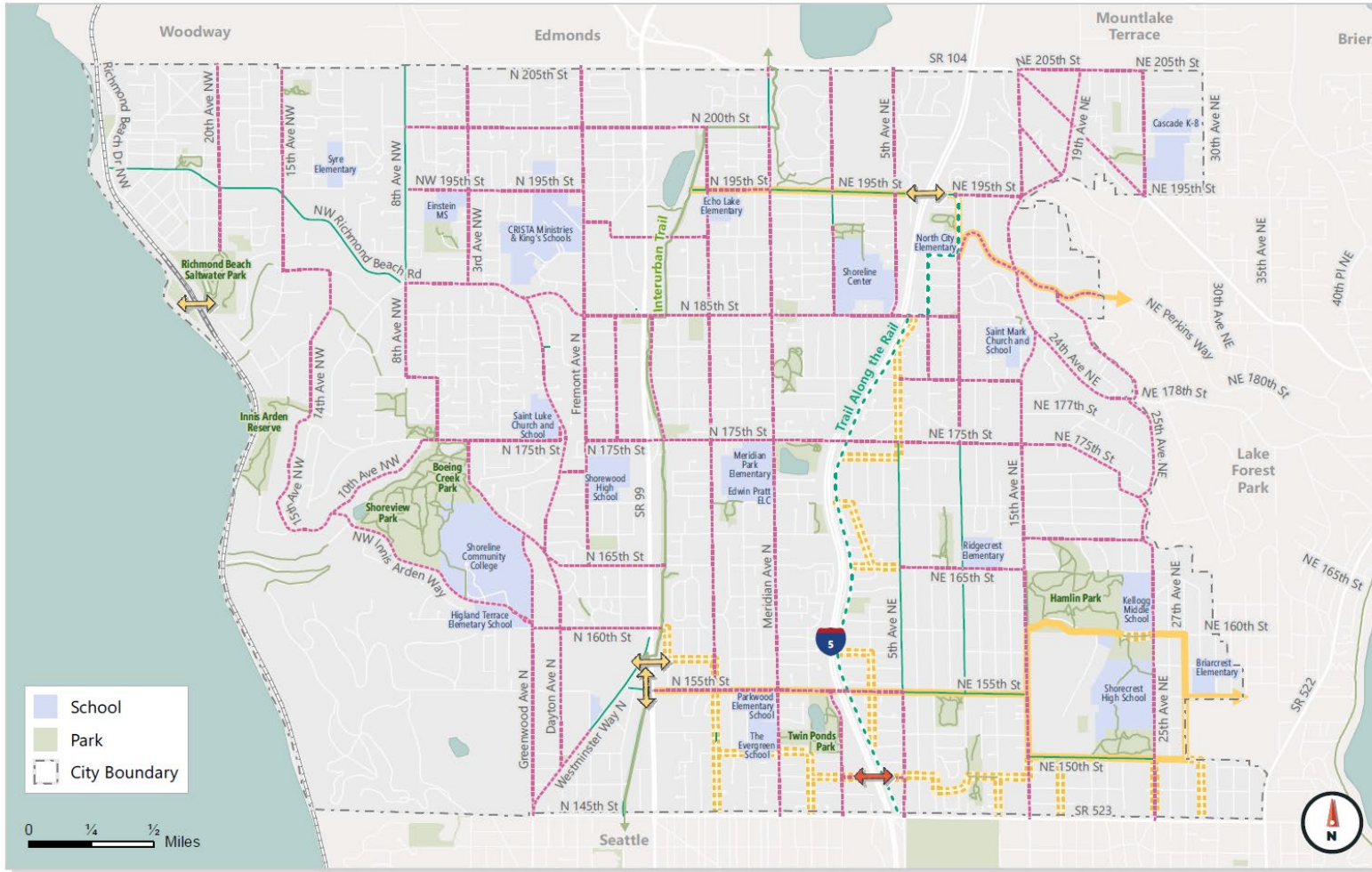
Figure 16. LTS designations by posted speed limit, traffic volume, and bicycle infrastructure

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
	<15k	4	3	2	2	1	1
30	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 17** shows the Bicycle Modal Plan for the City of Shoreline.

Figure 17. Bicycle Plan



- Existing Bicycle Facility
- Existing Trail Connection
- Existing Trail
- ↔ Existing Pedestrian/Bicycle Bridge
- - - New or Improved Bicycle Facility\*
- ▤▤▤▤ Future Trail Connection
- - - Future Trail
- ↔ Future 148th St Pedestrian/Bicycle Bridge

City of Shoreline  
**Bicycle Plan**

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

## 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.

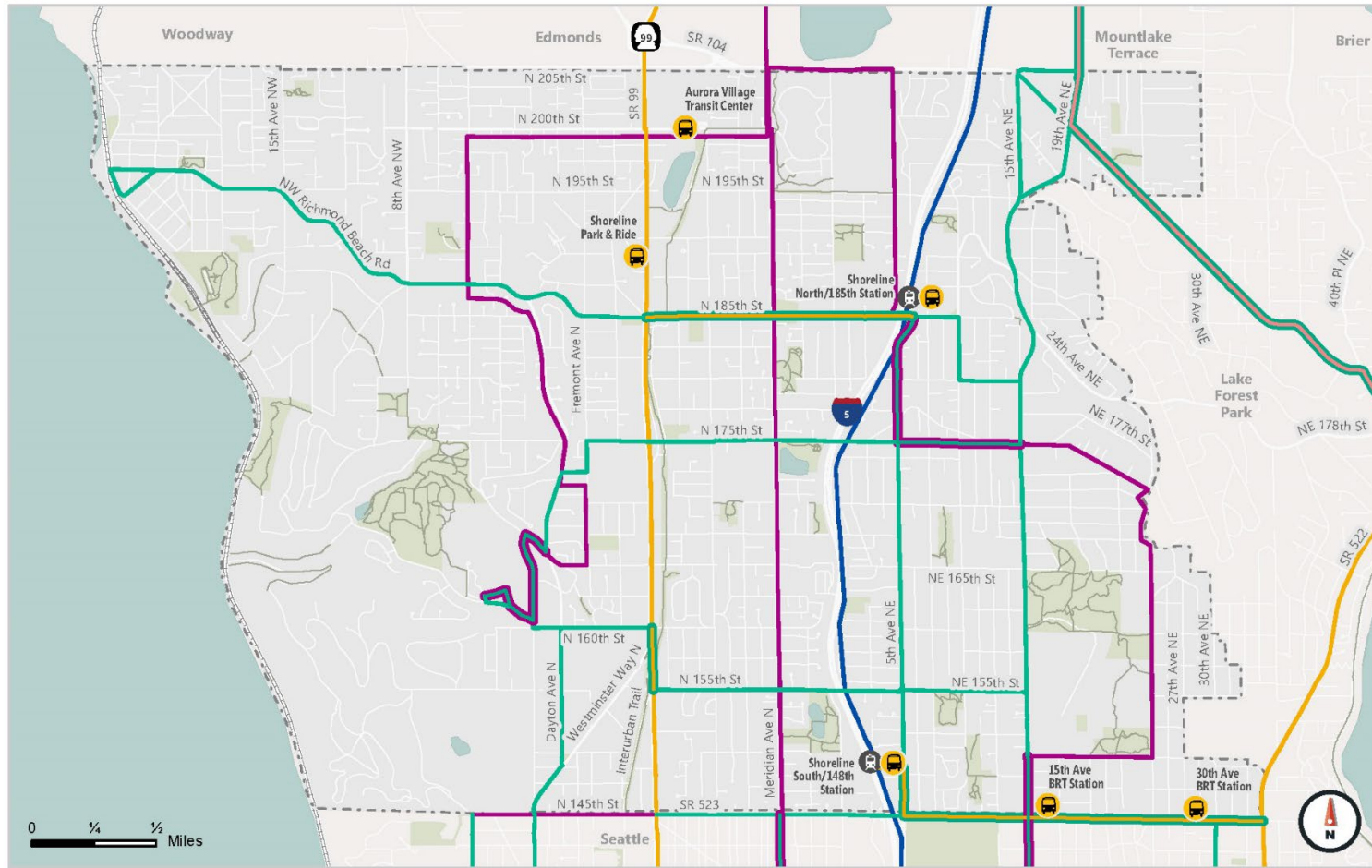
As noted in **Policy T-62**, the City will advocate for transit service that is aligned with Shoreline's land use and demographics, which is outlined in the Transit Modal Plan described in **Table 8** and shown in **Figure 18**.



Table 8: Transit Accommodation

Policy	Performance Measure	Potential Projects/Actions
<b>Tier 1: Light Rail, BRT, Frequent, and Express Bus Service</b>		
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"> <li>Investments in comfort/amenities at major stops and stations; e.g., lighting; seating; comfortable shelters; real time transit information.</li> </ul>
Strive to maximize rider access.	Number of people that can access stops on a low stress network.  High quality connections to light rail and BRT.	Sidewalks/trails connecting to stops and stations. Enhanced street crossings. Bike parking and amenities. Curb space management considerations. Develop shared-use mobility hubs. Advocate for increased transit service to light rail stations.
<b>Tier 2: Local Bus Service</b>		
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"> <li>Investments in comfort/amenities at major stops and stations; e.g., lighting; seating; comfortable shelters.</li> </ul>
Strive to maximize rider access.	Number of people that can access stops on a low stress network.	Accessible sidewalks/trails connecting to stops. Enhanced street crossings. Develop shared-use mobility hubs.

Figure 18. Transit Plan



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

City of Shoreline  
**Transit Plan**

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

### Shared-Use Mobility Hub Plan

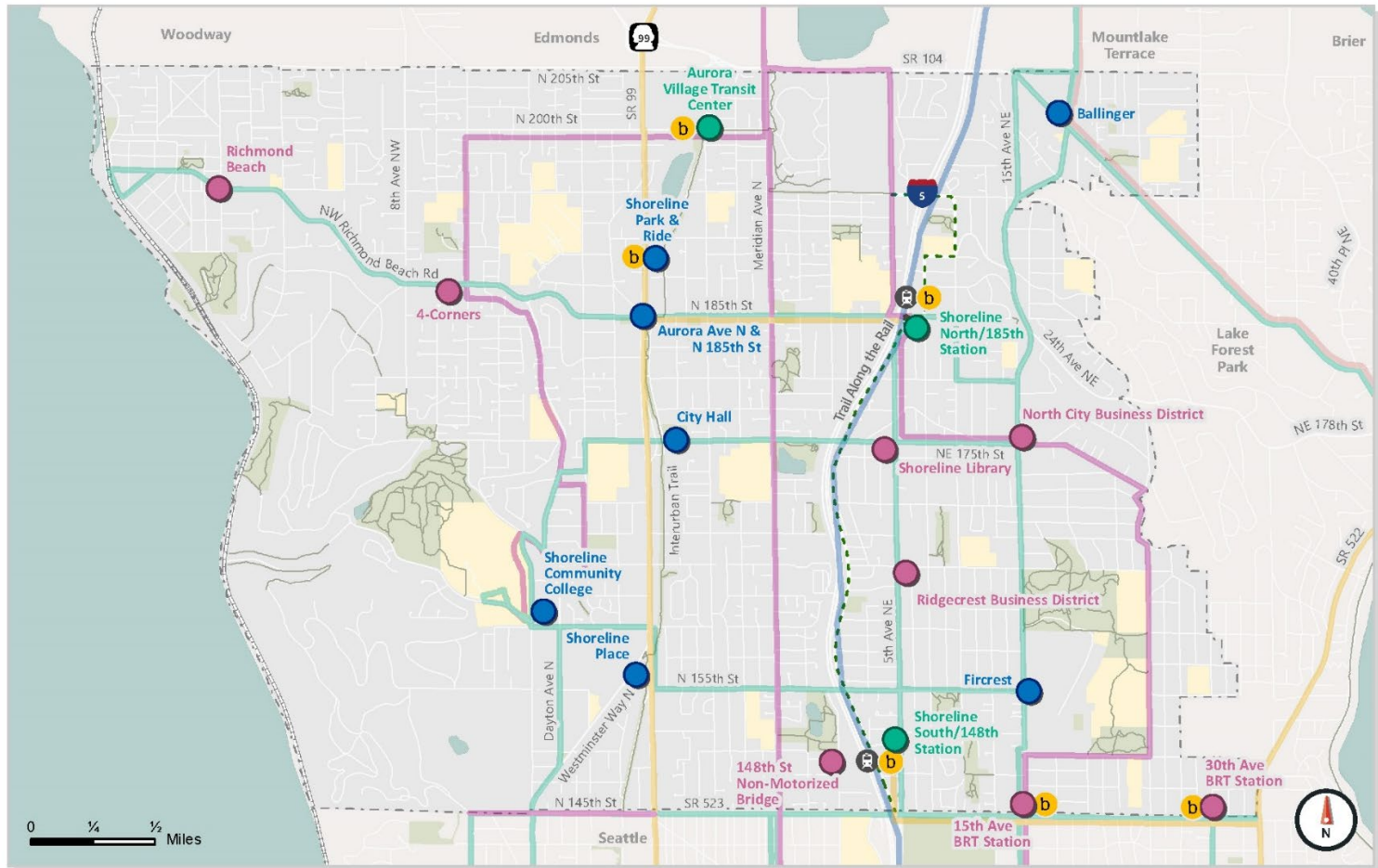
The City of Shoreline is interested in creating "mobility hubs" in strategic locations throughout the City to help people make trips without using personal cars. The hubs would provide centralized points throughout Shoreline where people could readily access "shared-use mobility" services, such as scootershare, 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 19** shows the Shared-Use Mobility Hub Plan for the City of Shoreline. **Table 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.

Figure 19. Shared-Use Mobility Hub Plan



**Recommended Shared-Use Mobility Hubs**

- Regional Mobility Hub
- Central Mobility Hub
- Neighborhood Mobility Hub

- City Boundary
- Existing Trail
- Future Trail
- L Light Rail Station
- b BRT Station

- Light Rail Service
- "Bus Rapid Transit" Bus Service
- Frequent Bus Service
- Express Bus Service
- Local Bus Service

City of Shoreline  
**Shared-Use Mobility Hub Plan**

Table 9: Mobility Hub Potential Amenities

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

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

Table 10: Intersection LOS Criteria Based on Delay

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

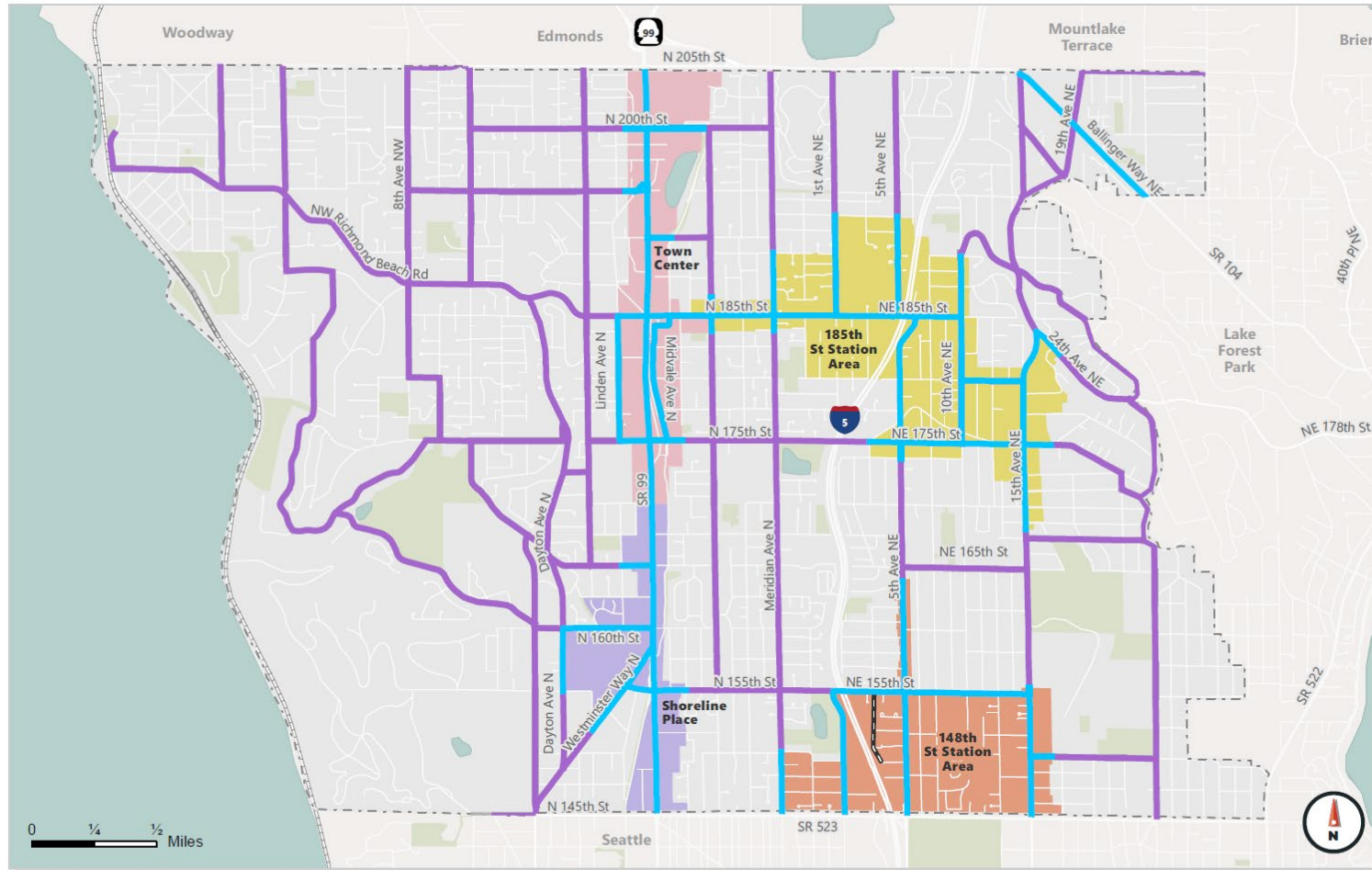
Source: 6th Edition Highway Capacity Manual

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 148<sup>th</sup> Street and 185<sup>th</sup> 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 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.



Figure 20. Automobile Plan



- King County Candidate Countywide Centers\***
- 148th St Station Area
  - 185th St Station Area
  - Shoreline Place
  - Town Center

- City Boundary**
- City Boundary
- Intersection Level of Service (LOS) Standards**
- LOS D or better
  - LOS E or better\*\*

Future 3rd Ave NE Connector

City of Shoreline  
**Automobile Plan**

\*For illustrative purposes only.  
\*\*For intersections along State Highways or within King County Candidate Countywide Centers

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

- **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 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.

Table 11: Project Ideas List

Street	From	To	Description
<b>Multimodal Corridors</b>			
<b>20th Ave NW</b>	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
<b>15th Ave NW</b>	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
<b>NW 188th St</b>	15th Ave NW	Springdale Ct NW	NW 188th St from 15th Ave NW to Springdale Ct NW improve to bike LTS 1
<b>14th Ave NW / 15th Ave NW / NW 167th St</b>	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
<b>10th Ave NW</b>	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
<b>NW/N 175th St/St Luke PI N</b>	10th Ave NW	Dayton Ave N	NW/N 175th St from 10th Ave NW to St Luke PI N/Dayton Ave N improve to bike LTS 1 and fill sidewalk gaps
<b>6th Ave NW</b>	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
<b>NW 180th St</b>	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
<b>8th Ave NW</b>	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
<b>NW Innis Arden Way</b>	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
<b>Greenwood Ave N</b>	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
<b>Greenwood Ave N</b>	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
<b>Westminster Way N</b>	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

<b>Dayton Ave N</b>	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
<b>Dayton Ave N</b>	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
<b>Dayton Ave N</b>	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
<b>Dayton Ave N</b>	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
<b>N 160th St</b>	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
<b>N 165th St</b>	Dayton Ave N	SR 99	N 165th St from Dayton Ave N to SR 99 improve to bike LTS 1 and fill sidewalk gaps
<b>Carlyle Hall Rd NW / 3rd Ave NW</b>	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
<b>N 155th St</b>	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
<b>N 155th St</b>	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
<b>Ashworth Ave N</b>	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
<b>N 150th St</b>	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
<b>Ashworth Ave N</b>	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
<b>Ashworth Ave N</b>	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
<b>Ashworth Ave N</b>	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
<b>Ashworth Ave N</b>	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

<b>Meridian Ave N</b>	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
<b>Meridian Ave N</b>	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 <sup>th</sup> St and provide bike LTS 2 and accommodate local bus service
<b>Meridian Ave N</b>	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
<b>Meridian Ave N</b>	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
<b>Meridian Ave N</b>	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
<b>NW Richmond Beach Rd</b>	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
<b>N Richmond Beach Rd</b>	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
<b>3rd Ave NW</b>	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
<b>3rd Ave NW</b>	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
<b>NW 200th St</b>	8th Ave NW	3rd Ave NW	NW 200th St from 8th Ave NW to 3rd Ave NW improve to bike LTS 1
<b>NW/N 200th St</b>	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
<b>N 200th St</b>	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
<b>N 200th St</b>	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
<b>Fremont Ave N</b>	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
<b>Fremont Ave N</b>	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

<b>N 172nd St</b>	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
<b>N 193rd St</b>	Fremont Ave N	Firlands Way N	N 193rd St from Fremont Ave N to Firlands Way N improve to bike LTS 1
<b>Firlands Way N</b>	N 193rd St	N 192nd St	Firlands Way N from N 193rd St to N 192nd St improve to bike LTS 1 and fill sidewalk gaps
<b>N 192nd St</b>	Firlands Way N	Ashworth Ave N	N 192nd St from Firlands Way N to Ashworth Ave N improve to bike LTS 1
<b>N 195th St</b>	Ashworth Ave N	Meridian Ave N	N 195th St from Ashworth Ave N to Meridian Ave N improve to bike LTS 1
<b>Linden Ave N</b>	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
<b>Midvale Ave N</b>	N 185th St	N 175th St	Midvale Ave N from N 185th St to N 175th St improve to bike LTS 2
<b>N 185th St</b>	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
<b>N 185th St</b>	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
<b>N 185th St</b>	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
<b>N 175th St</b>	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
<b>N 175th St</b>	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
<b>N 175th St</b>	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
<b>N 175th St</b>	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.
<b>N 175th St / 22nd Ave NE / NE 171st St</b>	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

<b>1st Ave NE</b>	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
<b>1st Ave NE</b>	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
<b>5th Ave NE</b>	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
<b>10th Ave NE</b>	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
<b>10th Ave NE</b>	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
<b>10th Ave NE</b>	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
<b>8th Ave NE</b>	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
<b>NE 180th St</b>	5th Ave NE	10th Ave NE	NE 180th St from 5th Ave NE to 10th Ave NE improve to bike LTS 1
<b>NE 180th St</b>	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
<b>NE 205th St</b>	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
<b>NE 205th St</b>	19th Ave NE	25th Ave NE	NE 205th St from 19th Ave NE to 25th Ave NE improve to bike LTS 1
<b>15th Ave NE</b>	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
<b>Forest Park Dr NE</b>	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
<b>Ballinger Way NE</b>	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
<b>Ballinger Way NE</b>	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
<b>19th Ave NE / NE 196th St</b>	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

<b>25th Ave NE</b>	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
<b>15th Ave NE</b>	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
<b>24th Ave NE</b>	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
<b>25th Ave NE</b>	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
<b>25th Ave NE</b>	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
<b>25th Ave NE</b>	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
<b>25th Ave NE</b>	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
<b>15th Ave NE</b>	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
<b>15th Ave NE</b>	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
<b>NE 168th St</b>	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
<b>NE 165th St</b>	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
<b>15th Ave NE</b>	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
<b>15th Ave NE</b>	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
<b>15th Ave NE</b>	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
<b>NE 150th St</b>	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
<b>NE 150th St</b>	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
<b>28th Ave NE</b>	NE 150th St	NE 145th St	28th Ave NE from NE 150th St to NE 145th St to build future trail connection

<b>17th Ave NE</b>	NE 150th St	NE 145th St	17th Ave NE from NE 150th St to NE 145th St to build future trail connection
<b>5th Ave NE</b>	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
<b>1st Ave NE</b>	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
<b>Triangle formed by Richmond Beach Dr NW / NW 195th Pl / NW 196th St</b>			Triangle formed by Richmond Beach Dr NW / NW 195th Pl /NW 196th St improve to fill sidewalk gaps and accommodate frequent bus service
<b>NW 196th St</b>	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
<b>NE 174th St</b>	1st Ave NE	5th Ave NE	NE 174th St from 1st Ave NE to 5th Ave NE to build future trail connection
<b>Unimproved Right-of-Way</b>			
<b>N 148th St</b>	Linden Ave N	Interurban Trail	Unopened Right of Way
<b>3rd Ave NE Connector</b>	NE 149th St	NE 151st St	Unopened Right of Way
<b>Linden Ave N</b>	N 150th St	150 feet south of N 150th St	Unopened Right of Way
<b>Linden Ave N</b>	Southern termini of Linden Ave N (between N 148th St and N 145th St)	N 145th St	Unopened Right of Way
<b>Ashworth Ave N</b>	N 152nd St	Ashworth Ave N (northern termini south of N 152nd St)	Unopened Right of Way
<b>N 157th St</b>	Ashworth Ave N	Densmore Ave N	Unopened Right of Way
<b>N 165th St</b>	Ashworth Ave N	Densmore Ave N	Unopened Right of Way
<b>Corliss Ave N connection</b>	Corliss Ave N (northern termini south of N 171st St)	Corliss Ave N (southern termini south of N 171st St)	Unopened Right of Way



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

<b>West side of Paramount Open Space</b>			Unopened Right of Way
<b>Trail Connections</b>			
<b>near 148th St</b>	I-5	15th Ave NE	Eastside Off-Corridor Bike Network
<b>5th Ave NE/ NE 174th St</b>	NE 185th St	NE 174th St/1st Ave NE	Eastside Off-Corridor Bike Network
<b>NE 150th St</b>	15th Ave NE	17th Ave NE	Eastside Off-Corridor Bike Network
<b>N 150th St/Corliss Ave N</b>	Meridian Ave N	N 145th St	145th Street Off-Corridor Bicycle Network
<b>12th Ave NE</b>	NE 148th St	NE 145th St	Eastside Off-Corridor Bike Network
<b>25th Ave NE</b>	25th Ave NE	NE 150th St	Off-Corridor Trail Network
<b>multiple local streets</b>	Interurban Trail	N 145th St	Off-Corridor Trail Network
<b>near NE 160th St</b>	near Hamlin Park	west of 25th Ave NE	Trail Network
<b>NE 165th St</b>	I-5	5th Ave NE	Off-Corridor Trail Network
<b>3rd Ave NE</b>	NE 170th St	NE 165th St	Off-Corridor Trail Network
<b>NE 158th St / 3rd Ave NE</b>	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
<b>Trail Along the Rail</b>			
<b>TAR Segment</b>	NE 195th St	NE 189th St	Trail Along the Rail; Phase 1
<b>TAR Segment</b>	NE 155th St	NE 149th St	Trail Along the Rail; Phase 2
<b>TAR Segment</b>	NE 159th St	N 155th St	Trail Along the Rail; Phase 3
<b>TAR Segment</b>	NE 163rd St	NE 161st St	Trail Along the Rail; Phase 3
<b>TAR Segment</b>	NE 170th St	NE 163rd St	Trail Along the Rail; Phase 3
<b>TAR Segment</b>	N 175th St	NE 174th St	Trail Along the Rail; Phase 3
<b>TAR Segment</b>	NE 180th St	N 175th St	Trail Along the Rail; Phase 4
<b>Shared Use Mobility Hubs</b>			
<b>Ashworth Avenue N &amp; N 200<sup>th</sup> Street</b>	-	-	Aurora Village Transit Center
<b>NE 185<sup>th</sup> Street &amp; 5<sup>th</sup> Avenue NE</b>	-	-	Shoreline North/185th Station

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

**Bridges**

<b>NE 148<sup>th</sup> Street</b>	-	-	148th St Bridge
<b>Intersections</b>			
<b>Meridian Avenue N &amp; N 175<sup>th</sup> Street</b>	-	-	Meridian Avenue N & N 175th Street
<b>Dayton Avenue N &amp; Carlyle Hall Road</b>	-	-	Dayton Avenue N & Carlyle Hall Road
<b>1st Ave NE &amp; N 155<sup>th</sup> Street</b>	-	-	1st Ave NE & N 155th Street
<b>25th Ave NE &amp; NE 150<sup>th</sup> Street</b>	-	-	25th Ave NE & NE 150th Street
<b>N 160<sup>th</sup> St &amp; Greenwood Ave N &amp; N Innis Arden Way</b>	-	-	N 160th St & Greenwood Ave N & N Innis Arden Way
<b>145th Corridor</b>			
<b>N 145<sup>th</sup> Street</b>	Greenwood Avenue N	Interurban Trail	Greenwood to the Interurban Trail
<b>N 145<sup>th</sup> Street</b>	Interurban Trail	Wallingford Ave N	Interurban Trail to Wallingford Ave N
<b>N 145<sup>th</sup> Street</b>	Wallingford Ave N	Corliss Ave N	Wallingford to Corliss Ave N

## 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 12: Anticipated Funding for Capital Projects

Revenues	2023-2044 Total
Real Estate Excise Tax ( <b>REET 2</b> ) 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*
<b>Grants</b> 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 ( <b>TBD Sales Tax</b> ) 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
<b>Transportation Impact Fees</b> 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
<b>Miscellaneous revenue sources</b> 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

<b>General Fund Transfers</b> 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.	\$12,590,000
<b>Total Capital Revenues</b>	<b>\$201,240,000</b>

\* 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 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 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 <sup>th</sup> 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	Committed	\$1,300,000	Sound Transit Light rail access mitigation funds

Project	Description	Category	2023-2044 Anticipated City Cost	Sources
	the South Shoreline/N 148th Street Station.			
145 <sup>th</sup> Corridor: Aurora to I-5	This multi-year phased roadway reconstruction project includes design, 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.	Committed	\$27,000,000	Federal, Connecting Washington, Roads Capital Fund, other undefined future funds
145 <sup>th</sup> 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 <sup>th</sup> 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,	Committed	\$45,500,000	Federal, State, Transportation impact fees, other undefined future funds

Project	Description	Category	2023-2044 Anticipated City Cost	Sources
	illumination, landscaping, retaining walls, and various intersection improvements.			
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 coordinated with Shoreline Community College, Metro Transit and the Shoreline School District.	Committed	\$0	Shoreline Community College
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
<b>Total</b>			<b>\$160,000,000</b>	

\* 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 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:

- 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/148<sup>th</sup> Street light rail station through construction of the **3<sup>rd</sup> Avenue Connector**. This \$4.1 million project would provide a curbside street design that would better connect the Shoreline South/148<sup>th</sup> Street light rail station to the 148<sup>th</sup> Non-motorized Bridge, 155<sup>th</sup> 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.

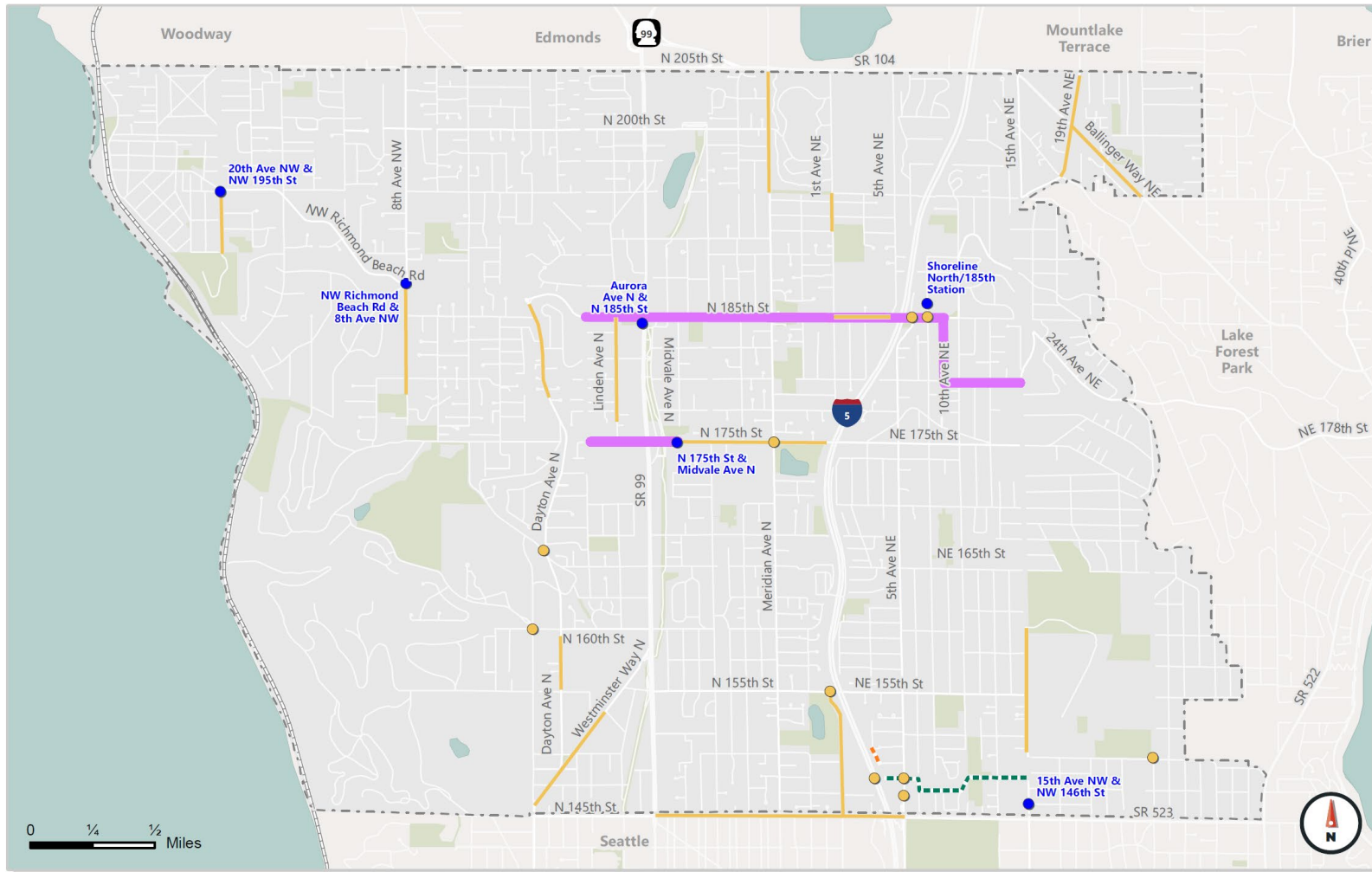
Finally, the City could partially fund two high-scoring **Multimodal Corridors** that would advance mobility priorities in this TE and appear to fit within available funds with high-level, estimated total project costs estimated at \$28.6 million:

- **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 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.

Figure 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**

## 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.**<sup>6</sup> 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"<sup>7</sup> 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 which revenues will be collected and expended.<sup>8</sup> This program would only generate revenue once commercial parking is provided in the City.

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<sup>6</sup> 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.

<sup>7</sup> Municipal Research Services Center, "[Local Improvement Districts](#)," last modified April 2, 2021.

<sup>8</sup> [RCW 82.80.070](#)(3)(a-d).

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 \$200,000<sup>9</sup>. 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.

**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

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<sup>9</sup> 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.

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 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.

Table 14: Project Prioritization Metrics and Performance Measures

Goal	Project Prioritization Metrics	Performance Measures <i>Reported every two years unless otherwise noted</i>
<p><b>Safety</b></p> 	<p><b>Safety Metrics</b></p>	<p><b>Safety Performance Measures</b></p>
	<p>Location of improvement has a <b>collision history</b> (auto and/or pedestrian/bike):</p>	<p>Report number of <b>injury and fatal collisions</b> citywide through the <b>Annual Traffic Report</b>.</p>
	<p>At least <b>one injury collision</b> within the past</p>	
	<p>At least <b>one pedestrian or bike/auto</b></p>	
	<p><b>Two</b> or more <b>pedestrian or bike/auto</b></p>	
	<p>Location of improvement is along a street with <b>speed limit:</b></p>	
	<p>≤ 25 mph</p>	
	<p>≤ 30 mph</p>	
	<p>≤ 35 mph</p>	
	<p>Location of improvement has a <b>street</b></p>	
	<p>Collector Arterial</p>	
	<p>Minor Arterial</p>	
<p><b>Equity</b></p> 	<p><b>Equity Metrics</b></p>	
	<p><b>Equity Priority Areas based on the aggregated score of the following metrics:</b></p>	<p>Report number of newly constructed or renovated <b>multimodal projects</b> in <b>Equity Priority Areas</b> and number of <b>public engagement activities</b> for each of the projects.</p>
	<p>Improvement is within an area of concentrated need based on <b>Age:</b></p> <p>Under 18 years 60 years or older<sup>10</sup></p>	
	<p>Improvement is within an area of concentrated need based on <b>income</b></p>	
<p>Improvement serves a concentrated <b>community of color</b></p> <p>Top 20% of population density of households of people of color.</p>		



<sup>10</sup> Eligibility for the Older Americans Act starts at age 60.

<sup>11</sup> 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".

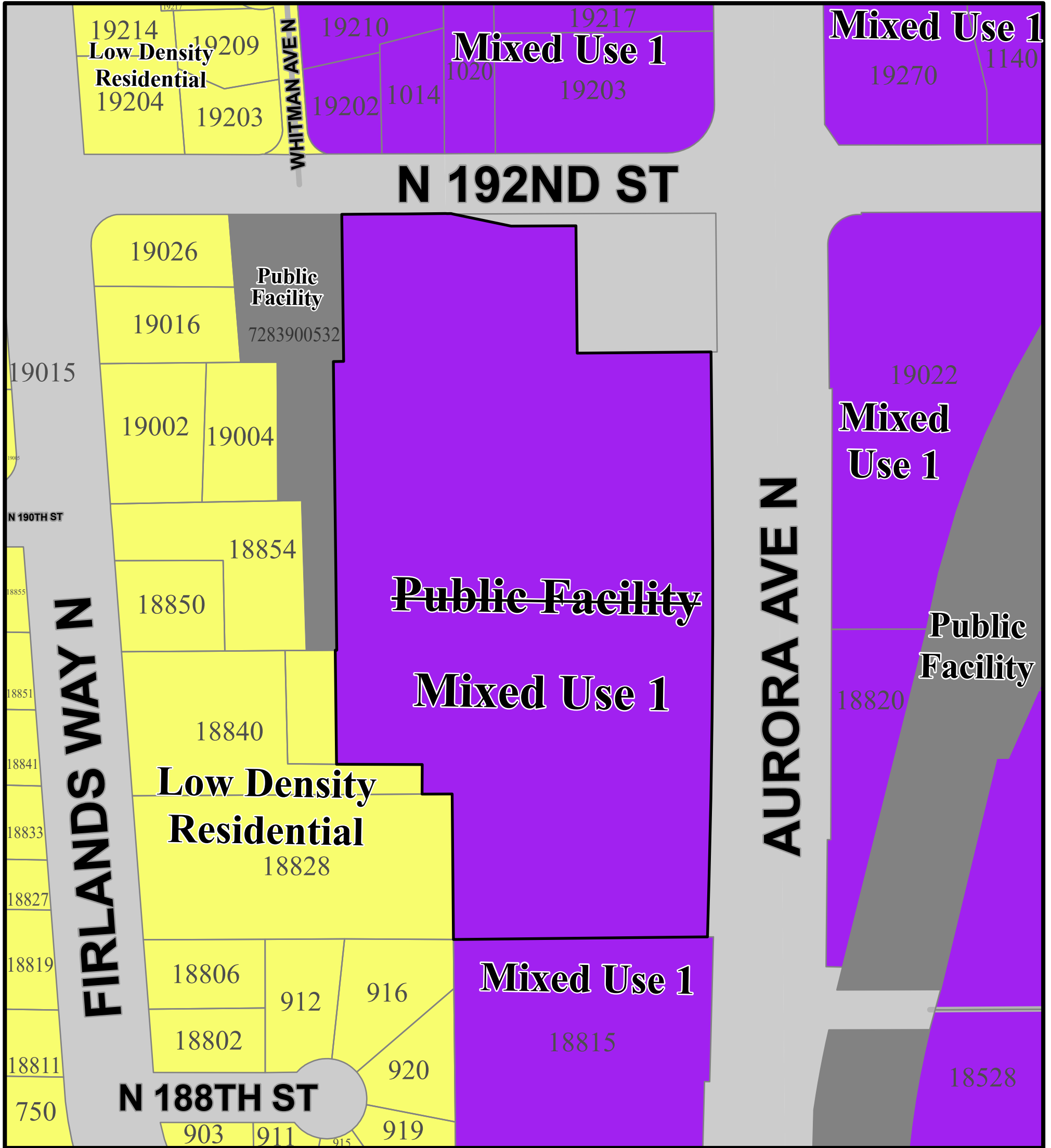
Goal	Project Prioritization Metrics	Performance Measures <i>Reported every two years unless otherwise noted</i>
	<i>Improvement serves a concentrated community with <b>disabilities</b></i>	
	<i>Improvement serves a concentrated community of <b>limited English speakers</b></i>	
<b>Multimodality</b>  	<b>Climate Resiliency<sup>12</sup> - Multimodality Metrics</b>	<b>CR-Multimodality Performance Measures</b>
	<i>Improvement is located along an <b>existing or proposed transit route</b>.</i>	<i>Report number of newly constructed <b>multimodal projects</b> along an <b>existing or proposed transit route</b>.</i>
	<i>Improvement is located within a <b>¼ mile radius</b> of a <b>bus stop</b>.</i>	<i>Report number of newly constructed <b>multimodal projects</b> within a <b>¼ mile radius</b> of a <b>bus stop</b>.</i>
	<i>Improvement is located within a <b>½ mile radius</b> of an <b>existing or planned BRT stop or light rail station</b>.</i>	<i>Report number of newly constructed <b>multimodal projects</b> within a <b>½ mile radius</b> of an <b>existing or planned BRT stop or light rail station</b>.</i>
	<i>Improvement connects to an existing or proposed location of a <b>shared-use mobility hub</b> or <b>park and ride</b>.</i>	<i>Report number of newly constructed <b>multimodal connections</b> to an existing or proposed location of a <b>shared-use mobility hub</b> or <b>park and ride</b>.</i>
<b>Connectivity</b>  	<b>Climate Resiliency - Connectivity Metrics</b>	<b>Climate Resiliency - Connectivity Performance Measures</b>
	<i>Improvement is located within a <b>¼ mile radius</b> of a <b>school</b>.</i>	<i>Report number of newly constructed <b>pedestrian and/or bicycle projects</b> within a <b>¼ mile radius</b> of a <b>school</b>.</i>
	<i>Improvement is located within a <b>¼ mile radius</b> of a <b>park</b>.</i>	<i>Report number of newly constructed <b>pedestrian and/or bicycle projects</b> within a <b>¼ mile radius</b> of a <b>park</b>.</i>
	<i>Closes gap or extends an <b>existing pedestrian or bicycle facility</b>.</i>	<i>Report number of newly constructed <b>pedestrian and/or bicycle projects</b> that <b>close a gap or extend an existing pedestrian and/or bicycle facility</b>.</i>

<sup>12</sup> Climate Resiliency prefix appears in several categories to show interrelated climate resiliency metrics without double counting points.



Goal	Project Prioritization Metrics	Performance Measures <i>Reported every two years unless otherwise noted</i>
<p><b>Climate Resiliency</b></p> 	<p><b>Climate Resiliency – Built Environment Metrics</b></p>	<p><b>Climate Resiliency – Built Environment Performance Measures</b></p>
	<p>Improvement is within a <b>Surface Water Vulnerabilities</b> area per the City’s Climate Impacts Tool and will include measures to reduce surface water runoff.</p>	<p>Report number of newly constructed <b>multimodal projects</b> in <b>Surface Water Vulnerabilities</b> areas and number of measures used to <b>reduce surface water runoff</b> for each project.</p>
	<p>Improvement is within an <b>Urban Heat Island</b> area per the City’s Climate Impacts Tool and will include measures to mitigate urban heat island effect.</p>	<p>Report number of newly constructed <b>multimodal projects</b> in <b>Urban Heat Island</b> areas and number of measures used to <b>mitigate urban heat island effect</b> for each project.</p>
	<p>Refer to <b>Multimodality</b> and <b>Connectivity</b> for metrics for reducing transportation-related greenhouse gas (GHG) emissions by encouraging taking other travel modes than driving.</p>	<p>Report <b>Shoreline Vehicle Miles Traveled (VMT)</b> per capita and its resulting <b>GHG emissions</b>.</p> <p>Report number of <b>trees removed</b> and <b>trees planted</b> for all newly constructed <b>multimodal projects</b> and its projected net amount of <b>CO2 sequestered</b> over 20 years.</p>
<p><b>Community Vibrancy</b></p> 	<p><b>Community Vibrancy Metrics</b></p>	<p><b>Community Vibrancy Performance Measures</b></p>
	<p>Improvement enhances <b>multimodal access to an activity center</b> (within a ¼ mile radius of a retail/business area or civic/community building).</p>	<p>Report number of newly constructed <b>multimodal projects</b> within a ¼ mile radius of an <b>activity center</b>.</p>
	<p>Improvement provides an <b>alternative to walking or bicycling along a motorized facility</b> e.g., ped/bike bridge, trail/path through park or unopened right of way, etc.</p>	<p>Report number of newly constructed or renovated <b>ped/bike bridges, trails, and paths</b>.</p>
<p>Improvement provides <b>places for public art, culture, and/or community gathering</b> e.g., locations of shared-use mobility hubs, trailheads, gateways, park frontages.</p>	<p>Report number of newly constructed or renovated <b>places for public art, culture, and/or community gathering</b>.</p>	

# Comp Plan Update: 192nd St Park & Ride



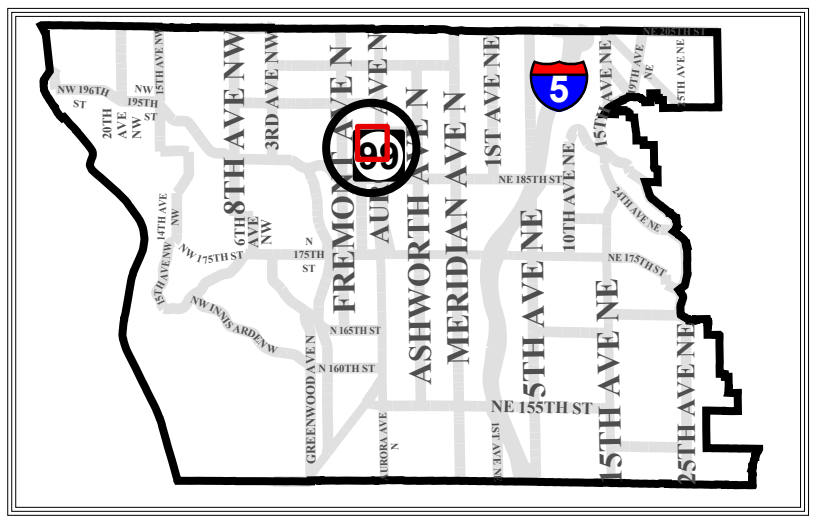
**192nd St Park & Ride  
Comprehensive Plan Amendment  
Public Facility/High Density Residential to Mixed Use 1**

**Land Use Legend**

- |                            |                      |
|----------------------------|----------------------|
| Station Area 1             | Mixed Use 2          |
| Station Area 2             | Mixed Use 1          |
| Station Area 3             | Town Center District |
| Low Density Residential    | Public Facility      |
| Medium Density Residential | Public Open Space    |
| High Density Residential   | Private Open Space   |
| Institution/Campus         | - Parcel Line        |
| Planned Area 3             |                      |

**Feature Legend**

- |                 |                    |
|-----------------|--------------------|
| - Parcel Change | - Unclassified ROW |
| - City Boundary | - Parcel Line      |



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## Land Use Element Goals and Policies

### INTRODUCTION

Land use describes the human use of land and involves modification of the natural environment into the built environment, and management of these interrelated systems. Land use designations delineate a range of potentially appropriate zoning categories, and more broadly define standards for allowable uses and intensity of development. The combination and location of residential neighborhoods, commercial centers, schools, churches, natural areas, regional facilities, and other uses is important in determining the character of Shoreline. The pattern of how property is designated in different parts of the city directly affects quality of life in regard to recreation, employment opportunities, environmental health, physical health, property values, safety, and other important factors.

This Element contains the goals and policies necessary to support the City's responsibility for managing land uses and to implement regulations, guidelines, and programs. The Land Use policies contained in this element, along with the Comprehensive Plan Map (Figure LU-1), identify the intensity of development and density recommended for each area of the city. These designations help to achieve the City's vision by providing for sustainable growth that encourages housing choice; locates population centers adjacent to transit and services; provides areas within the city to grow businesses, services, jobs and entertainment; respects existing neighborhoods; provides for appropriate transitions between uses with differing intensities; safeguards the environment; and maintains Shoreline's sense of community. The goals and policies of this element also address identifying Essential Public Facilities.

The Land Use Element Supporting Analysis section of this Plan contains the background data and analysis that describe the physical characteristics of the city and provides the foundation for the following goals and policies.

### GOALS

- Goal LU I.** Encourage development that creates a variety of housing, shopping, entertainment, recreation, gathering spaces, employment, and services that are accessible to neighborhoods.
- Goal LU II.** Establish land use patterns that promote walking, biking and using transit to access goods, services, education, employment, recreation.
- Goal LU III.** Create plans and strategies that implement the City's Vision 2029 and Light Rail Station Area Planning Framework Goals for transit supportive development to occur within a ½ mile radius of future light rail stations.
- Goal LU IV.** Work with regional transportation providers to develop a system that includes two light rail stations in Shoreline and connects all areas of the city to high-capacity transit using a multi-modal approach.
- Goal LU V.** Enhance the character, quality, and function of existing residential neighborhoods while accommodating anticipated growth.
- Goal LU VI.** Encourage pedestrian-scale design in commercial and mixed-use areas.
- Goal LU VII.** Plan for commercial areas that serve the community, are attractive, and have long-term economic vitality.
- Goal LU VIII.** Encourage redevelopment of the Aurora corridor from a commercial strip to distinct centers with variety, activity, and interest.

- Goal LU IX. Minimize or mitigate potential health impacts of industrial activities on residential communities, schools, open space, and other public facilities.
- Goal LU X. Nominate Shoreline as a Regional Growth Center as defined by the Puget Sound Regional Council.
- Goal LU XI. Maintain regulations and procedures that allow for siting of essential public facilities.
- Goal LU XII. Increase access to healthy food by encouraging the location of healthy food purveyors, such as grocery stores, farmers markets, and community food gardens in proximity to residential uses and transit facilities.

## **POLICIES**

### **Residential Land Use**

LU1. The Low-Density Residential land use designation allows single-family detached dwelling units. Other dwelling types, such as duplexes, single-family attached, cottage housing, and accessory dwellings may be allowed under certain conditions. The permitted base density for seeking them out as vital to current societal needs. this designation may not exceed 6 dwelling units per acre.

LU2. The Medium Density Residential land use designation allows single family dwelling units, duplexes, triplexes, zero lot line houses, townhouses, and cottage housing. Apartments and professional offices may be allowed under certain conditions. The permitted base density for this designation may not exceed 12 dwelling units per acre.

LU3. The High-Density Residential designation is intended for areas near employment and/or commercial areas, where high levels of transit service are present or likely. This designation creates a transition between commercial uses and lower intensity residential uses. Some commercial uses may also be permitted. The permitted base density for this designation may not exceed 48 dwelling units per acre.

LU4. Allow clustering of residential units to preserve open space and reduce surface water run-off.

LU5. Develop regulations to maintain and increase Shoreline's urban tree canopy with the goal of encouraging tree retention and protection while also increasing housing opportunities and choice.

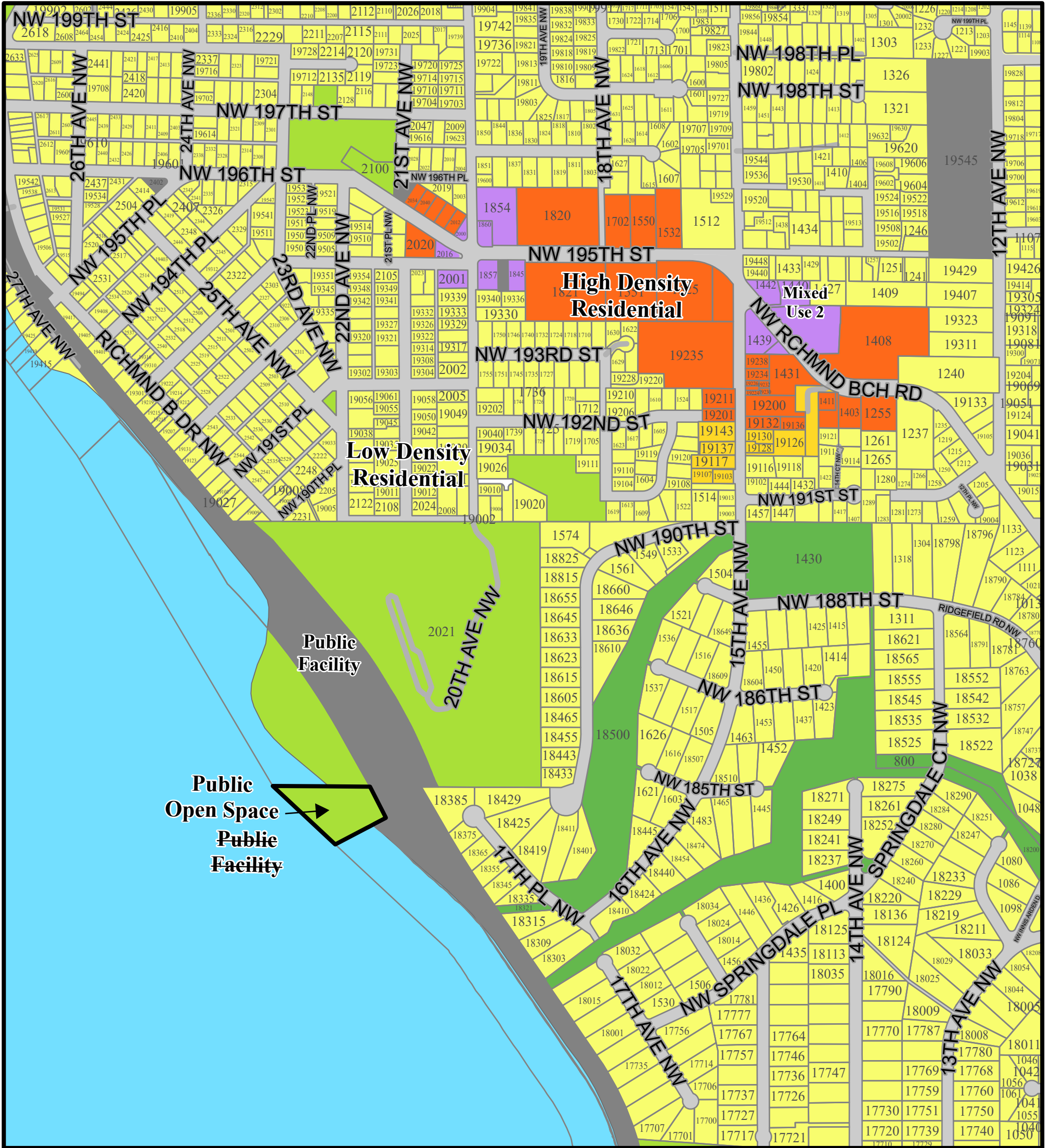
~~LU5.~~ LU6. Review and update infill standards and procedures that promote quality development, and consider the existing neighborhood.

~~LU6.~~ LU7. Protect trees and vegetation, and encourage additional plantings that serve as buffers. Allow flexibility in regulations to protect existing stands of trees.

~~LU7.~~ LU8. Promote small-scale commercial activity areas within neighborhoods that encourage *walkability*, and provide opportunities for employment and "*third places*".



# Comprehensive Plan Map Update: Richmond Beach Saltwater Park



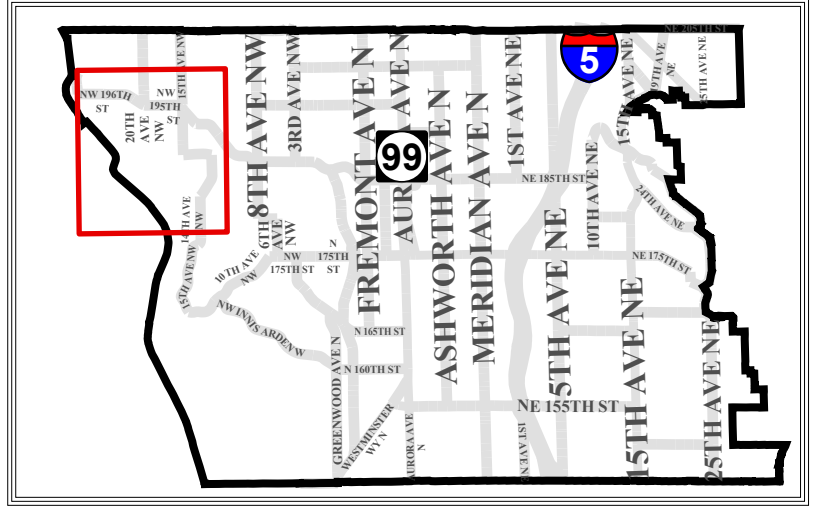
## Comprehensive Plan Map Update Public Open Space Parcel 1126039010

### Land Use Legend

- Station Area 1
- Station Area 2
- Station Area 3
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Institution/Campus
- Planned Area 3
- Mixed Use 2
- Mixed Use 1
- Town Center District
- Public Facility
- Public Open Space
- Private Open Space

### Feature Legend

- Parcel Change
- City Boundary
- Unclassified ROW
- Parcel Line



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# Comprehensive Plan Map Update: Richmond Beach Saltwater Park



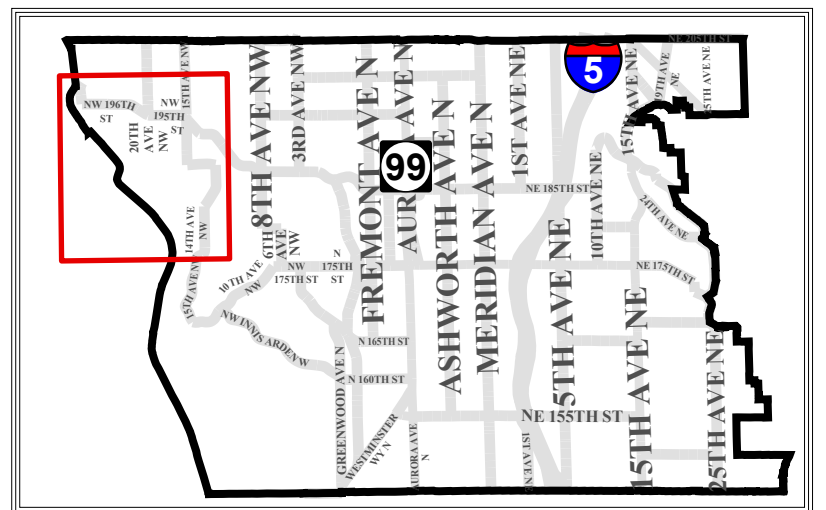
## Comprehensive Plan Map Update Public Open Space Parcel 0226039073

### Land Use Legend

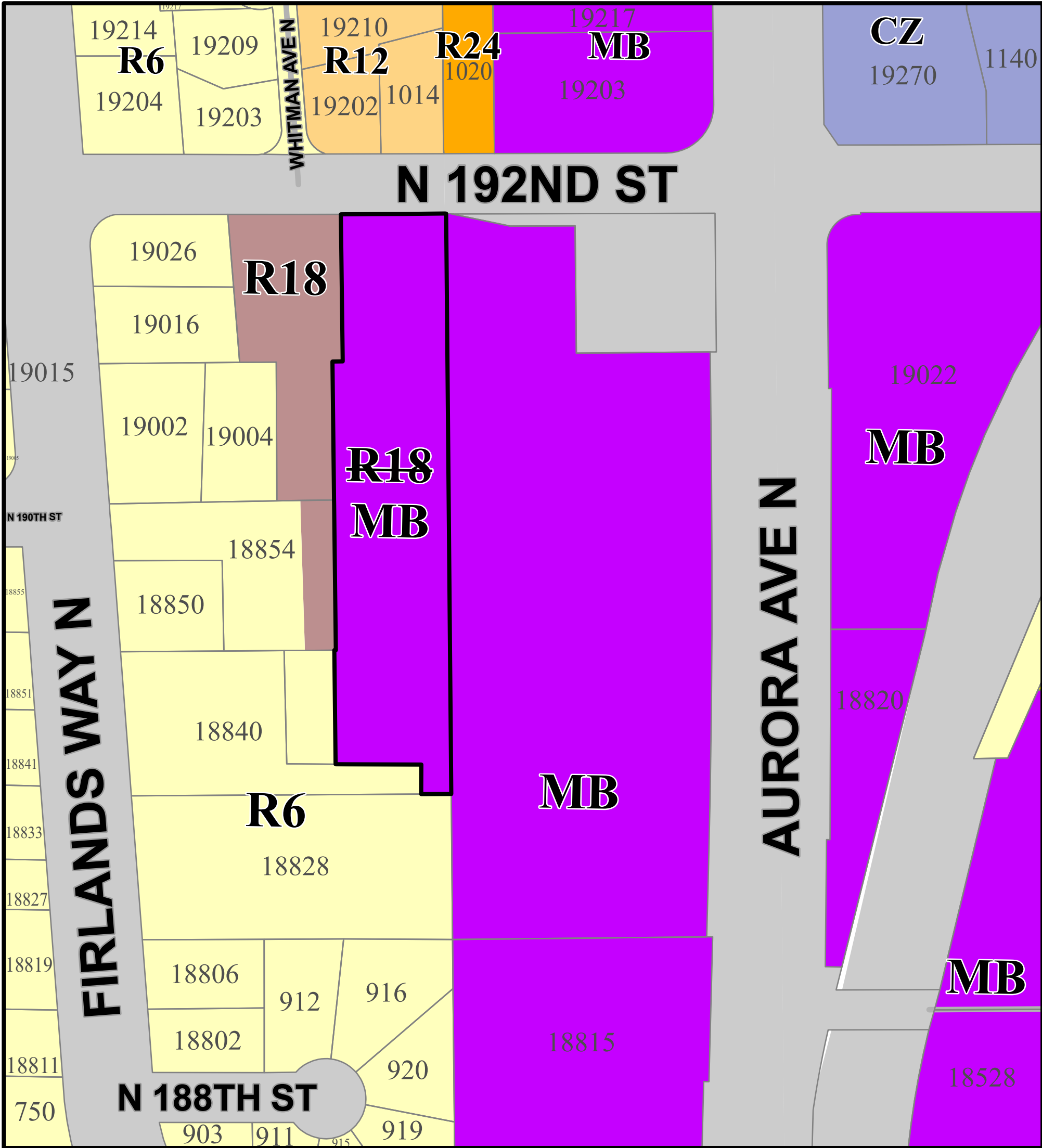
	Station Area 1		Planned Area 3
	Station Area 2		Mixed Use 2
	Station Area 3		Mixed Use 1
	Low Density Residential		Town Center District
	Medium Density Residential		Public Facility
	High Density Residential		Public Open Space
	Institution/Campus		Private Open Space

### Feature Legend

	- Parcel Change		- Unclassified ROW
	- City Boundary		- Parcel Line



# Zoning Update: 192nd St Park & Ride



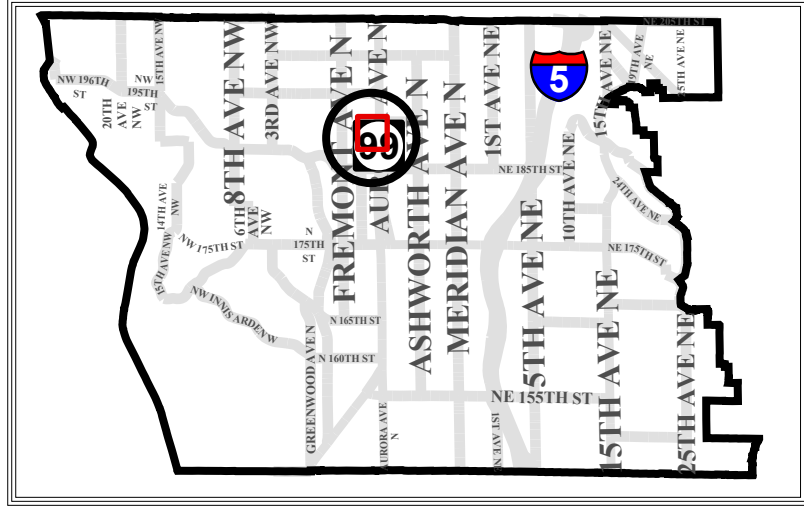
## 192nd St Park & Ride Zoning Update R-18 to MB

### Land Use Legend

- |  |                                  |
|--|----------------------------------|
| - Parcel Line                              | C; Campus                        |
| TC-1 to TC-4; Town Center                  | CZ; Contract Zone                |
| MUR-70; Mixed Use Residential (70' height) | R-48; Residential, 48 units/acre |
| MUR-45; Mixed Use Residential (45' height) | R-24; Residential, 24 units/acre |
| MUR-35; Mixed Use Residential (35' height) | R-18; Residential, 18 units/acre |
| MB; Mixed Business                         | R-12; Residential, 12 units/acre |
| CB; Community Business                     | R-8; Residential, 8 units/acre   |
| NB; Neighborhood Business                  | R-6; Residential, 6 units/acre   |
| PA 3; Planned Area 3                       | R-4; Residential, 4 units/acre   |

### Feature Legend

- |                 |                    |
|-----------------|--------------------|
| - Parcel Change | - Unclassified ROW |
| - City Boundary | - Parcel Line      |



## 2024 Comprehensive Plan Periodic Update – Tentative Schedule

2022	2023	2024-25
<p><b>Q4 2021 / Q1 2022 Completed:</b></p> <ul style="list-style-type: none"> <li>• Comp Plan Docket</li> <li>• Early Scope (new CPP's and other requirements, best practices, emerging issues to incorporate, themes)</li> <li>• Develop Charter</li> </ul>	<p><b>Q1 Completed:</b></p> <ul style="list-style-type: none"> <li>• Kick-off visioning</li> <li>• Draft engagement strategy/public participation plan</li> <li>• Introduction</li> <li>• Transportation Master Plan</li> </ul>	<p><b>Q1 Completed:</b></p> <ul style="list-style-type: none"> <li>• Natural Environment (integrate work from Climate Action Plan and Surface Water Master Plan)</li> <li>• Economic Development Element</li> </ul>
<p><b>Q2 Completed:</b></p> <ul style="list-style-type: none"> <li>•</li> </ul>	<p><b>Q2 Completed:</b></p> <ul style="list-style-type: none"> <li>•</li> </ul>	<p><b>Q2 Completed:</b></p> <ul style="list-style-type: none"> <li>• Utilities</li> <li>• Capital Facilities</li> <li>• Subarea Plans (to the extent they need to be integrated with the document)</li> <li>•</li> </ul>
<p><b>Q3 Completed:</b></p> <ul style="list-style-type: none"> <li>•</li> </ul>	<p><b>Q3 Completed:</b></p> <ul style="list-style-type: none"> <li>•</li> </ul>	<p><b>Q3 Completed:</b></p> <ul style="list-style-type: none"> <li>• Adopt SEPA (early Q2)</li> </ul>
<p><b>Q4 Completed:</b></p> <ul style="list-style-type: none"> <li>• Council and PC briefings on early scope/schedule for update (tentative)</li> <li>• Transportation Element</li> <li>• Climate Action Plan Update</li> </ul>	<p><b>Q4 Completed:</b></p> <ul style="list-style-type: none"> <li>• Land Use Element</li> <li>• Housing Element (build and use work from Housing Action Plan)</li> <li>• Community Design</li> <li>• PROS Plan – Parks Board &amp; PC/CC</li> </ul>	<p><b>Q4 Completed:</b></p> <ul style="list-style-type: none"> <li>• Integrate final document (design, graphics, etc.)</li> <li>• Adoption of final ordinance completing periodic update (December 31, 2024)</li> </ul> <p><b>Q1 2025 Completed:</b></p> <ul style="list-style-type: none"> <li>• Plan submittal for review/certification (PSRC)</li> <li>• Other regulatory filings (Commerce, etc.)</li> </ul>

**NOTES:**

- Functional plan updates will update goals, policies, and supporting analysis, where able (e.g. Transportation Master Plan, Surface Water Master Plan, PROS, etc.)



## **Transit Oriented Development Feasibility and Community Goals for the Shoreline Park and Ride**

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June 30, 2022



**King County**

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## II. Proviso Text

Of this appropriation, \$150,000 shall not be expended or encumbered until the executive transmits a Shoreline Park & Ride transit-oriented development feasibility report and a motion that should acknowledge receipt of the report and a motion acknowledging receipt of the report is passed by the council. The motion should reference the subject matter, the proviso's ordinance number, ordinance section and proviso number in both the title and body of the motion. The report shall include, but not be limited to, the following:

A. A description of any encumbrances, easements or other conditions on the use of the Shoreline Park & Ride, which is located at 18821 Aurora Avenue North within the city of Shoreline ("the property"), that could limit or prohibit transit-oriented development on the property, actions that could be taken to address or resolve any restrictions and any conditions related to continued use of the property for parking or other uses that must be met if the property is developed for other uses;

B. A description of the process used to conduct a feasibility study of the property, including a description of: 1. The results of architectural, land use, transportation planning and engineering studies; 2. The engagement process used to involve community members and jurisdictional and agency partners to develop potential scenarios for development of the property; and 3. The goals for the use of the property; and

C. A description of next steps to be taken in coordination with jurisdictional and agency partners, community members and the department of community and human services to develop a plan for transit-oriented development on the property, including affordable housing.

The executive should electronically file the Shoreline Park & Ride transit-oriented development feasibility report and the motion required by this proviso no later than September 30, 2021, with the clerk of the council, who shall retain an electronic copy and provide an electronic copy to all councilmembers, the council chief of staff and the lead staff for the mobility and environment committee, or its successor.<sup>1</sup>

<sup>1</sup> Ordinance 19210, Section 113, Transit, P8 [\[LINK\]](#)

### III. Executive Summary

This report is submitted in response to Ordinance 19210, Section 113, Transit, P8.<sup>2</sup>

Metro purchased the 5.34-acre property, now known as the Shoreline Park and Ride, from the Washington State Department of Transportation (WSDOT) in 2017. The facility provides 393 commuter parking spaces, one active bus bay, three bus layover spaces and a comfort station for Metro drivers. The facility is served by several bus routes including the RapidRide. In 2024, Sound Transit's Lynnwood Link light rail plans to begin service to the City of Shoreline.

On June 9, 2021, Metro's General Manager signed Metro's Equitable Transit Oriented Communities (ETOC) policy (Appendix C) that directs Metro to evaluate its property portfolio biannually to identify opportunity sites for Transit Oriented Development (TOD). Pursuing transit-oriented development at the Shoreline Park and Ride that accommodates transit and commuter needs and positions the County to deliver on other community goals would implement Metro's ETOC policy and achieve other policy and strategic plan goals.

Metro contracted with a consultant team comprised of architects, engineers, real estate, and community engagement professionals to conduct a transit-oriented development feasibility study at the Shoreline Park and Ride. A Metro team collaborated with the consultants, City of Shoreline and King County's Department of Community and Human Services (DCHS) to design and conduct a community engagement process. The engagement process included discussion of the findings of the TOD feasibility study; confirmed assumptions, transit needs and city goals; and co-created project goals to inform any future developer solicitation.

Six conditions are identified in this report that impede or effect the site's ability to realize TOD. They include:

1. A WSDOT deed restriction that requires Metro to provide 401 parking stalls for exclusive use by commuters 24-hours a day, 7-days a week.
2. The park and ride includes an access road, one active bay, three layover spaces and a comfort station
3. Two existing sewer easements that run the length of the site parallel to Aurora Avenue.
4. A non-specific easement that allows main storm or sewer connections from tract 52 across the site to the west.
5. The site has two different zoning designations. A portion of the site is designated Mixed-Business (MB) while another portion is zoned for townhome construction up to 18 units an acre.
6. An existing retention pond west of the access road must be replaced or relocated if the site is redeveloped to include its location.

None of the identified encumbrances preclude redevelopment for TOD.

<sup>2</sup> Ordinance 19210, Section 113, Transit, P8 [\[LINK\]](#)

After reviewing historic US Geological Survey maps and as-built drawings of the water retention tank and public plaza adjacent to the site, no evidence of an underground stream or creek to Echo Lake, are identified, although borings and soil samples are needed to confirm.

Based on the listed encumbrances and what is allowable by code, the consultant team examined two primary development scenarios, both driven by the parking restriction:

- 1) Structure transit parking in a standalone garage and develop the remainder of the site as TOD
- 2) Integrate structured parking for both transit and development uses and develop above the parking podium.

For both scenarios, consultants examined the effect of sharing 100 transit parking stalls with the development. Both shared parking options increased the minimum number of housing units possible on the site and improved the project's financial performance. Both scenarios with and without shared parking were feasible.

Kidder Mathews, an independent commercial real estate firm, conducted a market study and found a strong market for both market-rate and workforce housing. They found weak market demand for speculative office and pedestrian-oriented commercial space. Findings from the market study informed the development program that was tested in the feasibility study. The concept was primarily residential with limited commercial space sized to meet code requirements.

Metro, DCHS, and City of Shoreline staff collaborated on the list of interested parties to engage in the public engagement process. Metro, supported by a consultant team, ran a four-workshop engagement process. At the conclusion of the workshop series, the high-level project goals identified by participants are:

1. Prioritize family-sized affordable housing
2. Seek restaurants or cafes as a ground floor use
3. Include a playground
4. Target housing affordable to households making 60% of AMI (Area Median Income) or below
5. Create a Community Hub on as a ground floor use
6. Provide a community garden or green space
7. Seek a Pharmacy or Urgent Care Clinic as a ground floor tenant
8. Provide Free Parking

Several next actions are identified to support TOD at the Shoreline Park and Ride, including exploring affordable housing. Metro will work with the City of Shoreline to pursue rezoning the entire site to Mixed-Business (MB). It will reach out to WSDOT about the future of the deed restriction and work to develop a set of project requirements that support Metro's future needs for the park and ride. Metro will work with DCHS and the City of Shoreline on an affordable housing approach and identify project timing based on available resources.

Notably, significant resources will be needed from local, state, and federal governments to support large scale development at this site. Coordinating sufficient resources could take several years. The Executive is committed to partnering with Council to secure equitable transit oriented development on this site and is actively monitoring the availability of TOD funding from Lodging Taxes (RCW 67.28.180) as well as other resources to support affordable housing development at locations like this.

## IV. Background

### **Department Overview:**

King County Metro is the Puget Sound region's largest public transportation agency. Metro provides bus, paratransit, vanpool, and water taxi services, and operates Seattle Streetcar, Sound Transit Link light rail, and Sound Transit Express bus service. Metro is committed to providing safe, equitable, and sustainable mobility, and prioritizing service where needs are greatest.

### **Key Conditions:**

Metro Transit owns and operates the 5.34-acre Shoreline Park and Ride located at 18821 Aurora Avenue North in Shoreline, WA. Metro purchased the Shoreline Park and Ride from WSDOT in 2017. Terms of that agreement require Metro to maintain 401-stalls of commuter-only 24-hour free parking. The facility is served by the Rapid Ride E line, 301, 303, 342 and the 373 bus routes.

In 2021, Metro adopted its Equitable Transit Oriented Development (ETOD) policy that directs Metro to evaluate its property portfolio biannually to identify opportunity sites for TOD. As directed by its ETOC policy, Metro considers the built environment and community characteristics when planning frequent services like high-capacity transit to facilitate and support the continued development of inclusive healthy and vibrant places for the people of King County.

In 2024, Link light rail begins service to Shoreline. Metro's service change following the opening of light rail to Shoreline, may impact bus service to the park and ride. In addition, Sound Transit is adding new garages at both Shoreline stations. As property values rise, demand for affordable housing choices increase. Service changes, changes to the built environment, and changes to regional commute patterns influence commuter parking demands. This work requires consideration of the nature and amount of commuter parking provided at Metro's facilities, balanced with other mobility improvements to best serve residents of King County.

Pursuing transit-oriented development at the Shoreline Park and Ride that accommodates transit and commuter needs and positions the County to deliver on other community goals and implements Metro's ETOC policy (Appendix C) and would achieve other policy and strategic plan goals.

### **Report Methodology:**

Metro Transit staff developed this report. Metro contracted with a consultant team comprised of architects, engineers, real estate, and community engagement professionals to conduct a transit-oriented development feasibility study at the Shoreline Park and Ride. The consultant team led by McMillen Jacobs Associates and comprised of Dean Alan Architects, Cascadia Consulting, and Kidder Mathews examined the site's existing regulatory requirements, known environmental conditions, considered the site's title report, conducted a massing study and a market study to determine the capacity and feasibility of commercial development on the park and ride site. The consultant expertise in engineering, architecture, real estate, and public engagement informed the development of a transit-oriented feasibility study and supported a public engagement process.

A Metro team collaborated with the consultants, City of Shoreline and DCHS to design and conduct a community engagement process. The engagement process included discussion of the findings of the

TOD feasibility study; to confirm assumptions, transit needs and city goals; and to co-create project goals to inform any future developer solicitation.

Consultants reviewed relevant plans and policy direction including [Metro Connects](#) (Metro's long-range vision), King County's [Strategic Climate Action Plan](#), King County's [Equity and Social Justice Strategic Plan](#) and Metro's Equitable Transit Oriented Communities policy to develop a set of assumptions to inform Metro's long-term needs and plans for the site. Consultants reviewed several existing plans to develop and confirm a list of encumbrances and assumptions that informed the feasibility study. The materials included zoning plans; the City of Shoreline's [Comprehensive Plan](#) and its [Housing Action Plan](#); King County's deed and historical studies of the site.

Working with the engagement consultants, Metro, DCHS and City of Shoreline staff collaborated to develop content and a list of community organizations to include in a four-part workshop series designed to inform and support community goal setting for a future TOD. The workshop series took place over the course of six weeks this spring following the conclusion of the feasibility study. The first two workshops targeted public partners and hosted a conversation between Metro and the City of Shoreline to confirm project requirements and articulate goals. The third and fourth workshops brought community representatives around the virtual table with both city and county staff to discuss the findings of the feasibility study, conduct community listening sessions and provide context into content areas including affordable housing, ground floor active uses and public open space to support community conversations and goal setting. The third workshop concluded with an exercise that resulted in a concise, prioritized list of project goals for a future TOD.

## V. Report Requirements

This report is organized to respond to the requirements of Ordinance 19210, Section 113, Transit, P8.

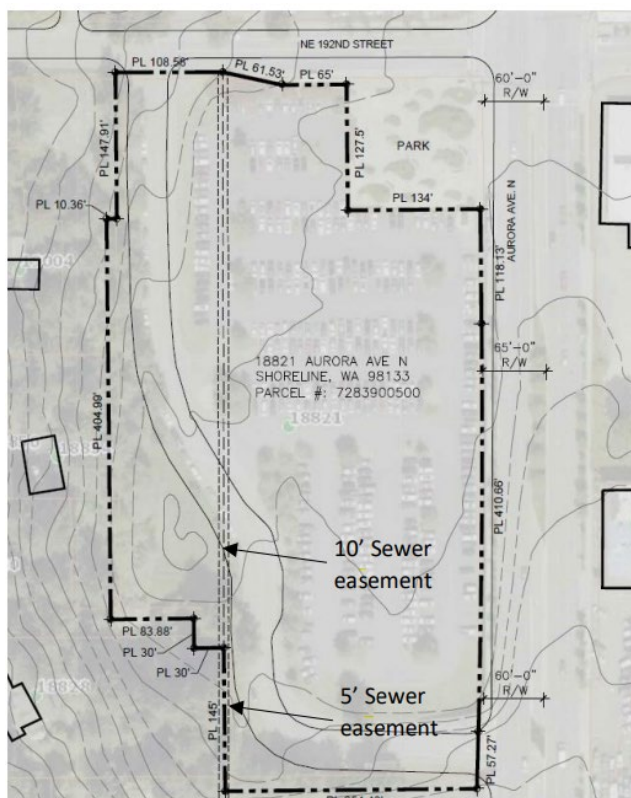
### A. Encumbrances, easements, or other conditions on the use of the Shoreline Park and Ride that could limit or prohibit transit-oriented development on the property, actions that could be taken to address or resolve any restrictions and any conditions related to continued use of the property for parking or other uses that must be met if the property is developed for other uses

The Shoreline Park and Ride, located at 18821 Aurora Avenue North, within the City of Shoreline is a 5.34-acre site owned by King County Metro. The development potential of the site is affected by the following conditions:

1. WSDOT deed restriction requires Metro to provide 401 parking stalls for exclusive use by transit riders, 24-hours a day at no cost.
  - The consultant team finds that if the site's split zoning is resolved (see item five below) and the entire site receives a mixed-business (MB) designation and is developed to maximize housing units, providing the 401 stalls of transit parking is possible under current market conditions.
  - Sharing 100 transit stalls (25 percent) with the future development increased the site's development capacity considerably and improved the feasibility of TOD.
  - Metro's service to the park and ride is expected to change in 2024 and demand for transit parking may decrease, Metro could negotiate with WSDOT to either reduce the required transit parking or seek a shared parking arrangement with a future development. Modifying the deed can be done at WSDOT's discretion.
2. The park and ride includes an access road, one active bay, three layover spaces and a comfort station.
  - For the purposes of the feasibility study, the consultant team assumes that the current park and ride program is to be accommodated on site.
  - Providing the park and ride program does not impede the development of TOD this location but it does limit the size of a future development and increases the cost to successfully deliver TOD.
  - Future transit program needs for this location will be known when the service change associated with the opening of Lynnwood Link is finalized in 2023.
  - Metro's service planning and parking management groups are coordinating with the Transit Oriented Communities (TOC) program to inform any future offering at this location.
3. Two sewer easements run across the property parallel to Aurora Avenue N, the first is 10 feet wide, the second is five feet wide. 4es
  - These easements did not preclude previous development of the site but may affect future development configurations.
  - It is unknown if either easement is in use.



- A developer will need to determine if the easements are in-use and account for them in their future site planning activities.



4. A non-specific easement allows main storm or sewer connections to run from Tract 52 across the site to the west.
  - This encumbrance does not negatively affect the site's development potential.
  - New connections and easements would be needed for a future development.
5. The site has two different zoning designations on different pieces of the same property, otherwise known as "split zoned". The frontage on Aurora is zoned mixed-business (MB), a designation allowing mixed-use buildings up to 70' or five to six stories with one or two decks of parking. West of the sewer easement, abutting the single-family residential neighborhood is designated T-18, allowing townhomes up to 18 units/acre.
  - Rezoning is necessary to for the development scenarios explored in the feasibility study.
  - Working with the City of Shoreline, Metro should seek to resolve the split zoning and pursue a designation of MB across the entire site.
  - Conversations with City of Shoreline staff indicate city support of rezoning the site to MB.
6. An existing retention pond is located to the west of the existing access road.
  - For the purposes of the feasibility study, the access road is retained and the retention pond is untouched.

- If a future developer wishes to activate the site in the location of the retention pond, its function must be replaced onsite at the developer's expense.

## **B. The Process to Conduct the TOD Feasibility Study**

The consultant team reviewed previous development studies of the site conducted in 2000 (Arai Jackson Architects and Planners) and again in 2003 (Merritt & Pardini). They reviewed City of Shoreline's existing comprehensive plan including existing zoning, title reports, topography and environmental studies as well as information provided by the city on the water retention tanks and the development of the adjacent plaza.

While the consultant team did not include environmental engineers, they did review as-built drawings of the underground water tanks and determined that based on historical reports, no underground stream is evident. They worked closely with Metro staff to understand existing use case scenario and met with service planners to develop future use assumptions to inform the development feasibility.

The park and ride program is the primary driver of the development scenarios. The consultant team explored variations of two scenarios, one with a standalone commuter parking garage and another with integrated parking for both the park and ride and future development. For each of these scenarios, the team explored the effect of sharing up to 25 percent of the commuter parking (100 stalls) with the future development.

Informed by review of data and reports, the consult team performed capacity studies for two development scenarios, determining the massing and approximate unit count possible on the site. The two configurations are:

1. A stand-alone transit garage and an adjacent mixed-use development; and
2. An integrated garage with mixed-use development.

For the two scenarios, the consultants examined two parking alternatives:

- A. WSDOT's 401 transit parking stalls intact; and
- B. A share of 100 stalls or 25 percent of the total transit parking with the future development.

Kidder Mathews conducted a market study to inform the development scenarios and finds strong demand for market-rate and affordable housing, but a weak pedestrian-oriented commercial and office market at the park and ride location. The capacity study determined that the site could deliver between 558 and 694 units of housing and 6000 square feet of retail if development on the site was maximized. Importantly, while the capacity study determined the maximum development envelop based on the site conditions and zoning, a future developer will endeavor to create a site plan and phasing plan that responds to the market and may produce fewer units.

An integrated parking program, where commuter parking and parking for TOD is provided on a single podium, provides maximum flexibility to both Metro and a future developer. If parking demand shifts an integrated approach to parking allows for a more seamless transition between uses. An integrated parking solution also slightly increases the site's residential development capacity.

If WSDOT allowed for a shared parking arrangement where 100 stalls currently dedicated to transit could be shared with a future development the financial feasibility of a future development is improved. If in the future, Metro determines that it needs fewer than 401 parking stalls at the Shoreline Park and

Ride and WSDOT was amenable to amending its deed restriction, lowering the total number of parking stalls required on-site would also improve the feasibility of future development.

The feasibility study addressed equity through the application of Metro's Equitable Transit Oriented Communities Policy that requires Metro to provide a minimum of 20 percent of housing units produced on its property for housing affordable to households making at or below 80 percent of the area median income (AMI). This policy directive resulted in considering restricted cash flow for between 110 and 140 units of housing on the site. The full feasibility study is provided as Appendix A.

### C. The Public Engagement Process and Goals for the Use of the Property

Working with the engagement consultants, Metro, DCHS and City of Shoreline staff collaborated to develop content and a list of community organizations to include in a four-part workshop series designed to inform and support community goal setting for a future TOD. Engagement took place between February and April of 2022, over the course of six weeks, following the conclusion of the feasibility study.

The first two workshops targeted public partners and hosted a conversation between Metro and the City of Shoreline to confirm project requirements and articulate goals. The third and fourth workshops brought community representatives around the virtual table with both city and county staff to discuss the findings of the feasibility study, conduct community listening sessions and provide context into content areas including affordable housing, ground floor active uses and public open space to support community conversations and goal setting. The third workshop concluded with an exercise that resulted in a concise, prioritized list of project goals for a future TOD.

Metro worked closely with Cascadia Consulting and in collaboration with DCHS to design the workshop engagement process. Engagement began with a hosted conversation with City of Shoreline staff to share the findings of the feasibility study and lead a visioning session.

Metro engaged with the City of Shoreline Neighborhoods Coordinator to co-develop a list of interested parties to include in a two-part community listening and goal setting process. Leading with the desire to engage community groups and organizations that serve priority populations in Shoreline, Metro reached out and included members from the following organizations:

- Hopelink
- Ronald Commons Housing
- YMCA
- North Urban Human Services
- Hillwood Neighborhood Association
- Echo Lake Neighborhood Association
- Shoreline Farmers Market
- Shorelake Arts
- King County Metro Equity Cabinet
- East African Family Support Group
- Canopy

Metro hosted two community workshops. The first workshop was an opportunity to provide community members with information about the proviso, the feasibility study and conduct a listening session. The purpose of the community discussion was to gather community needs, priorities, and possibilities for the site. Metro used the opportunity to discuss the property and transit oriented development. The consultants provided an overview of affordable housing and needs at the site and facilitated break out

room activities to gather and organize feedback. The feedback was organized into four categories housing, public open space, active ground floor uses; and a miscellaneous category.

The second community workshop was intended to prioritize feedback gathered in the first community workshop into a ranked set of project goals. Metro led the group in a conversation about balancing priorities and trade-offs and consultants led a breakout activity and then a whole group activity where participants voted on top project priorities. All workshops were conducted online. The first community workshop provided translation services in both Amharic and Tigrayan. The second community workshop provided translation in Amharic only.

Based on community feedback gathered during the workshop series the community project goals in order of priority are:

1. Prioritizing family-sized affordable housing
2. Seeking restaurants or cafes as a ground floor use
3. Seeking a community serving playground
4. Targeting housing affordable to households making 60% of AMI or below
5. Creating a Community Hub on as a ground floor use
6. Creating a community garden or green space
7. Seeking a Pharmacy or Urgent Care Clinic
8. Free Parking

A full engagement summary can be found in Appendix B.

## VI. Next Actions

In coordination with jurisdictional and agency partners, community members and DCHS, Metro plans to undertake the following actions to develop a plan for Transit Oriented Development on the property, including affordable housing:

1. Engage WSDOT to determine the viability of modifying the deed restricted number and/ or exclusive transit use of 401 parking stalls
2. Work with service planning and parking and mobility staff to determine final transit service and parking program requirements responding to the opening of Lynnwood Link service.
3. Work with real estate and the City of Shoreline to resolve the site's spit zoning to maximize development potential and increase the value of the site for a developer.
4. Work with County staff to determine funds available to support both the provision of affordable housing and offset the cost to structure parking.
5. Collaborate with jurisdictional and agency partners on a procurement approach and timeline.
6. Resource Metro's Transit Oriented Communities Program to support the procurement.

Over the next year or so, Metro will evaluate its properties relative to feasibility and prioritization for TOD projects; that effort will look at factors such as equity, funding, permitting, financial considerations, etc. Also, significant resources will be needed from local, state, and federal governments to support

large scale development at this site. Coordinating sufficient resources could take several years. The Executive is committed to partnering with Council to secure equitable transit oriented development on this site and is actively monitoring the availability of TOD funding from Lodging Taxes as well as other resources to support affordable housing development at locations like this.

## **VII. Appendices**

Appendix A: Transit-oriented development feasibility study at the Shoreline Park and Ride

Appendix B: Transit -oriented development at the Shoreline Park and Ride Engagement Summary

Appendix C: Metro's Equitable Transit Oriented Communities policy

September, 2021

# SUMMARY REPORT

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KING COUNTY METRO  
TRANSIT-ORIENTED DEVELOPMENT FEASIBILITY STUDY -  
SHORELINE PARK N RIDE  
18821 AURORA AVE NORTH  
SHORELINE, WA 98133

DEAN ALAN ARCHITECTS | 1511 THIRD AVE. STE 301, SEATTLE, WA 98101

WITH MCMILLEN JACOBS ASSOCIATES,  
KIDDER MATTHEWS AND CASCADIA CONSULTING GROUP

## Executive Summary

### PURPOSE

King County Council directed Metro to conduct a feasibility study for a transit-oriented development (TOD) at the Shoreline Park N Ride as a part of King County's 2021-22 budget (Proviso 8). The study's goal is to understand the property's development propensity while meeting long-term regional transportation needs, to understand the site's encumbrances and their effect on the site's developability, and to inform community engagement activities, conducted in partnership with the City of Shoreline, to develop project goals for a future developer solicitation.

When Metro purchased the site from WSDOT in 2017, the deed agreement required that Metro provide 401 parking stalls available 24 hours a day, seven days a week for exclusive use by transit riders. As part of this study, Metro sought to understand more fully the impact of that encumbrance and to identify other issues that may limit the site's developability.

### SITE

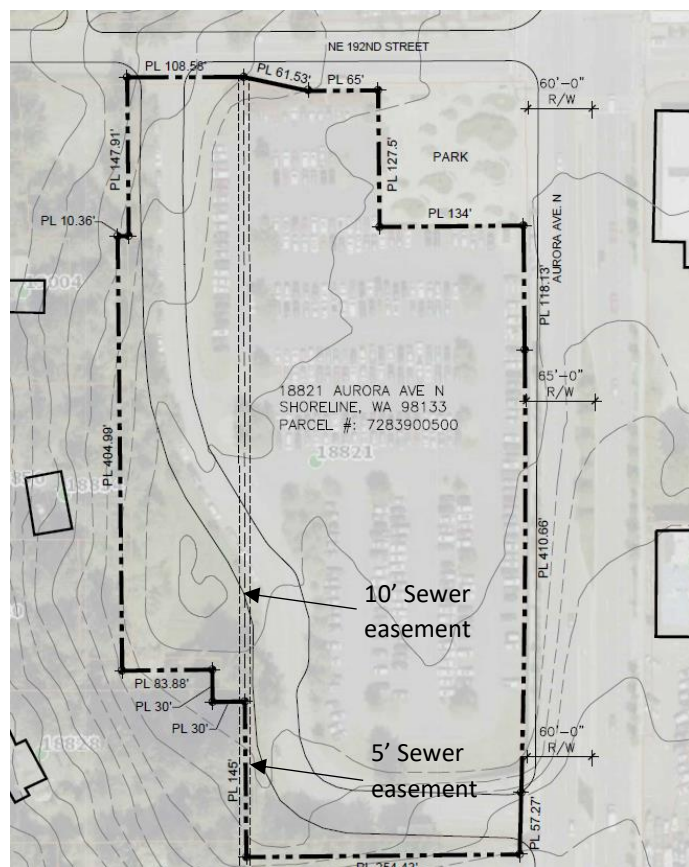


Figure 1 Site Plan

The Shoreline Park N Ride site is located on the southwest corner of Highway 99 (Aurora Avenue N) and N 192<sup>nd</sup> Street in the City of Shoreline. The project site faces Aurora Ave N and backs directly onto a single-family residential neighborhood. The 5.34-acre site is situated below grade at the southwest and northeast corners relative to the adjacent lots and streets. Most of the site is paved for surface parking. An access road to the west and south is used by buses and the public. Rapid Ride E and bus routes 301, 302 and 373 serve this site. A City-owned park at the corner of Aurora Ave N and N 192<sup>nd</sup> Street and a retention pond within the site boundary address stormwater drainage.

Mixed business (MB) zoning across the majority of site allows for high density development in retail, office and multifamily uses. The height limit of 70' allows for 5-6 levels of residential development over 1-2 decks of parking. The site is zoned R18 west of the 10' sewer easement (see Figure 1 and zoning map in Figure 5); the site's split zoning will need to be resolved to maximize development. Development scenarios in this report assume MB zoning across the entire site.

### ENCUMBRANCES

The site carries specific encumbrances that impact its development potential. These are functions that need to be maintained and/or obligations to other parties, impacting the site layout:



- The WSDOT deed requires Metro to provide 401 parking stalls available 24 hours a day, seven days a week for exclusive use by transit riders;
- In addition to transit rider parking, the Park N Ride program includes one passenger pick-up, three bus layover spaces and a driver comfort station;
- 10’ and 5’ wide sewer easements run parallel to Aurora Ave, indicated in Figure 1 Site Plan. It is not known whether these easements are in use; and
- A non-specific easement allows for main storm or sewer connections to run from Tract 52 to the west through the site. New connections and easements would need to be set up for the new site layout.

**MARKET**

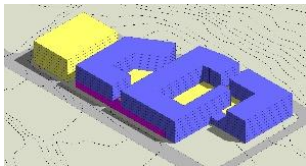

A market demand assessment of typical TOD uses, including multifamily residential, pedestrian-oriented retail, office, and hospitality, found that multifamily residential is currently the most viable use for a speculative development. Market forces need to be closely monitored as the project concept develops, prior to the issuance of a development solicitation to best meet the market. At present, two major considerations may affect the site’s future program and timing:

- Four large multifamily projects are currently under construction and more than 20 projects are in the planning and permitting process. If the majority of projects being planned come to fruition, they could saturate the market; and
- Covid-19 is impacting the predictability of development on both the demand and the construction cost sides. The data collected for the Mortenson Cost Index is showing an increase of nearly 5% nationally and 5.2% in Seattle for the first quarter of 2021. This is the largest single quarter increase since its inception, driven by significant disruptions to the supply chain and increases in commodity costs.

**DEVELOPMENT SCENARIOS**

The WSDOT parking requirement framed this study. Two scenarios were considered: a separate parking garage for dedicated transit rider use and a garage integrated with future development. The study concluded that providing 401 transit-only stalls would be challenging but physically possible. In addition, the study looked at the impact of renegotiating the WSDOT parking requirement to allow 300 dedicated transit stalls to be supplemented by 101 stalls shared with the development, in order to test the sensitivity of this encumbrance.

The two garage scenarios, overlaid by the WSDOT parking requirement sensitivity test, resulted in four options.

<b>Option A</b>	Standalone transit garage (401 stalls) Development on the remainder of the lot	
<b>Option A1</b>	Standalone transit garage (300 dedicated transit stalls) Development on the rest of the lot, incorporating 101 stalls shared with transit	
<b>Option B</b>	Integrated garage: 401 stalls dedicated underground transit parking Development with parking above	
<b>Option B1</b>	Integrated garage: 300 stalls dedicated underground transit parking Development with parking above, of which 101 stalls shared with transit	

The studies showed that there is significant development potential on this site even with the WSDOT parking requirement: between 550 and 700 market rate units depending on the scenario.



The financial model of these options assumes that a developer pays \$31,000 per residential unit for the land and restricts rents in 20% of the residential units to people making 80% or less of Area Median Income (AMI). This 20% set-aside for affordable units aligns with Metro's Equitable Transit-Oriented Communities policy.

### **SOURCES AND USES**

The Sources and Uses analysis focuses on the disposition of land or development rights to cover the cost of transit improvements. After accounting for the cost of meeting the P&R program requirements, and assuming the land disposition is a fair market value transaction to support the creation of TOD, the options generate between a \$1 and \$3.3 million cash surplus in the scenarios where all 401 dedicated P&R stalls are preserved, and between \$4.5 and \$6.6 million in the scenarios where 300 dedicated P&R and 101 shared P&R stalls are preserved. Receiving less than fair market value for the land, or restricting income generation through affordable housing requirements, will jeopardize the feasibility of the project and warrant further study.

### **NEXT STEPS**

Further work is required in three categories:

- **Transit program:** Metro is in the process of revising its service plan in coordination with the start of Sound Transit's Lynnwood Link light rail service in 2024. These changes may reduce transit activity on the Shoreline Park N Ride site. As part of this workstream, consideration should be given to negotiating with WSDOT to allow a shared parking arrangement and on temporary parking during construction;
- **Confirm environmental and utility needs:** issues needing further study include condition and code-compliance of the existing retention pond; utility capacity limits (fire flow, substation); and the water table level. In addition, implications of the sewer easements should be explored; and
- **Community outreach and affordable housing:** an engagement strategy has been prepared as part of this study. Next steps are to coordinate and align outreach with the City of Shoreline, to conduct planned outreach activities, and to gather community input to develop shared project goals. As part of this workstream, affordable housing requirements and aspirations need to be discussed between the City of Shoreline and King County.

Subject to financial feasibility, the work will support the preparation of a Request for Proposals for development of the Park N Ride site.

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## **APPENDICES**

A	Sources & Uses
B	Environmental issues/impacts on development potential
C	Public Engagement Plan Outline

## **Proviso 8 in 2021-22 King County Budget**

Metro supports the pursuit of transit-oriented development at the Shoreline Park N Ride and is interested in understanding the property's development propensity while meeting long-term regional transportation needs.

Specifically, Metro understands that the WSDOT parking requirement may represent an unmarketable burden to future developers and would like to understand more fully the impact of that encumbrance and the site's development potential without it.

This proviso issued in the 2021-2022 budget directs Metro to:

- 1) Conduct a transit-oriented development feasibility study at the Shoreline Park N Ride;
- 2) Identify encumbrances that may limit development;
- 3) Conduct community engagement; and
- 4) Develop a set of project goals to inform a future solicitation.

This study serves to address the first two of the proviso's goals. This report summarizes the study findings.

As Metro considers how to best proceed, it's important to note that many factors responsible for determining the full extent of Metro's future needs for the site remain unclear. Major factors to be evaluated include:

- Changes in rider usage of the site resulting from COVID-19 commute changes;
- The opening of Lynnwood Link and the new parking garages in Shoreline; and
- Metro bus service re-structuring post-Link opening.

Furthermore, any development being considered on this site will have to align with the goals and priorities King County has established in 2020 Strategic Climate Action Plan (SCAP) and Equitable Transit Oriented Communities (ETOC) policy.

## Site Context

The Shoreline Park N Ride site is located on the southwest corner of Highway 99 (Aurora Avenue N) and N 192<sup>nd</sup> Street in the City of Shoreline. The project site faces Aurora Ave N and backs directly onto a single-family residential neighborhood. The 5.34-acre site is situated below grade relative to the adjacent lots and streets. The City of Shoreline owns the northeastern corner parcel (728390-0495), which is currently used as a park.

Since previous analyses were undertaken in May 2000 (Arai/Jackson Architects & Planners) and June 2003 (Merritt & Pardini), significant new transit programs have been implemented in the Puget Sound area. The real estate market has improved and resulted in substantial new development. Sound Transit introduced light rail service in August 2009 connecting downtown Seattle to Tukwila International Boulevard Station (SeaTac airport). Several extensions of this central line have opened since then, and more are planned. Specific to this project, an extension to Lynnwood is under construction and scheduled to begin service in 2024. This segment includes two stations in Shoreline: a south station at 148<sup>th</sup> Street and a north station at 185<sup>th</sup> Street. The north station is about a mile southeast of the Shoreline Park N Ride site.

In anticipation of the Lynnwood Link extension, the City of Shoreline has up-zoned some properties adjacent to the two stations, designating them potential TOD development sites in December 2016. Although the Park N Ride site was not included in that action, it is a transportation hub adjacent to the town center district and is zoned to accommodate mixed business (MB) and 18 units/acre residential (R18).

### CITY OF SHORELINE VISION



Figure 2 City of Shoreline Town Center Vision Plan

The city envisages Aurora Avenue as Shoreline's grand boulevard: a thriving corridor with a variety of shops, businesses, eateries, and entertainment. The vision includes clusters of mid-rise buildings, well-designed and planned to transition gracefully to adjacent residential neighborhoods.

Aurora Avenue will be a green boulevard, with mature trees and landscaping, public plazas, and green spaces. These spaces will serve as gathering places for neighborhood and citywide events throughout the year. The Park at Town Center begins to implement this vision (see Figure 2).

The Shoreline Park N Ride site is situated at the northern gateway of the town center and any development would have significant visual impact on the City of Shoreline's Town Center development.

# Site Analysis

## SITE CHARACTERISTICS



Figure 3 Park N Ride Existing Condition (2019 aerial photo)

Topography is the dominant site feature of the Shoreline Park N Ride site. The northeast corner is at grade with the street at N 192<sup>nd</sup> Street and Aurora (the existing park, which is City of Shoreline property). Elsewhere, the road is 10-25 feet above the site. Bus stops uses are located on the sidewalk at grade on Aurora and NE 192<sup>nd</sup> Street. These grade differentials will allow future development to locate parking below grade along the southern edge of the site, with residential and accessory uses on a podium above. Mature vegetation and a detention pond on the western edge of site provide a natural buffer from adjacent single family uses.

## SITE ENCUMBRANCES

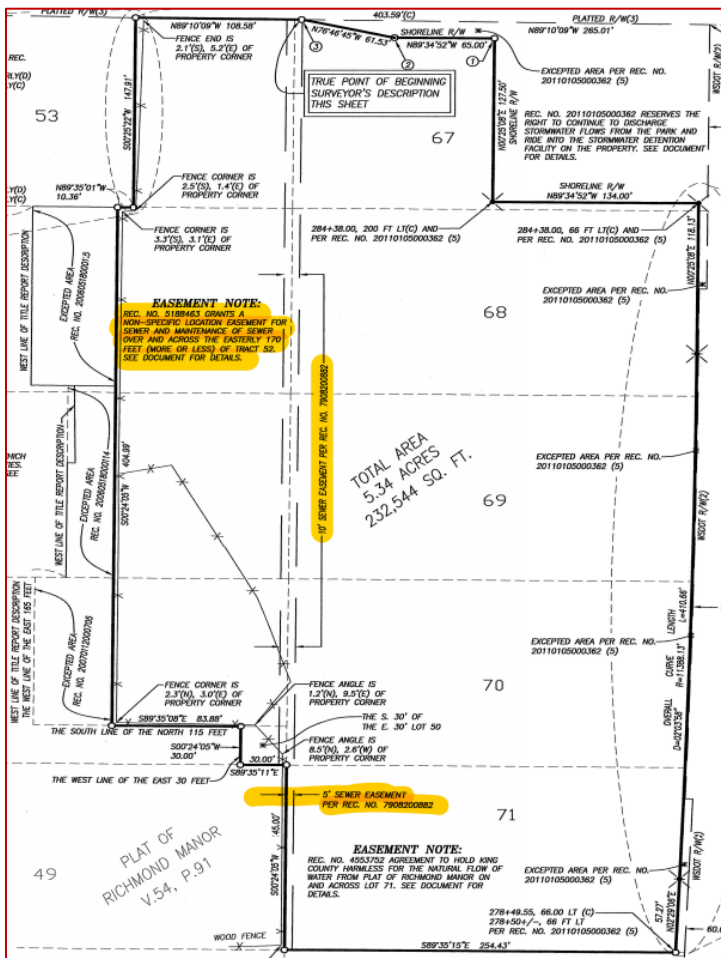


Figure 4 Record of Survey - Extract from Deed

The WSDOT deed requires Metro to provide:

A public parking facility with a minimum of 401 public parking stalls of standard size and configuration, reserved 24 hours a day, seven days a week, for exclusive use by motorists transferring to or from urban public transportation vehicles or private car pool vehicles, with reasonable access thereto.

Other transit uses on the site include a driver comfort station on the northern edge of the site and three layover and one active bay locations along the access road. These uses must be maintained or replaced on-site.

10' and 5' wide sewer easements run parallel to Aurora Ave, indicated in Figure 4. It is not known whether these easements are in use. In addition, a non-specific easement for a main storm or sewer connection runs from Tract 52 to the west through the site. This encumbrance is for the benefit of that parcel, but the easement is for King County maintenance. New connections and easements would need to be set up for the new site layout.

## Zoning

### SITE ZONING

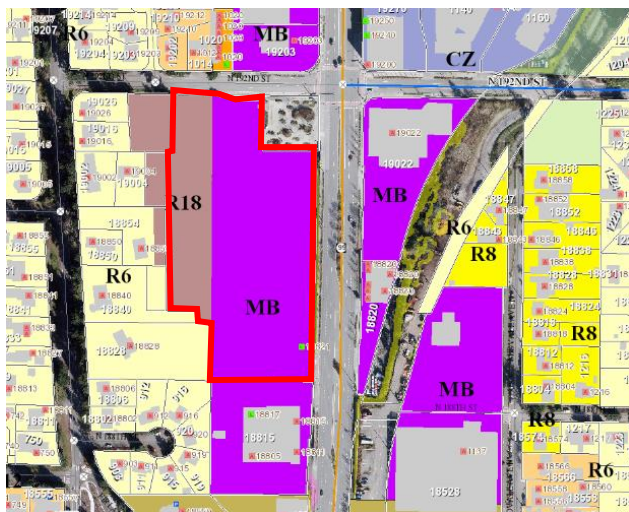


Figure 5 City of Shoreline Zoning Map

The site's current zoning is primarily Mixed Business (MB), with the western section zoned Residential – 18 units/acre (R18) under Title 20 of the Shoreline Municipal Code.

Mixed business zoning allows for retail, office and multifamily uses. A height limit of 70' equates to 5-6 levels of residential development over 1-2 decks of parking.

The R18 zoning is on the west side of the site (brown in Figure 5, left). While most of this area is taken up by the access road and retention pond, the split zoning could inhibit development. The City of Shoreline is amenable to changing zoning to MB across the whole site. This task is noted in the Next Steps section of this report.

### ADJACENT LAND USES

The Park N Ride site is surrounded by areas of dramatically different character, in an area that is evolving into a higher density neighborhood that can support a vibrant mix of uses. Development will have the challenging task of knitting these existing uses into a coherent urban fabric, consistent with Shoreline's vision.

**East:** Aurora Ave N, which carries more than 50,000 vehicles each day, is lined with auto-oriented strip development. The properties across Aurora Avenue are zoned MB like the project site, but some current uses still reflect the previous industrial zoning.

**South:** Contains a mixture of retail and small office uses. The town center district is located south of the project site and the intersection of Aurora and N 188<sup>th</sup> Street is considered a gateway to the town center.

**North:** Opposite N 192<sup>nd</sup> Street to the north lies a retail store and further north, a manufacturing facility (a remnant of past industrial zoning).

**West:** Single-family homes sit on small- and medium-sized lots, with mature vegetation.

### APPLICABLE POLICIES UNDER CITY OF SHORELINE COMPREHENSIVE PLAN:

The City of Shoreline's comprehensive plan directs development towards the transformation of Aurora Ave N into an accessible, pedestrian-friendly mixed-use environment. Policies focus on reducing the impact of private motor vehicles and encouraging transit, with Park N Ride facilities specifically mentioned.

LU52: Consider the addition of compatible mixed-uses and shared (joint-use) parking at park and ride facilities.

LU53: Work with transit providers to site and develop park and rides with adequate capacity and in close proximity to transit service.

Policy TC-22 Encourage structured parking for commercial, multifamily, and mixed-use developments, and reduce parking requirements in recognition of the availability of transit, on-street parking, walkability, and housing types.



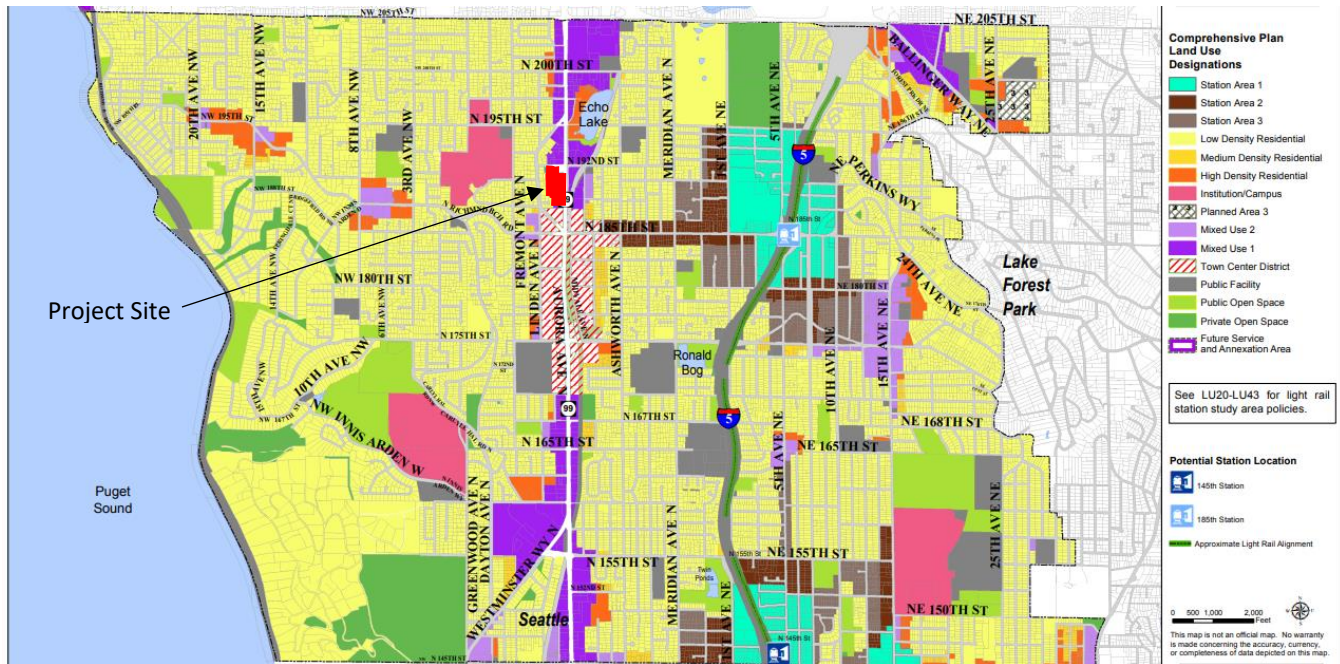


Figure 6 City of Shoreline Comprehensive Plan Land Use Map

**ZONING REQUIREMENTS FOR MB ZONES IN LAND USE CODE (SMC 20.50.020 (3))**

Density	N/A
Minimum front yard setback (streets & non-residential uses)	0'
Minimum side and rear yard setback (from residential zones)	20'
Base height (from average existing grade)	70'
Hardscape	95%

General residential parking standards and electric vehicle charging infrastructure standards are detailed in section 20.50.380 of the Shoreline municipal code. Reductions of up to 25 percent may be approved when the development is within a quarter mile of a high-capacity transit service stop; or when a combination of at least two other criteria are met, including shared parking. Additionally, the code defines parking reductions of up to 50% for the portion of housing providing low-income housing units. Applied to the market rate apartment program evaluated in this study, allowable parking reductions could look like:

Required parking ratio	10% reduction	15% reduction	20% reduction	25% reduction
0.9	0.81	0.765	0.72	0.675

**Geotechnical Considerations**

Geotechnical information has not been made available for the site. The possibility of an underground stream has been raised in discussion; however, no stream is shown at this location in historic USGS maps. Drawings provided for the underground stormwater retention tanks beneath the City park at the corner of N 192<sup>nd</sup> Street and Aurora Ave N suggest that the water table is more than 10 feet below grade at this location. While this information gives an initial level of confidence in the developability of the site, a geological baseline report or borehole data would be required to confirm the opinion.

## Environmental Review

An environmental evaluation (SEPA checklist) was completed and is attached to this report. No “fatal flaws” were identified in this high-level environmental review. Additional work is required to confirm this assessment, identified at the end of this report in Next Steps.

## Market Guidance

Kidder Matthews performed a study to determine what the market will support at this site. Four typical TOD markets were assessed as part of this work: multifamily residential, pedestrian oriented retail, speculative office, and hospitality. Of these four uses, multifamily residential was the only one with sufficient demand to support new development on a speculative basis. The following development program recommendations, based on the conclusions of the market study, were used to formulate the development scenarios for further study.

- Market Rate apartment program

Construction Type:	Wood over Concrete
Project Size/Unit Count:	200+
Average Unit Size:	700 sf
Building Width:	75' to 80'
Parking:	Structured parking below building at grade and/or below grade.
Parking Ratio:	0.9/unit
Unit mix and unit size:	

Unit Type	Unit Mix	Unit Average Size**
Studio	30%	525 sf
1 bedroom	50%	700 sf
2 bedroom/ 2bath	20%	975 sf

- Workforce (affordable) housing\*

Construction Type:	Wood over Concrete
Project Size/Unit Count:	200+
Average Unit Size:	850sf
Building Width:	75' to 80'
Parking:	Structured parking below building at grade and/or below grade.
Parking Ratio:	1.125/unit
Unit Mix and Unit size:	

Unit Type	Unit Mix	Unit Average Size**
1 bedroom	50%	700 sf
2-bedroom	30%	950 sf
3-bedroom	20%	1,100 sf

\* This program does not reflect the size, unit mix or income of senior housing projects.

\*\* Unit sizes presented in Net Rentable Square Feet (NRSF)

It was determined that the study options be limited to market rate apartment program as it incorporates a 20% affordable requirement and is more attractive to the investment community.



## **Basis of Design**

1. The site is comprised only of the King County-owned property: the City of Shoreline Park at corner of Aurora Avenue N and N 192<sup>nd</sup> Street is not included.
2. 401 parking stalls dedicated to transit rider use are to be provided on site per the WSDOT parking requirement.
3. The provision of 401 transit parking stalls during construction has not been considered in the scope of this study.
4. Transit service is assumed to remain at current (pre-pandemic) levels with the Park N Ride serving the following routes: Rapid Ride E, 301, 302 and 373. Planning for services revisions following the opening of Lynnwood Link light rail is not complete; any changes as a result of Link service coming online in 2024 are not considered in this study.
5. The existing access road, with its single active (passenger pick up) bay and its 240' layover area, will remain for the foreseeable future and is reflected as such in this study.
6. Site planning allows height for a future bus charging function (20' clear) at the layover only.
7. Mixed Business zoning is assumed across the entire site. As noted elsewhere in this report, King County can petition to enact change the R18 zoning designation to MB in the future.
8. In the base case, housing development is envisaged at or approaching the site's maximum capacity. Two scenarios (standalone transit garage and integrated garage) are studied.
9. The scenarios are based on a market rate-led housing mix and do not consider an affordable housing-led mix. Metro's Equitable Transit Oriented Communities (ETOC) policy requires that market rate-led housing include minimum 20% affordable units.
10. The unit mix is recommended based on current market demand (50% 1-bed room units @ 700sf average; 30% studio units @ 525sf average; 20% 2-bedroom units @ 975sf average).
11. 20% additional square footage is assumed to be required for circulation, common spaces and amenities.
12. Residential parking is based on code requirements (without allowable reductions) of 0.75 parking spaces each for studio and 1 -bedroom units and 1.5 parking spaces each for units of 2 bedrooms and above: with the market rate mix this comes out to 0.9/unit.
13. Parking stalls are assumed to be 400sf per stall in the site layouts, accounting for drive aisles, elevators, ramps, stairs and mechanical spaces in the plans. The Sources & Uses calculations assume 350sf per stall for construction. These assumptions reflect the early stage of this study and can be tested with parking layouts in future work stages.
14. This study does not consider the implications of residential parking reductions allowed under the City of Shoreline development code, which can be investigated in future work.
15. The transit parking is assumed to be developer-delivered.

## **Massing Options**

### **Property Information**

Address: 18821 Aurora Avenue North  
Shoreline WA 98133

**Parcel Number:** 7283900500

**Legal Description:** RICHMOND HIGHLANDS ADD ALL TRS 67 THRU 71 TGW E 104 FT OF 53 AS MEAS ALG N LN SD TR 53 TGW S 30 FT OF E 165 FT LESS W 135 FT OF TR 50 TGW POR SD TR 50 & TRS 51 & 52 LY E OF LN DAF - BEG NE COR TR 67 TH N 89-35-W ALG N LN TRS 67 & 53 404.01 FT TH S0-51 E 148.25 FT TH S 89-08 W 10 FT TH S 0-51 W TO N LN SD S 30 FT TR 50 & TERM SD LN LESS POR FOR ST RD #1 PER SURV REC # 20051117900006 & LESS POR PER DEED REC #20110105000362

PLat Block:

Plat Lot: 50 THRU 53 &

**Lot SF:** 232,544 sf

### **Zoning Information**

Land Use Code: Shoreline Municipal Code Title 20

Zone: Mixed Business (MB)/ Residential (R18); study options assume MB throughout site

**Permitted Uses:** See table 20.40.110

### **Code Information:**

Chapter 20.40 Zoning and Use Provisions  
20.40.120 Residential Uses

### **Option A:**

Separate garage dedicated to transit riders. This is envisioned to be 7 stories to take advantage of the height limit and maximize developable land. A “fire lane” between the transit garage and the residential development is shown. Residential development is located on 2 levels of structured parking. The number of parking stalls is based on the City of Shoreline development code. To satisfy the City of Shoreline’s vision of providing pedestrian-friendly and engaging exteriors, per SMC 20.50.240.C.1.b., part of the perimeter of the structured parking decks will be used either as residential areas (such as town homes or live/ work units) or as public spaces for the residents (e.g. lobby, leasing office, mail rooms etc.).

### **Option A1:**

Same scenario as Option A except the dedicated transit parking is reduced to 300.

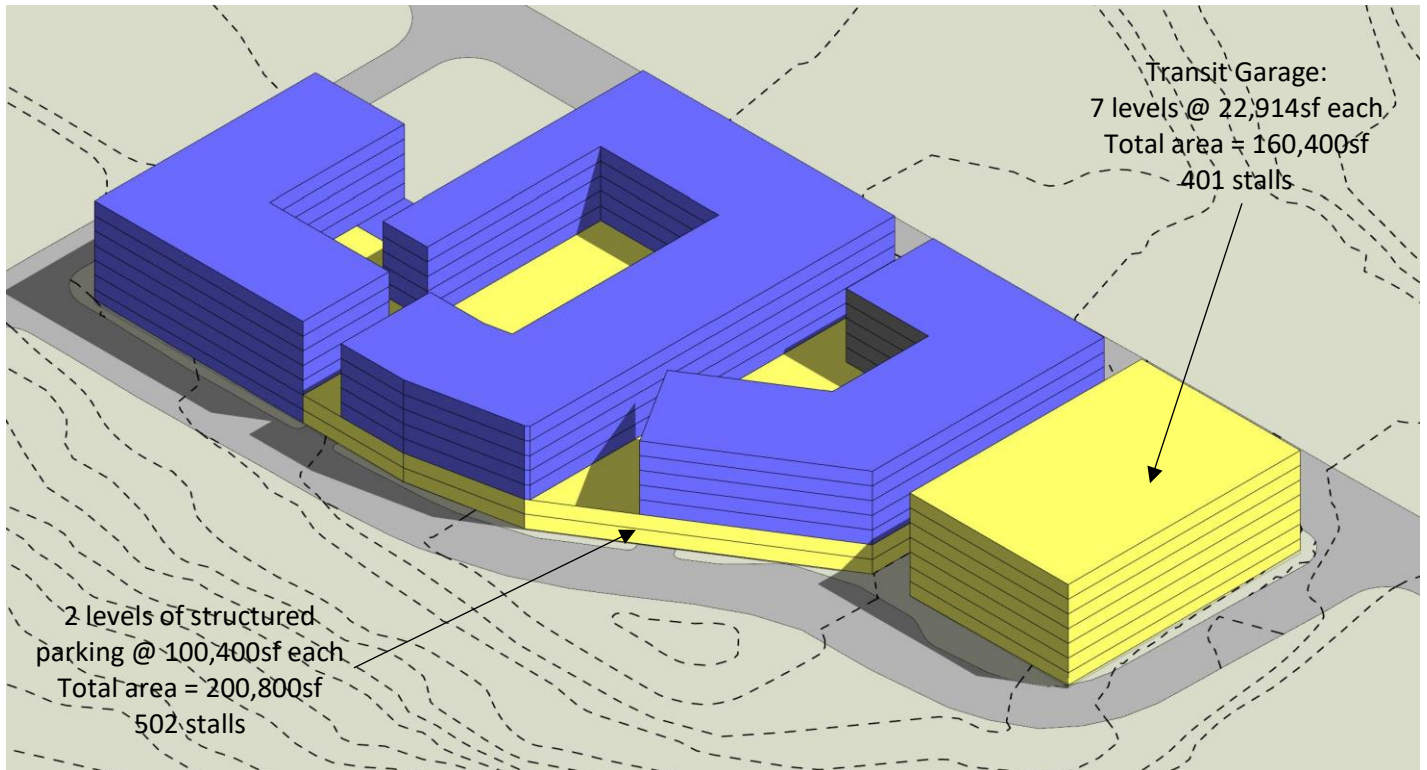
### **Option B:**

All parking required for transit and residential uses will be provided as structured parking with one level below grade and 2 above. It is envisioned that the deed-restricted 401 dedicated transit parking will be provided in the underground level (full floor area). The 2 layers of structured parking above will support residential units located on the parking deck. As with Option A, residential uses will occupy the perimeter of the structured parking decks, per SMC 20.50.240.C.1.b.

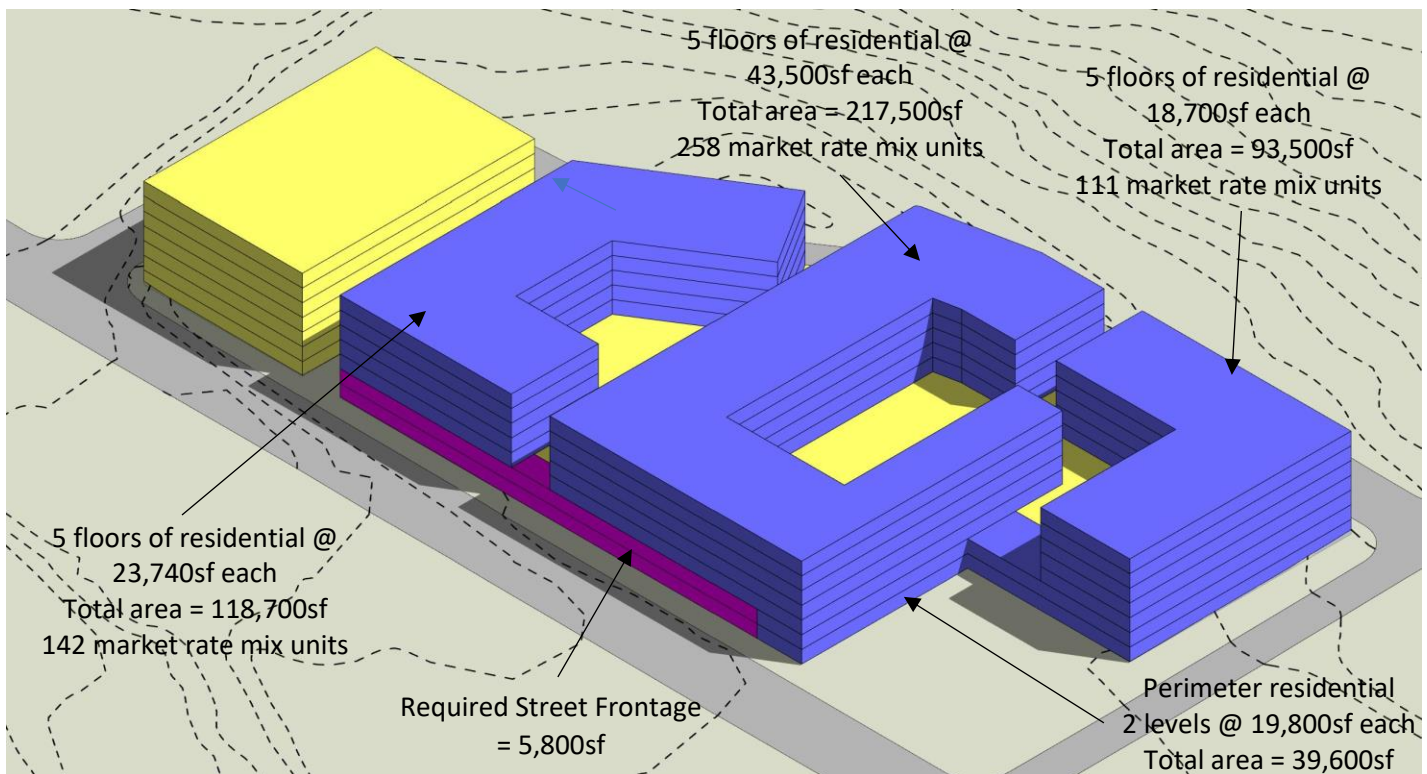
### **Option B1:**

Same scenario as Option B except dedicated the transit parking is reduced to 300.

**MASSING OPTION A: STANDALONE TRANSIT GARAGE**

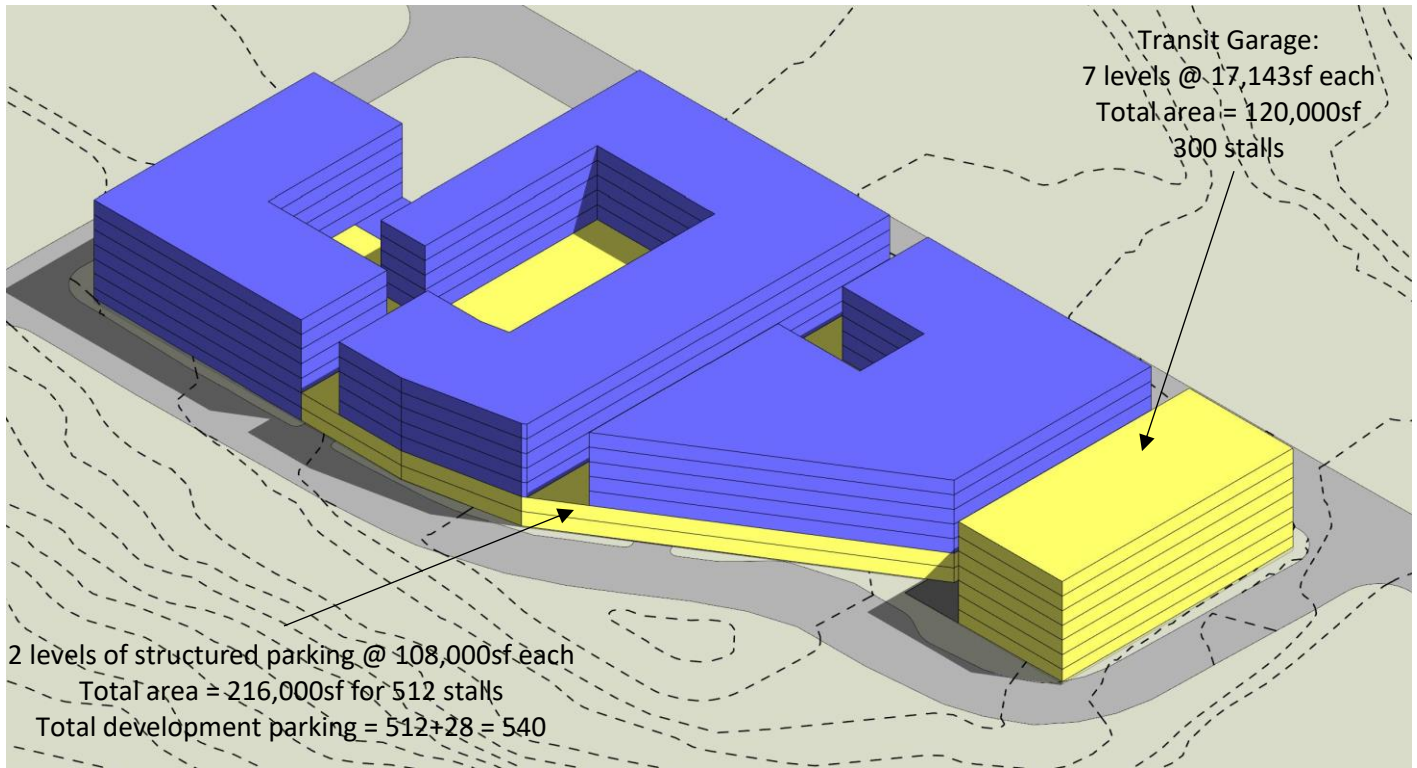


**View from Southwest (residential neighborhood)**

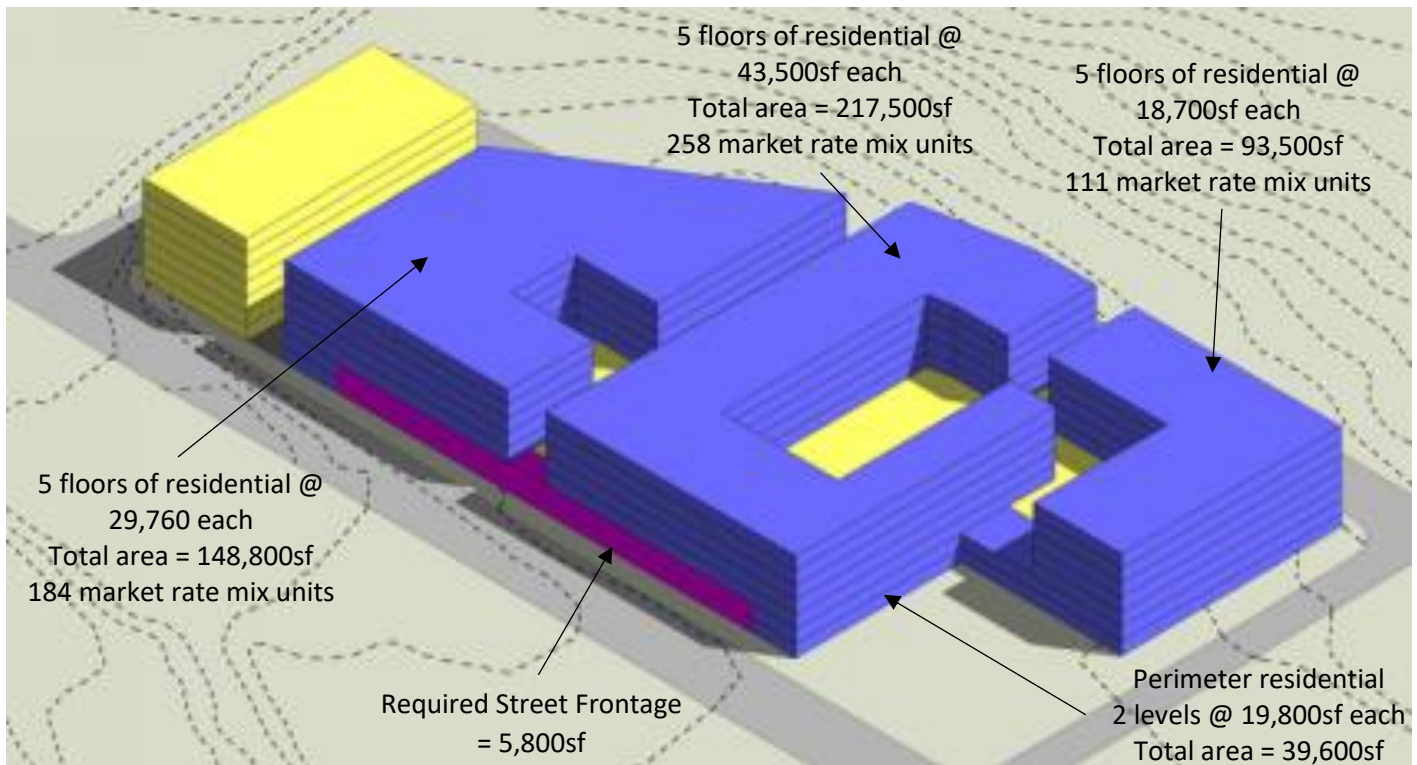


**View from Northeast (City Park)**

**MASSING OPTION A1: STANDALONE TRANSIT GARAGE**



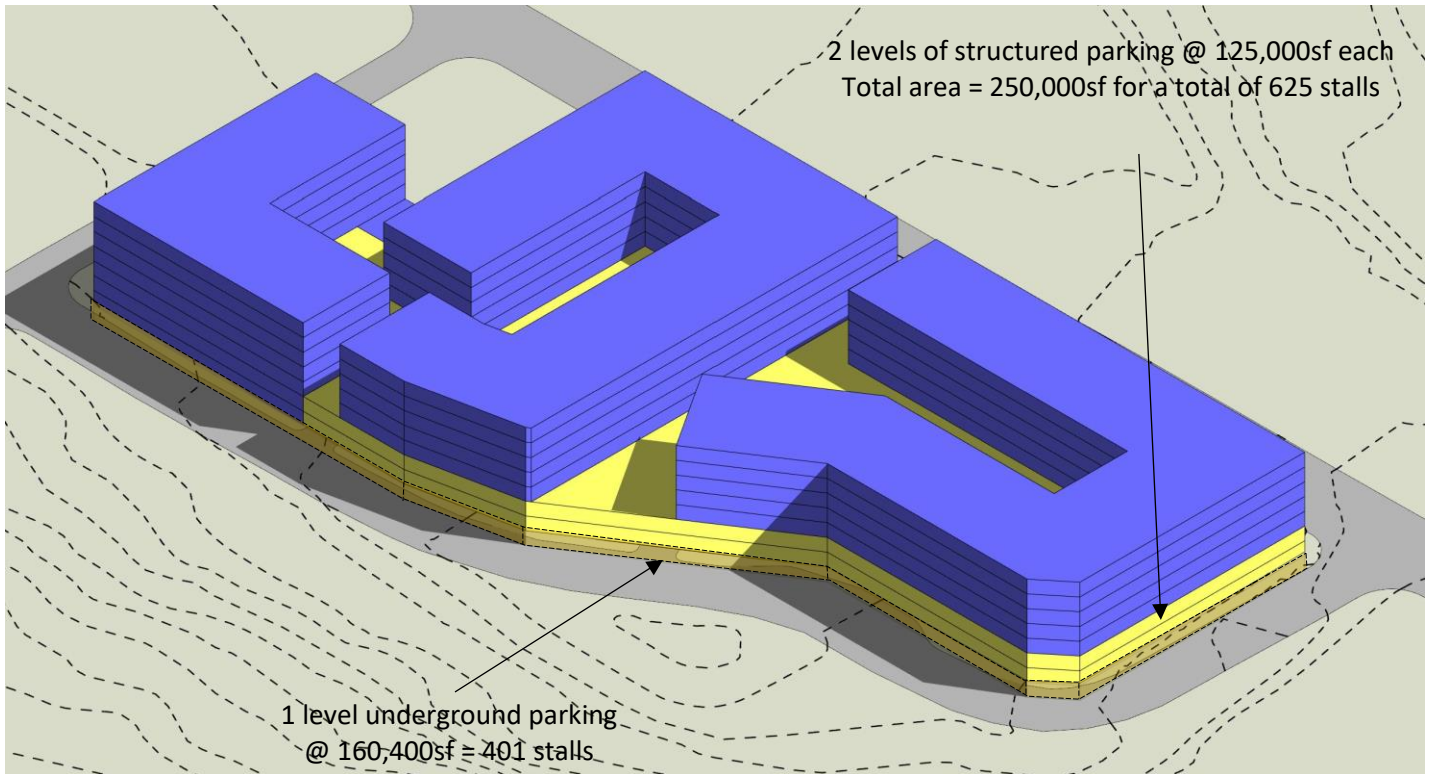
**View from Southwest (residential neighborhood)**



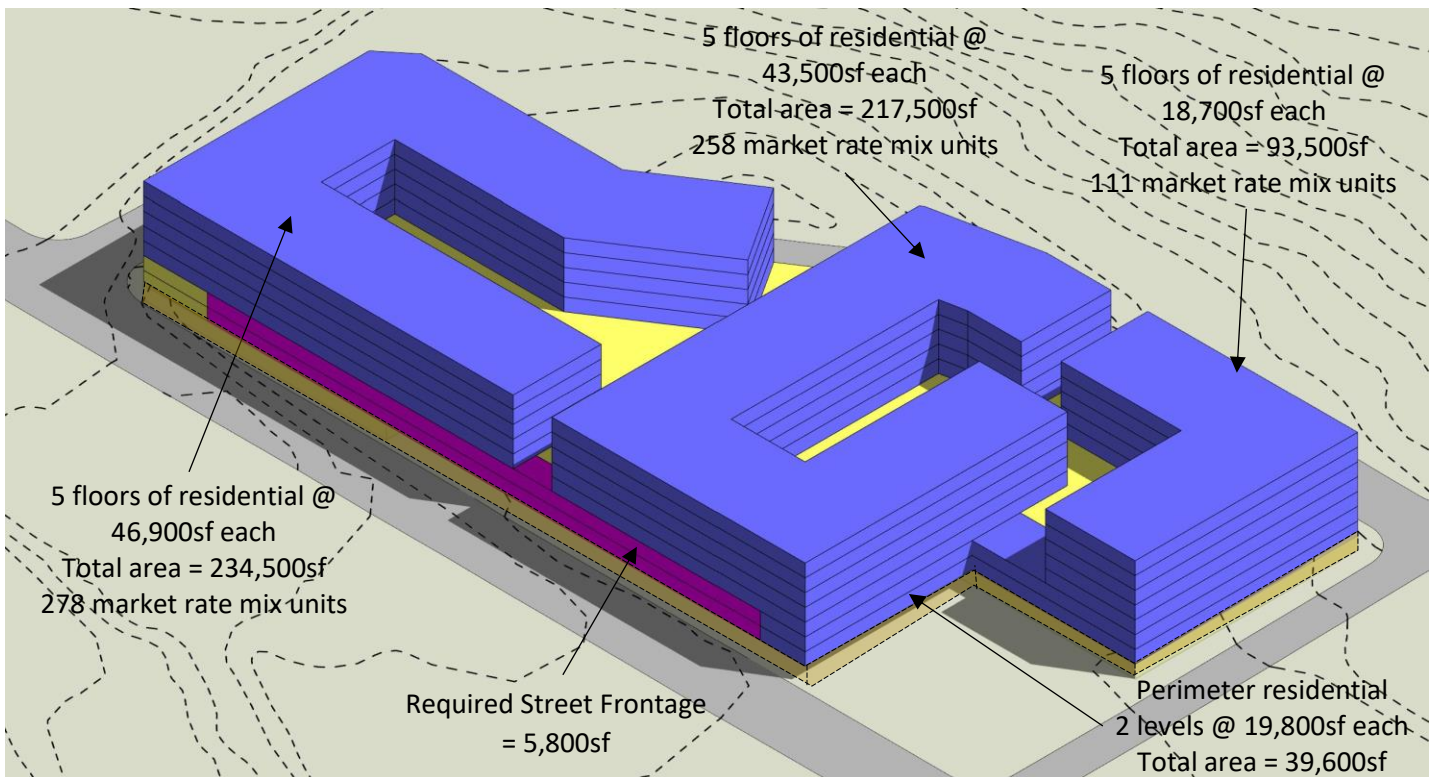
**View from Northeast (City Park)**



**MASSING OPTION B: INTEGRATED GARAGE**

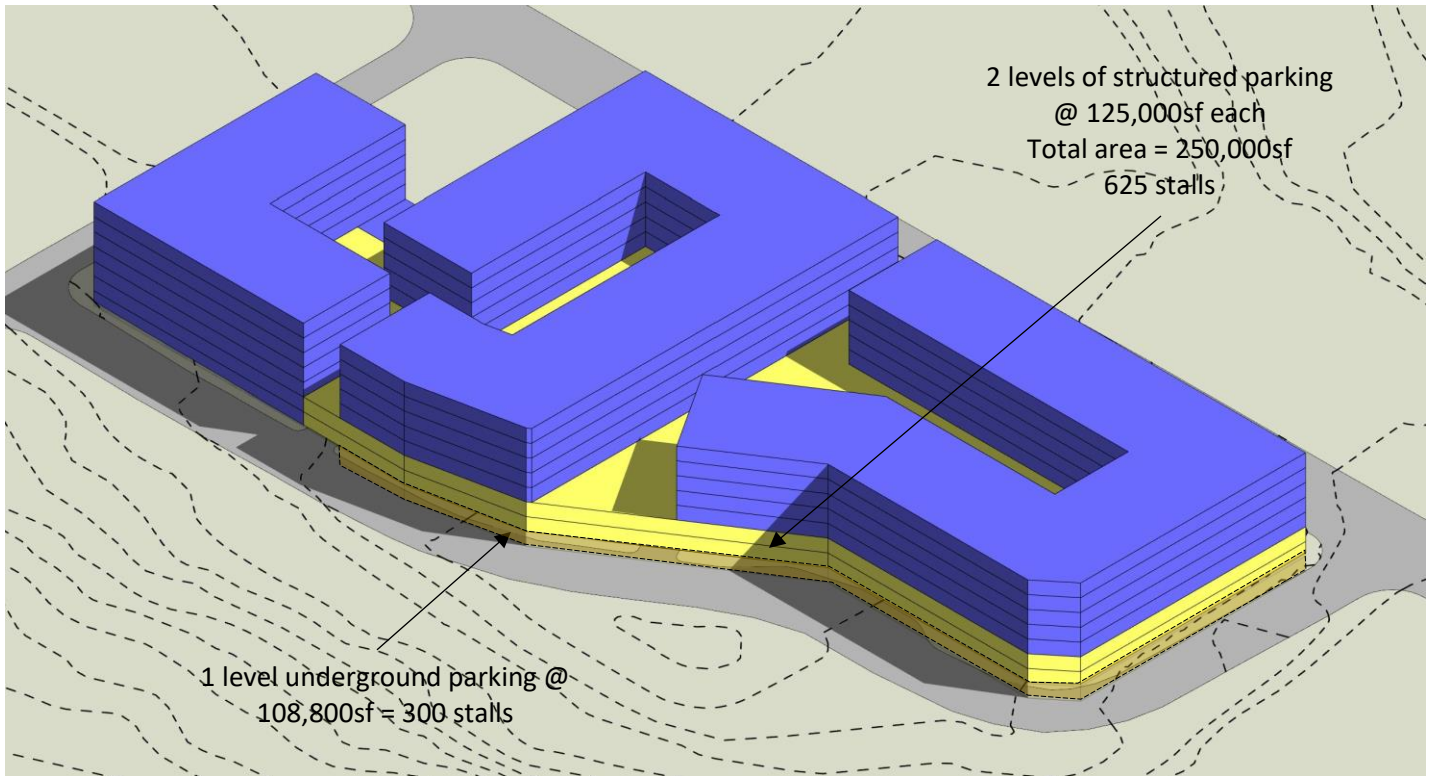


**View from Southwest (residential neighborhood)**

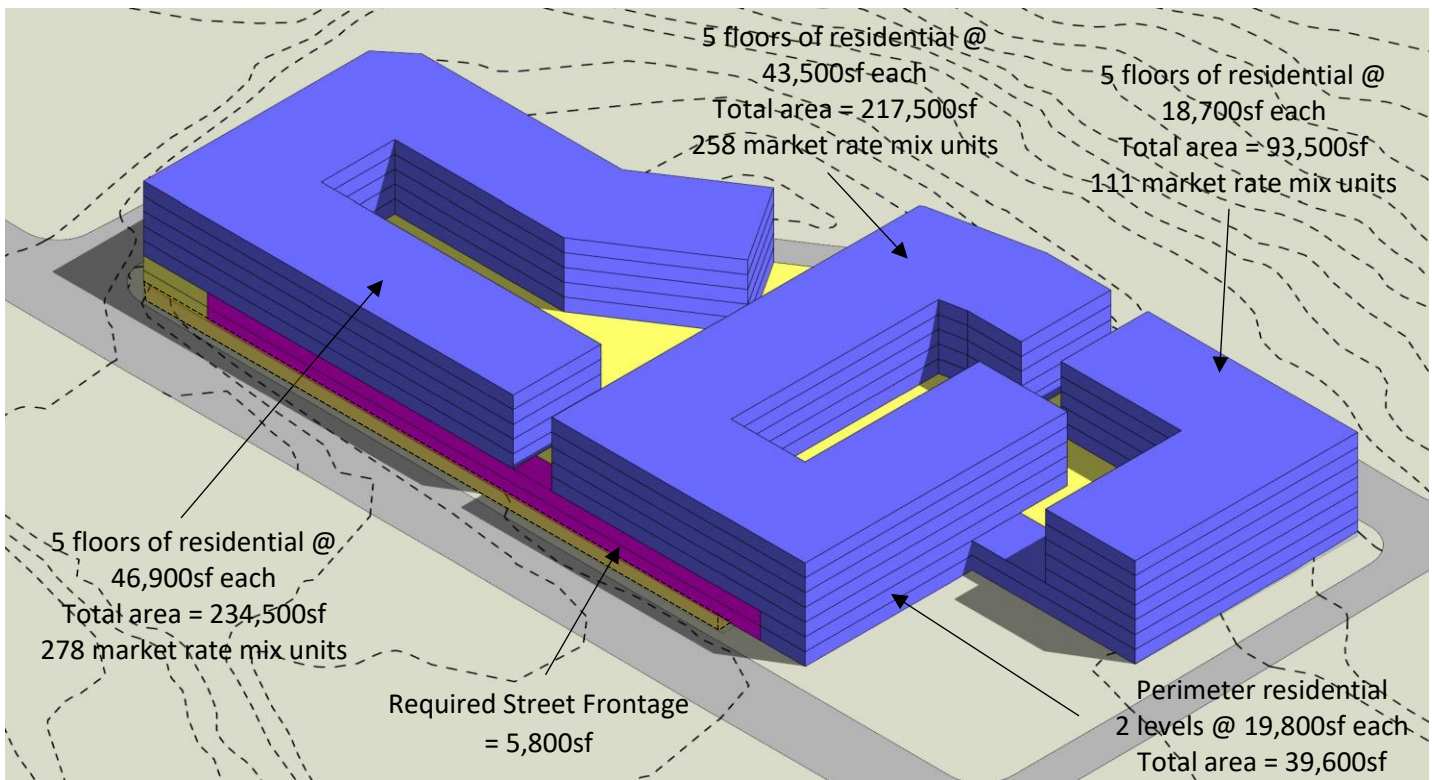


**View from Northeast (City Park)**

**MASSING OPTION B1: INTEGRATED GARAGE**



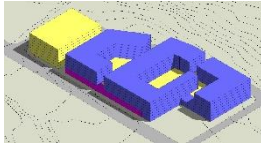
**View from Southwest (residential neighborhood)**



**View from Northeast (City Park)**



## MASSING OPTION COMPARISON

	Option A	Option A1	Option B	Option B1
				
Dedicated transit parking stalls	401	300	401	300
Area of dedicated transit parking (sf)	160,400	120,000	160,400	120,000
Residential parking stalls	502	540 (of which 101 shared with transit)	625	625 (of which 101 shared with transit)
Area of residential parking (sf)	200,800	216,000	250,000	250,000
Area of residential units, ancillary (sf)	475,000	505,200	590,900	590,900
Total # of housing units supported by parking (0.9 stalls per unit)	<b>558</b>	<b>600</b>	<b>694</b>	<b>694</b>
# of Studio units	167	180	208	208
# of 1-bedroom units	279	300	347	347
# of 2-bedroom units	112	120	139	139
<b>Financial Analysis</b>				
Sources and Uses Analysis*	\$1.0 million surplus	\$4.5 million surplus	\$3.3 million surplus	\$6.6 million surplus

\*Rounded to the nearest \$.5 million.



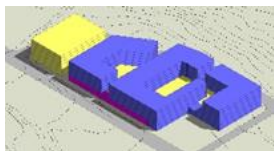
## **Sources & Uses Analysis**

The source and uses assessment focuses on the disposition of land or development rights to cover the cost of transit improvements. It assumes the disposition is a fair market value transaction to support the creation of TOD. After accounting for the cost of meeting the Park N Ride requirements, and assuming fair market value is paid for land to support TOD, the options generate between a \$1.0 and \$3.3 million cash surplus assuming all 401 dedicated transit stalls are preserved, and between \$4.5 and \$6.6 million assuming 300 dedicated transit and 101 shared stalls are provided. These costs do not account for anything beyond building the Park N Ride garage and associated TOD delivered by a private sector developer. For example, the cost of temporarily relocating parking is not included.

### **SOURCES AND USES ANALYSIS**

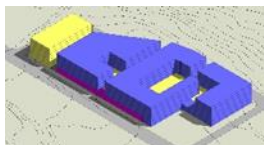
The following briefly describes each development scenario and presents the associated sources-and-uses of funds.

#### **Option A:**



Option A provides 401 transit stalls in a standalone parking garage, leaving roughly 2.75-acres of land for TOD. It includes 446 market rate housing units and 112 units of affordable housing. This option generates a cash surplus of roughly \$1.0 million.

#### **Option A1:**



Option A1 accommodates 300 dedicated transit stalls in a standalone parking garage and 101 shared stalls, leaving 2.75-acres of land for TOD. It includes 480 market rate housing units and 120 units of affordable housing. This scenario generates a cash surplus of roughly \$4.5 million.

#### **Option B:**



Option B provides 401 transit stalls integrated into the TOD project, leaving roughly 3.5 - acres of land for TOD. It includes 555 market rate housing units and 139 units of affordable housing. This scenario generates a cash surplus of roughly \$3.3 million.

#### **Option B1:**



Option B1 accommodates 300 dedicated transit stalls and 101 shared stalls integrated into the TOD project, leaving roughly 3.5-acres of land for TOD. It includes 555 market rate housing units and 139 units of affordable housing. This scenario generates a cash surplus of roughly \$6.6 million.

## Conclusion

The Shoreline Park N Ride site is in a prime location adjacent to the town center in Shoreline and in close proximity to Echo Lake. The property is well suited for TOD: while the real estate markets today are out-of-balance because of the pandemic, the location has recently experienced a significant amount of new development, a trend that is likely to continue into the future.

The financial feasibility analysis of the major TOD products – office, multi-family, retail, and hospitality – found that at this time multi-family development has the highest likelihood for success. The table below summarizes two options for configuring multifamily residential development with the transit program on the site.

<b>Standalone transit garage - Option A</b>	<b>Integrated garage – Option B</b>
Ease of phasing and operationally simple. If Metro is going to need a park and ride facility of this size over the long term, this option makes sense	Flexible parking arrangement allows allocation of development and transit parking to shift over time if transit parking needs decrease
Area for development is smaller, hence not as much will fit into the remaining portion of the site; but residential development remains viable	Larger development potential and more attractive to investors. Maximizes flexibility of parking delivery for developer

It is parking requirements, rather than zoning height restrictions, that drive the site's development capacity. The 401-stall park and ride requirement imposed on the property is a significant encumbrance. To release the site for TOD, the existing surface parking spaces must be moved into parking structures. In this location, it is difficult to justify financially more than one level of subsurface parking, limiting the quantity of parking that can be achieved. To off-set the costs of the structured parking, development rights must be sold or leased. Further, to generate adequate revenue, the development potential of the property must be maximized.

The Sources and Uses analysis suggests that the revenue raised by the disposition of development rights is adequate to off-set the costs of the new park and ride facilities. It is possible that the property disposition will generate cash surplus of between \$1 and \$6.6 million, less other costs or requirements, such as additional due diligence, the developer solicitation, affordable housing requirements, and the cost to relocate park and ride parking during construction.

Once stakeholder discussions and additional due diligence work are completed, the physical and financial feasibility will need to be re-tested. Nevertheless, at this level of analysis, a positive financial return, small or large, suggests that a project at the Shoreline Park and Ride is possible. The final program requirements and delivery may need to be further refined as more is known about a future project.

## **Next Steps**

This study of the Shoreline Park N Ride was undertaken to provide a high-level assessment of the viability of transit-oriented development and to roadmap the engagement with Shoreline and the local community. The project team recommends the following activities to move the project forward.

### **RECOMMENDATIONS**

Given the project's sensitivity to parking requirements, Metro should seek to optimize the transit program for the site. Metro's next steps are to:

- Understand potential impacts and benefits of the changing transit program. Bus services will be modified to align with the new Lynnwood Link service, and Park N Ride demand may be reduced; this should feed WSDOT discussions about commuter parking. It may be possible to modify or remove the existing access road, bus stop and bus layover;
- Explore the viability of reducing the transit parking requirement and/or entering into a shared parking agreement, either of which would significantly improve the project's proforma, as this study demonstrates; and
- Discuss strategies for meeting the WSDOT parking requirement during construction (relief or leasing replacement parking), so the developer can be given a clear basis for costing the project delivery.

The City of Shoreline is a key partner in establishing development parameters. Accomplishing Shoreline's community development goals is one of the project's primary objectives, and the goals will be reflected in the RFP. Next steps with the City include:

- Coordinate and align outreach activities, conduct planned outreach activities, and feed community input into agreed project goals;
- Discuss affordable housing requirements and aspirations with the City and King County;
- Re-zone the R18 area of the site to MB;
- Discuss potential residential parking reduction in line with City codes; and
- Discuss integration of the project public realm with the existing City-owned park at corner of Aurora Ave N and N 192<sup>nd</sup> Street.

### **ADDITIONAL WORK**

The following work is suggested to help Metro better understand the site's development capacity and reduce risk for developers. Design studies would enable development capacity and costs to be estimated more accurately, including:

- Parking studies, including layouts, shared parking options and zoning code-based parking reductions;
- Site and building layouts; and
- Site layouts incorporating alternatives to the existing access road.

Site surveys and investigations would reduce risk, including:

- ALTA survey (detailed land parcel map);
- Geotechnical baseline report, including information on the water table elevation;
- Phase I environmental report;
- Utility liaison to identify any capacity issues (fire flow, stormwater, substation);

- Condition and code-compliance of the existing retention pond; and
- Implications of the sewer easements.

Once the project has been refined, as a result of stakeholder input, and the additional work described above is completed, a formal financial feasibility analysis should be conducted.

#### **SCHEDULE**

The development market and transit use patterns are currently both experiencing exceptional volatility. The Shoreline area has a number of major residential projects under construction or in the pipeline and should be monitored for saturation. Local transit service will change to align with the Lynnwood Link light rail opening, as noted above. In addition to these local changes, the global Covid-19 pandemic has brought rapid change to commute and leisure travel patterns, with reduced commuting and increased working from home, and in the economy, with shortages of labor and materials driving up costs. Distortions in development costs due to the pandemic are expected to subside as the economy normalizes, however the longer-term implications on work, leisure, home, and travel are uncertain.

It would be prudent to focus next steps on the engagement process and transit planning, developing robust project goals and an informed transit program, and to continue to monitor the market for a suitable time to launch the request for development proposals.

# APPENDIX A

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## SOURCES & USES

## Memorandum

Date: Sept 13, 2021

To: **McMillen Jacobs Associates**  
C/o Claire McConnell

From: **Kidder Mathews**  
Michael George  
Blair Howe, CCIM

## Re: Sources & Uses of Funds

### Purpose of the Assignment

The purpose of this work is to gauge the financial viability of converting surface park & ride spaces at the Shoreline Park & Ride (P&R) into Transit Oriented Development (TOD). From a financial perspective, the land value generated by the TOD project needs to be greater or equal to the cost of building replacement parking for it to warrant further analysis.

### Key Findings

#### Market Study

- The market for multifamily, pedestrian oriented retail, speculative office, and hospitality were assessed to determine if there is enough market demand to support a project at the Shoreline P&R site. Multifamily is the only use with sufficient demand to support new development on a speculative basis.
- A comparable land value study found that this site is worth roughly \$31K per residential unit.

#### TOD Financial Feasibility

- The four TOD projects assessed as part of this assignment generated a positive return. At this level of analysis, a positive financial return, small or large, suggests that the project is close enough to feasibility that warrants more in-depth analysis.

#### Sources & Uses of Funds

- After accounting for the cost of consolidating the existing P&R spaces into a dedicated P&R garage or incorporating into the TOD project, the four Options assessed for this assignment generated between a \$1.0 and \$3.3 million cash surplus assuming all 401 dedicated P&R stalls are preserved, and between \$4.5 and \$6.6 million assuming 300 dedicated P&R and 101 shared P&R stalls are preserved.



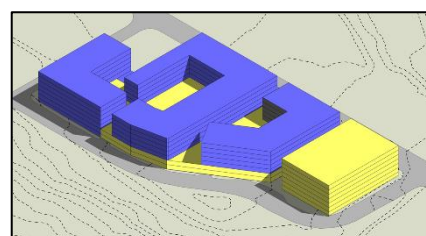
## Sources & Uses of Funds Assessment

Four options were assessed to test the financial feasibility of creating Transit Oriented Development (TOD) at the Shoreline P&R lot. These costs do not account for anything beyond building the replacement P&R stalls and associated TOD. The following briefly describes each development scenario and presents the associated sources-and-uses of funds. The massing diagrams by Dean Alan Architects PLLC shows the conceptual layouts of each option.

### Option A: Park & Ride Garage W/ Adjacent 558-unit TOD

Option A provides 401 P&R stalls in a stand-alone parking garage, leaving roughly 2.75-acres of land for TOD. It includes 446 market rate housing units and 112 units of affordable housing. As shown in the table below, this option generates a cash surplus of roughly \$1 million.

Uses of Funds	Spaces	Total	Comments
Turn-key Structured Prkg.	401	\$15,900,000	Parking roughly \$40K/unit
		\$15,900,000	Developer delivered
Sources of Funds	Units		
Developer Land Payment	558	\$16,900,000	Land value roughly \$30k/unit
		\$16,900,000	
Surplus/Deficit	<b>Total</b>	\$1,000,000	Rounded to nearest \$100K

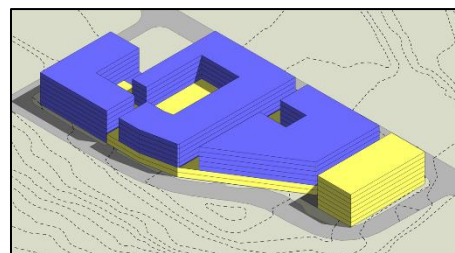


Option A1: Park & Ride

### Garage W/ Adjacent 600-unit TOD and Shared Parking

Option A1 accommodates 300 dedicated P&R stalls in a stand-alone parking garage and 101 shared stalls, leaving 2.75-acres of land for TOD. It includes 480 market rate housing units and 120 units of affordable housing and assumes that the developer and public sector partners equally share the cost of building the shared parking spaces. This scenario generates a cash surplus of roughly \$4.5 million.

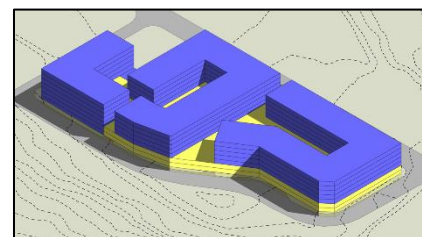
Uses of Funds	Spaces	Total	Comments
Turn-key Structured Prkg.	300	\$11,900,000	Parking roughly \$40K/unit
Shared Under Building Prkg.	101	\$2,200,000	Half the \$44K/unit cost.
		\$14,100,000	Developer delivered
Sources of Funds	Units		
Developer Land Payment	600	\$18,600,000	Land value roughly \$30k/unit
		\$18,600,000	
Surplus/Deficit	<b>Total</b>	\$4,500,000	Rounded to nearest \$100K



### Option B: 694-unit TOD W/ Integrated P&R Structure

Option B provides 401 P&R stalls integrated into the TOD project, leaving roughly 3.5-acres of land for TOD. It includes 555 market rate housing units and 139 units of affordable housing. This scenario generates a cash surplus of roughly \$3.3 million.

Uses of Funds	Spaces	Total	Comments
Under Bldg. Structured Prkg.	401	\$17,800,000	Parking roughly \$40K/unit
		\$17,800,000	Developer delivered
Sources of Funds	Units		
Developer Land Payment	694	\$21,100,000	Land value roughly \$30k/unit
		\$21,100,000	
Surplus/Deficit	<b>Total</b>	\$3,300,000	Rounded to nearest \$100K

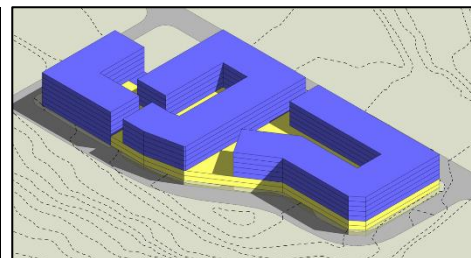




### Option B1: 694-unit TOD W/ Integrated P&R Structure

Option B1 accommodates 300 dedicated P&R stalls and 101 shared stalls integrated into the TOD project, leaving roughly 3.5-acres of land for TOD. It includes 555 market rate housing units and 139 units of affordable housing and assumes that the developer and public sector partners equally share the cost of building the shared parking spaces. This scenario generates a cash surplus of roughly \$6.6 million.

Uses of Funds	Spaces	Total	Comments
Under Building Structured Par	300	\$13,300,000	Parking roughly \$40K/unit
Shared Under Building Parkin	101	\$2,300,000	Half the \$44K/unit cost.
		\$15,600,000	Developer delivered
Sources of Funds	Units		
Developer Land Payment	694	\$22,200,000	Land value roughly \$30k/unit
		\$22,200,000	
Surplus/Deficit	<b>Total</b>	\$6,600,000	Rounded to nearest \$100K



### TOD Financial Feasibility Analysis

Consistent with the market analysis and site planning work, four TOD development scenarios were tested for financial feasibility under the following global assumptions. These scenarios were then used to develop the Options presented in the Sources & Uses of Funds assessment.

- The work is based on the concept-level massing completed by the architect and is preliminary in nature.
- The projects are developer-delivered by a developer selected by KCM and/or its public sector partners using the typical request for proposal (RFP) process. Further, no extraordinary encumbrances are placed on the property.
- Extraordinary costs, beyond what are described in this document, are not imposed on the development.
- The work is done recognizing that real estate markets are cyclical in nature and a market recession may delay project delivery. Further, future economic events could influence the findings of the analysis.
- Costs of reconfiguring a new access road, adjacent roadway improvements, non-parking related transit infrastructure, temporarily relocating P&R parking during construction and other costs not directly associated with the construction of TOD or Parking are not addressed in the analysis.
- Permanent access is available to the TOD sites.
- Projects are permitted, financed, constructed and occupied within the next 48 months.
- Analysis resulting in a positive financial return, small or large, suggests that more in depth analysis is warranted.

### 558-unit apartment TOD project

The development program shows a multi-building project consisting of multiple seven-story apartment buildings. Each building contains five stories of residential uses over two stories of structured parking. The project contains 558 apartment units, 112 of which are affordable and meet Shoreline's MFTE program requirements. The apartment units average 702 net rentable square feet. The structured parking contains 502 spaces that are dedicated to the apartment residents.

558 Unit Apartment TOD Project (Static pro forma summary)	
Construction Type	Wood over Concrete
Project Size:	650,800
Parking Type:	Structured
Parking Area:	175,700
Land Acquisition	\$16,849,980
Hard Costs	\$173,113,750
Soft Costs	\$35,117,690
Total Costs	\$225,081,421
Net Operating Income	\$9,314,257
Sale Proceeds	\$230,508,409
Profit	\$5,426,988
Profit Margin	2.4%

### 600-unit apartment TOD project with Shared Parking

The development program shows a multi-building project consisting of multiple seven-story apartment buildings. Each building contains five stories of residential uses over two stories of structured parking. The project contains 600 apartment units, 120 of which are affordable and meet Shoreline's MFTE program requirements. The apartment units average 702 net rentable square feet. The structured parking contains 540 spaces of which 439 are dedicated to the apartment residents and 101 are shared with P&R users.

600 Unit Apartment TOD Project W /Shared Prkg. (Static pro forma summary)	
Construction Type	Wood over Concrete
Project Size:	694,200
Parking Type:	Structured
Parking Area:	189,000
Land Acquisition	\$18,600,000
Hard Costs	\$183,333,984
Soft Costs	\$37,339,832
Total Costs	\$239,273,816
Net Operating Income	\$9,892,583
Sale Proceeds	\$244,745,200
Profit	\$5,471,383
Profit Margin	2.3%

### 694-unit apartment TOD project

The development program shows a multi-building project consisting of multiple seven-story apartment buildings. Each building contains five stories of residential uses over two stories of structured parking. The project contains 694 apartment units, 139 of which are affordable and meet Shoreline's MFTE program requirements. The apartment units average 702 net rentable square feet. The structured parking contains 625 spaces that are dedicated to the apartment residents.

694 Unit Apartment TOD Project (Static pro forma summary)	
Construction Type	Wood over Concrete
Project Size:	809,640
Parking Type:	Structured
Parking Area:	218,750
Land Acquisition	\$21,084,560
Hard Costs	\$215,334,267
Soft Costs	\$43,538,847
Total Costs	\$279,957,674
Net Operating Income	\$11,621,604
Sale Proceeds	\$290,088,938
Profit	\$10,131,264
Profit Margin	3.6%

### 694-unit apartment TOD project with Shared Parking

The development program shows a multi-building project consisting of multiple seven-story apartment buildings. Each building contains five stories of residential uses over two stories of structured parking. The project contains 694 apartment units, 139 of which are affordable and meet Shoreline's MFTE program requirements. The apartment units average 702 net rentable square feet. The structured parking contains 625 spaces of which 524 are dedicated to the apartment residents and 101 are shared with P&R users. The building configurations are consistent with apartment buildings in the local marketplace.

694 Unit Apartment TOD Project W /Shared Prkg. (Static pro forma summary)	
Construction Type	Wood over Concrete
Project Size:	809,640
Parking Type:	Structured
Parking Area:	218,750
Land Acquisition	\$21,514,000
Hard Costs	\$213,394,878
Soft Costs	\$43,277,537
Total Costs	\$278,186,415
Net Operating Income	\$11,506,464
Sale Proceeds	\$287,142,073
Profit	\$8,955,659
Profit Margin	3.2%

### Development Program Recommendations

The following development program recommendations were used to formulate the development scenarios.

#### Market Rate Apartment Program

Construction Type:	Wood over Concrete
Project Size/Unit Count:	200+/-
Average Unit Size:	700 NRSF
Building Width:	75' to 80'
Parking:	Structured parking
Parking Ratio:	0.9/unit

#### Unit Mix

Unit Type	Unit Mix	Avg. Unit Size SF
Studio	30%	525
1 Bedroom	50%	700
2 Bedroom/2 Bath	20%	975

### Market Study Summary

The key findings from of a July 2021 market study completed as part of this effort is summarized below. The purpose of the work was to provide the market inputs needed to formulate the recommended development program, shown above.

Four typical TOD markets were assessed as part of the work, they included multifamily, pedestrian oriented retail, speculative office, and hospitality. Of the four uses, multifamily was the only use with sufficient demand to support new development on a speculative basis. The following summarizes the key findings:

- There is sufficient demand to support both market rate and affordable multifamily development in the Shoreline market.
- The property is competitively located within the market to capture a portion of the multifamily demand.
- Land is currently trading for between \$20,000 and \$35,000 per apartment unit.
- While there is enough demand to support the apartment projects currently under construction and in the late planning stages, there are also thousands of multifamily units currently in the early planning stages that may or may be completed. If the majority of projects in the early planning stages come to fruition, the market may become oversupplied.

- The Pandemic is impacting the predictability of development on both the demand and construction cost side. For example, disruptions in the materials supply chain have temporarily driven construction costs up to unprecedented levels. Going forward these market forces need to be closely monitored prior to the issuance of a development solicitation.
- The market for pedestrian oriented retail does not yet support rents high enough to justify the construction of new space. As the area continues to transition to higher density residential uses, this dynamic could change. From a financial perspective, it is best to build projects with little to no ground floor retail space at this location.
- Demand for office space is insufficient to justify the development of new space on a speculative basis.
- Shoreline's hospitality market is a compression market - one that experiences demand only after other competing markets have realized their potential, as evidenced by Shoreline's limited inventory of older buildings. Should demand increase to the point of justifying new hotel development, other locations within Shoreline have a competitive advantage.

#### **Nature of the Assignment**

*The information supplied herein is from sources we deem reliable. It is provided without any representation, warranty or guarantee, expressed or implied as to its accuracy. Prospective Owner, Buyer or Tenant should conduct an independent investigation and verification of all matters deemed to be material, including, but not limited to, statements of value, income, and expenses. CONSULT YOUR ATTORNEY, ACCOUNTANT, OR OTHER PROFESSIONAL ADVISOR.*

# APPENDIX B

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ENVIRONMENTAL ISSUES / IMPACTS  
ON DEVELOPMENT POTENTIAL

**TO:** McMillan Jacobs  
c/o Claire McConnell

**FROM:** **Angela Gee**  
**Patsy Tsui**

**DATE:** 15 September 2021

**PROJECT:** DAA Project #21-23  
King County TOD  
Shoreline Park & Ride

**RE:** Environmental issues/impacts on development potential

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After review of the documents provided by King County Metro, the following are our findings regarding environmental issues/ impacts for the potential development (SEPA checklist) at the Shoreline Park N Ride site:

#### **EARTH**

The 5.34-acre site is predominantly flat but situated below grade relative to the adjacent lots and streets. The northeast corner is at grade with N 192<sup>nd</sup> Street and Aurora Avenue, while the southern area of the site is approximately 25 feet below grade from Aurora. The residential properties to the west of the site lie 5-10 feet above the grade of the main park-and-ride area. The site is presumed to be stable, with no surface indications or history of unstable soils in the immediate vicinity. However, it is listed as an erosion hazard area (1990 SAO) under King County GIS maps. The Sensitive Areas Ordinance (SAO) defines significant erosion hazard areas as those soils in King County that may experience severe to very severe erosion hazard. The SAO adopts the soils definition in the U.S. Department of Agriculture Soil Conservation Service (SCS) 1973 King County Soil Survey and the current draft of the Snoqualmie Pass Area Soil Survey (ND).

Soil in the area is typical Glacial till, predominantly till or other diamict (poorly sorted deposit) where thick enough to show at map scale.

Some filling and grading will be required by the proposed development. The existing topography allows the parking to be located underneath the TOD buildings on the southerly and easterly portions of the site. The existing parking lot is approximately at-grade at the northeast corner of the site. To locate TOD buildings at street level would require the parking lot to be excavated to a lower level in that area. The amount of impervious surface of the proposed development alternatives would be similar to the current footprint of the park-and-ride lot. Minor adjustments to an existing driveway connecting N 192<sup>nd</sup> Street and Aurora Avenue curb cuts may or may not add to impervious surface amount. Current zoning allows up to 95% of hardscape which would allow for flexibility in that area. It is the intention that any development will retain the vegetation and open space on the

west edge of the site, where it borders existing residential uses. Zoning requires a 20' setback on that edge and current conditions are more generous.

## **AIR**

Some emissions into the air will result during construction, operation, and maintenance when the project is complete. During construction, dust from earth moving activities, carbon monoxide and odors from machinery exhaust can be expected. These would be mitigated per jurisdictional requirements.

After completion of the project, normal emissions from HVAC equipment, vehicular traffic to and from site, as well as residential activities such as cooking can be expected. Since most of the parking for this project will be located underground, some venting will be required and every step will be taken to provide exhaust equipment in vehicle areas in order that emissions are directed away from pedestrians, residences, recreation use and other sensitive receptors.

## **WATER**

### **a) Surface water**

There are no surface bodies of water on site. However, there is a retention pond located on the southwest side. Echo lake is located approximately 1,000 feet (measured in a straight line) from the site. Surface drainage from the site does lead to the lake.

The site does not lie within a 100-year floodplain. No discharge of waste materials to surface water is anticipated.

### **b) Ground water**

There will be no disturbance of groundwater from the project.

### **c) Water runoff (including Stormwater)**

The site is within the Echo Lake tributary to the McAleer Creek Drainage Basin. Site drainage is collected via a series of catch basins and connected to the piped storm drainage system which discharges into Echo Lake. The lake outlet is a piped and artificial open channel that discharges to Lake Ballinger that, in turn, is drained by McAleer Creek. The current detention pond was installed before more stringent regulations and standards on flow and water quality were enacted. Upgrades to this retention pond are most likely to be required. The City of Shoreline has substantially improved the drainage system on Aurora Avenue and has installed an underground retention facility under the existing park that mitigated the impact of runoff from the Park N Ride site to protect water quality in Echo Lake and beyond. No issues were reported after the completion of the drainage upgrade.



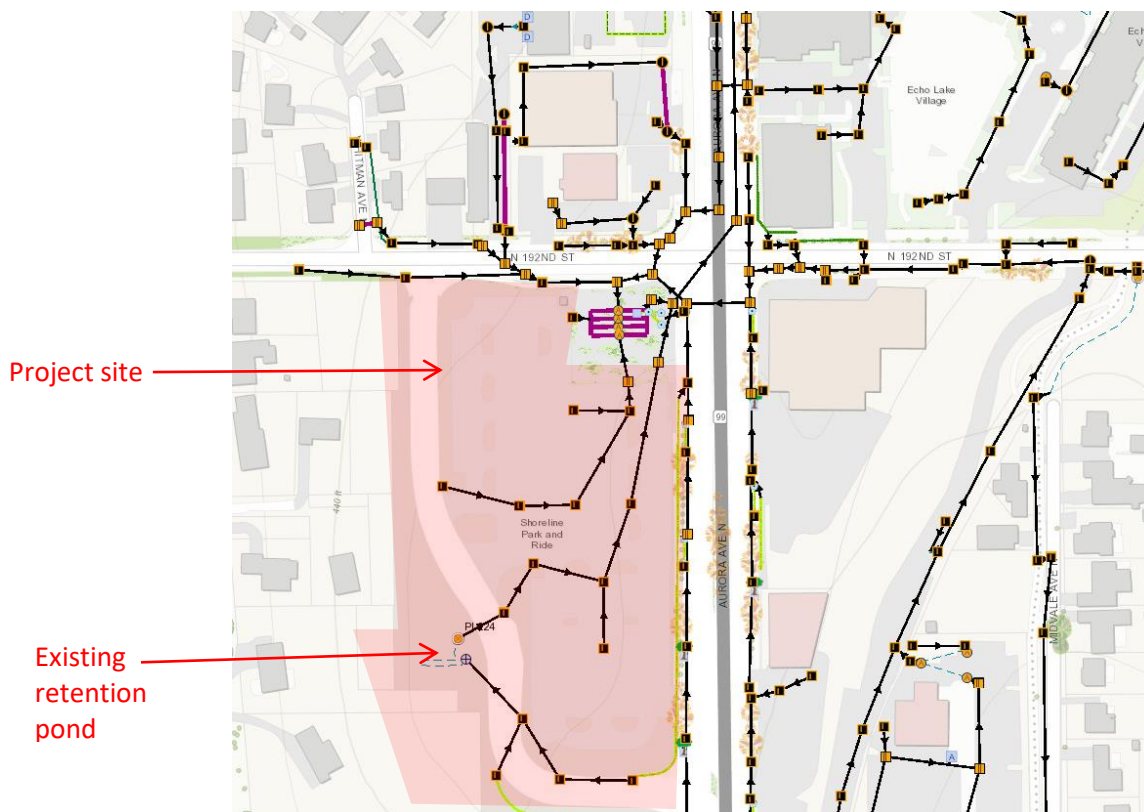


Figure 1 Surface Drainage map

## PLANTS

Mature vegetation exists on the south and west boundaries of the site. Vegetation on the site includes large Douglas Fir trees that screen the site from neighboring residences. A group of Rhododendron bushes also lines the west side. These are planned to be retained.

There are no known endangered species on or near the site. Nor are there any noxious weeds nor invasive species on or near the site.

## ANIMALS

Likely mammals on site include squirrels, birds and other species acclimated to human presence and are common to the Greater Seattle area.

No threatened and endangered or invasive species are known to be on or near the site.

## ENERGY AND NATURAL RESOURCES

The proposed project would likely use electricity for exterior and interior lighting and air conditioning; gas or electricity would be used as a heating source.

The proposed development will not adversely affect the potential use of solar energy by adjacent properties.

The proposed project will comply with the International Energy Conservation Code. Other measures that the project may employ include: building orientation with respect to the sun, passive shading devices, etc.

## **ENVIRONMENTAL HEALTH**

There will be no environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur because of this proposal. No past use of this site has been identified which would have resulted in hazardous materials being present on site.

Currently, this site experiences traffic noise from Aurora Avenue N and N 192<sup>nd</sup> Street.

During construction of this project, it is anticipated that noise levels would temporarily increase in daytime hours due to heavy equipment and transportation of construction materials. Noise levels generated by these activities typically range from 70-95 dba at 25 feet.

Once construction is completed and project is occupied, noise levels are expected to be slightly higher than the current use of the park and ride lot due to increased activity by residents and users of the proposed development.

## **LAND AND SHORELINE USE**

The site is currently in use as a park and ride lot (401 stalls) for commuters and people attending special events elsewhere. Adjacent uses include single family residences to the west; commercial properties to the east and to the south along Aurora Avenue and to the north across from N 192<sup>nd</sup> Street. The only structure on site is a comfort station (restroom) for Metro staff along N 192<sup>nd</sup> Street. Bus shelters are located on the sidewalk along Aurora Avenue; and a drop off/ pick-up area is located along N 192<sup>nd</sup> street.

The site is zoned MB (mixed business) under title 20 of the City of Shoreline Municipal code. The comprehensive plan designation is MU-1 (mixed use -1). The proposed project will comply with the zoning requirements and serve to promote the City of Shoreline's vision of creating a "gateway" project to the town center.

Approximately 1,200 people could potentially reside or work in the completed project. This project will not displace any current residents.

## **HOUSING**

Concept A would provide 558 market rate housing units on 2 levels of structured parking. A standalone transit parking garage will replace the existing surface parking.

Concept B would provide 694 market rate housing units on 2 levels of structured parking and 1 level of underground parking that will replace the existing surface parking lot for commuters. No existing units would be eliminated.

### **AESTHETICS**

The tallest height of proposed structure in the development is envisioned to be 70' (height limit). Exterior materials would include a mixture of wood/ metal/ insulated panels typical of residential projects. View from the commercial uses to the south and east would be altered or obstructed. Articulation of facades in the development will provide visual interest and a pleasing view for the commercial properties to the north, south and east along Aurora Avenue. The views for residents to the west would not change substantially, as they are buffered with mature Douglas Fir trees on site.

### **LIGHT AND GLARE**

The amount of light and glare would increase because of the proposed development. Since there is a visual buffer on the west side where it borders residential uses, it is anticipated that the light and glare produced by this project would not cause any safety hazard or interfere with the existing views of the residences.

The light and glare generated by this proposed project should not negatively impact the commercial uses to the north, south and east of the site.

The proposed project will aim to reduce light pollution on surrounding areas and minimize impacts to wildlife.

### **RECREATION**

The existing site does not house any recreational uses. There is a City of Shoreline Park at the intersection of N 192<sup>nd</sup> Street and Aurora Avenue. Echo Lake Park is located approximately 1,000 feet away, across the street on Aurora Ave. The proposed project will not displace the small corner park directly adjacent to the site.

Design features in the proposed development may add recreational opportunities on the site.

### **HISTORIC AND CULTURAL PRESERVATION**

There are no buildings or structures located on or near the site that are over 45 years old. Nor are there any buildings or structures listed in or eligible for listing in national, state, or local preservation registers.

### **TRANSPORTATION**

The site is served by N 192<sup>nd</sup> Street and Aurora Avenue (Highway 99). There is one access point from N 192<sup>nd</sup> and one from Aurora Ave. Currently, the site is served by Rapid Ride E line, bus routes

301, 303, 342 and 373, providing connections to downtown Seattle and destinations throughout King County.

However, with the Link light rail extension to Lynnwood scheduled to be operational in 2024, two light rail stations would open in the City of Shoreline. The north station on NE 185<sup>th</sup> Street is approximately one mile from this site. It is envisioned that bus services will change at that time, to provide feeder routes from the light rail station. Commuters to Seattle or other communities served by Link will use the Link station park and ride, rather than the current one.

The proposed project will have required parking, in addition to the current 401 dedicated park and ride stalls. The exact number of additional parking will be determined as the project progresses.

Vehicular trips generated by the proposed project has not been determined but will be provided as the project proceeds.

The proposed project will not interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area.

In accordance with City of Shoreline's comprehensive plan, the project is designed to include multi-modal transportation forms and minimum impact on existing roadways is expected.

### **Public Services**

The project will result in an increased need for public services (e.g. fire protection, police protection, public transit, health care, schools etc.). However, services demanded by the proposed mixed-use development are not likely to be substantially different from development of any allowed uses of the site.

### **Utilities**

Currently, the site is served by

- Seattle City Light for electricity;
- Puget Sound Energy for natural gas;
- City of Shoreline for surface water, wastewater (sewer) service;
- Recology King County for solid waste/ recycling service;
- Century Link and Comcast for cable and internet service;
- Century Link for telephone service;
- Seattle Public Utilities for water service.

It is anticipated that adequate capacity exists to meet the demands of the proposed project. One area of concern would be fire flow service. Uniform fire code requires residential buildings be equipped with fire sprinklers and the maximum fire flow in the area of the site should be investigated prior to any design work. Another consideration would be power (electricity) with requirements for EVC vehicles and buses if they are to be incorporated into the project. There are 2 sewer easements on the site that may or may not affect the proposed development.

# APPENDIX C

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## PUBLIC ENGAGEMENT PLAN OUTLINE

# **PUBLIC ENGAGEMENT PLAN OUTLINE**

**KING COUNTY METRO AND CITY OF SHORELINE  
TRANSIT-ORIENTED DEVELOPMENT PROJECT**

SEPTEMBER 2021

CASCADIA CONSULTING GROUP, INC.

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## PROJECT DESCRIPTION

King County Metro (Metro) is conducting a Transit-Oriented Development (TOD) study of the Shoreline Park N Ride (P&R) to understand how the site could contribute to meeting long-term regional transportation needs and accomplish the City of Shoreline’s community development goals. TOD promotes sustainability and community well-being by creating walkable, pedestrian-oriented, mixed-use projects centered around accessible and efficient transit.

Shoreline P&R is a 5.34-acre facility located at 18821 Aurora Avenue North. The site currently provides 393 parking spaces for regional transit riders served by the Rapid Ride E line, 301, 303, 342, and 373 bus routes to Downtown Seattle and throughout King County.

Per an existing agreement with the Washington Department of Transportation (WSDOT), Metro must provide 401 parking stalls for transit riders at the site. This study provides Metro with a better understanding of opportunities for the site as well as the impacts of the parking requirement on potential development.

This Public Engagement Plan (Plan) outlines an overarching engagement strategy for the project including goals and objectives, coordination and engagement tasks, messaging, audiences, and tactics and will serve as a roadmap for coordination among project team members and engagement with key audiences.

### Project team

The project team for the Metro and City of Shoreline TOD Study include the following individuals:

<b>Project Managers:</b>	Sarah Lovell (Metro), Claire McConnell (McMillen Jacobs Associates), Eric Bratton (Shoreline)
<b>Additional Staff:</b>	Michelle Huynh (Metro), Nytasha Walters (Shoreline)
<b>Outreach support:</b>	Gretchen Muller (Cascadia), Keiko Betcher (Cascadia)

## GOALS AND OBJECTIVES

The Shoreline P&R project should result in a development project designed by stakeholder and community goals, needs, and priorities. In order to achieve this, specific engagement goals include:

1. **Develop and deliver coordinated outreach.** Metro is in the process of updating their Mobility Framework, and the City of Shoreline is restructuring their community engagement approach and updating their Comprehensive Plan, Transportation Master Plan, Vision 2029, Housing Action Plan, and Climate Action Plan. Both agencies are engaging with community to inform, and in some cases, solicit input in these processes and plan updates. With streamlined interactions and coordinated messaging, stakeholders and community members will be more receptive and capable of engaging meaningfully. Step #1 of the engagement strategies section of this plan addresses this goal.
2. **Educate and inform** key audiences about the TOD project and challenges and opportunities revealed by the feasibility study. Ensure stakeholders and community members have access to information and resources to participate and provide input.

3. **Gather perspectives and feedback** on the biggest priorities and concerns to inform project development and guide decision making.
4. **Be transparent.** Ensure all audiences know when and how they can participate in the planning process. Clearly communicate the engagement timeline, feedback gathered to date, and how and when input will be used in the project. Transparency builds trust.
5. **Understand audiences' preferred ways to engage and receive information** by identifying which platforms, resources, and communication styles are most effective. Using these preferred methods will ensure audiences feel respected and heard. Make intentional efforts to engage historically underrepresented audiences in meaningful ways.

Meeting these five goals is critical to achieving *equitable public engagement*, an approach further described in the following section.

## Equitable Public Engagement

Metro's Equitable Transit Oriented Communities Policy (ETOC) provides a strategic approach to implementing TOD and prioritizing the provision of affordable housing when seeking to develop Metro-owned property. As a P&R site, this project is inherently aligned with several of Metro's ETOC priorities including improving regional mobility, increasing transit-supportive land use, and prioritizing affordable housing (if identified as suitable) near transit service. Additionally, engagement related to this project seeks to meet another important goal: to engage directly affected communities in planning and visioning.

To that end, this Plan outlines steps to identify and reach out to community-based organizations and community leaders and members to understand the needs and priorities of historically marginalized groups in Shoreline and surrounding the project site.

Prior to reaching out to the community, the project team will determine and clearly describe the elements of project planning and visioning that community members can influence. The engagement strategies section of this plan describes a critical coordination and alignment step for entities directly involved in the planning effort, namely Metro and City of Shoreline. Once the elements that the community can influence are clear and aligned, outreach to the community will include the following process:

- Identify organizations and individuals working to advocate and represent community needs and interests.
- Connect with them to understand their priorities and interests, potential alignment with the P&R site, development options, and community impacts.
- Explore partnerships to engage with the community and solicit input in a meaningful way that is respectful of existing relationships and partners' capacity and availability to participate.
- Create informative and interactive community spaces that lead to authentic input.

- Communicate back to community so they know how their input is used and feel heard and valued in the engagement and project development process.

## ENGAGEMENT STRATEGIES

Metro and the City of Shoreline are leading the Shoreline P&R TOD project. As described in the goals above, the two agencies need to coordinate and align around how they want to engage the community (i.e., what they are asking community members to provide input on, and if and how the input will shape the function and feel of the site). Then, the project team can effectively identify and engage key audiences. The following section outlines each step of engagement including establishing strategic alignment between Metro and Shoreline; developing agency alignment and soliciting input through workshop #1; identifying key audiences and conducting stakeholder interviews; developing project messaging and collateral; and finally, facilitating broad community engagement through community workshops.

Successful engagement requires tailored approaches to meet the variety of needs and priorities of key audiences and partners. We acknowledge that individuals and organizations within the key audience groups will vary in their understanding of TOD and their level of support for planning. As described in the above section, our approach considers equitable public engagement at every step.

### Step 1: Coordination & Alignment Meeting

Metro and City of Shoreline staff will meet to coordinate engagement and align objectives and intent for engagement. Cascadia will attend and facilitate this meeting. Cascadia will also develop an agenda with an objective of understanding and discussing Metro's policies related to TOD and equitable engagement and Shoreline's priorities, policies, culture, programs, and future direction, both broadly and related to the TOD project. This meeting should include, among others, Shoreline's Equity and Social Justice Coordinator and Neighborhoods Coordinator. Desired outcomes include:

- **Understanding current and future engagement strategies** including strategies the City has used to engage with community in past efforts, as well as restructured engagement strategies to engage with priority audiences going forward.
- **Clarifying current plans and strategies for engaging with community on other projects.** Stakeholders and community members may not distinguish between various agencies, plans, and projects, but rather hear and understand various communication efforts initiated by the City or Metro as interrelated. It is therefore important to align and contextualize communications for people unfamiliar with simultaneous planning and engagement efforts. This meeting will help build a complete picture of all communication efforts currently underway and planned for the near future.
- **Understanding specific audiences impacted, interested in, and likely or unlikely to engage in this project and why.** This information will determine audiences, messaging, and tactics and will lead to more successful and equitable engagement outcomes.

- **Determining engagement intentions.** Achieving this outcome requires agreeing on the elements of the project that stakeholders and community members can influence and where their input would be helpful and considered in the project.

Cascadia will develop a written summary of the meeting discussion and decisions and circulate it for review by all participants for accuracy. We will also finalize the summary in a format that provides background information for context and is easy to reference decisions so all lead staff are informed throughout the community engagement process.

## Step 2: Workshop #1 (Key Agency and City Staff Partners)

Metro will conduct a workshop with staff members representing City of Shoreline, Community Transit, and WSDOT to describe the project, solicit their input on site elements, and confirm stakeholder and community audiences, messaging, and engagement tactics. Cascadia will conduct the workshop online using an interactive platform like Mural to gather ideas, perspectives, and preferences from all participants. Cascadia will capture outcomes in a meeting summary and use the audiences, messaging, and engagement tactics identified during the meeting to guide subsequent engagement steps.

## Step 3: Confirm audiences and conduct stakeholder interviews

Cascadia will collaborate with Metro and the City of Shoreline to conduct stakeholder interviews to better understand perspectives and further hone the list of intended audiences. Cascadia may decide to conduct interviews directly with representatives of the following audiences or with individuals such as city staff members who have experience with and can help inform how to design engagement with the audiences listed below.

Audiences may include:

- Community-based organizations and community leaders
- Businesses and property owners adjacent to or potentially impacted by the TOD project
- Transit riders
- Affordable housing and equity advocates
- Neighborhood community council representatives from Hillwood, Echo Lake, Meridian Park, and Richmond Highlands

Cascadia will summarize interviews in concise written notes, highlighting important points, recommendations, and next steps.

## Step 4: Develop project messaging

Cascadia will develop messaging themes and specific content that will build upon the outcomes from the initial coordination and alignment meeting, workshop with agency partners, and stakeholder interviews. Messaging will address and include answers to the following questions:

- **Why participate in this process?** How and when input can be provided, how input will be used, why it is important, what elements of the project it will impact.

- **What is the project about?** TOD promotes sustainability and community well-being by creating walkable, pedestrian-oriented, mixed-use projects centered around accessible and efficient transit. The Shoreline community has a new opportunity to provide input on a TOD Project near Shoreline’s Town Center District.
- **What is the intended outcome?** Community input will inform elements of what will be included in a Request for Proposals (RFP) for development at the Shoreline P&R.
- **What are the opportunities and limitations in the project?**
  - Per an existing agreement with WSDOT, King County Metro must provide 401 parking stalls for transit riders at the site. The site currently provides 393 parking spaces.
    - There may be an opportunity for non-transit riders to use a percentage of these parking spaces at certain times of the day or week.
  - Based on the market analysis conducted for the site in 2021, there is a ripe opportunity for a housing development ranging from 300 to 600 units.
    - Metro’s Equitable Transit-Oriented Development Policy requires any housing development to include at least 20% affordable housing.
    - The City of Shoreline’s affordable housing programs include the Property Tax Exemption Program (PTE), the Multifamily Tax Exemption Program (MFTE), and the U.S. Housing Act of 1937. Developers who commit 20% of units in a housing project (with a minimum of four units) to affordable housing qualify for the 12-year PTE program.
    - These affordable housing requirements will determine the existence of rent ceilings or rent control.
  - In addition to affordable housing, the types of units may include workforce housing, 3BR units for families, and other units based on community needs.
  - Additional opportunities for the community and adjacent residents include ground floor use in the new development for services such as childcare or retail.
  - The project team is eager to gather input on additional community perceived amenities including open space, art work, etc.
- **What is the timeline of this project?** Public engagement with key audiences and partners will begin in Fall 2021 and conclude in Spring 2022. Metro and City of Shoreline will host engagement online for broad participation. This phase of the project will conclude with a list of outcomes describing audience-identified project priorities and needs that will be circulated to key audiences in partners by June of 2022 and then incorporated in a development proposal. Construction is estimated to occur in 3-5 years, though the timeline is in development.
- **What are the project goals and priorities?**
  - A sustainable and livable development that meets community needs and the City of Shoreline’s sustainability goals.
  - Accessible transit and mobility by maintaining and improving access to reliable, efficient transit for commuters in Shoreline to areas throughout King County.
  - Alignment with community values, needs, and priorities.
  - Equity through transparent and clear communication that provides opportunities to listen and prioritizes community needs.

## **Step 5: Develop Collateral**

Based on the outcomes of workshop #1 and the stakeholder interviews, Cascadia will develop key communications and outreach collateral with project messaging to support the community workshop and other engagement strategies, as needed. At a minimum, this will include a simple, graphically designed document (or slide image) about the project for broad engagement. We will translate project information into other languages as needed.

## **Step 6: Workshop #2 (Community Representatives and Key Agency Partners)**

Community workshops provide an opportunity to specifically gather critical voices to participate in the engagement process. To ensure we are hearing from all members of the community, we will create a space for key audience representatives who have not typically engaged in TOD projects. Community workshops are a great method to build meaningful, long-term relationships.

The intent of workshop #2 is to engage with community representatives and key agency partners from workshop #1 in an open, collaborative, transparent conversation about community needs, priorities, and possibilities. The Metro and City of Shoreline project team will participate in recruitment for the workshop, building upon information we learned in stakeholder interviews as well as existing relationships with community-based organizations and community members.

Cascadia will design and facilitate the community workshop focused on providing background about the TOD project, leading discussions, and soliciting input through an interactive online platform. Depending on participant availability, we may offer two workshops at different times to accommodate various schedules or consider alternative engagement strategies to solicit input from a broader representation of the community. The project team may consider paying community leaders and representatives of community-based organizations for their participation if and when appropriate.

Cascadia will develop the workshop agenda in close collaboration with Metro and city staff including presentation slides, guides and prompts for interactive activities, translation if needed, and a written summary documenting outcomes.

## ROLES

Cascadia	Metro & City of Shoreline
<ul style="list-style-type: none"> <li>• Prepare for and conduct preliminary interviews.</li> <li>• Prepare for and facilitate workshops.</li> <li>• Develop outreach collateral and translate as needed.</li> <li>• Provide on-call engagement advice and support, particularly related to equitable engagement strategies.</li> <li>• Prepare written summaries documenting outcomes from meetings, interviews, and workshops.</li> <li>• Manage overall project timeline and provide information needed to keep public engagement on track.</li> </ul>	<ul style="list-style-type: none"> <li>• Host all engagement and lead workshop promotion.</li> <li>• Review all documents for presentation.</li> <li>• Review all written summaries.</li> <li>• Review interview guides.</li> <li>• Prepare for and present at community workshops.</li> <li>• Serve as points of contact.</li> <li>• Update city website with project information.</li> </ul>

## BUDGET AND TIMELINE

### Budget

The table below describes the public engagement budget and key assumptions about the responsibilities of King County Metro, City staff, and the consultant team.

Engagement Task	Estimated Hours	Estimated Budget
<b>1. Coordination and Alignment Meeting</b>	<b>10</b>	<b>\$2,250</b>
1.1 Review meeting notes and develop meeting summary	10	\$2,250
<b>2. Workshop #1 (Key Agency and City Staff Partners)</b>	<b>84</b>	<b>\$12,370</b>
2.1 Develop participant and facilitator agenda (draft and final)	16	\$2,350
2.2. Develop meeting packet (draft and final)	14	\$1,900
2.3 Develop PPT and Mural board	14	\$1,900
2.4 Workshop planning meetings x3	20	\$3,250
2.5 Facilitate workshop	12	\$1,920
2.6 Develop workshop summary (draft and final)	8	\$1,050
<b>3. Confirm Audiences and Conduct Stakeholder Interviews</b>	<b>74</b>	<b>\$9,570</b>
3.1 Confirm audiences	10	\$1,250

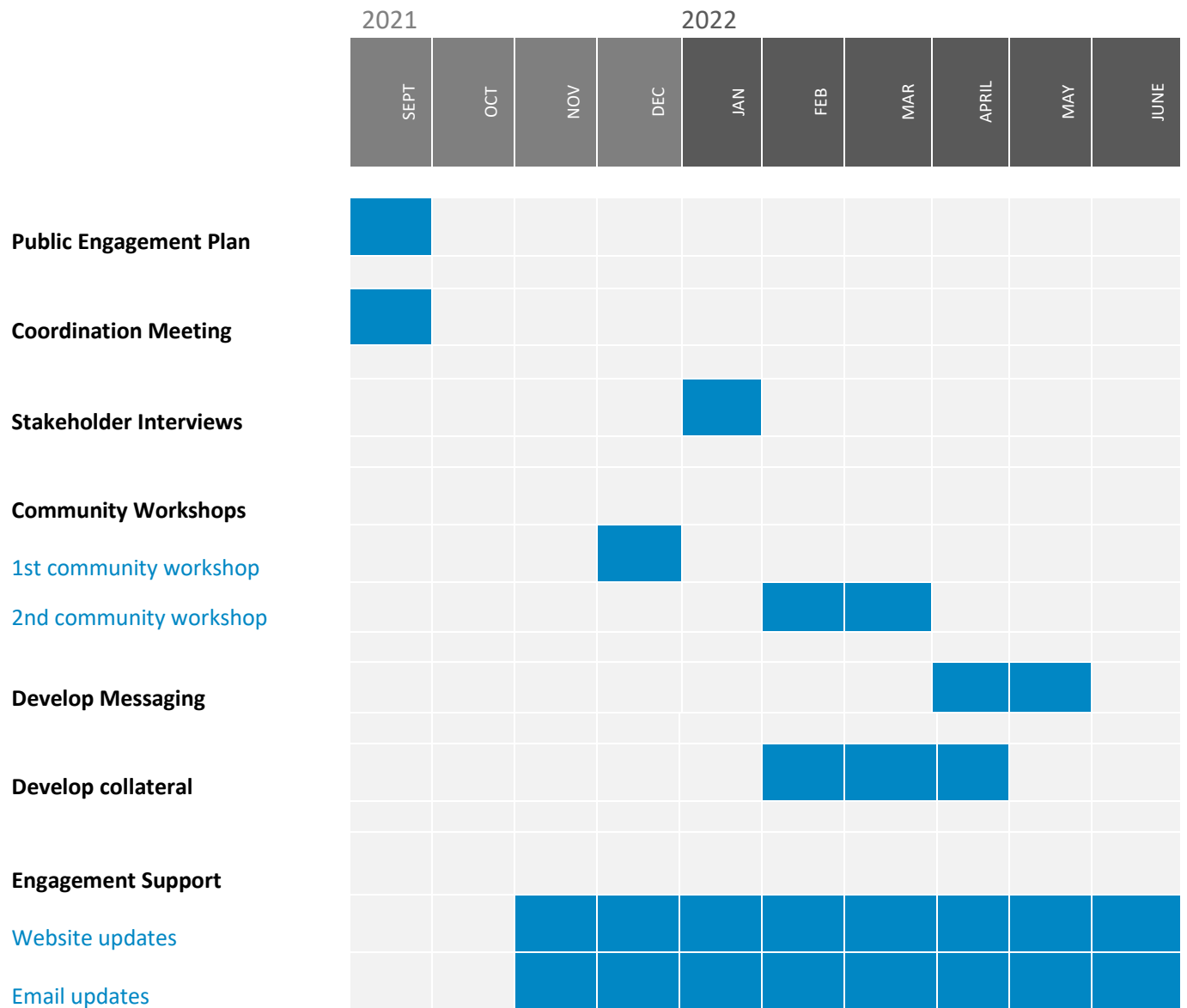


Engagement Task	Estimated Hours	Estimated Budget
3.2 Develop interview guide and schedule interviews	16	\$2,520
3.3 Conduct interviews (up to 15)	32	\$3,450
3.4 Summarize key findings	16	\$2,350
<b>4. Develop Project Messaging</b>	<b>16</b>	<b>\$2,350</b>
4.1 Develop project messaging	16	\$2,350
<b>5. Develop Collateral</b>	<b>29</b>	<b>\$4,550</b>
5.1 Develop outreach collateral	29	\$4,550
<b>6. Workshop #2 (Community Representatives and Key Agency Partners)</b>	<b>84</b>	<b>\$12,370</b>
6.1 Develop participant and facilitator agenda (draft and final)	16	\$2,350
6.2 Develop meeting packet (draft and final)	14	\$1,900
6.3 Develop PPT and Mural board	14	\$1,900
6.4 Workshop planning meetings (x3)	20	\$3,250
6.5 Facilitate workshop (draft and final)	12	\$1,920
6.6 Develop workshop summary (draft and final)	8	\$1,050
	<b>*Total</b>	<b>\$43,460</b>

Budget Assumptions:

- Metro and City of Shoreline staff to develop the agenda and facilitate the Coordination and Alignment Meeting.
- Two rounds of review for all draft materials (agendas, workshop meeting packets, workshop PPT, and Mural boards)
- Cascadia staff to coordinate, facilitate, and provide IT support for each workshop.
- Each workshop is 3 hours in length.
- City of Shoreline staff to provide preliminary list of community representatives.

## Timeline



**King County Metro**

# **Transit-oriented Development at the Shoreline Park `N Ride Engagement Summary**

May 2022





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# Engagement Summary

The following memo outlines results of the outreach and engagement efforts to date related to King County Metro and City of Shoreline Transit-oriented Development Project.

## PROJECT BACKGROUND

King County Metro (Metro) conducted a Transit-Oriented Development (TOD) study of the Shoreline Park N Ride (Shoreline P&R) between June 2021 and May 2022. The purpose of this study was to understand how the site could contribute to meeting long-term regional transportation needs and accomplish the City of Shoreline's community development goals. TOD promotes sustainability and community well-being by creating walkable, pedestrian-oriented, mixed-use projects centered around accessible and efficient transit.

Shoreline P&R is a 5.34-acre facility located at 18821 Aurora Avenue North. The site currently provides 393 parking spaces for regional transit riders served by the Rapid Ride E line, 301, 303, 342, and 373 bus routes to Downtown Seattle and throughout King County.

Per an existing agreement with the Washington Department of Transportation (WSDOT), Metro must provide 401 parking stalls for transit riders at the site. The study provided Metro with a better understanding of opportunities for the site as well as the impacts of the parking requirement on potential development.

As part of this process, Metro engaged key City of Shoreline staff and community members to gain additional insights into their goals, needs, and priorities for the site. The goals and process for stakeholder engagement are described in detail below.

## ENGAGEMENT GOALS

As a first step in the engagement process, the project team developed a comprehensive public engagement plan (Plan) that outlined an overarching engagement strategy for the project including goals and objectives, coordination and engagement tasks, key messaging, primary audiences, and tactics. This Plan served as a roadmap for coordination among project team members and key stakeholders. The engagement goals identified in the Plan are listed below.

1. **Develop and deliver coordinated outreach.** Metro is in the process of updating their [Mobility Framework](#), and the City of Shoreline is restructuring

their community engagement approach and updating their [Comprehensive Plan](#), [Transportation Master Plan](#), [Vision 2029](#), [Housing Action Plan](#), and [Climate Action Plan](#). Both agencies are engaging with community to inform and, in some cases, solicit input in these processes and plan updates. With streamlined interactions and coordinated messaging, stakeholders and community members will be more receptive and capable of meaningful engagement.

2. **Educate and inform** key audiences about the TOD project and challenges and opportunities revealed by the TOD feasibility study. Ensure stakeholders and community members have access to information and resources to participate and provide input.
3. **Gather perspectives and feedback** on the biggest priorities and concerns to inform project development and guide decision making.
4. **Be transparent.** Ensure all audiences know when and how they can participate in the planning process. Clearly communicate the engagement timeline, feedback gathered to date, and how and when input will be used in the project. Transparency builds trust.
5. **Understand audiences' preferred ways to engage and receive information** by identifying which platforms, resources, and communication styles are most effective. Using these preferred methods will ensure audiences feel respected and heard. Make intentional efforts to engage historically underrepresented audiences in meaningful ways.

## Engagement Approach

To meet the project and engagement goals stated above, Metro conducted four workshops between February and April 2022 to establish strategic alignment between Metro and the City of Shoreline, solicit input from agency staff, and understand community priorities for the site. We summarized these workshops in detail below.

The project team who supported the engagement process consisted of dedicated staff from Metro, McMillen Jacobs, Kidder Mathews, and Cascadia Consulting Group (Cascadia). To see all project team members, see Table 2: List of Project Team Members in Appendix C: Project Team and Participants.

### Workshop 1: Coordination & Alignment

Metro and the City of Shoreline staff met to **coordinate and align objectives and intent for community engagement**. Metro presented key findings from the TOD feasibility study, shared their community engagement values and process, outlined the three upcoming workshops (detailed below), and shared an initial list of community-based groups to engage with in the community conversation workshops. The City of Shoreline presented on potential uses for the site and provided an overview of the housing action plan. Following this meeting, Metro and City of Shoreline staff further discussed key stakeholders to engage.



## **Workshop 2: Cross-Agency Collaboration**

The intent of the Agency Workshop was to engage with staff members representing City of Shoreline, Community Transit, and WSDOT to **solicit their input on site elements, and confirm stakeholder and community audiences, messaging, and engagement tactics**. Metro provided an overview of project context and goals, existing and future project site uses, and findings from the TOD feasibility study and housing needs assessment. Cascadia conducted breakout rooms online using the interactive platform, MURAL, to gather ideas, perspectives, and preferences from all participants. The project team used findings from this workshop to inform the audience and engagement tactics used in the subsequent Community Conversation workshops.

## **Workshop 3: Community Conversation #1**

Key agency partners spoke with community representatives in an open, collaborative, transparent conversation about **community needs, priorities, and possibilities**. Metro and City of Shoreline project team members recruited workshop participants, drawing on information from stakeholder interviews and existing relationships with community-based organizations and community members. To ensure community members had a general understanding of the project, Metro provided an overview of project context and goals, and Kidder Mathers provided an overview of affordable housing and needs at the site. Cascadia facilitated breakout room discussions using MURAL to gather input on community priorities for the site related to housing, public open space, and active ground floor use. The list of community project priorities generated from this workshop was used to inform Community Conversation Workshop #2. For more detail on Community Conversation #1, reference Appendix A: Individual Engagement Summaries.

Two translators attended the workshop to accommodate Amharic and Tigrayan speaking community members.

## **Workshop 4: Community Conversation #2**

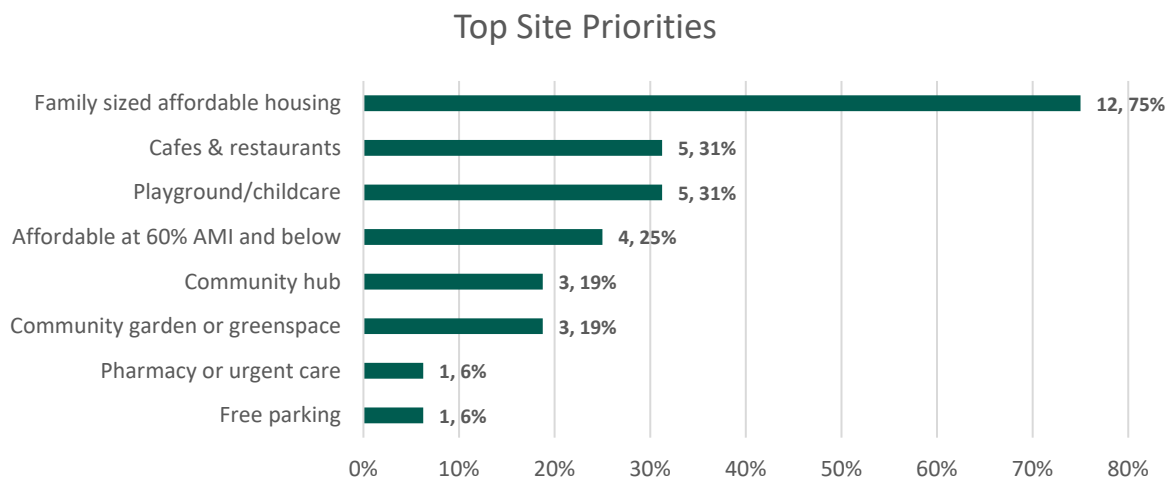
Community Conversation Workshop #2 allowed community members to **prioritize site uses identified in Community Conversation Workshop #1** ranging from housing, public open space, and active ground floor use. Metro reviewed project context and goals, findings from the TOD feasibility study, housing need, and recapped the project priorities identified in Community Conversation Workshop #1. Cascadia facilitated breakout room discussions using MURAL, gathering input on their top community priorities for the site. For more detail on Community Conversation #2, reference Appendix A: Individual Engagement Summaries.

One translator attended the workshop to accommodate Amharic speaking community members.

## TOP PROJECT PRIORITIES

Community members identified **top site use priorities** during the community conversations workshops detailed above. The top site use priorities are listed below, with more detailed data outlined in the following graph and table.

- **Family sized affordable housing**
- **Cafes & restaurants**
- **Playground**
- Affordable housing at 60% AMI and below
- Community hub
- Community garden or green space
- Pharmacy or urgent care
- Free parking



Site Use	# Of votes	%
<b>Family sized affordable housing</b>	<b>12</b>	<b>75%</b>
<b>Cafes &amp; restaurants</b>	<b>5</b>	<b>31%</b>
<b>Playground</b>	<b>5</b>	<b>31%</b>
Affordable at 60% AMI and below	4	25%
Community hub	3	19%
Community garden or greenspace	3	19%
Pharmacy or urgent care	1	6%
Free parking	1	6%

## PARTICIPANTS

Metro engaged with a diverse set of stakeholders, community members, and groups to ensure the project reflects community priorities from those with close proximity to the project and represent Metro's Priority Populations as defined by their [Mobility Framework](#). The City of Shoreline identified the following 11 community-led spaces with whom Metro engaged:

- HopeLink
- Ronald Commons Housing
- YMCA
- North Urban Human Services
- Hillwood neighborhood association
- Echo Lake neighborhood association
- Shoreline Farmers Market
- Shorelake Arts
- King County Metro Equity Cabinet
- East African Family Support Group
- Canopy

All 501.c3 nonprofits were offered compensation for their time. To view the list of attendees for each engagement approach see Table 1: List of Participants in Appendix C: Project Team and Participants.

# Appendix A: Individual Engagement Summaries

Use the links below to read individual workshop summaries. No workshop summary was developed for the City Staff Coordination & Alignment Meeting.

- [Agency Workshop](#)
- [Community Conversation Workshop #1](#)
- [Community Conversation Workshop #2](#)

# Appendix B: Individual Engagement PowerPoints

The following section contains individual workshop PowerPoints for:

- City Staff Coordination & Alignment Meeting
- Agency Workshop
- Community Conversation Workshop #1
- Community Conversation Workshop #2

# Transit-Oriented Development at the Shoreline Park 'n Ride

Outreach Coordination and Alignment

City of Shoreline

February 15, 2022



1

## Agenda

1. Introductions
2. Recap of the task and desired outcomes
3. Transit Oriented Development Study Assumptions and Findings
4. Overview of Community Outreach Approach planned
5. Shoreline Engagement Process Overview
6. Discussion of CBOs to include
7. Framing Questions for the first agency workshop



2

### Desired Outcome of this Meeting

- 1. Shared understanding of the work in front of us
- 2. Clarify shared engagement processes
- 3. Who is missing from our engagement

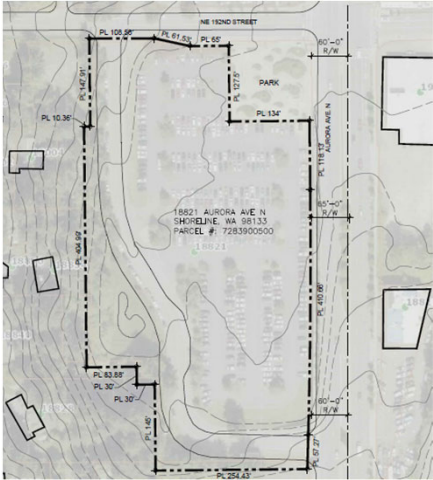


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### Transit-oriented Development at the Shoreline Park and Ride

King County's 2021-2022 Budget directed Metro to:

- 1) Conduct a transit-oriented development feasibility study at the Shoreline Park N Ride;
- 2) Identify encumbrances that may limit development
- 3) Conduct community engagement
- 4) Develop a set of project goals to inform a future solicitation.



4

## Park and Ride Site Characteristics



- 5.34 acres, mostly below adjacent street levels
- Mixed business (MB) zoning across the majority of site
- Bound by Aurora Avenue to the east; and
- Single-family neighborhood to the west
- City-owned park to the NE, with stormwater retention tanks
- Stormwater retention pond to the SW
- Northern gateway to Shoreline’s Town Center development
- Site Encumbrances:
  - **Transit program**
    - 401 parking stalls 24/7 (WSDOT deed agreement)
    - 1 passenger pick-up, 3 bus layover spaces (240’)
    - Driver comfort station
  - Sewer easements



5

## Existing Park 'n Ride Site



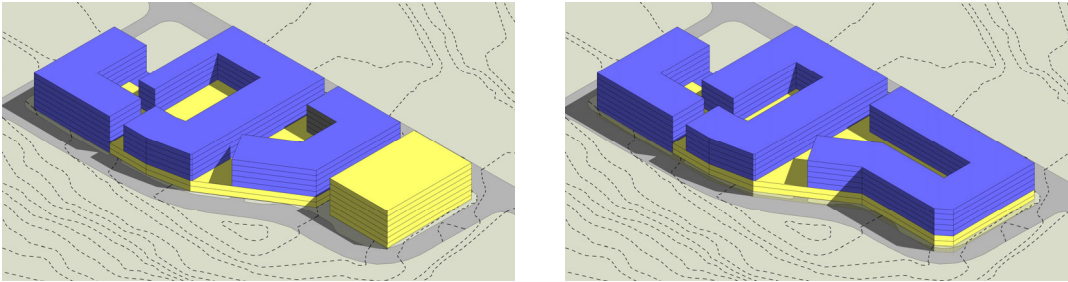
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## Transit-oriented Development Feasibility Study

Metro examined two parking and development scenarios (with and without shared parking):

1. A standalone commuter garage with/without shared parking
2. An integrated garage with/without shared parking



7

## Feasibility Assumptions

401 transit parking stalls are maintained per the WSDOT encumbrance: Between 401 and 300 commuter parking stalls remain (no-share/ 25% share)

Layover need remains

Split zoning can be resolved and zoned Mixed-Business

Active bus bays remain on-street

Groundwater is not an issue

\*Metro expects transit service levels to change following the opening of Link service in 2024. (pre-covid usage was over 90% most recently usage was 20%)

\*For the purposes of the study Metro assumed that the transit parking and layover needs remain constant.



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## Development Scenarios

<b>Option A</b>	<b>Standalone transit garage</b> (401 stalls) Development on the remainder of the lot (2.75 ac)	
<b>Option A1</b>	<b>Standalone Transit Garage-Shared Parking</b> (300 dedicated transit stalls) Development on the remainder of the lot, incorporating 101 stalls shared with transit (2.75 ac)	
<b>Option B</b>	<b>Integrated garage:</b> 401 stalls dedicated underground transit parking Development with parking above (3.75 ac)	
<b>Option B1</b>	<b>Integrated garage- Shared Parking:</b> 300 stalls dedicated underground transit parking. Development with parking above, of which 101 stalls shared with transit	



9

## Development Capacity

<b>Option A</b> 558 units \$1M	<b>Standalone transit garage</b> 446 market rate units 112 affordable units 6000 SF non-residential	
<b>Option A1</b> 600 units \$4.5M	<b>Standalone transit garage – Shared Parking</b> 480 market-rate units 120 affordable units 6000 sf non-residential	
<b>Option B</b> 694 units \$ 3.3M	<b>Integrated garage:</b> 555 market-rate units 139 affordable units 6000 sf non-residential	
<b>Option B1</b> 694 units \$6.6M	<b>Integrated garage-Shared Parking</b> 555 market-rate units 139 affordable units 6000 sf non-residential	



10

## Market Assessment

Kidder Matthews examined the following transit-supportive market segments:

- **Multi-family residential - both market and workforce (60% AMI)**
- Office
- Pedestrian-oriented commercial
- Hospitality

Findings:

Demand exists for multi-family housing but not for speculative development of other market segments

A lot of multi-family housing is currently in planning and permitting which may satisfy current demand.



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## Feasibility Study Conclusions

- The Shoreline Park N Ride site is in a prime location and the property is well suited for TOD.
- Multi-family development has the highest likelihood for success.
- Parking requirements, rather than zoning height restrictions, drive the development capacity.
- Revenue from development rights is adequate to offset the costs of the new park and ride facilities by a very slim margin.

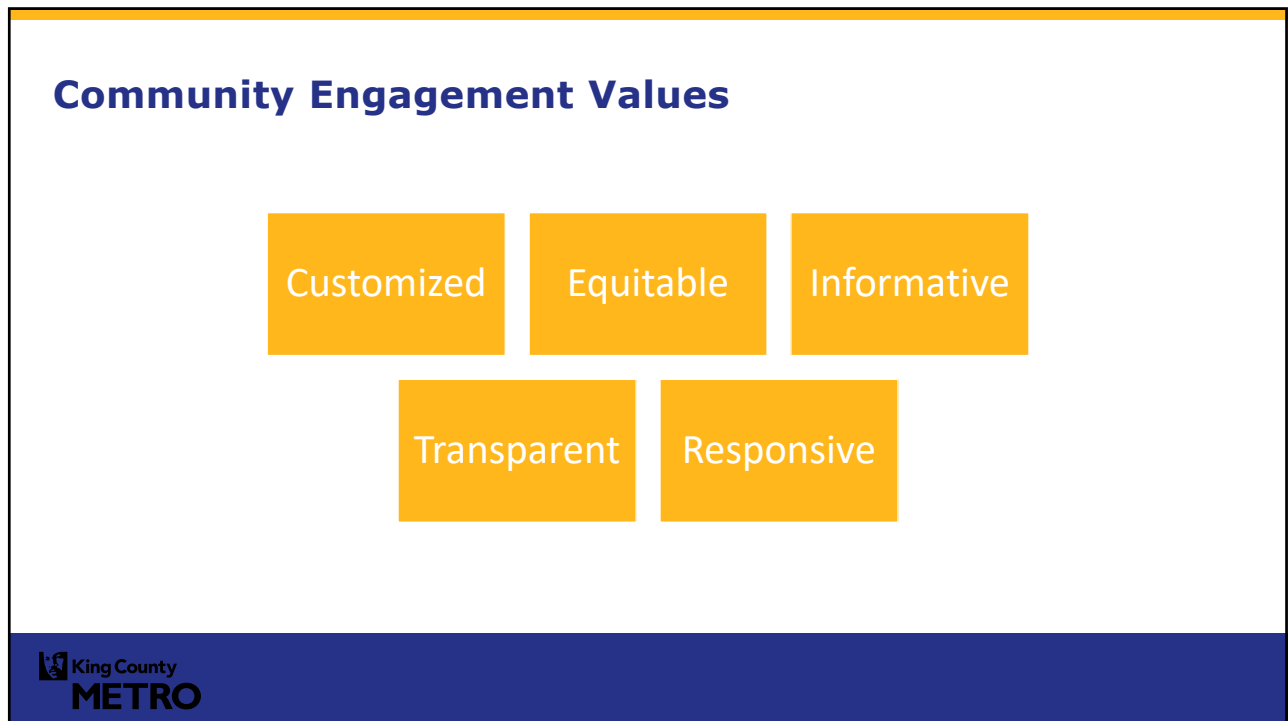
Considerations	Standalone transit garage - Option A	Integrated garage – Option B
<b>PROS</b>	Ease of phasing and operationally simple. If Metro’s parking needs are known, this is likely the easiest to deliver.	Flexible parking arrangement allows allocation of development and transit parking to shift over time if transit needs decrease.
<b>CONS</b>	Smaller area dedicated to redevelopment = smaller development opportunity  Less flexible transit parking program	Larger development potential and more attractive to investors. Maximizes flexibility of parking delivery for developer.



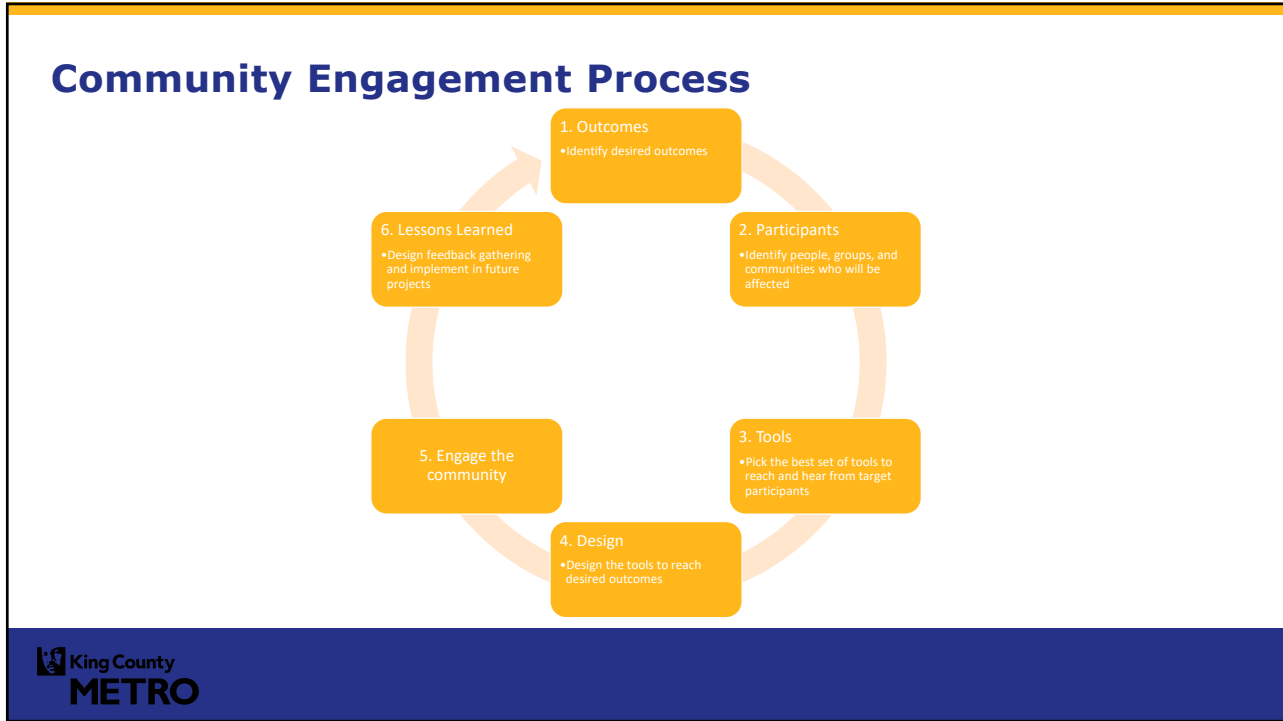
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15

## Workshop Series

### Workshop One

Sduwghu#Sulrulwlv  
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**What:**

- Report-out on work done to date
- Solicit input on partner priorities for the site
- Discuss engagement tactics & messaging

Output: draft of Partner Priorities

### Workshop Two

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**What:**

- Framing presentation:
  - a. Report-out on work done to date
  - b. In-depth presentation on possible goal areas
- Small group discussions of priorities and conceptual site concepts

Output: Project Goal "buckets"

### Workshop Three

Jrd#Ghilqlwrq  
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Frp p xqlw|#Vdnhkrøghuv

**What:**

- Brief presentation of updates from Workshop 2: site layouts; real estate viability
- Small group discussions of priorities and conceptual site plans

Output: 5-7 defined Project Goals (priorities for an RFP)

**King County METRO**

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## Community-Based Organizations

- Coalition of Immigrants Refugees and Communities of Color
  - WorkSource
  - Center for Human Services
  - Alliance of People with disAbilities
  - Snohomish County Latino Coalition
- Hopelink
  - NW Network
  - Chinese Information Services Center
  - Wonderland Child & Family Generations
  - Entre Hermanos
  - Black Coffee NW
  - Climate Solution
- Indian American Community Services
  - International Community Health Services
  - Mary's Place
  - Compass Housing Alliance: Veterans Center
  - Real Rent Duwamish
  - Ukrainian Association



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## City of Shoreline Engagement Discussion



18

## Framing Questions for Engagement

Who is missing from this conversation?

What are Shoreline's Housing Goals and what role can this site play?

What other requirements or goals areas does Shoreline have for the site?

How can we best engage community if these activities are all virtual?

Major project elements to discuss could include:

- Parking (is there flexibility, if so where)
- Multi-family housing (what is the need, what is the affordability profile?)
- Frontage requirements (how can or should this project be activated given market realities?)
- Public open space (how can this project benefit the most people?)
- Others?



19

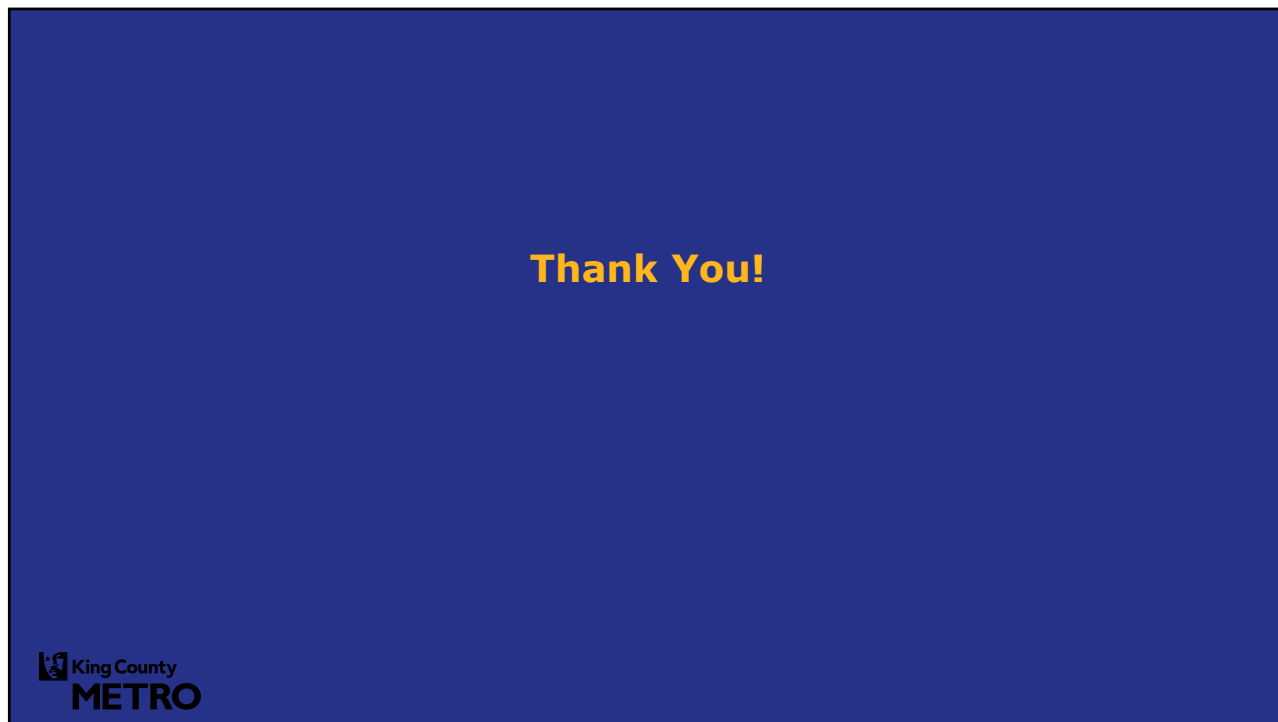
## Next Steps

Set workshop dates (all three at once)

Confirm community stakeholders to include



20





## Transit-Oriented Development at the Shoreline Park 'n Ride

Workshop One  
Agency Partners  
March 10, 2022  
3:00 pm – 5:00 pm



1

### Meeting Purpose

- Share project background and work completed to date
- Create a shared understanding of what project success looks like
- Gain insights into community priorities
- Identify key community questions, messages, and confirm stakeholder list
- Provide a recap of key takeaways and next steps



2

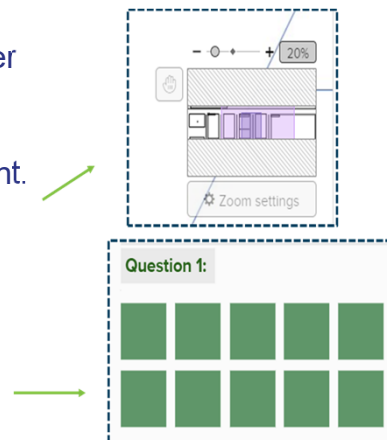
## Agenda

1. Welcome and Introductions
2. Setting the stage (Sarah and Claire)
3. Existing use and future planning (Pierce and Brand)
4. Project Success and Community Priorities (ALL)
5. Community Engagement- Key Questions and Stakeholders (ALL)
6. Wrap up and Adjourn

3

## Introductions via MURAL

- Copy and paste **Mural link** from chat into your browser
- **Sign in** as a guest using your name
- If asked, **accept "cookies"** to proceed with platform
- To **Zoom** in and out, use the window in the bottom right.
- Make sure 'move mode' is turned off (hand should be greyed out).
- 'Move mode' does not allow you to edit sticky notes.
- To **edit** a sticky note, click on the sticky note and start typing.
- To add additional sticky notes, double click.



4

## Setting the Stage – Project Context



5

### Metro's ETOC Policy

In 2021 Metro adopted an Equitable Transit Oriented Development (ETOC) Policy that defines Metro's roles as **land-owner** and **transit provider** and acknowledges Metro's stake in promoting ETOC.

The policy articulates 5 goals:

1. Seek Equitable outcomes on Metro properties
2. Improve regional mobility and reduce car dependence
3. Prioritize Housing Affordability
4. Consider transit-supportive land use
5. Advance Sustainable Design



6

## What does the policy say?

The policy places King County in an advocacy role both for transit-supportive land use and tools to support the delivery of affordable housing.

Integrates land use consideration into transportation planning projects

Directs Metro to proactively manage our property portfolio

Prioritizes leases when possible

Sets a goal that 80% of projects on Metro-owned land will include long-term affordable housing as a component of each project

Requires 20% of the units performed on metro properties be affordable at or below 80% of AMI

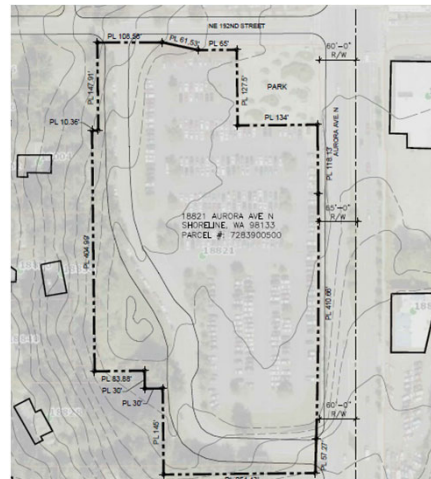


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## Transit-oriented Development at the Shoreline Park and Ride

### King County's 2021-2022 Budget directed Metro to:

- 1) Conduct a **transit-oriented development feasibility study** at the Shoreline Park N Ride;
- 2) Identify encumbrances that may limit development
- 3) Conduct community engagement
- 4) **Develop a set of project goals to inform a future solicitation.**



8

## TOD Project Goals

**Required elements:** Driven by regulators, property owner, policy etc.

**Project Priorities:** Driven largely by community

**Desired elements:** Driven by all Stakeholders

Goals	
Required	1. The proposer must be a qualified entity as defined in RCW 81.112.350
	2. The development team must have the appropriate experience, skills, ability, and financial wherewithal to complete the proposed project.
	3. The project proposal must be feasible using reasonable assumptions.
	4. The project must meet or exceed sustainability standards of LEED (Leadership in Energy and Environmental Design) Silver or the City of Seattle or State of Washington's Evergreen standard.
	5. At least 80% of the housing units created in the project must be affordable to those earning no more than 80% of the area median income for King County (per RCW 81.112.350).
Priorities	1. The project should serve a range of people with varying incomes at or below 60% of the area median income.
	2. The project should provide family sized units.
	3. The project should maximize the achievable density of site.
	4. The project should maximize affordable housing on the site.
	5. The project should maximize the depth of affordability it can provide.
	6. The project should incorporate active ground floor uses.
	7. The project should be completed as expeditiously as possible.
	8. The project should competitively leverage public subsidies.
Desired	1. The project is encouraged to minimize its orientation to automobiles
	2. The project is encouraged to optimize its orientation to pedestrians
	3. The project is encouraged to provide space for small businesses and/or community-serving uses.
	4. The project is encouraged to create opportunities for the larger community to engage with the site.
	5. The project is encouraged to support job creation or retention.
	6. The project is encouraged to provide private and public amenities that support transit use and active transportation.

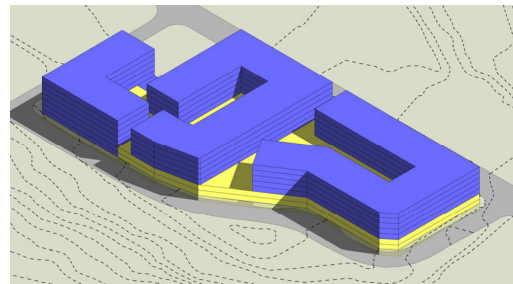
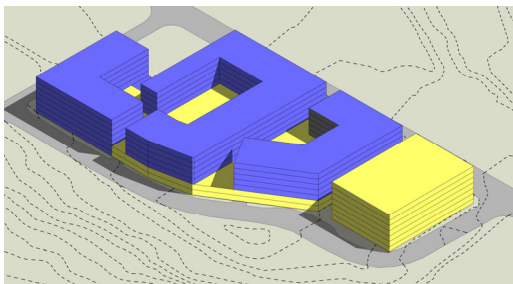


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## Transit-oriented Development Feasibility Study

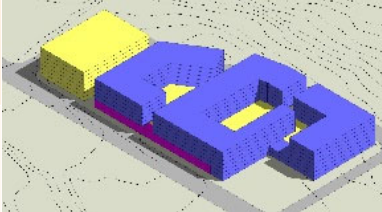

*Metro examined two parking and development scenarios (with and without shared parking):*

1. A standalone commuter garage with/without shared parking
2. An integrated garage with/without shared parking



10

## Development Capacity

<b>Option A</b> 558 units \$1M	<b>Standalone transit garage</b> 401 dedicated transit stalls 446 market rate units + 112 affordable units 6000 SF non-residential	
<b>Option A1</b> 600 units \$4.5M	<b>Standalone transit garage – shared parking</b> 300 dedicated transit stalls + 101 development stalls shared with transit 480 market-rate units + 120 affordable units 6000 sf non-residential	
<b>Option B</b> 694 units \$ 3.3M	<b>Integrated garage</b> 401 dedicated transit stalls 555 market-rate units + 139 affordable units 6000 sf non-residential	
<b>Option B1</b> 694 units \$6.6M	<b>Integrated garage – shared parking</b> 300 dedicated transit stalls + 101 development stalls shared with transit 555 market-rate units + 139 affordable units 6000 sf non-residential	



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## Shoreline Park n Ride Site Constraints

Constraint	Type
Housing program must include a minimum of 20% affordable units	Metro Transit ETOC policy
LEED Platinum or Evergreen Sustainable Development Standard	Metro Transit ETOC policy
401 parking stalls available 24 hours a day, seven days a week for exclusive use by transit riders	WSDOT Deed
Provision of one passenger pick-up, three bus layover spaces and a driver comfort station on the site	Metro Transit
Amenity space requirement (ground level)	City zoning
70' height limit	City zoning
Minimum 20' side and rear yard setback from residential zones	City zoning
Access road	Existing conditions
City park and attenuation tanks	Existing conditions
Stormwater retention pond	Existing conditions
Sewer easements parallel to Aurora Ave. (10' and 5' width)	Encumbrance
Non-specific Easement allows for Storm or Sewer Connections	Encumbrance



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## What we heard from Shoreline

Project Goals and Priorities:

- 1. Sustainable and livable development:** pursue a project that meets the needs of the community and contributes towards Shoreline meeting its sustainability goals
- 2. Accessible Transit and Improved Mobility:** Maintain or improve access to transit and mobility options for Shoreline
- 3. Community Ownership:** Community-driven project that ultimately belongs to the community
- 4. Equity:** Clear and transparent communication, listen to and reflect community priorities.

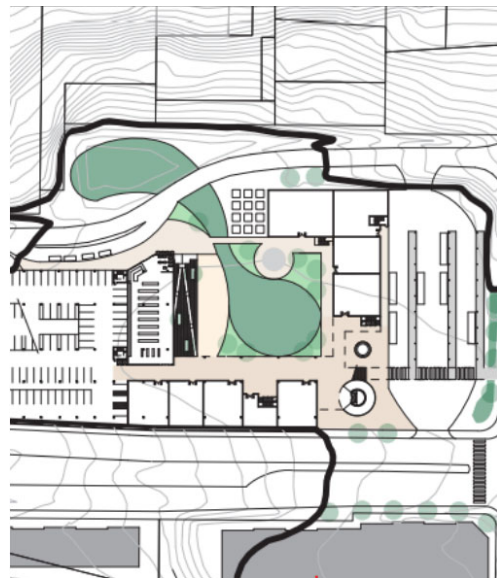


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## What we heard from Shoreline

### Opportunities to Evaluate

- Stormwater feature
- Community/open space
- Affordable family housing
- Space for non-profits/ local businesses
- Integration with neighborhood
- High-quality human-scaled development



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## Future Transit Use at the Shoreline Park and Ride



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### Connecting to Transit



Develop and pilot new, innovative ways of getting people to transit.



Investing in infrastructure for people to walk, bike, and roll.



Develop mobility hubs program to redesign space for seamless connections.



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# Future of parking: mobility hubs

## Primary Features

- **Enhanced bicycle and pedestrian circulation**
- Improved passenger waiting areas
- New pick-up and drop-off zones
- **Micromobility corrals**
- Electric vehicle charging
- Real-time information
- Placemaking opportunities
- **Transit-oriented development**

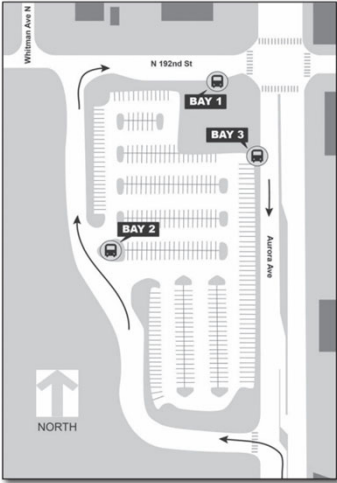


*Features will vary per location based upon engagement*



# Shoreline P&R – Existing Transit

- **E Line**
  - RapidRide service between Aurora Village and Downtown Seattle
- **Route 301**
  - Peak-Only service between Aurora Village and Northgate Station
- **Route 304**
  - Peak-Only Service between Shoreline P&R and Northgate Station
- **Route 342**
  - Peak-Only Service between Shoreline P&R and Renton



<b>Bay 1</b> 342 Bellevue/Renton	<b>Bay 2</b> 301 Aurora Village 304 Northgate Station	<b>Bay 3</b> 301 Northgate Station 304 Northgate Station 342 drop-off only E Line Downtown Seattle
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## Shoreline P&R – Future Transit

- **Lynnwood Link Connections Mobility Project**
  - Project is currently underway and will be complete in 2024 and 2025
- **Metro CONNECTS**
  - Vision for our Mobility Future from now to 2050.



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## Project Success and Community Priorities via breakout rooms 35 Minutes



20

## **Project Success – 15 min**

- What does project success look like?
- What are the project "must haves"?

## **Community Priorities – 15 min**

- What are community priorities as they relate to growth and development?

## **Full Group Report Out – 5 min**



21

## **Community Engagement – Key Questions and Stakeholders via MURAL 30 minutes**



22

## **Community Conversations – 15 min**

- What are the key questions we want to ask community members?

## **Community Priorities – 10 min**

- Review and refine draft key messages

## **Confirm stakeholder list – 10 min**

- Review and refine stakeholder list



23

## **Wrap up and Adjourn**



24

## Key Take-aways and Next Steps

- Recap of key takeaways/action items
- Community conversations
  - **March 21<sup>st</sup> 4-6pm** (workshop 2)
  - **April 6<sup>th</sup> 5-7pm** (workshop 3)



## Transit-Oriented Development at the Shoreline Park 'n Ride

Community Conversations: Workshop #1

March 30, 2022

3:00 pm – 5:00 pm



1

### Interpreters

- Hanibal Daniel – Tigrinya
- Yusef Heyi – Amharic

2

## Community Conversations

### Workshop #1

- Share project background and work completed to date
- Introduce goal areas and concepts
- Gain insights into community priorities related to the site

### Workshop #2

- Prioritize site uses identified in Workshop #1
- Share project next steps and associated timeline



3

## Workshop #1 Agenda

1. Welcome and Introductions
2. Project Context Setting
3. Affordable Housing Overview
4. Community Conversation – Breakout Room Activity
5. Wrap up and Adjourn



4

## Presenters

**Sarah Lovell**



**Michael George**



**Claire McConnell**



5

## Icebreaker

Please type your name and affiliation into the chat and answer the following question: When you think of Shoreline, what do you want to see more of? less of?



6



## Project Context Setting



7

### Shoreline P&R – Existing Transit

- **E Line**
  - RapidRide service between Aurora Village and Downtown Seattle
- **Route 301**
  - Peak-Only service between Aurora Village and Northgate Station
- **Route 304**
  - Peak-Only Service between Shoreline P&R and Northgate Station
- **Route 342**
  - Peak-Only Service between Shoreline P&R and Renton



**Bay 1**  
342 Bellevue/Renton

**Bay 2**  
301 Aurora Village  
304 Northgate Station

**Bay 3**  
301 Northgate Station  
304 Northgate Station  
342 drop-off only  
E Line Downtown Seattle

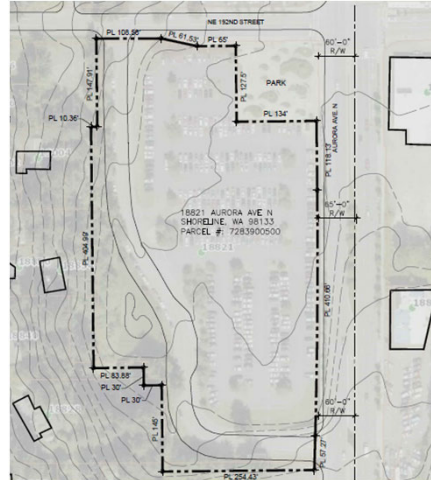


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## Transit-oriented Development at the Shoreline Park and Ride

### King County's 2021-2022 Budget directed Metro to:

- 1) Conduct a **transit-oriented development feasibility study** at the Shoreline Park N Ride
- 2) Identify encumbrances that may limit development
- 3) Conduct community engagement
- 4) **Develop a set of project goals to inform a future solicitation**



9

## What is Transit-Oriented Development

**Transit-oriented development (TOD)** is a building or development project whose design is driven by its proximity to frequent transit service. TODs are often dense and offer a mix of uses. Common characteristics include:

- High quality public spaces
- Multi-family housing
- Active ground floor uses
- Lower parking ratios
- Designed for people



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## Why is TOD important to Metro?

**Transit-oriented development (TOD) is about creating inclusive places for people and expanding transit access.**

- More efficient to serve with transit than other developments
- Generates ridership
- Critical strategy to reduce GHG
- Creates inclusive spaces for people and communities that are well served by transit



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## Transit-oriented Development Feasibility Study

*Metro examined two parking and development scenarios (with and without shared parking):*

1. A standalone commuter garage with/without shared parking
2. An integrated garage with/without shared parking



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## Shoreline Park n Ride Site Constraints

Constraint	Type
Housing program must include a minimum of 20% affordable units	Metro Transit ETOC policy
LEED Platinum or Evergreen Sustainable Development Standard	Metro Transit ETOC policy
401 parking stalls available 24 hours a day, seven days a week for exclusive use by transit riders	WSDOT Deed
Provision of one passenger pick-up, three bus layover spaces and a driver comfort station on the site	Metro Transit
Amenity space requirement (ground level)	City zoning
70' height limit	City zoning
Minimum 20' side and rear yard setback from residential zones	City zoning
Access road	Existing conditions
City park and attenuation tanks	Existing conditions
Stormwater retention pond	Existing conditions
Sewer easements parallel to Aurora Ave. (10' and 5' width)	Easement
Non-specific Easement allows for Storm or Sewer Connections	Easement



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## Development Capacity

<b>Option A</b> 558 units \$1M	<b>Standalone transit garage</b> 401 dedicated transit stalls 446 market rate units + 112 affordable units 6000 SF non-residential	
<b>Option A1</b> 600 units \$4.5M	<b>Standalone transit garage – shared parking</b> 300 dedicated transit stalls + 101 development stalls shared with transit 480 market-rate units + 120 affordable units 6000 sf non-residential	
<b>Option B</b> 694 units \$ 3.3M	<b>Integrated garage</b> 401 dedicated transit stalls 555 market-rate units + 139 affordable units 6000 sf non-residential	
<b>Option B1</b> 694 units \$6.6M	<b>Integrated garage – shared parking</b> 300 dedicated transit stalls + 101 development stalls shared with transit 555 market-rate units + 139 affordable units 6000 sf non-residential	



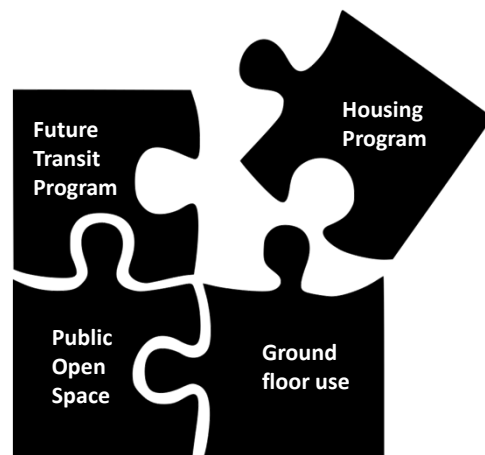
14

## Key Takeaways

- Between 550 -700 units of housing are possible
- An integrated garage allows an additional 100+ units of housing
- Reducing dedicated transit parking by 25% also increases housing production.
- 20% of the housing can be held affordable at 80% AMI and the development is still feasible.
- All scenarios work but shared parking saves approximately 3.5M and offers the opportunity to accomplish other community goals

### Key considerations:

- Deeper housing affordability requires more subsidy
- Community open space amenities require subsidy
- Limited market demand for pedestrian-oriented retail



## Shoreline Housing Needs Assessment

The City of Shoreline conducted a housing needs assessment in 2020 the key takeaways were:

- Renters making below 50% of the area median income (AMI) are the most financially burdened; Shoreline needs subsidized housing that targets this population.
- Shoreline lacks sufficient housing supply driving prices upwards, particularly for-sale homes.
- The current median home cost (\$620k) is not affordable for a household making the city's median income (\$100k)
- Households making 50-80% of AMI now struggle to find affordable rentals
- Households making 80% AMI now struggle to save enough to buy
- Shoreline's HHs are small, between 1-2 people.
- Shoreline's growing population segments are young workforce and seniors
- Increasing interest in Shoreline's midcentury housing stock will drive up home costs and raise demand for multi-family housing solutions.

## TOD Project Goals

**Required elements:** Driven by regulators, property owner, policy etc.

**Project Priorities:** Driven largely by community

**Desired elements:** Driven by all Stakeholders

Goal	Goal
Required	1. The proposer must be a qualified entity as defined in RCW 81.112.350
	2. The development team must have the appropriate experience, skills, ability, and financial wherewithal to complete the proposed project.
	3. The project proposal must be feasible using reasonable assumptions.
	4. The project must meet or exceed sustainability standards of LEED (Leadership in Energy and Environmental Design) Silver or the City of Seattle or State of Washington's Evergreen standard.
	5. At least 80% of the housing units created in the project must be affordable to those earning no more than 80% of the area median income for King County (per RCW 81.112.350).
Priorities	1. The project should serve a range of people with varying incomes at or below 60% of the area median income.
	2. The project should provide family sized units.
	3. The project should maximize the achievable density of site.
	4. The project should maximize affordable housing on the site.
	5. The project should maximize the depth of affordability it can provide.
	6. The project should incorporate active ground floor uses.
	7. The project should be completed as expeditiously as possible.
	8. The project should competitively leverage public subsidies.
Desired	1. The project is encouraged to minimize its orientation to automobiles
	2. The project is encouraged to optimize its orientation to pedestrians
	3. The project is encouraged to provide space for small businesses and/or community-serving uses.
	4. The project is encouraged to create opportunities for the larger community to engage with the site.
	5. The project is encouraged to support job creation or retention.
	6. The project is encouraged to provide private and public amenities that support transit use and active transportation.

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## Affordable Housing Overview

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## Types of Affordable Housing

### Level of Affordability

- Housing typically defined as “affordable” when it costs no more than 30 percent of a household’s income.
- Affordable rents are based on a household’s income relative to Area’s Median Income (AMI)

### Target Populations

- Large Households
- Elderly
- Persons with Disabilities
- Homeless

### Ownership vs. Rental

- Rental (apartments) far more common
- Ownership models generally require upfront subsidy



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## Level of Affordability

### Lower Housing Costs Generally Require Greater Subsidy.

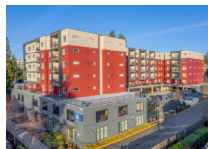
#### 0-50% AMI

- Typically requires direct funding and tax credits.
- Tend to be smaller projects with fewer than 140 units.
- Often include coordinated services.



#### 50-80% AMI

- Often rely on tax credits and tax-exempt bond financing.
- Projects range in size from small to 200+ units.



#### 70-125% AMI



- AMI often relies on density bonuses and other zoning flexibility, tax abatements, and other incentives.
- Units are often incorporated into market rate projects.
- Projects range in size from small to 200+ units.



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## Levels of Affordability

	80% AMI	50% AMI	30% AMI
	Full-time <b>welder</b> (\$56,420) <b>Bus Driver</b> (\$65,020) <b>Janitor</b> (\$38,610) <i>plus childcare worker</i> earning (\$35,240)	<b>Teaching Assistant</b> <i>† 73β; 3,</i> <b>Hairstylist</b> <i>† 74; 53,</i>	<b>Cashier</b> (\$31,720) <b>Hotel Desk Clerk</b> (\$31,700) Many Part time workers and fixed income households
	<b>Biologist</b> (\$78,130) <b>Accountant</b> (\$80,570) Full-time <b>office clerk</b> (\$43,310) <i>plus full-time security guard</i> (\$38,310)	<b>Exercise Trainer</b> (\$54,280) <b>Auto Mechanic</b> (\$51,970)	<b>Retail Worker</b> (\$34,200) <b>Home health aide</b> (\$32,270)

## Final Thoughts:

- Affordable housing provides a critical community benefit.
- Across all types of affordable housing, the need far outweighs the supply in Shoreline and throughout the County.
- Like most community benefits, affordable housing comes may come at a cost. This cost must be weighed against the financial viability of the overall project, and other community benefits that are being considered.



## Breakout Room Activity



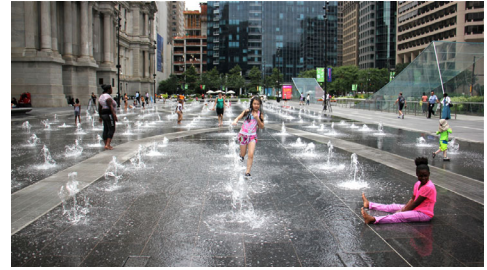
23

### Housing



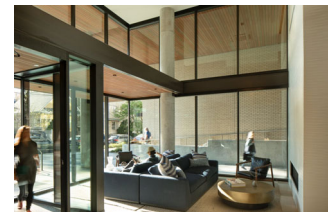
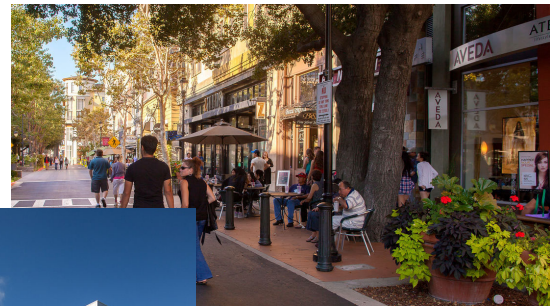
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## Public Open Space



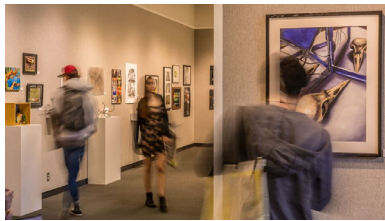
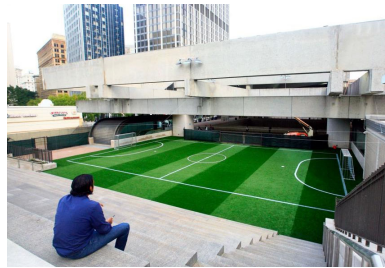
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## Active Ground Floor Space



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## Other



27

## Vision for Shoreline – 10 min

1. How could this site **benefit** the neighborhood?

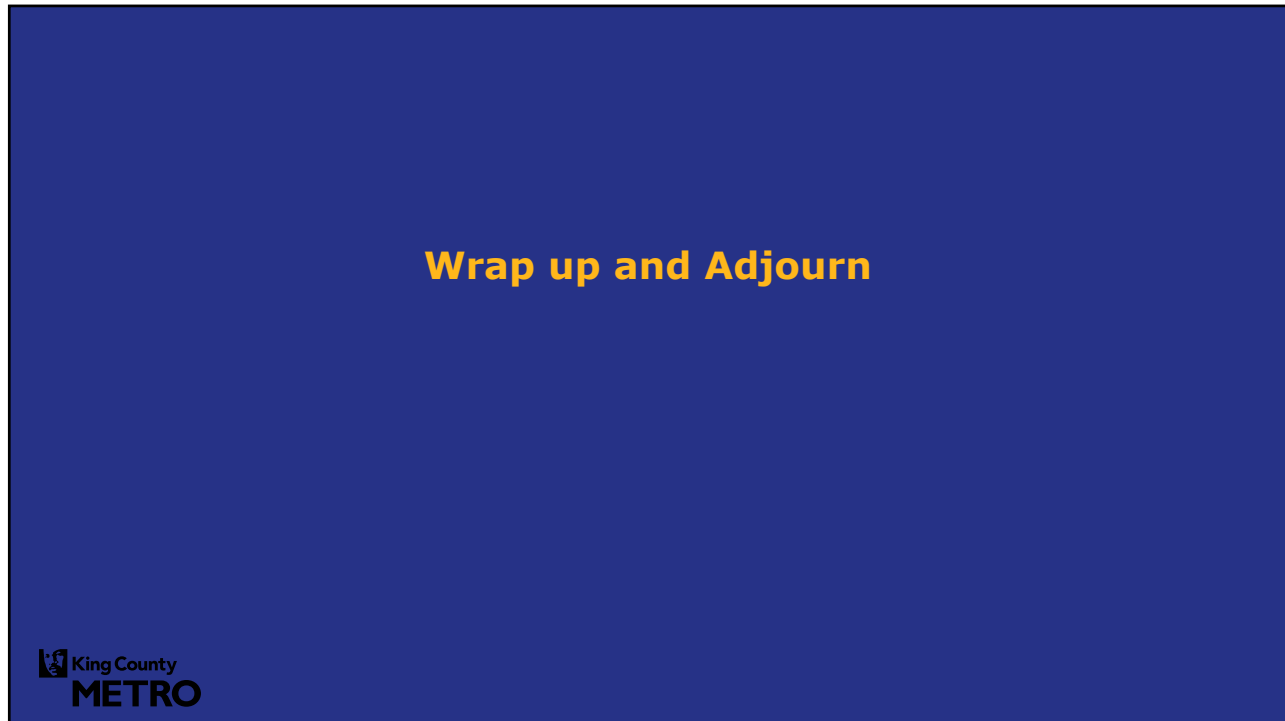
## Community Priorities for the Site – 40 min

1. What is the need for **housing** in Shoreline? Who would live on the site?
2. What kind of **ground floor use** would make this site most engaging?
3. How would you propose using **public space** on the site?
4. What **other** ways do you want to see this site being used?

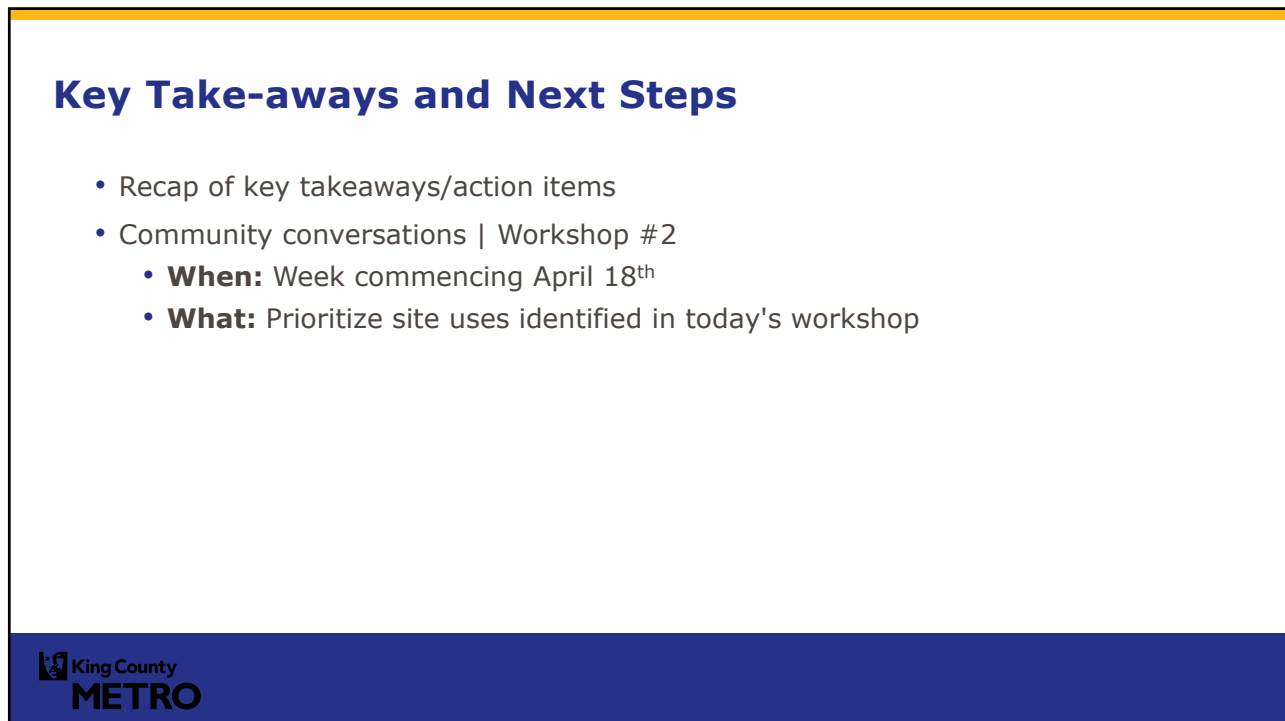
## Full Group Report Out – 10 min



28



29



30

## Contact Information

- Sarah Lovell: [slovell@kingcounty.gov](mailto:slovell@kingcounty.gov)
- Laura Nagel: [lnagel@kingcounty.gov](mailto:lnagel@kingcounty.gov)



## Transit-Oriented Development at the Shoreline Park `n Ride

Community Conversations: Workshop #2

April 18, 2022

1:00 pm – 3:00 pm



1

### Interpreters

- Hanibal Daniel – Tigrinya
- Yusef Heyi – Amharic

2



## Community Conversations

### Workshop #1

- Share project background and work completed to date
- Introduce goal areas and concepts
- Gain insights into community priorities related to the site

### Workshop #2 – TODAY!

- Prioritize site uses identified in Workshop #1
- Share project next steps and associated timeline



3

## Workshop #2 Agenda

1. Welcome and Introductions
2. Site Opportunities Deep Dive – key considerations and potential tradeoffs
3. Community Conversation – Breakout Room Activity
  - Key community priorities – biggest needs
4. Wrap up and Adjourn



4

GMO

## Presenter



Sarah Lovell, Project Manager  
**King County Metro**



5

## Icebreaker

Please type your name and affiliation into the chat and answer the following question: In two words, please describe the City of Shoreline.



6



Slide 5

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**GM0** Will update once finalize agenda and associated speakers.

Gretchen Muller, 2022-04-08T16:22:29.830



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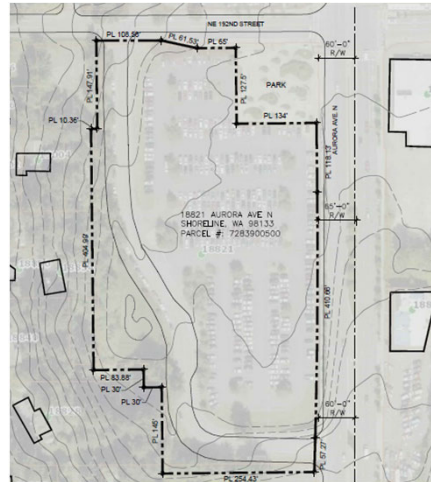


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## Transit-oriented Development at the Shoreline Park and Ride

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## What is Transit-Oriented Development

**Transit-oriented development (TOD)** is a building or development project whose design is driven by its proximity to frequent transit service. TODs are often dense and offer a mix of uses. Common characteristics include:

- High quality public spaces
- Multi-family housing
- Active ground floor uses
- Lower parking ratios
- Designed for people

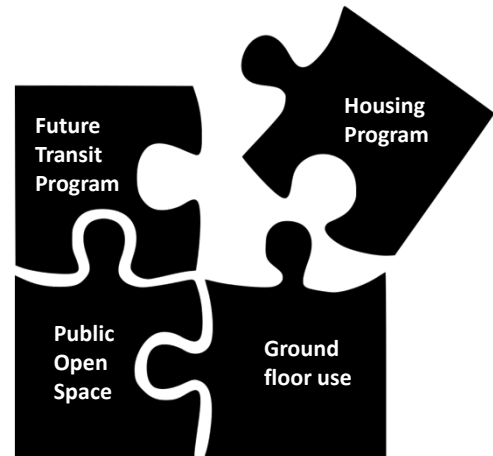


## Key Takeaways

- Between 550 -700 units of housing are possible
- An integrated garage allows an additional 100+ units of housing
- Reducing dedicated transit parking by 25% also increases housing production.
- 20% of the housing can be held affordable at 80% AMI and the development is still feasible.
- All scenarios work but shared parking saves approximately 3.5M and offers the opportunity to accomplish other community goals

### Key considerations:

- Deeper housing affordability requires more subsidy
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11

## TOD Project Goals

**Required elements:** Driven by regulators, property owner, policy etc.

**Project Priorities:** Driven largely by community

**Desired elements:** Driven by all Stakeholders

	Goals
Required	<ol style="list-style-type: none"> <li>1. The proposer must be a qualified entity as defined in RCW 81.112.350</li> <li>2. The development team must have the appropriate experience, skills, ability, and financial wherewithal to complete the proposed project.</li> <li>3. The project proposal must be feasible using reasonable assumptions.</li> <li>4. The project must meet or exceed sustainability standards of LEED (Leadership in Energy and Environmental Design) Silver or the City of Seattle or State of Washington's Evergreen standard.</li> <li>5. At least 80% of the housing units created in the project must be affordable to those earning no more than 80% of the area median income for King County (per RCW 81.112.350).</li> </ol>
Priorities	<ol style="list-style-type: none"> <li>1. The project should serve a range of people with varying incomes at or below 60% of the area median income.</li> <li>2. The project should provide family sized units.</li> <li>3. The project should maximize the achievable density of site.</li> <li>4. The project should maximize affordable housing on the site.</li> <li>5. The project should maximize the depth of affordability it can provide.</li> <li>6. The project should incorporate active ground floor uses.</li> <li>7. The project should be completed as expeditiously as possible.</li> <li>8. The project should competitively leverage public subsidies.</li> </ol>
Desired	<ol style="list-style-type: none"> <li>1. The project is encouraged to minimize its orientation to automobiles</li> <li>2. The project is encouraged to optimize its orientation to pedestrians</li> <li>3. The project is encouraged to provide space for small businesses and/or community-serving uses.</li> <li>4. The project is encouraged to create opportunities for the larger community to engage with the site.</li> <li>5. The project is encouraged to support job creation or retention.</li> <li>6. The project is encouraged to provide private and public amenities that support transit use and active transportation.</li> </ol>



12

## Recap of Workshop #1: What we heard



13

### Housing



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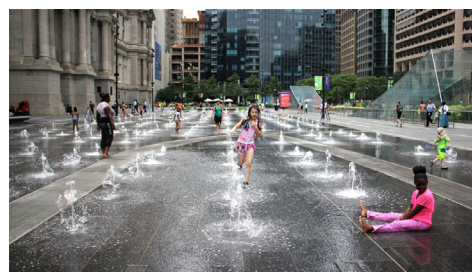
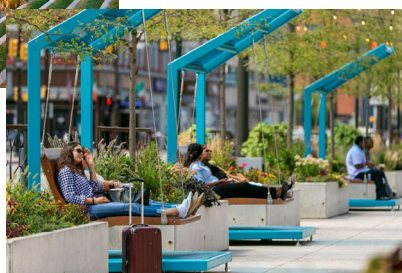
## What we heard at Workshop One

- Desire for family-sized affordable housing (3+ bedrooms)
- Desire to provide for HHs making at or below 50% of AMI
- Desire to serve many populations:
  - Seniors
  - Young people just starting careers
  - Young adults experiencing homelessness
  - Artist housing
- Desire to diversify housing stock (mix of incomes and occupants)
- Desire to disperse affordable housing
- Desire to provide accessible units (ADA)

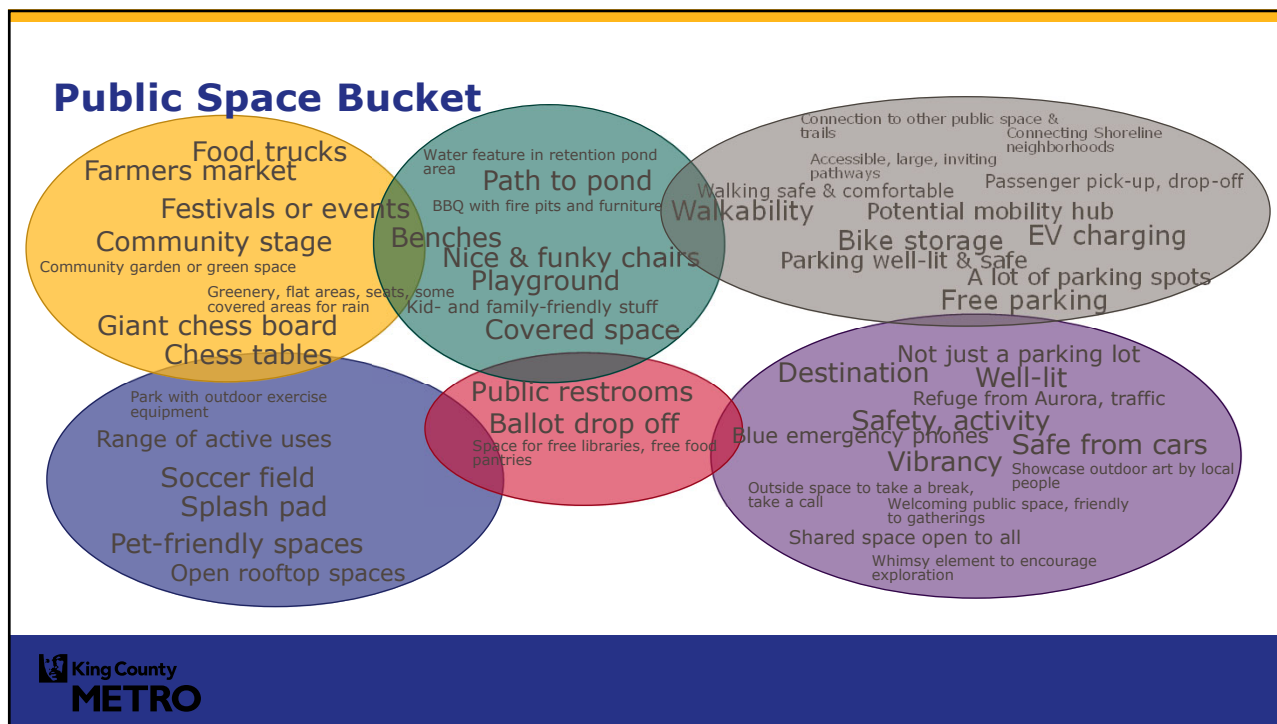


15

## Public Open Space



16



17

- ## What we heard at Workshop One
- Desire for space to host community events (farmers market, community stage, food trucks)
  - Desire for outdoor active spaces (splash pad, outdoor exercise equipment, soccer fields)
  - Desire to retain community destination for voting and public restrooms
  - Desire for balanced, safe access for cars and people, retain parking supply, well-lit, safe, provide connections and improve walkability
  - Desire for a vibrant destination that is sheltered from Aurora
  - Desire to showcase local art, add whimsy, connect site to nature
- King County METRO

18

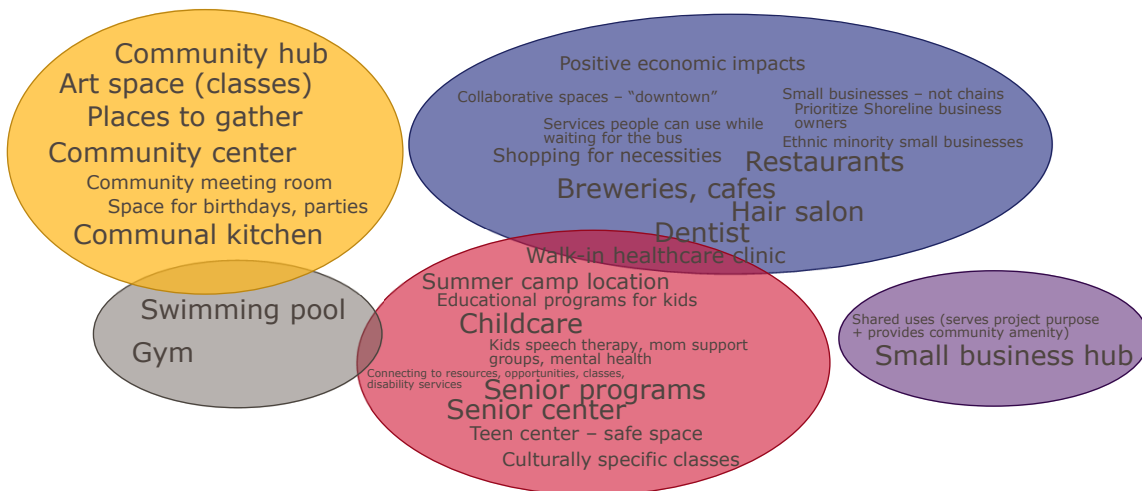


## Active Ground Floor Space



19

## Ground Floor Bucket



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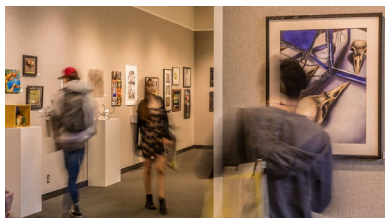
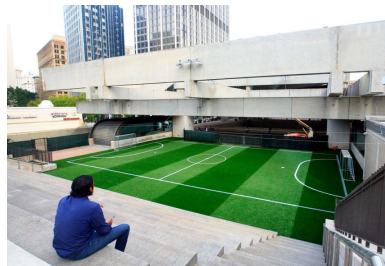
## What we heard at Workshop One

- Desire for a community hub where there is space for community gatherings and programming
- Desire for community supportive programming ie: daycare, senior programs, youth programs
- Interest in economic impact: cafes and other commercial food destinations that serve shoreline
- Interest in prioritizing Shoreline businesses, diverse businesses
- Desire for small business incubator or something similar



21

## Other



22

## Weighing Trade-offs



23

## Weighing Trade-offs – Prioritizing priorities

### **Some goals are more expensive or difficult to achieve than others**

Big ticket items can include:

- **Level of Housing affordability** (80/50/30% AMI), the deeper the discount, the more expensive to provide
- Housing production vs. large community or commercial spaces
- Subsidized ground floor uses or uses that require a lot of parking may not work in a location where extra parking for the park and ride is required in addition to any required by code for a development
- Large improved green spaces vs. housing production or affordability



24

## Weighing Trade offs – Project Example: Capitol Hill TOD

Desires:

- Half of all housing affordable at 50% AMI
- District Energy
- Market-Hall style retail
- Home for the Capital Hill Farmers Market
- Living Building/LEED
- LGBTQ Community Center
- Non-Profit Office space
- Childcare
- Prioritize Local Businesses



25

## Weighing Trade offs – Project Example: Othello Plaza

Desires:

- Market-rate Housing
- Community gathering space
- Jobs for community members
- Pedestrian-Oriented retail

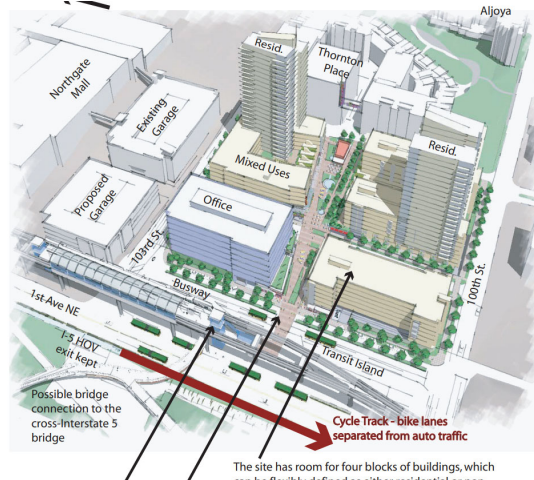


26

## Weighing Trade offs – Project Example: Northgate TOD

Desires:

- Market-rate Housing
- Affordable housing delivered at no-cost to developer
- Maximized height
- Grand pedestrian connection
- LEED Platinum
- Connection to Northgate Station and Bus Way
- Fair-Market Value



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GM0

## Q&A

- Clarifying questions
- Reflections

Click to add text

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Slide 28

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**GM0** CCG will format this slide.

Gretchen Muller, 2022-04-13T18:25:19.722

## Confirm Key Community Priorities – Breakout Room Activity



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### Discussing the biggest needs – 25 min

1. When you think about housing needs, where is the biggest need by audience?
2. When you think about ground floor use, what does Shoreline need the most and why?
3. When you think about public space, what does Shoreline need the most and why?

### Prioritizing the biggest needs – 20 min


1. Pick your top two needs by bucket area.
2. Review results and discuss.

### Full Group Report Out and Vote – 25 min



30



# Wrap up and Adjourn



31

## Key Take-aways and Next Steps

- Recap of key takeaways/action items



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Slide 32

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**GM0** Claire/Sarah to identify next steps, associated timeline and how community can stay informed/involved.

Gretchen Muller, 2022-04-08T16:33:29.246



## Contact Information

- Sarah Lovell: [slovell@kingcounty.gov](mailto:slovell@kingcounty.gov)
- Laura Nagel: [lnagel@kingcounty.gov](mailto:lnagel@kingcounty.gov)



# Appendix C: Project Team and Participants

The table below details attendees for each engagement tactic. Participants with no affiliation are general community members.

**Table 1: List of Participants**

	<b>Shoreline Alignment and Coordination Meeting</b> <i>February 15, 2022</i>	<b>Agency Workshop</b> <i>March 10, 2022</i>	<b>Community Conversations Workshop #1</b> <i>March 30, 2022</i>	<b>Community Conversations Workshop #2</b> <i>April 18, 2022</i>
<b># Of Attendees<sup>1</sup></b>	10	20	21	18
<b>List of Participants</b>	<b>Jim Hammond,</b> City of Shoreline  <b>Steve Szafran,</b> City of Shoreline  <b>Andrew Bauer,</b> City of Shoreline  <b>Constance Perenyi,</b> City of Shoreline  <b>Nathan Daum,</b> City of Shoreline  <b>Kendra Dedinsky</b> City of Shoreline  <b>Yasmeen Perez,</b> King County	<b>Alyssa Davis,</b> Dean Alan Architects (DAA)  <b>Andrew Bauer,</b> City of Shoreline  <b>Andrew Randall,</b> Metro  <b>Angela Gee,</b> DAA  <b>Blaire Howe,</b> Kidder Mathews  <b>Chris Arkills,</b> Metro  <b>Constance Perenyi,</b> City of Shoreline  <b>Doug Hicks,</b> Metro  <b>Erik Rundell,</b> Metro	<b>Alyssa Davis,</b> DAA  <b>Angela Gee,</b> DAA  <b>Biserat Tessema</b>  <b>Colin Kinnaird,</b> YMCA  <b>Constance Perenyi,</b> City of Shoreline  <b>Corinne Stipek McKisson,</b> Ronald Commons Housing  <b>James Hammond,</b> City of Shoreline  <b>Hanibal Daniel,</b> NWI Global (Interpreter)  <b>Jeanne Monger</b>  <b>Judy Kuguru,</b> City of Shoreline	<b>Alyssa Davis,</b> DAA  <b>Angela Gee,</b> DAA  <b>Biserat Tessema</b>  <b>Blair Howe,</b> Kidder Mathews  <b>Colin Kinnaird,</b> YMCA  <b>Constance Perenyi,</b> City of Shoreline  <b>Hermon A. Jeanne Monger</b>  <b>Milkana Tsighe Nytasha Walters,</b> City of Shoreline  <b>Quinn Elliott,</b> Shorelake Arts  <b>Regbe Gebresilassie</b>  <b>Saba Berhe</b>

<sup>1</sup> Does not include project team members

	<p><b>Nytasha Walters</b>, City of Shoreline</p> <p><b>Pierce Canser</b>, Metro</p> <p><b>Chris Arkills</b>, Metro</p>	<p><b>Jennifer Ash</b>, Metro</p> <p><b>Jim Hammond</b>, City of Shoreline</p> <p><b>Kendra Dedinsky</b>, City of Shoreline</p> <p><b>Michael George</b>, Kidder Mathews</p> <p><b>Nathan Daum</b>, City of Shoreline</p> <p><b>Nora Daley-Peng</b>, City of Shoreline</p> <p><b>Nytasha Walters</b>, City of Shoreline</p> <p><b>Steve Szafran</b>, City of Shoreline</p> <p><b>Tom Paine</b>, Metro</p> <p><b>Yasmeen Perez</b>, King County</p> <p><b>Yingying Huang Fernandes</b>, Metro</p>	<p><b>Kara Conner</b>, Shoreline Farmers Market</p> <p><b>Nytasha Walters</b>, City of Shoreline</p> <p><b>Pierce Canser</b>, Metro</p> <p><b>Quinn Elliott</b>, Shorelake Arts</p> <p><b>Regbe Gebresilassie</b></p> <p><b>Ruth Tessema Saba Berh</b></p> <p><b>Semhar Beyn Whitney Nakamura</b></p> <p><b>Yingying Huang Fernandes</b></p> <p><b>Yusuf Heyi</b>, NWI Global (Interpreter)</p>	<p><b>Samhar Beyn Steve Szafran</b>, City of Shoreline</p> <p><b>Tony To Whitney Nakamura</b></p> <p><b>Yusuf Heyi</b>, NWI Global (Interpreter)</p>
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The table below lists all the project team members who were involved throughout the project to date.

Table 2: List of Project Team Members

<b>Cascadia Consulting Group</b>	<b>King County Metro</b>	<b>Kidder Mathews</b>	<b>McMillen Jacobs</b>
<b>Gretchen Muller Megan Lee Alicia Fennell</b>	<b>Pierce Cancer Sarah Lovell Laura Nagel Brand Koster</b>	<b>Michael George</b>	<b>Claire McConnell</b>



June 9, 2021

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**I. Purpose**

This policy provides Metro Transit Department a strategic approach to implementing transit-oriented development (TOD) and prioritizing the provision of affordable housing when seeking to develop Metro-owned property, supporting and strengthening equitable transit-oriented communities, integrating land use and development considerations with transportation planning.

**Applicability and Audience** This policy applies to King County Metro Transit Department “Metro” and is meant to guide Metro staff and inform other county departments and parties external to the county interested in affordable housing and transit-oriented development.

**II. Definitions**

**Transit Community:** the Puget Sound Regional Council (PSRC) in their Growing Transit Communities Strategy, adopted in 2013 defined a “transit community” as the approximately one-half mile around a high-capacity transit station.

**Equitable Transit Community:** described by the PSRC Growing Transit Communities Strategy as, “...mixed-use, transit-served neighborhoods that provide housing and **transportation choices and greater social and economic opportunity for current and future** residents. Although generally defined by a half-mile walking distance around high-capacity transit stations, they exist within the context of larger neighborhoods with existing residents and businesses. These communities promote local community and economic development by providing housing types at a range of densities and affordability levels, commercial and retail spaces, community services, and other amenities that are integrated into safe, walkable neighborhoods.”

**Transit Oriented Community (TOC):** places that, by design, allow people to drive less and access transit more easily. TOCs maximize equitable access to a multi-modal transportation network as a key organizing principal of land use planning and development. TOCs are larger than a single transit-oriented development (TOD) and take a more holistic approach to place-making through intentional and coordinated land use planning, development and public investment. In practice, TOCs seek to concentrate dense, mixed-use, mixed-income development near transit to allow more people of all backgrounds and income levels to benefit from improved regional mobility, and for our communities to grow sustainably.

**Transit Oriented Development (TOD):** a building or development project whose design is driven by its proximity to frequent transit service. TODs are often dense and offer a mix of uses.

**Area Median Income (AMI):** The household income for the median – or middle – household in a region. It is a criteria used by the U.S. Department of Housing and Urban Development (HUD) and other agencies to determine what kinds of services households may qualify for. HUD releases annual median income levels for different household sizes in King County.

Income levels are further defined as:

**Extremely low-income:** households earning 30% or less of area median income

**Very low-income:** households earning 30% to 50% of area median income

**Low-income:** households earning 50% to 80% of area median income

**Affordable Housing:** For the purposes of this policy, affordable housing is broadly defined as income-restricted housing that specifically serves households earning at or below 80% AMI. Affordable rental housing is considered to be income-restricted rental housing available to households making at or below 80 percent of AMI, with a priority for serving households making at or below 50% of AMI, while also acknowledging that the greatest need for income-restricted rental housing is at 0-30% AMI. Affordable home ownership is considered to be income-restricted home ownership opportunities available to homebuyers making between 50% and 80% AMI, with a preference for community stewardship models that serve households making below 80% of AMI

**Frequent transit service:** defined by Metro Connects as frequent “show-up and go” transit service that operates 20 hours a day on 5-15 minute headways.

**Equity:** defined by The King County Equity and Social Justice Strategic Plan as, “the full and equal access to opportunities, power, and resources so that all people achieve their full potential and thrive. Equity is an ardent journey toward well-being as defined by those most negatively affected.”

### III. Policy Context

King County Metro Transit (Metro) has invested in transit-oriented development (TOD) since 1999. This policy formulizes past efforts into a comprehensive transit-oriented communities policy supporting and directing its work. In 2008, following the passage of ST2—a \$25 billion dollar ballot measure to expand the region’s high-capacity transit network—the Puget Sound Regional Council began a five-year regional planning exercise that resulted in the adoption of the *Growing Transit Communities Strategy (GTCS)* to which King County is a signatory. The GTCS is a three-part implementation plan to promote thriving and equitable transit communities in the central Puget Sound region and provide tools and resources to implement adopted regional and local plans.

The GTCS emphasized the importance of transit-oriented development as a strategy to achieve the region's goals for mobility, economic prosperity and environmental sustainability. Highlighted in that work, was 1) the importance of meeting the region's great need for affordable housing and 2) a desire to ensure that low-income and historically underrepresented populations benefited from and had equitable access to the significant infrastructure investments the region had agreed to make. This policy is Metro's strategic approach to implementing TOD, supporting and strengthening equitable transit communities, and integrating land-use and development considerations with transportation planning to meet the goals set forth in the GTCS.

Since the adoption of the GTCS, King County has developed and adopted its *Equity and Social Justice Strategic Plan* (2015), the *King County Strategic Climate Action Plan* (2015), and Metro's long-range plan, *Metro Connects* (2016). All three plans **identify transit-oriented development** as a key strategy to achieving overarching goals.

The *Regional Affordable Housing Task Force Final Report and Recommendations Five Year Action Plan* (2018) identified the need to prioritize affordability near transit as a key strategy for meeting the overall plan objective of eliminating housing cost burden for households earning 80 percent Area Median Income (AMI) and below. In 2016, in addition to collaborating with regional partners and providing seed money to establish the Regional Equitable Development Initiative (REDI) fund--a revolving loan fund to assist in land acquisition for affordable housing--King County established the *King County Transit Oriented Development (TOD) Bond Fund* to create additional resources needed to finance affordable housing projects near high-capacity transit. Most recently, the King County Council adopted *The Mobility Framework (2020)*, a regional framework for the equitable implementation of innovations in transit service and mobility that directed Metro to update their policies to center on equity. Our policy goals reflect the guiding principles and recommendations of the Mobility Framework by:

- Emphasizing the importance of surrounding land use to transit
- Encouraging dense affordable housing near transit
- Acknowledging this policy's role in addressing the climate crisis
- Emphasizing the importance of transparent and deliberate engagement

King County Metro meets the mobility needs of the growing region with a combination of dependable, easy-to-use public transportation options that safely connect people with where they need to go and improve the community, economy, and environment. Our vision is an integrated, innovative, equitable, and sustainable transportation system that connects people to opportunity, protects our environment and knits together our growing cities. This is a diverse region, where people's needs, resources, and their ability to access resources vary. Metro provides both local and frequent transit service and acknowledges that the introduction of service, particularly frequent transit service, can affect local real-estate market dynamics and bring change to communities. Metro also acknowledges that redevelopment can cause concern for existing communities, particularly those with low- or no-income, BIPOC, immigrants and refugees, people with disabilities, and members of limited-English speaking communities, --all of whom have historically been underrepresented in public processes and disproportionately impacted in the name of progress. King County, through its equity and social justice efforts seeks to dismantle systems, policies, and practices that perpetuate inequities. Metro is

committed to partnering with communities early, continuously, and meaningfully, to support thoughtful place-making and deliver community-driven development outcomes.

#### IV. Policy

Metro is committed to helping King County grow equitably and thoughtfully, to strengthen our communities and make them great places where all people can thrive. Metro will support equitable transit-oriented communities and ensure that our transit-oriented developments are equitable by:

- Partnering with directly-affected communities early, continuously and meaningfully when planning new frequent transit service and TOD projects
- Seeking community driven project outcomes
- Prioritizing affordable housing and encouraging a mix of housing types in TOD projects
- Evaluating the overall policy readiness including anti-displacement measures of jurisdictions when planning new frequent service; and
- Working with partners to identify new revenue sources for affordable housing

##### A. Goals

Metro is committed to creating and supporting vibrant, sustainable, mixed-use, mixed-income transit-oriented communities, where we provide service, through the implementation of this policy. In doing so, Metro recognizes that we have multiple roles to play. On Metro-owned property, we seek to realize equitable transit-oriented development (ETOD); in communities we serve with transit, but where we do not own property, we are an advocate, a partner, and a resource working to strengthen transit-oriented communities.

In all roles, our goals are:

1. **Seek equitable outcomes on Metro-owned property and in Metro-served communities** - Support, create, and stabilize vibrant transit-oriented communities in ways that distribute benefits and impacts equitably. Engage directly-affected communities in the planning and visioning processes that guide transit-oriented development (TOD) projects and on fundamental issues of ownership and site control when possible. Consider implementation strategies that provide community-driven outcomes and minimize displacement.
2. **Improve regional mobility for all and reduce car dependence** - Grow overall system ridership, increase non-motorized access to service, reduce barriers to transit service for transit-dependent populations, and improve regional mobility for all.
3. **Prioritize housing affordability** - Prioritize the development of affordable housing, particularly housing for households with very low incomes, and encourage housing choice within a half-mile of high-



frequency transit service and on Metro-owned property that is suitable for housing.

4. **Consider transit-supportive land use** - When planning frequent transit service, consider the transit-supportive nature of land-use policies and existing conditions, available community stabilization and anti-displacement measures, existing funding for projects that strengthen transit-oriented communities and development opportunities.
5. **Advance sustainable design in Equitable Transit-oriented Development (ETOD) projects** - Lead in advancing sustainable development practices in projects on Metro-owned property and support the inclusion of best practices.

## B. Roles

King County Metro owns and manages property, and also plans and provides transit services. For the purposes of this policy, the strategies used to advance the above-policy goals are organized according to Metro's role as a property owner and as a transit provider.

**(1) Property Owner** As a property owner, Metro has a direct role and interest in when and how its property is developed. Metro will advocate for policies and programs that advance county ETOC goals in Metro projects and collaborate with host jurisdictions, other project partners and directly-affected communities to develop shared project goals and a community-lead project vision for ETOD projects. Metro will lead, facilitate and serve as a resource on issues related to transit-oriented development (TOD), will seek partners to deliver projects and will implement strategies that advance these equitable development goals and support long-term relationships with host communities

**(2) Transit Provider** The Puget Sound Regional Council expects the population in the central Puget Sound region (King, Kitsap, Pierce, and Snohomish County) to grow by 1.8 million people to approximately 6 million by 2050, increasing pressure on our region's transportation system and heightening the importance of coordinated land use and transit planning. As a Transit Provider, Metro must first meet its operational needs, but recognizes the critical relationship between land use and transportation and will consider existing and future land use and supportive policies in planning its service. Metro will advocate and partner with Metro-served jurisdictions, as desired, on land use issues and related policies and programs that advance the goals of this policy and improve regional mobility for all. Metro supports the development of equitable transit-oriented communities that leverage transit service to benefit all people of all abilities and, through their design, allow for reduced reliance on single occupancy vehicles.

Metro will strive to take specific steps to implement the above policy goals and objectives.

**C. Strategies**

As a Property Owner, King County Metro will:

- a. Actively manage its property portfolio to identify opportunities for equitable transit-oriented development, create a strategic plan, and supporting procedures to pursue ETOD when possible.
- b. Seek creative solutions to meet its operational needs, including layover and electric charging infrastructure in transit-oriented development projects.
- c. Explore opportunities to capture value for Metro to support transit operations or the delivery of equitable transit-oriented development projects.
- d. State a preference for ground leases.
- e. Seek partnerships to leverage public investments in transit-oriented development projects.
- f. Seek out and support the development of tools and resources needed to expand the delivery of affordable housing and affordable commercial spaces near transit.
- g. Advance Equity in TOD projects by:
  - i. Pursuing long-term relationships with directly-affected communities, and working in partnership with community groups, to engage on transit-oriented community issues and development projects with the goal of creating places for people and communities who lack them.
  - ii. Partnering with local communities to understand their broader community development needs and develop shared project specific development goals.
  - iii. Prioritizing the inclusion of living-wage jobs in transit-oriented development projects.
  - iv. Providing flexibility to allow for outcome-oriented project delivery methods.
  - v. Including measures that advance long-term community stability, including instruments such as community preference agreements, as desired.
- h. Improve Regional Mobility for all and reduce car dependence by:
  - i. Leveraging high-quality urban design to effectively integrate first and last mile connections in order to create people-oriented places that offer transportation choices.
  - ii. Seeking reduced parking requirements to incentivize transit use.
  - iii. Providing design and regulatory flexibility to allow for creative parking solutions that address access issues holistically.

- i. Advance Affordability by:
  - i. Seeking partnerships to streamline the delivery of affordable housing;
  - ii. Partner with King County agencies and jurisdictions to identify and develop innovative funding mechanisms or other institutional changes, including legislative changes if necessary, in order to make Metro property available for affordable housing purposes as set forth in this policy document, while also satisfying Metro's funding-related obligations.
  - iii. Prioritizing the delivery of long-term affordable housing for households making at or below 80% of the area median income (AMI), with a preference for units at or below 50% AMI.
  - iv. Creating flexibility where possible to allow for innovative solutions to increase the supply of affordable housing and/or the depth of affordability in affordable housing or affordable commercial space.
  - v. Working with regional partners and in collaboration with King County's Affordable Housing Committee to advocate for additional resources and tools needed to meet the region's demand for affordable housing.
  
- j. Collaborate with regulators to prepare for TOD projects early by:
  - i. Working with jurisdictions to advance transit-supportive land use regulations including reduced parking requirements.
  - ii. Streamlining land use entitlements when possible.
  
- k. Advance sustainable design practices in County-owned ETOD projects by:
  - i. Requiring LEED platinum or the Evergreen Sustainable Development Standard in all County TOD projects.
  - ii. Working with regulators and designing developer solicitations to allow the use of cutting-edge green building technologies and practices when possible.
  - iii. Including amenities for non-motorized access modes.

As a **Transit Provider**, King County Metro will:

- a. Consider the integral relationship between land use and transit when planning our service and partner with jurisdictions to support and strengthen transit-oriented communities; advocate for policies that advance the goals of this policy county-wide.
- b. Advance equity in transit communities by:
  - i. Improving economic opportunity and access to living wage jobs for low-income communities by prioritizing transit serving

- affordable developments and areas with high concentrations of underserved and transit-dependent populations.
- ii. Partnering with jurisdictions and community organizations to develop and implement anti-displacement measures, where possible, around new frequent transit service.
- c. Increase mobility by:
    - i. Identifying and working to reduce barriers to transit.
    - ii. Providing transportation choices to communities.
    - iii. Considering the existing regulatory environment, development densities, multi-modal infrastructure, land uses and other relevant real-estate market information when designing service.
    - iv. Balancing the competing obligations to serve communities with the greatest population densities, to improve access for the greatest number of people and serving communities where needs are greatest.
  - d. Advance Affordability by:
    - i. Considering the combined cost of housing and transportation when planning transit service and working to lower that combined burden by providing transit to communities where needs are greatest.
    - ii. Evaluating a jurisdiction's existing inclusionary housing policies and anti-displacement measures when planning for transit service as a component of a jurisdiction's overall TOC land use and policy readiness.
  - e. Consider land use readiness and commitment to Equitable Development by:
    - i. When planning service, particularly frequent service: evaluating the transit-supportive nature of the land use policies and programs in place to support historically disadvantaged communities of host jurisdictions.
    - ii. Conducting predevelopment studies, as needed, to inform route, facility and service planning for frequent transit service to identify and support transit-oriented development opportunities to be completed by King county or others.
    - iii. Advocating for appropriate land use policies including development density and low parking ratios near frequent transit service and multi-modal access networks to leverage the transit network and support transit-oriented communities.
    - iv. Partnering with local jurisdictions and other public agencies to align resources needed to support and enhance access networks and the built environment near transit.
  - f. Advance sustainability measures by:
    - i. Including safe multi-modal access improvements as part of transit projects.
    - ii. Advocating for flexibility around parking requirements and how they are met.

- iii. Lowering overall parking supply in favor of other non-motorized improvements.

#### D. **Metrics**

Within the overall framework set forth above, and subject to removing use restrictions from affected Metro properties, King County Metro will seek to achieve the following goals and objectives:

1. Evaluate Metro's property portfolio biannually, identifying new opportunities for ETOD.
2. Set a portfolio-wide target that of Metro's properties that are suitable for housing, 80 percent will prioritize long-term affordable housing as a component of developer solicitations for TOD.
3. Require that 20% of housing units developed on Metro owned property be affordable to households making at or below 80 percent of the area median income.
4. Publish annual program progress reports and develop two-year work plans for TOD, with the intent of aligning our projects with available funding resources.

#### V. **Implementation Plan**

- A. This policy becomes effective for *King County Metro Transit* on the date that it is signed by *Metro's General Manager*.
- B. King County Metro Transit is responsible for implementation of this policy.
- C. King County Metro Transit is responsible for communicating this policy to the management structure within their respective agencies and other appropriate parties.

#### VI. **Maintenance**

This policy will be maintained by King County Metro Transit or its successor agency and will be reviewed and updated periodically as needed.

**Comprehensive Plan General Amendment Application****Applicant name:** Save Shoreline Trees**Address:** 16069 Dayton Ave N, Shoreline, WA 98133**Phone:** 510-599-7135**Submitted by:** Kathleen Russell, Save Shoreline Trees/Communications**Email:** [krussell@russell-gordon.com](mailto:krussell@russell-gordon.com)**Proposed amendment:**

*"Housing development and preservation of Significant trees can co-exist with the goal of maintaining and increasing Shoreline's urban tree canopy."*

**Reference Element:** Land Use**Why is this being proposed?**

There are many statements in the Comprehensive Plan stating the need to protect and preserve the tree canopy in Shoreline. This proposed amendment adds the recommendation that building development and the urban tree canopy can co-exist.

**How does the amendment address changing circumstances or values in Shoreline?**

This amendment addresses the increasing development taking place in Shoreline and the need to preserve the tall conifers and native trees.

**Describe how the amendment is consistent with the current Shoreline Comprehensive Plan?**

The current Shoreline Comprehensive Plan mentions the importance of trees in several Elements. In the introduction, Land Use, Community Design, and Natural Environment, there are many supportive statements regarding trees and the urban tree canopy. The proposed amendment addresses both Land Use, Community Design and Natural Environment. This proposed amendment is definitely consistent with the current Shoreline Comprehensive Plan.

**How will this amendment benefit the citizens of Shoreline?**

As mentioned in the introduction of the Comprehensive Plan, Vision 2029, page 3:

*"People are first drawn here by the city's beautiful natural setting and abundant trees..."*

The proposed amendment confirms that the urban tree canopy is important to citizens. This amendment addresses the City vision of housing development and the importance of Shoreline's mature conifer and native trees.

As stated in the Shoreline's own 2020 Green Shoreline publication: *"Protecting, enhancing, and maintaining the trees that comprise Shoreline's urban forest – in neighborhoods, urban areas and parks-is critical to the health and welfare of the citizens of Shoreline and will have a positive impact on the entire region."*

**Include any data, research or reasonings that support the proposed amendment.**

As included in the current Comprehensive Plan, there are many references to Shoreline's urban canopy as listed in the following Elements: Land Use, Community Design, and Natural Environment.

**Examples:**

- **Land Use:** Policy LU6: "Allow flexibility in regulations to protect existing stands of trees."
- **Community Design:** Policy CD37: "Minimize the removal of existing vegetation, especially mature trees, when improving streets or developing property."
- **Natural Environment:** Goal NE X: "Maintain and improve the city's tree canopy."
- **Natural Environment:** Policy NE 19: "Minimize removal of healthy trees, and encourage planting of native species in appropriate locations."

**Additional sources: why urban trees are necessary**

**Established Trees and Housing Can Co-Exist**

Letter to the Editor by Claudia Turner

*Shoreline Area News*, July 27, 2021

<https://www.shorelineareanews.com/2021/07/shoreline-trees-established-trees-and.html>

**Importance of urban trees**

US Cities Losing Millions of Trees, CNN Sept. 18, 2019

<https://www.cnn.com/2019/07/20/health/iyw-cities-losing-36-million-trees-how-to-help-trnd/index.html>

<https://www.treepeople.org/22-benefits-of-trees/>

*"Trees are major capital assets in cities across the United States. Just as streets, sidewalks, public buildings and recreational facilities are a part of a community's infrastructure, so are publicly owned trees. Trees -- and, collectively, the urban forest -- are important assets that*

*require care and maintenance the same as other public property. Trees are on the job 24 hours every day working for all of us to improve our environment and quality of life.” Colorado Trees/benefits*

**The Benefits of Trees for Livable and Sustainable Communities**

<https://nph.onlinelibrary.wiley.com/doi/full/10.1002/ppp3.39>

**Benefits of Urban Trees**

<https://www.state.sc.us/forest/urbben.htm>

**Birds and Trees**

*For the Birds: The Birds and the Trees*

<https://www.shorelineareanews.com/search?q=for+the+birds+trees>

by Christine Southwick as published in *Shoreline Area News*

**Heat Island Effect in cities and how urban trees can lower temperatures**

<https://www.epa.gov/heatislands/learn-about-heat-islands>

<https://www.kuow.org/stories/heat-wave-death-toll-in-washington-state-jumps-to-112-people>



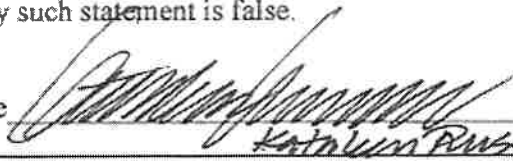


**Support for the Amendment** - Explain the need for the amendment. Why is it being proposed? How does the amendment address changing circumstances or values in Shoreline? Describe how the amendment is consistent with the current Shoreline Comprehensive Plan, if inconsistent, explain why. How will this amendment benefit the citizens of Shoreline? Include any data, research, or reasonings that supports the proposed amendment. (A copy of the Shoreline Comprehensive Plan is available for use at the Planning & Community Development department, Shoreline Neighborhood Police Centers, and the Shoreline and Richmond Beach libraries).

See separate form as submitted by Save Shoreline Trees

**Signature** - An amendment application can not be accepted unless the signature block below has been completed. The applicant certifies that all of the aforementioned statements in this application, any exhibits and/or maps transmitted herewith are true and the applicant acknowledges that any amendment granted based on this application may be revoked if any such statement is false.

Application Signature



Date

12-1-21

Kathleen Russell, Save Shoreline Trees

**PROPOSED AMENDMENTS WITHOUT THE REQUIRED APPLICATION INFORMATION MAY BE REJECTED OR RETURNED FOR ADDITIONAL INFORMATION.**

