Comprehensive Plan

CITY OF SHORELINE

Adopted by Ordiance 649 on December 10, 2012

CITY OF
SHORELINE

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INTRODUCTION

Welcome to the City of Shoreline's Comprehensive Plan. This 20-year plan articulates the community's vision and reflects community values. The goals and policies included in this Plan provide a basis for the City's regulations and guide future decision-making. It also addresses anticipated population and employment growth, and how facilities and services will be maintained or improved to accommodate expected growth.

The City adopted its first Comprehensive Plan in 1998 in response to the requirements of the Growth Management Act (GMA) (RCW 36.70A). This update builds off of the 2005 Comprehensive Plan update, and responds to the GMA requirement for periodic review. It also conforms to Countywide Planning Policies, and is based on Framework Goals created through a 2009 community visioning exercise, called Vision 2029.

Structure of the Comprehensive Plan

The Shoreline Comprehensive Plan is composed of the following sections: Introduction, Goals and Policies, Supporting Analysis, Appendices, and Glossary.

Section I - Introduction. This section includes a description of the comprehensive planning process; the City's Vision 2029 and framework goals; and a community profile, including a brief history of Shoreline.

Section II - Comprehensive Plan Elements - Goals & Policies. This section includes goals and policies organized by the following elements: Land Use; Community Design; Housing; Transportation; Economic Development; Natural Environment; Parks, Recreation & Open Space; Capital Facilities; and Utilities. The goals and policies of the Land Use Element together with the Comprehensive Plan Map (see Figure LU-1) represent the basis for assumptions in all other elements of the Plan.

Section III – Comprehensive Plan Elements- Supporting Analysis. This section provides the foundation for the goals and policies, and includes inventories of background data, needs assessments or analyses, and identification of issues.

Section IV – Appendices- Shoreline Master Program Element and Subarea Plans. Appendix A includes a description and link to the Shoreline Master Program, which contains goals, policies, regulations, analysis, and maps for the city's Puget Sound coastline. Appendix B includes the subarea plans for Aldercrest, North City, Point Wells, Southeast Neighborhoods, and Town Center.

What is a Comprehensive Plan?

A comprehensive plan indicates how a community envisions its future, and sets forth strategies for achieving the desired vision. A plan has three characteristics. First, it is comprehensive: the plan encompasses all the geographic and functional elements that have a bearing on the community's physical development. Second, it is general: the plan summarizes the major policies and proposals of the City, but does not usually indicate specific locations or establish detailed regulations. Third, it is long range: the plan looks beyond the current pressing issues confronting the community to identify long-term goals and policy direction for achieving them.

Relationship to the Growth Management Act

The State of Washington adopted the Growth Management Act (GMA) in 1990. This legislation requires comprehensive plans to include specific elements; obligates cities to adopt implementing regulations, and counties to develop

Countywide Planning Policies (CPPs) to address issues of a regional nature; and establishes protocols and deadlines for these tasks.

The GMA sets out fourteen statutory goals that guide the development of comprehensive plans. For a plan to be valid, it must be consistent with these goals and the specific requirements of the Act. Consistency, in this context, means that a plan must not conflict with the state statutory goals, CPPs, or plans of adjacent jurisdictions.

The fourteen statutory goals identified in the state legislation are summarized as follows:

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

Relationship to the Countywide Planning Policies and Vision 2040

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

Taken together, the CPPs try to balance issues related to growth, economics, land use, and the environment; specific objectives include:

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

In addition, Shoreline's Plan is guided by the multi-county policies of Vision 2040, the regional plan developed by the Puget Sound Regional Council. Vision 2040 is an integrated, long-range vision for maintaining a healthy region – promoting the well-being of people and communities, economic vitality, and a healthy environment. It contains an environmental framework, a numeric regional growth strategy, policy sections guided by overarching goals, implementation actions, and measures to monitor progress.

INTRODUCTION

Vision 2029

In fall 2008, the City began working with the community to create a vision for the next 20 years to help maintain Shoreline's quality of life. More than 200 people took part in these discussions through a series of "Community Conversations" hosted by various neighborhood associations and community groups, and Town Hall meetings hosted by the City Council, which together generated over 2,500 individual comments. The Planning Commission listened to the comments and created a draft Vision Statement and 18 Framework Goals, which were adopted by Council in May 2009, and are included below.

Imagine for a moment that it is the year 2029 and you are in the City of Shoreline. This vision statement describes what you will see.

Shoreline in 2029 is a thriving, friendly city where people of all ages, cultures, and economic backgrounds love to live, work, play and, most of all, call home. Whether you are a first-time visitor or long-term resident, you enjoy spending time here.

There always seems to be plenty to do in Shoreline -- going to a concert in a park, exploring a Puget Sound beach or dense forest, walking or biking miles of trails and sidewalks throughout the city, shopping at local businesses or the farmer's market, meeting friends for a movie and meal, attending a street festival, or simply enjoying time with your family in one of the city's many unique neighborhoods.

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

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

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

Vegetated roof consists of lightweight soil and plants adapted to Washington's wet winters and dry summers. They reduce or eliminate runoff from roofs, filter pollutants, and provide habitat and food for insects and birds. Benefits to the building include increased insulation on the roof, regulation of building and roof temperatures, and potentially longer lifespan than traditional roofs.

Rain gardens and bioswales are landscaped depressions that are designed to capture and filter stormwater from sidewalks, driveways, and other hard surfaces. By collecting water and allowing it to slowly soak into the ground, they reduce the potential for erosion and minimize the amount of pollutants flowing into storm drains, and eventually into lakes, rivers, streams, and the Puget Sound.

INTRODUCTION

A City of Neighborhoods

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

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

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

Neighborhood Centers

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

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

Neighborhood main streets also serve as transportation hubs, whether you are a cyclist, pedestrian, or bus rider. Since many residents still work outside Shoreline, public transportation provides a quick connection to downtown, the University of Washington, light rail, and other regional destinations. You'll also find safe, well-maintained bicycle routes that connect all of the main streets to each other and to the Aurora core area, as well as convenient and reliable local bus service throughout the day and throughout the city. If you live nearby, sidewalks connect these hubs of activity to the surrounding neighborhoods, bringing a car-free lifestyle within reach for many.

The Signature Boulevard

Aurora Avenue N is Shoreline's grand boulevard. It is a thriving corridor, with a variety of shops, businesses, eateries and entertainment, and includes clusters of some mid-rise buildings, well-designed and planned to transition to adjacent residential neighborhoods gracefully. Shoreline is recognized as a business-friendly city. Most services are available within the city, and there are many small businesses along Aurora, as well as larger employers that attract workers from throughout the region. Many Shoreline residents are able to find living-wage jobs within the city.

Housing in many of the mixed-use buildings along the boulevard is occupied by singles, couples, families, and seniors. Structures have been designed in ways that transition both visually and physically to complement the character of adjacent residential neighborhoods.

The improvements put in place in the early decades of the 21st century have made Aurora an attractive and energetic district that serves both local residents and people from nearby Seattle, as well as other communities in King and Snohomish counties. As a major transportation corridor, there is frequent, regional rapid transit throughout the day and evening. Sidewalks provide easy access for walking to transit stops, businesses, and connections to adjacent neighborhoods.

Aurora has become a green boulevard, with mature trees and landscaping, public plazas, and green spaces. These spaces serve as gathering places for neighborhood and citywide events throughout the year. It has state-of-the-art stormwater treatment and other sustainable features along its entire length.

As you walk down Aurora you experience a colorful mix of bustling hubs – with well-designed buildings, shops and offices – big and small – inviting restaurants, and people enjoying their balconies and patios. The boulevard is anchored by the vibrant Town Center, which is focused between N 170th and N 188th Streets. This district is characterized by compact, mixed-use, pedestrian-friendly development highlighted by the Shoreline City Hall, the Shoreline Historical Museum, Shorewood High School, and other civic facilities. The Interurban Park provides open space, recreational opportunities, and serves as the city's living room for major festivals and celebrations.

A Healthy Community

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

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

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

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

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

INTRODUCTION

Framework Goals

The original framework goals for the City were developed through a series of more than 300 activities held in 1996-1998. They were updated through another series of community visioning meetings and open houses in 2008-2009. These Framework Goals provide the overall policy foundation for the Comprehensive Plan and support the City Council's vision. When implemented, the Framework Goals are intended to preserve the best qualities of Shoreline's neighborhoods today and protect the city's future. To achieve balance in the city's development, Framework Goals must be viewed as a whole, without one being pursued to the exclusion of others.

Shoreline is committed to being a sustainable city in all respects.

FG1: Continue to support exceptional schools and opportunities for lifelong learning.

FG2: Provide high quality public services, utilities, and infrastructure that accommodate anticipated levels of growth, protect public health and safety, and enhance the quality of life.

FG3: Support the provision of human services to meet community needs.

FG4: Provide a variety of gathering places, parks, and recreational opportunities for all ages and expand them to be consistent with population changes.

FG5: Encourage an emphasis on arts, culture, and history throughout the community.

FG6: Make decisions that value Shoreline's social, economic, and cultural diversity.

FG7: Conserve and protect our environment and natural resources, and encourage restoration, environmental education, and stewardship.

FG8: Apply innovative and environmentally sensitive development practices.

FG9: Promote quality building, functionality, and walkability through good design and development that is compatible with the surrounding area.

FG10: Respect neighborhood character and engage the community in decisions that affect them.

FG11: Make timely and transparent decisions that respect community input.

FG12: Support diverse and affordable housing choices that provide for Shoreline's population growth, including options accessible for older adults and people with disabilities.

FG13: Encourage a variety of transportation options that provide better connectivity within Shoreline and throughout the region.

FG14: Designate specific areas for high-density development, especially along major transportation corridors.

FG15: Create a business-friendly environment that supports small and local businesses, attracts large businesses to serve the community, expands our jobs and tax base, and encourages innovation and creative partnerships.

FG16: Encourage local neighborhood retail and services distributed throughout the city.

FG17: Strengthen partnerships with schools, non-governmental organizations, volunteers, public agencies, and the business community.

FG18: Encourage Master Planning at Fircrest School that protects residents and encourages energy and design innovation for sustainable future development.

Citizen Participation

GOALS

Goal CP I: To maintain and improve the quality of life in the community by offering a variety of opportunities for public involvement in community planning decisions.

POLICIES

CP1: Encourage and facilitate public participation in appropriate planning processes, and make those processes user-friendly.

CP2: Consider the interests of the entire community, and the goals and policies of this Plan before making planning decisions. Proponents of change in planning guidelines should demonstrate that the proposed change responds to the interests and changing needs of the entire city, balanced with the interests of the neighborhoods most directly impacted by the project.

CP3: Ensure that the process that identifies new, or expands existing, planning goals and policies considers the effects of potential changes on the community, and results in decisions that are consistent with other policies in the Comprehensive Plan.

CP4: Consider community interests and needs when developing modifications to zoning or development regulations.

CP5: Encourage and emphasize open communication between developers and neighbors about compatibility issues.

CP6: Utilize a variety of approaches, encouraging a broad spectrum of public viewpoints, wherever reasonable, to oversee major revisions to the general elements and subareas of the Comprehensive Plan.

CP7: Educate residents about various planning and development processes, how they interrelate, and when community input will be most influential and effective.

CP8: Consider the interests of present and future residents over the length of the planning period when developing new goals, policies, and implementing regulations.

Community Profile

The City of Shoreline is located in the northwestern corner of King County along the shores of Puget Sound. Shoreline is generally bounded by the City of Lake Forest Park to the east, the City of Seattle to the south, Puget Sound to the west, and Snohomish County to the north (specifically, the Cities of Mountlake Terrace and Edmonds, the Town of Woodway, and the unincorporated area of Point Wells).

Shoreline Yesterday

Initially, Native American peoples populated the Shoreline area. In the 1880s, railroad fever gripped the Northwest, spurring growth of the Euro-American population. Small sawmill operations located at many of the lakes and small farms dotted the logged-off land.

INTRODUCTION

During the early twentieth century, Shoreline attracted development because of its rural, yet accessible location. While large tracts of land in Shoreline were divided into smaller lots in the 1910s in anticipation of future development, houses tended to be scattered, rather than concentrated in specific subdivisions.

By the late 1930s, commercial development began to concentrate along Aurora Avenue N. Commercial uses, in conjunction with the road's function as part of the growing region's primary north-south travel route (US Highway 99), led to greatly increased traffic.

With the end of World War II came a tremendous demand for family housing. The late 1940s saw large housing developments such as Ridgecrest (NE 165th Street to NE 155th Street, 5th Avenue NE to 10th Avenue NE) spring up seemingly overnight. Schools ran on double shifts as families with young children moved into new homes. Business leaders and residents began to see Shoreline as a unified region.

Figure I-1 Vicinity Map

The Shoreline area grew rapidly through the 1950s and 1960s. Population stabilized in the 1970s, and actually slightly decreased between 1970 and 1980. Since 1980, the Shoreline area grew at a rate of about 120 households per year. Currently, the city has an estimated population of 53,270 (2012, Washington State Office of Financial Management [OFM]).

In January 1992, a citizen effort called "Vision Shoreline" organized to promote incorporation of Shoreline as a City. In September 1994, the incorporation of Shoreline was approved by an overwhelming majority of voters. Following the election, a "Transition Team" was formed to organize the incorporation effort. This effort was successful and Shoreline officially incorporated on August 31, 1995.

Shoreline Today

Over the years, Shoreline has become a community distinguished by strong neighborhoods with excellent schools and parks. The city encompasses approximately 12 square miles, and is organized into 14 neighborhoods. It has been substantially developed, with only a little over 1% of its total area remaining vacant, although many of the commercial areas could be redeveloped with more intense uses.

Shoreline is primarily residential in character, and over 55% of the land use is single-family homes. Commercial development stretches along Aurora Avenue N, with other neighborhood centers located at intersections of primary arterials, such as N 175th Street at 15th Avenue NE and N 185th Street at 8th Avenue NW. There is limited industrial development, but a substantial number of institutional, public or tax exempt uses, including cemeteries, schools, public services, and churches. Significant lands are devoted to open space.

Population

The total population of Shoreline did not increase substantially over the last decade. The city's 2012 population is estimated by the Washington State OFM at 53,270, an increase of only 245 from 2010 Census.

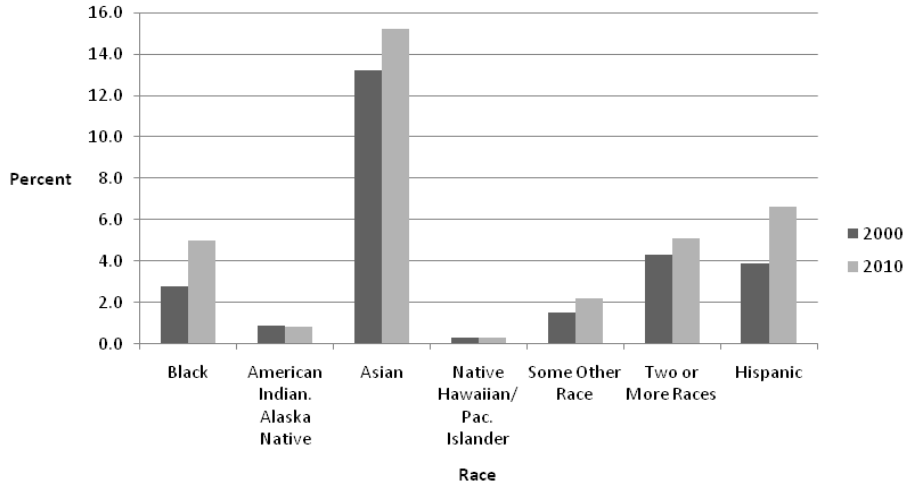
While the population of Shoreline did not change in the last census, the demographics have. The two trends driving change are the greater diversity and aging of Shoreline's population. The white population of Shoreline declined by 8% to 37,849. The largest minority population is Asian-American, composed of several subgroups, which collectively make up 15% of the population. The African-American population, comprising 2,652 people, had the largest percentage increase, at 45%, followed by people of two or more races, at 15%. Hispanics may be of any race, and this demographic increased 41% to 3,493.

Additionally, foreign born residents of Shoreline increased from 17% of the population measured by Census 2000 to an estimated 19% by 2010, as measured by the American Community Survey.

The median age of community residents increased from 39 in 2000 to 42 in 2010. "Baby Boomers", those born between 1946 and 1964, comprise approximately 30% of the population. Shoreline has the second largest percent of people 65 and older among King County cities, at 15%. Among older adults, the fastest growing segment is people 85 and older, up 1/3 from 2000.

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

Figure I-2
Non-White Population 2000 and 2010



Source: 2000 Census, 2010 Census

Housing

An estimated 73% of the dwelling units in Shoreline are single-family homes; 27% are multi-family units (2008-2010 American Community Survey, 3 Year Estimates).

The total number of housing units is 22,787, an increase of 7% between 2000 and 2010. Between 2000 and 2010, the percent of owner-occupied housing decreased from 66% to 62% of all units, and the percent of renter occupied housing increased to 34% of all units. Due to the effects of the Great Recession, the percent of vacant units almost doubled from 2.9% in 2000 to 5.4% in 2010 (2010 Census).

The median value of owner-occupied housing in Shoreline was $205,300 in 1999, when the economic data was collected for Census 2000. At the time of this update, the most current estimate of the median value of owner-occupied housing was estimated at $372,200 (2008-2010 American Community Survey). The estimated median monthly rent for this same period was $982.

Employment

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

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

According to regional growth forecasts, the number of jobs in the city is expected to grow at a rate approximately parallel with the projected population growth rate. The City, in coordination with King County, adopted an employment growth target of 5,000 additional jobs by 2031.

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

Major employers within the community include:

• CRISTA Ministries	• Costco	• Fred Meyers
• Goldie's Casino	• Home Depot	• Northwest Security
• City of Shoreline	• Shoreline School District	• Shoreline Community College
• State Department of Transportation	• Fircrest Residential Habilitation Center	

Neighborhoods

Upon incorporation, the City supported the concept of neighborhood organizations. Fourteen neighborhood organizations have been organized and recognized. The following is a short description of each neighborhood; a map that displays boundaries is included as Figure I-4.

Ballinger. The Ballinger neighborhood, in the Northeast portion of the city, is bordered by Mountlake Terrace, Lake Forest Park, and the North City neighborhood. It is an area of single-family homes, apartments, and condominiums. It is

served by the commercial area bordering both sides of Ballinger Way NE, and home to a variety of retail stores, banks, and other service and commercial uses.

Briarcrest. The area commonly referred to as Briarcrest was annexed into the city in February 1997. This area is east of the Ridgecrest neighborhood, and extends to the eastern city limits, adjacent to Lake Forest Park.

Echo Lake. Echo Lake is the central natural landmark of this neighborhood, located on the northern edge of the city and bounded by Aurora Avenue N, NE 185th Street, and I-5.

Highland Terrace. This neighborhood is located generally northeast of the Highlands neighborhood, includes a narrow land area extending west to Innis Arden, and features Shoreline Community College along the northwestern boundary. It is also bounded by the Seattle Golf Club, Westminster Way N, Aurora Avenue N, and NE 165th Street.

Hillwood. The Hillwood community is located along the northern edge of the city at NW 205th Street, and bounded by Aurora Avenue N to the east, 8th Avenue NW to the west, and N 185th Street to the south.

Innis Arden. This neighborhood was developed in the 1940s, and the neighborhood organization has been in existence since that time. Bordered in part by Shoreview Park, it is located on the western edge of the city, along Puget Sound.

Meridian Park. Meridian Park contains portions of the historic Ronald community dating back to the early 1900s. It is located at the core of Shoreline and is bordered by NE 185th Street, I-5, N 160th Street and Aurora Avenue N. The Town Center subarea is located primarily within this neighborhood.

North City. Founded around the late 1930s and early 1940s, this neighborhood is south of the Ballinger neighborhood, and bounded by I-5, NE 175th Street, and the eastern edge of the city.

Parkwood. Parkwood is located along the southern edge of the city, between Aurora Avenue N and I-5. This neighborhood dates back to the early part of the century.

Richmond Beach. This area was settled in the late 1800s, and is located in the northwest corner of the city, along Puget Sound.

Richmond Highlands. The Richmond Highlands neighborhood was first settled around the turn of the century, and is bordered by N 185th Street, Aurora Avenue N, N 165th Street, and the Innis Arden neighborhood.

Ridgecrest. Ridgecrest started developing around the end of World War II, and is located in the southeastern corner of the city. It is roughly bordered by I-5, NE 15th Street, NE 175th Street, and NE 145th Street.

The Highlands. Designed by the Olmstead Brothers, this neighborhood dates back to 1910. It is located overlooking Puget Sound on the western edge of the city.

Westminster Triangle. This area is located at the southern gateway to the city along N 145th Street, between Westminster Way N and Aurora Avenue N.

Mixed Use and Commercial Areas

The Aurora corridor is a major north-south state route (Highway 99) that runs through Shoreline. It is one of three

north-south state routes in the region, and is also the primary non-freeway transportation corridor in the city.

The Aurora corridor has been primarily a commercial strip for 30 years, containing a wide variety of retail and service uses serving local and regional markets. Office and limited residential uses, such as apartments, condos, manufactured homes, and small pockets of single-family homes are scattered along the corridor.

A number of institutional, public, and government uses are located adjacent to the Aurora corridor. These uses include Shorewood High School, Shoreline Community College, CRISTA Schools, Shoreline Fire Station and City Hall, Ronald Wastewater District, Shoreline Historical Museum, Washington State Department of Transportation, and King County Metro's Aurora Village Transit Center and Shoreline park and ride lot. Many of these institutions have undergone master planning efforts or reconstructed buildings since the 2005 Comprehensive Plan update. Notably, Shorewood High School's new building was built to the *Washington Sustainable Schools Protocol* standard, and City Hall achieved the *Leadership in Energy and Environmental Design (LEED)* Gold standard.

> ***Leadership in Energy and Environmental Design (LEED)*** *consists of a suite of rating systems developed by the United States Green Building Council (USGBC) for the design, construction and operation of high-performance green buildings, homes and neighborhoods.*
>
> ***Washington Sustainable Schools Protocol (WSSP)*** *is a tool that allows designers to plan a high-performance school, while considering the regional, district, and site-specific possibilities and constraints for each project. All K-12 schools that receive funding from the Office of the Superintendant of Public Instruction must be built either to the WSSP or LEED Silver standard.*

Since Shoreline incorporated in 1995, improving the Aurora corridor has been a community goal. Following an initial study by the City, the project was divided into phases, all of which had the goal to improve:

- safety and access for vehicles (including non-motorized forms of transportation) and pedestrians (including those with disabilities);
- vehicular capacity;
- traffic flow;
- transit speed and reliability;
- nighttime visibility and safety;
- stormwater quality and management;
- economic investment potential; and
- streetscape amenities.

These goals were realized through the creation of wider sidewalks that were separated from the roadway by landscaping, free right-turn lanes at major intersections, landscaped center medians with left- and U-turn pockets, traffic- and pedestrian-level lighting, natural stormwater treatments, Business Access and Transit (BAT) lanes, and underground utilities.

With each mile of the project, additional environmentally friendly innovations were added, including *permeable pavers, Silva cells, bio-retention boxes, green walls, a demonstration garden*, and educational signage.

Permeable pavers *allow stormwater to filter through the medium around each paver and down to a system of modular blocks.*

Silva cells *are modular blocks that hold lightly compacted soils which promote healthy root and tree growth while bearing loads for above-ground streetscapes.*

Bio-retention boxes *are landscaped concrete containers that allow stormwater to flow through special filter media, which captures and immobilizes pollutants. Green walls are designed to incorporate living elements, such as climbing plants, into necessary retaining walls to improve the appearance of the structures.*

Demonstration gardens *incorporate rain gardens, planting beds, and benches.*

Other mixed-use and commercial areas of the city include portions of North City, Ridgecrest, Briarcrest, Richmond Beach, and Ballinger. The City's Economic Development Strategy promotes reinvigorating these districts to increase availability of employment opportunities, goods and services, gathering spaces, and tax revenues.

Community Institutions

Located on an 86-acre site on 15th Avenue NE and NE 155th Street, the Fircrest Campus is Shoreline's largest public institution. While the entire parcel is under State ownership, it is managed by different departments, with 36-acres under the auspices of the Department of Social and Health Services, and 50 acres stewarded by the Department of Natural Resources.

Presently, Fircrest School, located on the campus, is home to citizens with developmental disabilities, and is run by the Department of Social and Health Services (DSHS). Other separate campus uses include the Washington State Department of Health laboratories, Food Lifeline (a food bank), and several other social service agencies.

The city also has a significant number of private institutions, including the Northwest School for Hearing Impaired Children, Shoreline Center, CRISTA Ministries, several private elementary and secondary schools, churches and other religious facilities, group homes, and cemeteries.

Potential Future Service Annexation Area – Point Wells

Point Wells is an unincorporated portion of Snohomish County, bound on the west by Puget Sound, on the north and east by the Town of Woodway, and on the south by the City of Shoreline. Approximately 61 acres of this unincorporated area is owned by BSRE Point Wells, LP and has been an industrial use for over fifty years. The BSRE property currently serves as an asphalt plant. The only vehicular access to Point Wells area is through the Richmond Beach neighborhood in Shoreline.

In mid-2007, the owner of the property announced an intention to redevelop the site. The proposal required a change to the Snohomish County Comprehensive Plan designation for the 61 acres from Urban Industrial to "Urban Center" and a zoning change from Heavy Industrial to Planned Community Business, and then to "Point Wells Urban Center." The Snohomish County Council approved the requested changes to its Comprehensive Plan and zoning to accommodate BSRE's development aspirations. These actions resulted in appeals to the State Growth Management Hearings Board by the City of Shoreline, the Town of Woodway, and the citizens group Save Richmond Beach.

A hearing before the Board was held on March 2, 2011. On March 4, 2011, BSRE submitted a project application to Snohomish County for a mixed-use community in accordance with the Snohomish County Urban Center Code. The application was accepted by Snohomish County planning officials as being a "complete" application. It is expected that an EIS will be required and further analysis completed in order to define the impacts and mitigation requirements. For more information on Point Wells, visit the City's web page at http://shorelinewa.gov/pointwells.

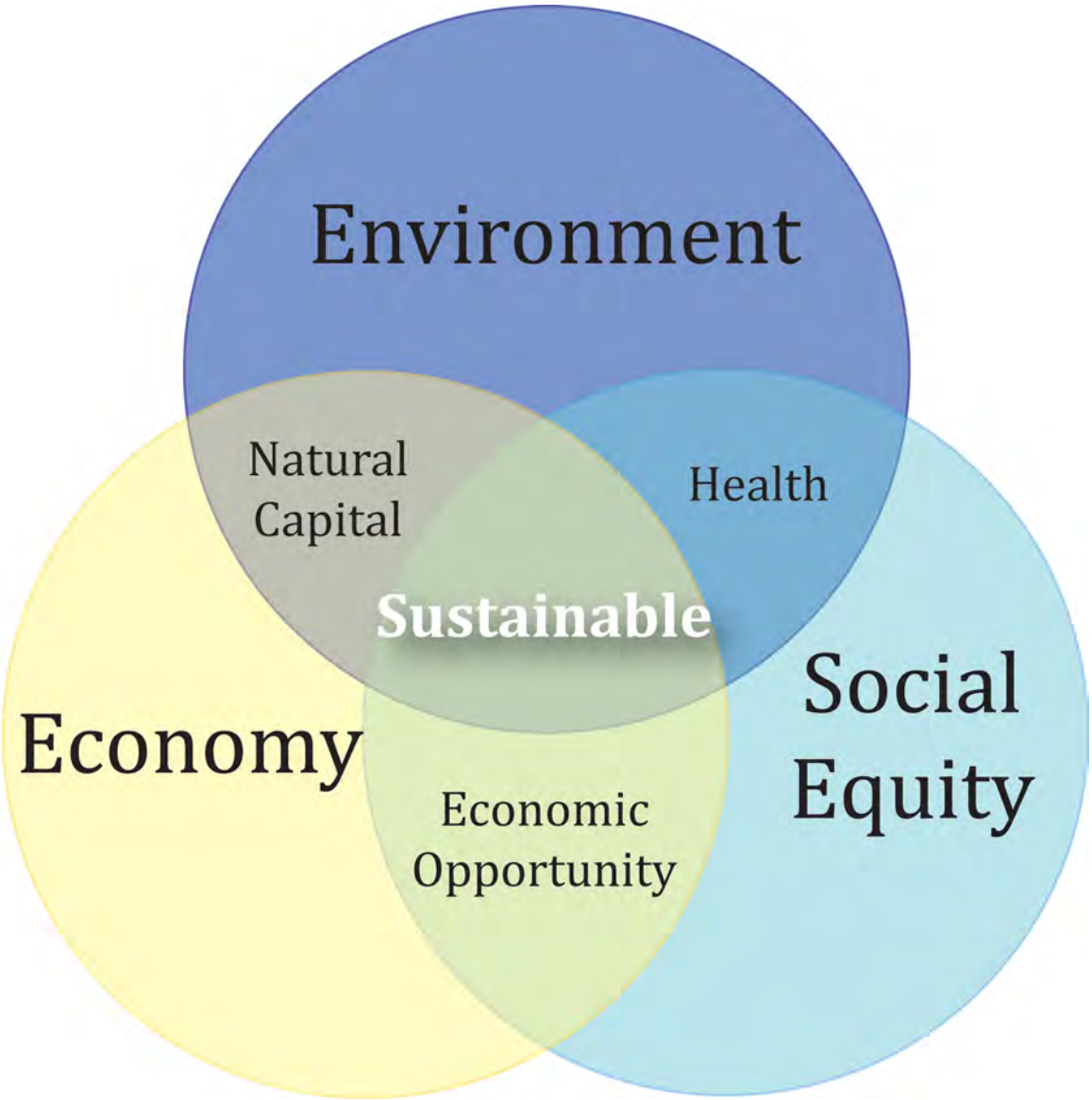
Summary

A comprehensive plan update has many functions. It is an opportunity to correct issues that have created administrative hurdles, provide direction for regulatory changes that will be necessary in the foreseeable future, portray a snapshot of circumstances relevant to a specific place and time, and work with the community to refine the vision and articulate how to get there.

The City of Shoreline is at an interesting point in its evolution. At 17 years old, it is still developing its own identity, but seems to be shifting from its history as a first-tier suburban fringe to a more urban and self-sustaining environment.

It is also shifting from a focus on environmental sustainability to a "Triple-Bottom-Line" approach that integrates economic development and social equity. This interconnectedness is also reflected in the Environmental Sustainability, Comprehensive Housing, Economic Development, and Healthy City Strategies, as well as Council Goals for 2012-2014.

Figure I-3



The 2012 Comprehensive Plan update marks a crossroads for the city where leaders and community members may choose to embrace transit, walkability, connectivity, mixed uses, housing affordability, reduced carbon emissions, local and regional environmental health, revenues that support services, and a myriad of other innovative possibilities.

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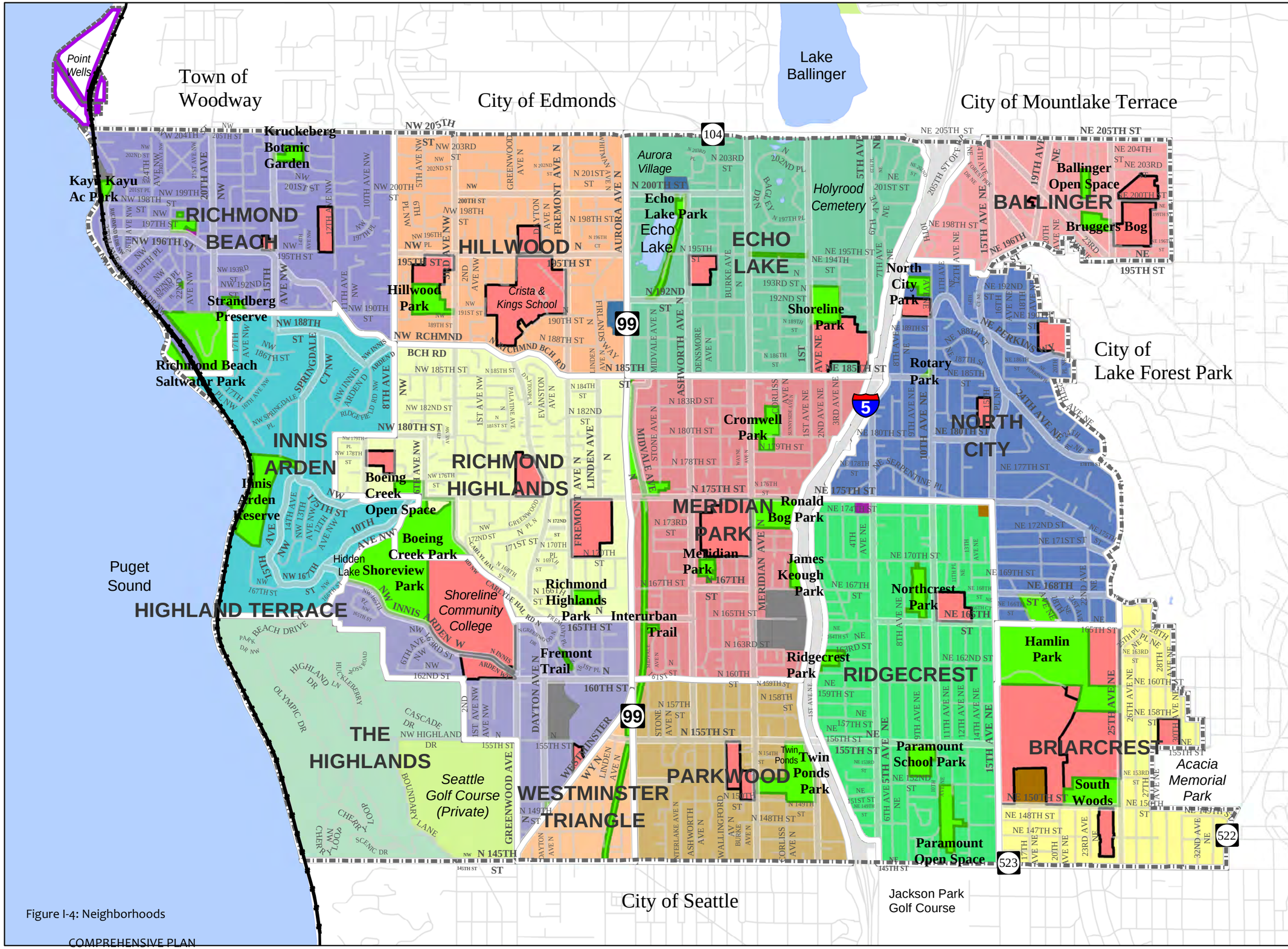

Figure I-4: Neighborhoods

CITY OF SHORELINE

City of Shoreline
COMPREHENSIVE PLAN

Landmark

- School
- Facility
- Transportation
- Library
- Other Government
- Golf Course
- Park
- Rail

The City of Shoreline is comprised of 14 neighborhoods. Volunteers create a sense of community in their neighborhoods by organizing social events, coordinating Block Watch activities, implementing Neighborhood Mini-Grant projects and other improvements, planning speakers on relevant topics and sharing information through neighborhood newsletters, websites and e-newsletters.

0 500 1,000 2,000 Feet

This map is not an official map. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.

Neighborhoods

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Element 1

LAND USE

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.

Cromwell Park

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

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

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

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

LU8: 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.

Mixed Use and Commercial Land Use

LU9: 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.

LU10: The Mixed-Use 2 (MU2) designation is similar to the MU1 designation, except it is not intended to allow more intense uses, such as manufacturing and other uses that generate light, glare, noise, or odor that may be incompatible with existing and proposed land uses. The Mixed-Use 2 (MU2) designation applies to commercial areas not on the Aurora Avenue or Ballinger Way corridors, such as Ridgecrest, Briarcrest, Richmond Beach, and North City. This

Walkability is a measure of how friendly an area is to walking. Walkability has many health, environmental, and economic benefits. Factors influencing walkability include the presence or absence and quality of footpaths, sidewalks or other pedestrian rights-of-way, traffic and road conditions, land use patterns, building accessibility, and safety, among others.

"***Third places***" is a term used in the concept of community building, where the "first place" is the home and those that one lives with. The "second place" is the workplace — where people may actually spend most of their time. "Third places" are anchors of community life, and facilitate and foster broader, more creative interaction. All societies already have informal meeting places; what is new in modern times is the intentionality of seeking them out as vital to current societal needs.

Richmond Beach

Land Use Study Areas encompass parcels that may be appropriate for different uses and zoning than previously allowed, based on their proximity to future light rail stations. Land within the study area will be analyzed with regard to appropriate uses, bulk, densities, design and transition standards, and how zoning changes and neighborhood transition may be predictably phased over time.

Mobility Study Areas represent properties and roadways that may be impacted by additional traffic generated by future light rail stations. Land within the study area will be analyzed with regard to enhanced pedestrian and bicycle connectivity to stations. Certain roadways extending beyond the study area boundaries will be analyzed with regard to traffic improvements or calming, and infrastructure for modes of travel that provide an alternative to single-occupancy vehicles.

designation may provide retail, office, and service uses, and greater residential densities than are allowed in low-density residential designations, and promotes pedestrian connections, transit, and amenities.

LU11: The Town Center designation applies to the area along the Aurora corridor between N 170th Street and N 188th Street and between Stone Avenue N and Linden Avenue N, and provides for a mix of uses, including retail, service, office, and residential with greater densities.

LU12: Reduce impacts to single-family neighborhoods adjacent to mixed-use and commercial land uses with regard to traffic, noise, and glare through design standards and other development criteria.

LU13: Encourage the assembly and redevelopment of key, underdeveloped parcels through incentives and public/private partnerships.

LU14: Designate areas within the city where clean, green industry may be located, and develop standards for use and transitions.

Other Land Uses

LU15: 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.

LU16: The Public Open Space land use designation applies to all publicly owned open space and to some privately owned property that might be appropriate for public acquisition. The underlying zoning for this designation shall remain until the City studies and approves the creation of a complementary zone for this designation.

LU17: The Private Open Space land use designation applies to all privately owned open space. It is anticipated that the underlying zoning for this designation shall remain.

LU18: The *Campus* land use designation applies to four institutions within the community that serve a regional clientele on a large campus. All development within the Campus land use designation shall be governed by a Master Development Plan Permit. Existing uses in these areas constitute allowed uses in the City's Development Code. A new use or uses may be approved as part of a Master Development Plan Permit.

LU19: *Land Use* and *Mobility Study Areas* designate areas to be studied with regard to subarea planning for light rail stations. The underlying zoning for this designation remains unless it is changed through an amendment to the Comprehensive Plan Land Use Map and

Development Code.

Light Rail Station Areas

LU20: Collaborate with regional transit providers to design transit stations and facilities that further the City's vision by employing superior design techniques, such as use of sustainable materials; inclusion of public amenities, open space, and art; and substantial landscaping and retention of significant trees.

LU21: Work with Metro Transit, Sound Transit, and Community Transit to develop a transit service plan for the light rail stations. The plan should focus on connecting residents from all neighborhoods in Shoreline to the stations in a reliable, convenient, and efficient manner.

LU22: Encourage regional transit providers to work closely with affected neighborhoods in the design of any light rail transit facilities.

LU23: 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.

LU24: Maintain and enhance the safety of Shoreline's streets when incorporating light rail, through the use of street design features, materials, street signage, and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.

LU25: Evaluate property within a ½ mile radius of a light rail station for multi-family residential choices (R-18 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.

LU26: Evaluate property within a ¼ mile radius of a light rail station for multi-family residential housing choices (R-48 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.

LU27: Evaluate property along transportation corridors that connects light rail stations and other commercial nodes in the city, including Town Center, North City, Fircrest, and Ridgecrest for multi-family, mixed-use, and non-residential uses.

LU28: Implement a robust community involvement process that develops tools and plans to create vibrant, livable, and sustainable light rail station areas.

Campus designation areas include:

1. CRISTA Ministries Campus
2. Fircrest Campus
3. Public Health Laboratory Campus
4. Shoreline Community College Campus

Citizens Discuss Neighborhood Map

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

LU29: Create and apply innovative methods and tools to address land use transitions in order to manage impacts on residents and businesses in a way that respects individual property rights. Develop mechanisms to provide timely information so residents can plan for and respond to changes.

LU30: Encourage and solicit the input of stakeholders, including residents; property and business owners; non-motorized transportation advocates; environmental preservation organizations; and transit, affordable housing, and public health agencies.

LU31: Create a strategy in partnership with the adjoining neighborhoods for phasing redevelopment of current land uses to those suited for *Transit-Oriented Communities (TOCs)*, taking into account when the city's development needs and market demands are ready for change.

LU32: Allow and encourage uses in station areas that will foster the creation of communities that are socially, environmentally, and economically sustainable.

LU33: Regulate design of station areas to serve the greatest number of people traveling to and from Shoreline. Combine appropriate residential densities with a mix of commercial and office uses, and multi-modal transportation facilities.

LU34: Pursue market studies to determine the feasibility of developing any of Shoreline's station areas as destinations (example: regional job, shopping, or entertainment centers).

LU35: Identify the market and potential for redevelopment of public properties located in station and study areas.

LU36: Encourage development of station areas as inclusive neighborhoods in Shoreline with connections to other transit systems, commercial nodes, and neighborhoods.

LU37: Regulate station area design to provide transition from high-density multi-family residential and commercial development to single-family residential development.

LU38: Through redevelopment opportunities in station areas, promote restoration of adjacent streams, creeks, and other environmentally sensitive areas; improve public access to these areas; and provide public education about the functions and values of adjacent natural areas.

LU39: Use the investment in light rail as a foundation for other community enhancements.

LU40: Explore and promote a reduced dependence upon automobiles by

developing transportation alternatives and determining the appropriate number of parking stalls required for TOCs. These alternatives may include: ride-sharing or vanpooling, car-sharing (i.e. Zipcar), bike-sharing, and walking and bicycle safety programs.

LU41: Consider a flexible approach in design of parking facilities that serve light rail stations, which could be converted to other uses if demands for parking are reduced over time.

LU42: Transit Oriented Communities should include non-motorized corridors, including undeveloped rights-of-way, which are accessible to the public, and provide shortcuts for bicyclists and pedestrians to destinations and transit. These corridors should be connected with the surrounding bicycle and sidewalk networks.

LU43: Employ design techniques and effective technologies that deter crime and protect the safety of transit users and neighbors.

Future Service Annexation Area

LU44: Support annexations that are in the best interest of the long-term general welfare of the residents of the annexation area, the existing Shoreline community, and the City because they:

- share a community identity;
- are logical additions, and contiguous with the city;
- complete the geographical areas of interest as indicated in pre-incorporation boundaries;
- offer benefits and opportunities consistent with the City's Vision 2029 and Framework Goals;
- would benefit from consistent regulations and coordinated land use and impact mitigation;
- balance the short-term costs of annexation with long-term gains to the fiscal health of the annexation areas and the City;
- could access public safety, emergency, and urban services at a level equal to or better than services in existence at the time of annexation, without affecting level of service for existing residents; and/or
- could provide improved local governance for the City and the annexation areas.

LU45: Assure that adequate funding is in place, or will be available within a reasonable time, to support required public facilities and services.

LU46: Assign an equitable share of the City's bonded indebtedness to newly annexed areas.

LU47: Consider annexation of 145th Street adjacent to the existing southern border of the City. Boundaries would be as follows: (western) west side of 3rd Avenue NW; (eastern) up to, but not including, the Bothell Way NE (SR 522) right-of-way; and (southern) all of the 145th Street

Gateway Sign with Horse Statues

right-of-way.

LU48: Pursue annexation of Point Wells, and implement the City of Shoreline Subarea Plan for this area.

Transit & Parking

LU49: Consider the addition of compatible mixed-uses and shared (joint-use) parking at park and ride facilities.

LU50: Work with transit providers to site and develop park and rides with adequate capacity and in close proximity to transit service.

LU51: Encourage large commercial or residential projects to include transit stop improvements when appropriate.

LU52: Parking requirements should be designed for average need, not full capacity. Include regulatory provisions to reduce parking standards, especially for those uses located within ¼ mile of high-capacity transit, or serving a population characterized by low rates of car ownership. Other parking reductions may be based on results of the King County Right-Sized Parking Initiative.

LU53: Examine the creation of residential parking zones or other strategies to protect neighborhoods from spillover by major parking generators.

Sustainable Land Use

LU54: Educate the community about sustainable neighborhood development concepts as part of the subarea planning processes to build support for future policy and regulatory changes.

LU55: Explore whether "*Ecodistricts*" could be an appropriate means of neighborhood empowerment, and a mechanism to implement *triple-bottom line sustainability* goals by having local leaders commit to ambitious targets for green building, smart infrastructure, and behavioral change at individual, household, and community levels.

LU56: Initiate public/private partnerships between utilities, and support research, development, and innovation for energy efficiency and renewable energy technology.

LU57: Explore providing incentives to residents and businesses that improve building energy performance and/or incorporate onsite renewable energy.

LU58: Support regional and state *Transfer of Development Rights (TDR)* programs throughout the city where infrastructure improvements are needed, and where additional density, height and bulk standards can be accommodated.

Ecodistricts are neighborhoods or districts with a broad commitment to accelerate neighborhood-scale sustainability. EcoDistricts commit to achieving ambitious sustainability performance goals, guiding district investments and community action, and tracking the results over time.

Triple-bottom-line sustainability incorporates an expanded spectrum of values and criteria for measuring organizational (and societal) success: economy, environment, and social equity.

Crest Theater

LU59: Consider social equity and health issues in siting uses, such as manufacturing and essential public facilities, to provide protection from exposure to harmful substances and environments.

Essential Public Facilities (EPF)

LU60: Require land use decisions on essential public facilities meeting the following criteria to be made consistent with the process and criteria set forth in LU62:

a. The facility meets the Growth Management Act definition of an essential public facility, ref. RCW 36.70A.200(1) now and as amended; or
b. The facility is on the statewide list maintained by the Office of Financial Management, ref. RCW 36.70A.200(4) or on the countywide list of essential public facilities; and
c. The facility is not otherwise regulated by the Shoreline Municipal Code (SMC).

LU61: Participate in efforts to create an interjurisdictional approach to the siting of countywide or statewide essential public facilities with neighboring jurisdictions as encouraged by Countywide Planning Policies FW-32 (establish a countywide process for siting essential public facilities) and S-1 (consideration of alternative siting strategies). Through participation in this process, seek agreements among jurisdictions to mitigate against the disproportionate financial burden, which may fall on the jurisdiction that becomes the site of a facility of a state-wide, regional, or countywide nature.

The essential public facility siting process set forth in LU62 is an interim process. If the CPP FW-32 siting process is adopted through the Growth Management Planning Council (GMPC), the City may modify this process to be consistent with the GMPC recommendations.

LU62: Use this interim Siting Process to site the essential public facilities described in LU60 in Shoreline. Implement this process through appropriate procedures incorporated into the SMC.

Interim EPF Siting Process

1. Use policies LU60 and LU61 to determine if a proposed essential public facility serves local, countywide, or statewide public needs.
2. Site EPF through a separate multi-jurisdictional process, if one is available, when the City determines that a proposed essential public facility serves a countywide or statewide need.
3. Require an agency, special district, or organization proposing an essential public facility to provide information about the difficulty of siting the essential public facility, and about the alternative sites considered for location of the proposed essential public facility.
4. Process applications for siting essential public facilities through SMC

Transfer of Development Rights (TDR) allows property owners in environmentally or historically significant areas to transfer their right to develop to property owners in areas more suitable for urban development. A successful transaction benefits the seller, who sells the development rights for financial considerations; the buyer, who is able to use the TDR on his/her property; and the public at large, which gains a permanent open space, recreation area, or historically significant site.

Essential public facilities, which are often difficult to site or expand, provide services to the public, are substantially funded and contracted for by government, or are provided by private entities subject to public service obligation.

Light Rail

Section 20.30.330 — Special Use Permit.

5. Address the following criteria in addition to the Special Use Permit decision criteria:
   a. Consistency with the plan under which the proposing agency, special district or organization operates, if any such plan exists;
   b. Include conditions or mitigation measures on approval that may be imposed within the scope of the City's authority to mitigate against any environmental, compatibility, public safety or other impacts of the EPF, its location, design, use or operation; and
   c. The EPF and its location, design, use, and operation must be in compliance with any guidelines, regulations, rules, or statutes governing the EPF as adopted by state law, or by any other agency or jurisdiction with authority over the EPF.

LU63: After a final siting decision has been made on an essential public facility according to the process described in LU62, pursue any amenities or incentives offered by the operating agency, or by state law, other rule, or regulation to jurisdictions within which such EPF is located.

LU64: For EPF having public safety impacts that cannot be mitigated through the process described in LU61, the City should participate in any process available to provide comments and suggested conditions to mitigate those public safety impacts to the agency, special district or organization proposing the EPF. If no such process exists, the City should encourage consideration of such comments and conditions through coordination with the agency, special district, or organization proposing the EPF. A mediation process may be the appropriate means of resolving any disagreement about the appropriateness of any mitigating condition requested by the City as a result of the public safety impacts of a proposal.

LU65: Locate essential public facilities equitably throughout the city, county, and state. No jurisdiction or area of the city should have a disproportionate share of essential public facilities. This policy shall not be interpreted to require the preclusion of an essential public facility from any specific locations in the city.

Water Quality and Drainage

LU66: Design, locate, and construct surface water facilities to:
- promote water quality;
- enhance public safety;
- preserve and enhance natural habitat;
- protect critical areas; and
- reasonably minimize significant, individual, and cumulative adverse impacts to the environment.

LU67: Pursue state and federal grants to improve surface water management and water quality.

LU68: Protect water quality through the continuation and possible expansion of City programs, regulations, and pilot projects.

LU69: Protect water quality by educating citizens about proper waste disposal and eliminating pollutants that enter the stormwater system.

LU70: Maintain and enhance natural drainage systems to protect water quality, reduce public costs, protect property, and prevent environmental degradation.

LU71: Collaborate with the State Department of Ecology and neighboring jurisdictions, including participation in regional forums and committees, to improve regional surface water management, enhance water quality, and resolve related interjurisdictional concerns.

LU72: Where feasible, stormwater facilities, such as retention and detention ponds, should be designed to provide supplemental benefits, such as wildlife habitat, water quality treatment, and passive recreation.

LU73: Pursue obtaining access rights, such as easements or ownership, to lands needed to maintain, repair, or improve portions of the public drainage system that are located on private property, and for which the City does not currently have legal access.

Aurora Pedestrian Bridge

Enjoying a Day at the Beach

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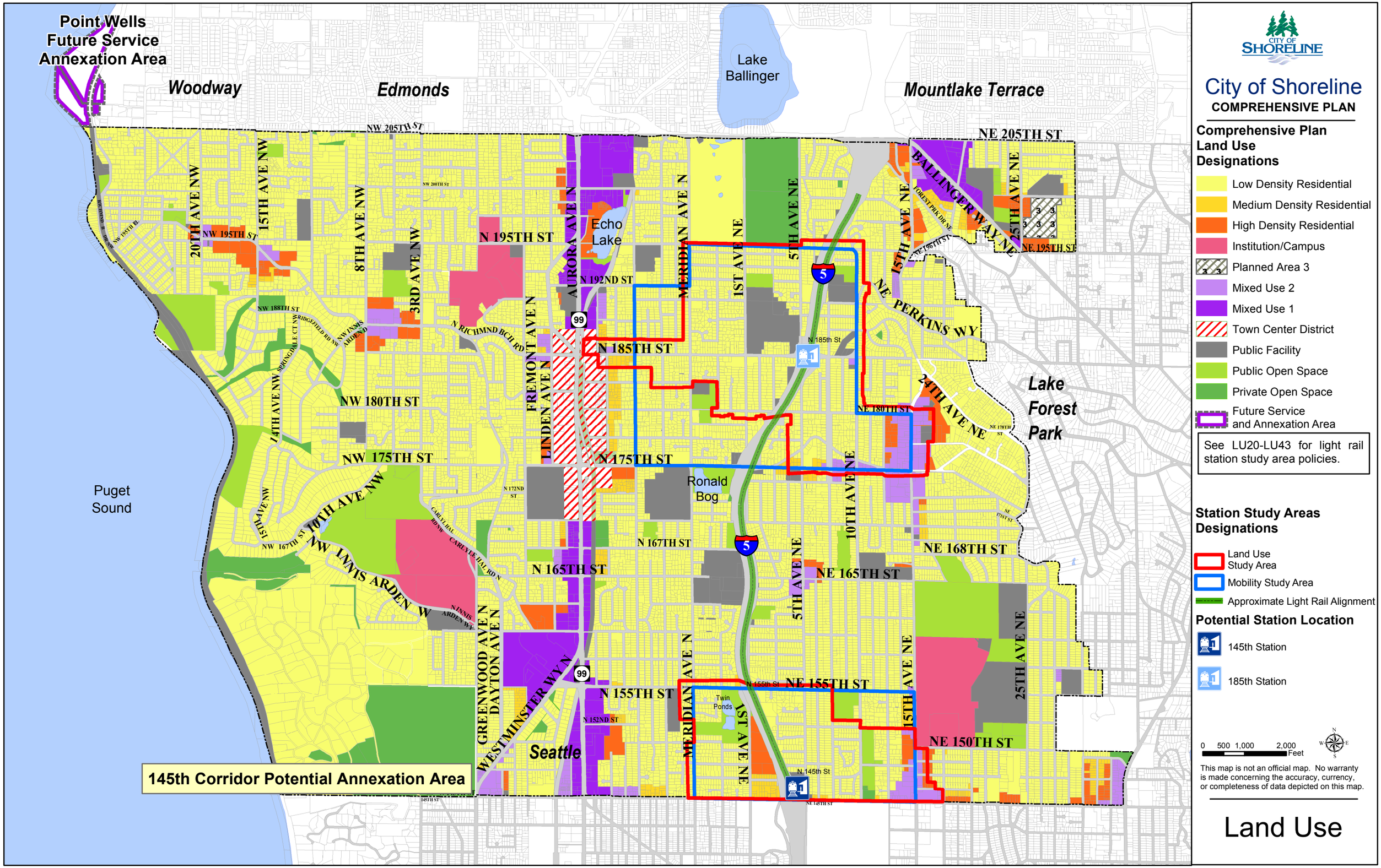

City of Shoreline
COMPREHENSIVE PLAN

Comprehensive Plan Land Use Designations

- 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
- Future Service and Annexation Area

See LU20-LU43 for light rail station study area policies.

Station Study Areas Designations

- Land Use Study Area
- Mobility Study Area
- Approximate Light Rail Alignment

Potential Station Location

- 145th Station
- 185th Station

0 500 1,000 2,000 Feet

This map is not an official map. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.

Land Use

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Element 2

COMMUNITY DESIGN

Community Design Element
Goals & Policies

INTRODUCTION

Community Design policies influence how Shoreline physically appears, and function to enhance aesthetic appeal and quality of life. Good community design can increase privacy or visibility, raise property values, encourage people to interact in commercial areas and public places, and create a cohesive community image. Even though the policies emphasize physical design, people using these spaces animate and enhance placemaking attributes.

The goals and policies in this element address site and building design; signs; vegetation and landscaping; open space; public spaces; public art; sidewalks, walkways, and trails; street corridors; freeways; neighborhood commercial and residential uses; and historic preservation.

There are other community design policies specific to the North City and Town Center subareas of the city (refer to Subarea Plan links in Appendix B).

GOALS

Goal CD I:. Promote community development and redevelopment that is aesthetically pleasing, functional, and consistent with the City's vision.

Goal CD II:. Design streets to create a cohesive image, including continuous pedestrian improvements that connect to the surrounding neighborhoods.

Goal CD III:. Expand on the concept that people using places and facilities draw more people.

Goal CD IV:. Encourage historic preservation to provide context for people to understand their community's past.

Modeling Potential Development on Midvale Avenue N

Modeling Potential Development in Town Center

POLICIES

Site and Building Design

CD1. Encourage building design that creates distinctive places in the community.

CD2. Refine design standards so new projects enhance the livability and the aesthetic appeal of the community.

CD3. Encourage commercial, mixed–use, and multi-family development to incorporate public amenities, such as public and pedestrian access, pedestrian-oriented building design, mid-block connections, public spaces, activities, and solar access.

CD4. Buffer the visual impact on residential areas of commercial, office, industrial, and institutional development.

CD5. Encourage architectural elements that provide protection from the weather.

Signs

CD6. Encourage signage to be complementary in scale to the building architecture and site design.

CD7. Discourage multiple or large signs that clutter, distract, or dominate the streetscape of commercial areas.

CD8. Be attentive to loss of non-conforming status as an opportunity to remove billboards.

CD9. Encourage the consolidation of signs on a single structure where a commercial development includes multiple businesses.

CD10. Encourage signs on multi-tenant buildings to be complementary in size and style for all commercial and mixed-use zones.

CD11. Discourage signage that is distracting to drivers.

CD12. Improve permit process for temporary signs or banners.

Vegetation and Landscaping

CD13. Encourage the use of native plantings throughout the city.

CD14. Encourage development to consolidate onsite landscape areas to be large enough to balance the scale of the development.

CD15. Encourage concentrated seasonal planting in highly visible, public and semi-public areas.

CD16. Where feasible, preserve significant trees and mature vegetation.

CD17. Prohibit use of invasive species in required landscaping, and encourage use of native plant species whenever possible.

Open Space

CD18. Preserve, encourage, and enhance open space as a key element of the community's character through parks, trails, water features, and other significant properties that provide public benefit.

Public Spaces

CD19. Preserve and enhance views from public places of water, mountains, or other unique landmarks as valuable civic assets.

CD20. Provide public spaces of various sizes and types throughout the community.

CD21. Design public spaces to provide amenities and facilities such as seating, lighting, landscaping, kiosks, and connections to surrounding uses and activities that contribute to a sense of security.

CD22. Consider *Crime Prevention through Environmental Design (CPTED)* principles when developing mixed use, commercial and high-density residential uses.

CD23. Utilize landscaping buffers between different uses to provide for natural transition, noise reduction, and delineation of space while maintaining visual connection to the public amenity.

CD24. Encourage building and site design to provide solar access, as well as protection from weather.

Public Art

CD25. Encourage a variety of artwork and arts activities in public places, such as parks, public buildings, rights-of-way, and plazas.

CD26. Encourage private donations of art for public display and/or money dedicated to the City's Municipal Art Fund.

Sidewalks, Walkways and Trails

CD27. Where appropriate and feasible, provide lighting, seating, landscaping, and other amenities for sidewalks, walkways, and trails.

Crime Prevention through Environmental Design (CPTED) is a multi-disciplinary approach to deterring criminal behavior through environmental design. CPTED strategies rely upon the ability to influence offender decisions that precede criminal acts, and focus on the built environment.

Pedestrian Bridge Overpass

Low Impact Development (LID) describes a design approach to managing stormwater runoff. LID emphasizes conservation and use of on-site natural features to protect water quality. This approach attempts to closely replicate pre-development hydrology of watersheds through infiltrating, filtering, storing, evaporating, and detaining runoff close to its source.

Banners on Aurora Avenue N

Shoreline's 4 ***landmark*** structures include Richmond Highlands Masonic Hall, Ronald School, Crawford Store, and the Boeing House.

Street Corridors

CD28. Use the Green Street standards in the Master Street Plan to provide an enhanced streetscape, including street trees, landscaping, natural surface water management techniques, lighting, pathways, crosswalks, pedestrian and bicycle facilities, decorative paving, signs, seasonal displays, and public art.

CD29. Provide identity and continuity to street corridors by using a comprehensive street tree plan and other landscaping standards to enhance corridor appearance and create distinctive districts.

CD30. Provide pedestrian gathering spaces to unify corners of key intersections involving principal arterials.

CD31. Establish and maintain attractive gateways at entry points into the city.

CD32. Use *Low Impact Development* techniques or green street elements, except when determined to be unfeasible. Explore opportunities to expand the use of natural surface water treatment in the right-of-way through partnerships with public and private property owners.

Freeway

CD33. Encourage the use of visual barriers and sound absorption methods to reduce impacts from the freeway to residential neighborhoods.

Neighborhood Commercial

CD34. Develop walkable commercial areas that provide adjacent neighborhoods with goods and services.

CD35. Encourage buildings to be sited at or near the public sidewalk.

Residential

CD36. Support neighborhood improvement projects with City grants. Possible projects include signs, crosswalks, traffic calming, fencing, special lighting, street furniture, trails, and landscaping.

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

Historic Preservation

CD38. Preserve, enhance, and interpret Shoreline's history.

CD39. Recognize the heritage of the community by naming or renaming

parks, streets, and other public places with their original historic names or after major figures and events.

CD40. Educate the public about Shoreline's history through commemoration and interpretation.

CD41. In conjunction with the Shoreline Landmarks Commission interlocal agreement, develop a process for review of proposed changes to historic *landmark* sites and structures to ensure that these resources continue to be a part of the community.

CD42. Develop incentives, such as fee waivers and code flexibility to encourage preservation of historic resources, including those that are currently landmarked, and sites that are not yet officially designated.

CD43. Encourage both public and private stewardship of historic sites and structures.

CD44. Work cooperatively with other jurisdictions, agencies, organizations, and property owners to identify and preserve historic resources.

CD45. Facilitate designation of historic landmark sites and structures to ensure that these resources will be recognized and preserved.

CD46. Continue to inventory the city's historic resources.

Historic Signage

Bessie B Waffle Shoppe

St. John's Log Cabin Grocery ca. 1908

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Element 3

HOUSING

Housing Element Goals and Policies

INTRODUCTION

This Housing Element contains the goals and policies that identify steps the City of Shoreline can take in response to housing issues found within the community. These steps are intended to ensure the vitality of the existing residential stock, estimate current and future housing needs, and provide direction to implement programs that satisfy those needs consistent with the goals and requirements of the Growth Management Act (GMA). Specifically, the housing goal stated in the GMA is to:

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

This Element has also been developed in accordance with the King County Countywide Planning Policies (CPPs) and coordinated with the other elements of this Plan. Both the GMA and the CPPs encourage the use of innovative techniques to meet the housing needs of all economic segments of the population, and require that the City provide opportunities for a range of housing types. The City's Comprehensive Housing Strategy, adopted in 2008, recommended increasing affordability and choice within local housing stock in order to accommodate the needs of a diverse population. Demographic shifts, such as aging "Baby Boomers" and increasing numbers of single-parent or childless households create a market demand for housing styles other than a single-family home on a large lot.

GOALS

Goal H I: Provide sufficient development capacity to accommodate the 20 year growth forecast and promote other goals, such as creating demand for transit and local businesses through increased residential density along arterials; and improved infrastructure, like sidewalks and stormwater treatment, through redevelopment.

Goal H II: Encourage development of an appropriate mix of housing choices through innovative

When discussing levels of affordability, households are characterized by their income as a percent of their ***Area Median Income (AMI)***. For example, the 2011 AMI for Shoreline was $66,476. Therefore, a household with that income would be making 100% of median; a household that made 50% of that amount ($33,238) would be classified at 50% AMI; a family making 30% of that amount ($19,943) would be classified at 30% AMI. Families who pay more than 30% of their income for housing are considered "cost-burdened" and may have difficulty affording necessities such as food, clothing, transportation, and medical care.

Homes on the Hillside

land use and well-crafted regulations.

Goal H III: Preserve and develop housing throughout the city that addresses the needs of all economic segments of the community, including underserved populations, such as households making less than 30% of *Area Median Income*.

Goal H IV: "Protect and connect" residential neighborhoods so they retain identity and character, yet provide amenities that enhance quality of life.

Goal H V: Integrate new development with consideration to design and scale that complements existing neighborhoods, and provides effective transitions between different uses and intensities.

Goal H VI: Encourage and support a variety of housing opportunities for those with special needs, specifically older adults and people with disabilities.

Goal H VII: Collaborate with other jurisdictions and organizations to meet housing needs and address solutions that cross jurisdictional boundaries.

Goal H VIII: Implement recommendations outlined in the Comprehensive Housing Strategy.

Goal H IX: Develop and employ strategies specifically intended to attract families with young children in order to support the school system.

POLICIES

Facilitate Provision of a Variety of Housing Choices

H1: Encourage a variety of residential design alternatives that increase housing choice.

H2: Provide incentives to encourage residential development in commercial zones, especially those within proximity to transit, to support local businesses.

H3: Encourage infill development on vacant or underutilized sites.

H4: Consider housing cost and supply implications of proposed regulations and procedures.

H5: Promote working partnerships with public and private groups to plan and develop a range of housing choices.

H6: Consider regulations that would allow cottage housing in residential

areas, and revise the Development Code to allow and create standards for a wider variety of housing styles.

Promote Affordable Housing Opportunities

H7: Create meaningful incentives to facilitate development of affordable housing in both residential and commercial zones, including consideration of exemptions from certain development standards in instances where strict application would make incentives infeasible.

H8: Explore a variety and combination of incentives to encourage market rate and non-profit developers to build more units with deeper levels of affordability.

H9: Explore the feasibility of creating a City housing trust fund for development of low income housing.

H10: Explore all available options for financing affordable housing, including private foundations and federal, state, and local programs, and assist local organizations with obtaining funding when appropriate.

H11: Encourage affordable housing availability in all neighborhoods throughout the city, particularly in proximity to transit, employment, and/or educational opportunities.

H12: Encourage that any affordable housing funded in the city with public funds remains affordable for the longest possible term, with a minimum of 50 years.

H13: Consider revising the Property Tax Exemption (PTE) incentive to include an affordability requirement in areas of Shoreline where it is not currently required, and incorporate tiered levels so that a smaller percentage of units would be required if they were affordable to lower income households.

H14: Provide updated information to residents on affordable housing opportunities and first-time home ownership programs.

H15: Identify and promote use of surplus public and quasi-publicly owned land for housing affordable to low and moderate income households.

H16: Educate the public about community benefits of affordable housing in order to promote acceptance of local proposals.

H17: Advocate for regional and state initiatives to increase funding for housing affordability.

H18: Consider mandating an affordability component in Light Rail Station Areas or other Transit-Oriented Communities.

Greenwood Cottages

Land Use Signage

H19: Encourage, assist, and support non-profit agencies that construct, manage, and provide services for affordable housing and homelessness programs within the city.

H20: Pursue public-private partnerships to preserve existing affordable housing stock and develop additional units.

Maintain and Enhance Neighborhood Quality

H21: Initiate and encourage equitable and inclusive community involvement that fosters civic pride and positive neighborhood image.

H22: Continue to provide financial assistance to low-income residents for maintaining or repairing health and safety features of their homes through a housing rehabilitation program.

H23: Assure that site, landscaping, building, and design regulations create effective transitions between different land uses and densities.

H24: Explore the feasibility of implementing alternative neighborhood design concepts into the City's regulations.

Address Special Housing Needs

H25: Encourage, assist, and support social and health service organizations that offer housing programs for targeted populations.

H26: Support development of emergency, transitional, and permanent supportive housing with appropriate services for people with special needs, such as those fleeing domestic violence, throughout the city and region.

H27: Support opportunities for older adults and people with disabilities to remain in the community as their housing needs change, by encouraging *universal design* or retrofitting homes for lifetime use.

H28: Improve coordination among the County and other jurisdictions, housing and service providers, and funders to identify, promote, and implement local and regional strategies that increase housing opportunities.

H29: Support the development of public and private, short-term and long-term housing and services for Shoreline's population of people who are homeless.

Participate in Regional Housing Initiatives

H30: Collaborate with King and Snohomish Counties, other neighboring jurisdictions, and the King County Housing Authority and Housing Development Consortium to assess housing needs, create affordable

Universal design is an approach to the design of all products and environments to be as usable as possible by as many people as possible regardless of age, ability, or situation.

Homes Near Railroad Tracks

housing opportunities, and coordinate funding.

H31: Partner with private and not-for-profit developers, social and health service agencies, funding institutions, and all levels of government to identify and address regional housing needs.

H32: Work to increase the availability of public and private resources on a regional level for affordable housing and prevention of homelessness, including factors related to cost-burdened households, like availability of transit, food, health services, employment, and education.

H33: Support and encourage legislation at the county, state, and federal levels that would promote the City's housing goals and policies.

Arabella Apartments

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Element 4

TRANSPORTATION

Transportation Element Goals & Policies

INTRODUCTION

Several local, regional, and national agencies influence transportation in Shoreline, including the Washington State Department of Transportation, King County Metro, Sound Transit, and Community Transit. One purpose of the Transportation Element is to guide how the City focuses strategic efforts in local and regional investments for a transportation system that utilizes regional transportation facilities and services.

The Transportation Element identifies development and funding priorities for the transportation network, including roads, sidewalks, bike lanes, trails, and public transit, such as bus and light rail. The Transportation Element directs Shoreline's transportation improvements.

The Transportation Element is also 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.

One of the most significant transportation changes the city will face is the introduction of light rail service in Shoreline. Because of the nature and large impact this service will have, the City has adopted guiding principles as goals and policies in the Land Use Element to help direct future development that will take place around the two new stations anticipated within the city.

The city's transportation system supports land uses envisioned by the Comprehensive Plan. To further that purpose and provide more detailed analysis and direction, the City adopted a Transportation Master Plan (TMP) in 2011 (See Transportation Supporting Analysis). The TMP is the City's long-range (20 year) blueprint for travel and mobility in Shoreline. The TMP provides guidance for public and private sector decisions on local and regional transportation investments, including short-, mid-, and long-range transportation and related land use activities. Shoreline's TMP describes a multi-modal transportation system with an emphasis on moving people and a "Complete Streets" approach where the system accommodates all users. Using the TMP, the City can prioritize capital improvement projects, programs, and facilities, and schedule their planning, engineering, and

Aurora Avenue N - N 152nd

Multi-modal transportation planning refers to decision- making that considers various modes (walking, cycling, automobile, public transit, etc.), and connections among modes so each can fill its optimal role in the overall transport system.

construction as growth takes place. Both the TMP and the Comprehensive Plan have regular cycles for updates to reflect the city's changing transportation needs over time.

GOALS

Goal T I. Maintain the transportation infrastructure so that it is safe and functional.

Goal T II. Develop a bicycle system that is connective, safe, and encourages bicycling as a viable alternative to driving.

Goal T III. Provide a pedestrian system that is safe, connects to destinations, accesses transit, and is accessible by all.

Goal T IV. Work with transit providers and regional partners to develop and implement an efficient and effective *multi-modal* transportation system to address overall mobility and accessibility, and which maximizes the people carrying capacity of the surface transportation system.

Goal T V. Protect the livability and safety of neighborhoods from the adverse impacts of the automobile.

Goal T VI. Encourage alternative modes of transportation to reduce the number of automobiles on the road, promote a healthy city, and reduce carbon emissions.

Goal T VII. Develop a transportation system that enhances the delivery and transport of goods and services.

Goal T VIII. Coordinate the implementation and development of Shoreline's transportation system with neighboring transit systems and regional partners.

Goal T IX. Support and encourage increased transit coverage and service to connect local and regional destinations to improve mobility options for all Shoreline residents.

Goal T X. Secure reliable funding to ensure continuous maintenance and improvement of the transportation system.

POLICIES

Sustainability and Quality of Life

T1. Work with the community and regional partners to create standards for development of the Light Rail Station Special Study Areas identified in the Land Use Map (Figure LU-1) and to implement Light Rail Framework Goals, which became LU20-LU43.

T2. Place a higher priority on pedestrian, bicycle, and automobile safety than vehicle capacity improvements at intersections.

T3. Reduce the impact of the city's transportation system on the environment through the use of technology, expanded transit use, and non-motorized transportation options.

T4. Enhance neighborhood safety and livability. Use engineering, enforcement, and educational tools to improve traffic safety on city roadways.

T5. Communicate with and involve residents and businesses in the development and implementation of transportation projects.

T6. Support and promote opportunities and programs so residents have options to travel throughout Shoreline and the region using modes other than single-occupancy vehicles.

T7. Implement the City's Commute Trip Reduction Plan.

T8. In accordance with Complete Streets practices and guidelines, new or rebuilt streets shall address, as much as practical, right-of-way use by all users.

T9. Develop a comprehensive, detailed street lighting and outdoor master lighting plan to guide ongoing public and private street lighting efforts.

T10. Use Low Impact Development techniques or other elements of *complete or green streets*, 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.

T11. Site, design, and construct transportation projects and facilities to avoid or minimize negative environmental impacts to the extent feasible.

T12. 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.

T13. Direct service and delivery trucks and other freight transportation to appropriate streets so that they can move through Shoreline safely and efficiently, while minimizing impacts to neighborhoods.

T14. Implement a strategy for regional coordination that includes the following activities:

- Identify important transportation improvements in Shoreline that involve other agencies. These may include improvements that

Aurora Avenue N

Complete Streets are designed and operated to enable safe access for all users.

Green Streets transform impervious street surfaces into landscaped green spaces that capture stormwater runoff and let water soak into the ground as plants and soil filter pollutants. Green Streets convert stormwater from a waste directed into a pipe, to a resource that replenishes groundwater supplies. They also create attractive streetscapes and urban green spaces, provide natural habitat, and help connect neighborhoods, schools, parks, and business districts.

Skateboarding on the Interurban Trail

Light Rail

will help keep traffic on I-5 and off of Shoreline streets, such as changes to on-ramp metering and construction of a southbound collector-distributor lane from NE 205th Street to NE 145th Street;

- Remain involved in federal, state, regional, and county budget and appropriations processes;
- Participate in regional and county planning processes that will affect the City's strategic interests;
- Form strategic alliances with potential partners, such as adjacent jurisdictions or like-minded agencies;
- Develop legislative agendas, and meet with federal and state representatives who can help fund key projects;
- Develop a regional legislative agenda and meet with area representatives from the Puget Sound Regional Council, Sound Transit, and King County Council; and
- Develop partnerships with the local business community to advocate at the federal, state, and regional level for common interests.

T15. Balance the necessity for motor vehicle access to and from new development with the need to minimize traffic impacts to existing neighborhoods.

T16. Design and development standards that are adopted to minimize the negative traffic impacts of new development should also take into consideration the needs of the new residents that will occupy the buildings.

T17. Maintain the existing street grid network to maximize multi-modal connectivity throughout the city. Utilize mechanisms that are appropriate for different street classifications to address increased traffic volumes and speeds.

Bicycle System

T18. Implement the Bicycle System Plan included in the City's Transportation Master Plan. Develop a program to construct and maintain bicycle facilities that are safe, connect to destinations, access transit, and are easily accessible. Use short-term improvements, such as signage and markings, to identify routes when large capital improvements will not be constructed for several years.

T19. Develop standards for creation of bicycle facilities.

T20. Educate residents about bicycle safety, health benefits of bicycling, and options for bicycling in the city. This program should include coordination or partnering with outside agencies.

Pedestrian System

T21. Implement the Pedestrian System Plan included in the City's TMP

through a combination of public and private investments.

T22. When identifying transportation improvements, prioritize construction of sidewalks, walkways, and trails. Pedestrian facilities should connect to destinations, access transit, and be accessible by all.

T23. Design crossings that are appropriately located, and provide safety and convenience for pedestrians.

T24. Develop flexible sidewalk standards to fit a range of locations, needs, and costs.

T25. Develop a public outreach program to inform residents 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.

Transit System

T26. Make transit a more convenient, appealing, and viable option for all trips through implementation of the Shoreline Transit Plans included in the City's TMP.

T27. Monitor the level and quality of transit service in the city, and advocate for improvements as appropriate.

T28. Encourage development that is supportive of transit, and advocate for expansion and addition of new routes in areas with transit supportive densities and uses.

T29. Encourage transit providers to expand service on existing transit routes, in accordance with adopted transit agency service guidelines.

T30. Work with transportation providers to develop a safe, efficient, and effective multi-modal transportation system to address overall mobility and accessibility. Maximize the people-carrying capacity of the surface transportation system.

T31. Work with Metro Transit and the City of Seattle to implement "RapidRide" *Bus Rapid Transit (BRT)* service on the Aurora Avenue N corridor, and operate it as a convenient, appealing option for people who live or work in Shoreline, and those that want to visit.

T32. Work with transit agencies to improve east-west service across the city, and service from Shoreline to the University of Washington.

T33. Strengthen Aurora Avenue N as a high usage transit corridor that encourages cross-county, seamless service.

T34. Work with Sound Transit, the Shoreline School District, the Washington

BRT

Bus rapid transit (BRT) is a term applied to a variety of public transportation systems using buses to provide faster, more efficient service than an ordinary bus line. Often this is achieved by making improvements to existing infrastructure, vehicles, and scheduling.

Bus Stops

Aurora Avenue N Bridge

Level of Service is a term that describes the amount, type, or quality of facilities that are needed in order to serve the community at a desired and measurable standard.

Transportation level of service is a qualitative measure, graded A(best) through F(worst), describing the operational conditions of the City's transportation system.

State Department of Transportation, King County Metro Transit, the City of Seattle, and Shoreline neighborhoods to develop the final light rail alignment and station area plans for the areas surrounding the future Link Light Rail stations. (See LU20 - LU43 for additional light rail station study area policies.)

T35. Work with King County Metro Transit and/or Sound Transit to develop a plan for bus service to serve the light rail station at Northgate coinciding with the opening of service at Northgate.

T36. Support and encourage the development of additional high capacity transit service in Shoreline.

T37. Continue to install and support the installation of transit supportive infrastructure.

T38. Work with Metro Transit, Sound Transit, and Community Transit to develop a bus service plan that connects residents to light rail stations, high-capacity transit corridors, and park and ride lots throughout the city.

T39. Implement traffic mitigation measures at Light Rail Station Areas.

T40. Promote livable neighborhoods around the light rail stations through land use patterns, transit service, and transportation access.

Master Street Plan

T41. Design City transportation facilities with a primary purpose of moving people and goods via multiple modes, including automobiles, freight trucks, transit, bicycles, and walking, with vehicle parking identified as a secondary use.

T42. Implement the standards outlined in the Master Street Plan for development of the city's roadways.

T43. Frontage improvements shall support the adjacent land uses, and fit the character of the areas in which they are located.

Concurrency and Level of Service

T44. Adopt *Level of Service* (LOS) D at the signalized intersections on arterials and unsignalized intersecting arterials within the city as the level of service standard for evaluating planning level concurrency and reviewing traffic impacts of developments, excluding the Highways of Statewide Significance and Regionally Significant State Highways (I-5, Aurora Avenue N, and Ballinger Way). Intersections that operate worse than LOS D will not meet the City's established concurrency threshold. The level of service shall be calculated with the delay method described in the Transportation Research Board's Highway

Capacity Manual 2010 or its updated versions. Adopt a supplemental level of service for Principal Arterials and Minor Arterials that limits the volume to capacity (V/C) ratio to 0.90 or lower, provided the V/C ratio on any leg of a Principal or Minor Arterial intersection may be greater than 0.90 if the intersection operates at LOS D or better. These Level of Service standards apply throughout the city unless an alternative LOS standard is identified in the Transportation Element for intersections or road segments, where an alternate level of service 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
- Rechannelization and safety improvements result in acceptable levels of increased congestion in light of the improved operational safety of the roadway.

Arterial segments meeting at least one of these criteria are:

- Dayton Avenue N from N 175th Street – N 185th Street: V/C may not exceed 1.10
- 15th Ave NE from N 150th Street – N 175th Street: V/C may not exceed 1.10

T45. The following levels of service are the desired frequency of transit service in the city:

- Headways on all-day service routes should be no less than thirty minutes, including weekends and evenings (strive for ten minute or less headways during the day on these routes).
- Headways on peak-only routes should be no more than twenty minutes (strive for fifteen minute or less headways on these routes).

Transportation Improvements

T46. Projects should be scheduled, designed, and constructed with the following criteria taken into consideration:

- Greatest benefit and service to as many people as possible;
- Ability to be flexible and respond to a variety of needs and changes;
- Coordination with other City projects to minimize costs and disruptions;
- Ability to partner with private development and other agencies to leverage funding from outside sources; and
- Flexibility in the implementation of projects when funding sources or opportunities arise.

T47. Consider and coordinate the construction of new capital projects with upgrades or projects needed by utility providers operating in the city.

T48. Pursue corridor studies on key corridors to determine improvements that address safety, capacity, and mobility, and support adjacent land uses.

Signage

Pedestrians

Aurora Avenue N Bridge

T49. Expand the city's pedestrian network. Prioritize projects shown on the Pedestrian System Plan included in the TMP using the following criteria:

- Ability to be combined with other capital projects or leverage other funding;
- Proximity to a school or park;
- Located on an arterial;
- Located in an activity center, such as Town Center, North City, Ballinger, or connects to Aurora Avenue N;
- Connects to an existing walkway or the Interurban Trail;
- Connects to transit; and/or
- Links major destinations such as neighborhood businesses, high-density housing, schools, and recreation facilities.

T50. Prioritize projects that complete the city's bicycle networks, as shown on the Bicycle System Plan included in the TMP, using the following criteria:

- Connects to the Interurban Trail;
- Completes a portion of the routes connecting the Interurban and Burke Gilman Trails;
- Provides access to bus rapid transit or light rail;
- Connects to existing facilities;
- Connects to high-density housing, commercial areas, or public facilities;
- Connects to a regional route, or existing or planned facilities in a neighboring jurisdiction;
- Links to a school or park; and/or
- Able to be combined with other capital projects or leverage other funding.

T51. Coordinate with the Washington State Department of Transportation to evaluate and design improvements to the interchange at NE 175th Street and I-5. Develop a funding strategy for construction.

T52. Continue to work with Seattle, King County, Sound Transit, and WSDOT to undertake a corridor study of 145th Street that would result in a plan for the corridor to improve safety, efficiency, and modality for all users.

Funding

T53. Aggressively seek grant opportunities to implement the City's TMP, and work to ensure that Shoreline receives regional and federal funding for its high- priority projects.

T54. Support efforts at the state and federal level to increase funding for the transportation system.

T55. Identify and secure funding sources for transportation projects, including bicycle and pedestrian projects.

T56. Develop and implement a citywide transportation impact fee program to fund growth related transportation improvements, and when necessary, use the State Environmental Policy Act to provide traffic mitigation for localized development project impacts.

T57. Provide funding for maintenance, preservation, and safety.

Cyclist on Interurban Trail

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Element 5

ECONOMIC DEVELOPMENT

Economic Development Element Goals & Policies

INTRODUCTION

The intent of the Economic Development Element is to improve the quality of life by encouraging a greater number and variety of commercial businesses that provide services and create employment opportunities for Shoreline residents, as well as grow the tax base to take the burden off residential property tax.

The policies in this element address four aspects of creating a healthy economic climate for Shoreline: quality of life, sustainable revenue sources, opportunities and partnerships, and *placemaking*. The policies presented in this element will guide future City initiatives that, together with private sector actions, will produce a strong economy. The results will preserve and improve the quality of life that Shoreline's residents and workers currently enjoy.

The Economic Development Supporting Analysis section of this Plan contains background data and analysis, which describe the existing economic conditions of the city, and provide the foundation for the following goals and policies.

GOALS

Goal ED I: Maintain and improve the quality of life in the community by:

- Increasing employment opportunities and the job base;
- Supporting businesses that provide goods and services to local and regional populations;
- Reducing reliance on residential property tax to fund City operations and capital improvements;
- Providing quality public services;
- Complementing community character; and
- Maximizing opportunities along Bus Rapid Transit corridors and areas to be served by light rail.

Goal ED II: Promote retail and office activity to diversify sources of revenue, and expand the employment base.

Placemaking is a multi-faceted approach to the planning, design, and management of public spaces. Placemaking capitalizes on a local community's assets, inspiration, and potential, ultimately creating good public spaces that promote people's health, happiness, and well-being. Placemaking is both a process and a philosophy.

Streetscape in North City

Cities in Washington have the ability to designate properties meeting certain criteria as ***Community Renewal Areas (CRA)***, which allows for use of specific economic development tools, such as the ability to form partnerships with private entities, borrow and accept grants to build infrastructure, and provide incentives for job creation. In 2012, Council designated the 70-acre area known as Aurora Square as a CRA.

Goal ED III: Facilitate private sector economic development through partnerships and coordinating funding opportunities.

Goal ED IV: Promote and sponsor improvements and events throughout Shoreline that attract investment.

Goal ED V: Grow revenue sources that support City programs, services, and infrastructure.

Goal ED VI: Support employers and new businesses that create more and better jobs.

Goal ED VII: Encourage multi-story buildings for efficient land use.

Goal ED VIII: Promote and support vibrant activities and businesses that grow the local economy.

Goal ED IX: Incorporate environmental quality and social equity into economic development as part of a triple-bottom-line approach to sustainability.

POLICIES

Quality Of Life

ED1: Improve economic vitality by:

- Promoting existing businesses;
- Recruiting new businesses;
- Assisting businesses to create strategies and action plans through the Small Business Accelerator Program;
- Encouraging increased housing density around commercial districts, especially those served by high capacity rapid transit, to expand customer base; and
- Developing design guidelines to enhance commercial areas with pedestrian amenities, and "protect and connect" adjacent residential areas.

ED2: Promote non-motorized connections between commercial businesses, services, and residential neighborhoods.

ED3: Encourage and support home-based businesses in the city, provided that signage, parking, storage, and noise levels are compatible with neighborhoods.

ED4: Use incentives and development flexibility to encourage quality development.

ED5: Attract a diverse population, including artists and innovators. Attract families with young children to support schools. Identify other targeted populations that contribute to a vibrant, multi-generational

community.

ED6: Work to reinvigorate economically blighted areas in Shoreline by establishing *Community Renewal Areas* with associated renewal plans.

ED7: Enhance existing neighborhood shopping and community *nodes* to support increased commercial activity, neighborhood identity, and walkability.

ED8: Explore whether creating an "Aurora Neighborhood" as a fifteenth neighborhood in Shoreline would allow the City to better serve citizens, and to capitalize on its infrastructure investment.

ED9: Promote land use and urban design that allows for smart growth and dense *nodes* of transit-supportive commercial activity to promote a self-sustaining local economy.

ED10: Coordinate with local community and technical colleges, and other institutions of higher learning, including the University of Washington, to train a workforce that is prepared for emerging jobs markets.

ED11: Diversify and expand the city's job base, with a focus on attracting *living-wage* jobs, to allow people to work and shop in the community.

ED12: Revitalize commercial business districts, and encourage high-density mixed-use in these areas.

ED13: Support and retain small businesses, and create an environment where new businesses can flourish.

ED14: Encourage a mix of businesses that complement each other, and provide variety to the community to create activity and economic momentum.

ED15: Direct capital improvements to key areas to promote the city's image, create a sense of place, and grow and attract businesses.

ED16: Actively work with other jurisdictions, educational institutions, agencies, economic development organizations, and local business associations to stimulate business retention, and implement interlocal and regional strategies.

ED17: Provide fast, predictable, and customer service-oriented permitting processes for commercial improvements, expansions, and developments.

ED18: Use and/or conduct market research as needed to guide the City's economic development strategies and to assist businesses.

ED19: Coordinate and initiate financial assistance for businesses, when

In the context of planning and economic development, ***nodes*** are often characterized as discrete areas that have compact, mixed-use development; access to transit and major arterials; and high-quality urban design.

Living Wage is a level of income that allows the earner to afford adequate shelter, food, and other necessities for a satisfactory standard of living. Often minimum wages are insufficient to provide for this standard, given local cost of living.

Farmers Market

Gateway Plaza Signage

Ground-breaking

appropriate, using county, state, and federal program funds, facility grants, loans, and revolving loan funds.

ED20: Encourage businesses to plan for shared parking when redeveloping commercial areas in order to provide adequate (but not excessive) parking. Other considerations in design of mixed-use or multi-tenant parking areas should include opportunities for interconnectivity and shared space, number and placement of curb cuts, and routes for ingress/egress.

ED21: Support public/private partnerships to facilitate or fund infrastructure improvements that will result in increased economic opportunity.

ED22: Provide incentives for land uses that enhance the city's vitality through a variety of regulatory and financial strategies.

ED23: Encourage the redevelopment of key and/or underused parcels through incentives and public/private partnerships.

ED24: Attract and promote clean, green industry within the city.

ED25: Develop regulations for food carts, which allow for incubator businesses while respecting established local restaurants, including temporary use for events.

Placemaking

ED26: Consider establishing specific districts, such as cultural, entertainment, or ecological districts.

ED27: Develop a vision and strategies for creating dense mixed-use nodes anchored by Aurora's retail centers, including how to complement, support, and connect them with mid-rise residential, office, and destination retail buildings.

ED28: Practice the activities of placemaking:

- Create unique cachet, or distinctive character;
- Build infrastructure;
- Collaborate;
- Assist businesses that serve the community; and
- Hone legislation.

ED29: Reinvent Aurora Square to help catalyze a master-planned, sustainable lifestyle destination.

ED30: Unlock the Fircrest excess property to create living-wage jobs while respecting and complementing its existing function as a facility for people with disabilities.

ED31: Plan the Light Rail Station Areas to create connectivity for

appropriate growth.

ED32: Foster on-going placemaking projects:

- Revitalize development areas in:
  - Town Center
  - Echo Lake
  - North City
  - Richmond Beach
  - Ridgecrest/Briarcrest
  - Ballinger
- Attract mid-sized businesses;
- Support farmers market;
- Expand events and festivals;
- Surplus institutional property; and
- Support educational institutions.

While Shoreline is home to many retail establishments, residents often leave the city to shop. Retail "Sales Leakage" refers to a deficit in sales made in the city compared with the amount of spending on retail goods by Shoreline residents.

Retail Sector	% of Resident Dollars Spent Elsewhere
Health and Personal Care Stores	41%
Clothing and Clothing Accessories Stores	91%
General Merchandise Stores	71%
Foodservice and Drinking Places	37%

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Element 6

NATURAL ENVIRONMENT

Natural Environment Element Goals and Policies

INTRODUCTION

This Element contains goals and policies necessary to support the City's responsibility for protection of the natural environment. Previously, these policies were in the Land Use Element, but were separated into their own element in the 2012 update to support the City's emphasis on sustainability, with major impetus provided by the 2007 Council goal to "Create an Environmentally Sustainable Community."

To demonstrate this commitment to sustainability, the City has also signed on to the U.S. Conference of Mayor's Climate Protection Agreement, the Cascade Agenda, the Green City Partnerships Program, and the King County- Cities Climate Collaboration. In 2008, the City adopted an Environmental Sustainability Strategy and created a Green Team tasked with its implementation. By 2012, the Team completed substantial implementation of the Strategy, including launch of the Forevergreen website at: *http://shorelinewa.gov/forevergreen*.

Tree City USA

The City created a strategy that will make Shoreline a Tree City USA community effective in 2013. The requirements for becoming a Tree City USA are:

- The development of a Tree Board (function assigned to the Parks, Recreations, and Cultural Services Board);
- A Tree Care Ordinance (Ordinance #627);
- Community Forestry Program with annual budget of at least $2 per capita (Shoreline exceeds this amount with tree care maintenance in parks and ROW); and
- Arbor Day Observance (2012 observance on November 17).

The City of Shoreline will be presented their official Tree City USA designation in early 2013 by the State of Washington Department of Natural Resources (DNR).

The City is applying for a DNR grant that will help create a long-term communitywide strategy that

Bee Pollenating Flower

In the concept of urban planning and development, ***infill*** is the use of land within a built-up area for further construction, especially as part of community redevelopment, growth management, or smart growth. It focuses on the reuse of urban land, rather than developing natural or rural areas.

includes the development of goals and objectives for the urban forest in the community.

GOALS

Goal NE I. Minimize adverse impacts on the natural environment through leadership, policy, and regulation, and address impacts of past practices where feasible.

Goal NE II. Lead and support efforts to protect and improve the natural environment, protect and preserve environmentally critical areas, minimize pollution, and reduce waste of energy and materials.

Goal NE III. Regulate land disturbances and development to conserve soil resources and protect people, property, and the environment from geologic hazards, such as steep slope, landslide, seismic, flood, or erosion hazard areas.

Goal NE IV. Protect, enhance, and restore habitat of sufficient diversity and abundance to sustain indigenous fish and wildlife populations.

Goal NE V. Protect clean air and the climate for present and future generations through reduction of greenhouse gas emissions, and promotion of efficient and effective solutions for transportation, clean industries, and development.

Goal NE VI. Manage the stormwater system through the preservation of natural systems and structural solutions in order to:

- Protect water quality;
- Provide for public safety and services;
- Preserve and enhance fish and wildlife habitat, and critical areas;
- Maintain a hydrologic balance; and
- Prevent property damage from flooding and erosion.

Goal NE VII. Continue to require that natural and on-site solutions, such as infiltration and rain gardens, be proven infeasible before considering engineered solutions, such as detention.

Goal NE VIII. Preserve, protect, and where feasible, restore wetlands, shorelines, and streams for wildlife, appropriate human use, and the maintenance of hydrological and ecological processes.

Goal NE IX. Use education and outreach to increase understanding, stewardship, and protection of the natural environment.

Goal NE X. Maintain and improve the city's tree canopy.

POLICIES

General

NE1. Promote *infill* and concurrent infrastructure improvements in areas that are already developed in order to preserve rural areas, open spaces, ecological functions, and agricultural lands in the region.

NE2. Preserve environmental quality by taking into account the land's suitability for development, and directing intense development away from *critical areas*.

NE3. Balance the conditional right of private property owners to develop and alter their land with protection of native vegetation and critical areas.

NE4. Conduct all City operations to minimize adverse environmental impacts by reducing consumption and waste of energy and materials; minimizing use of toxic and polluting substances; reusing, reducing, and recycling; and disposing of all waste in a safe and responsible manner.

NE5. Support, promote, and lead public education and involvement programs to raise awareness about environmental issues; motivate individuals, businesses, and community organizations to protect the environment; and provide opportunities for the community and visitors to practice stewardship, and enjoy Shoreline's unique environmental features.

NE6. Provide incentives for site development that minimizes environmental impacts.

NE7. Coordinate with other governmental agencies, adjacent communities, and non-profit organizations to protect and enhance the environment.

NE8. Continue to identify and map the location of all critical areas and buffers located within Shoreline. If there is a conflict between the mapped location and field information collected during project review, field information that is verified by the City shall govern.

NE9. Environmentally critical areas may be designated as open space, and should be conserved and protected from loss or degradation wherever feasible.

NE10. Remove regulatory barriers and create incentives to encourage the use of sustainable building methods and materials (such as those

Critical areas are parts of the landscape afforded special protection because they provide unique environmental functions that are difficult, if not impossible, to replace, and/or they promote public health, safety, and welfare. The City's development regulations extend protection to the following critical areas: streams and riparian areas, wetlands, aquifer recharge areas, habitat conservation areas, geological and flood hazard areas, and shorelines.

Pinecone

For more information about sustainable site/building certification programs, visit the following websites: ***Leadership in Energy and Environmental Design*** (LEED) - https://new.usgbc.org/leed; ***Built Green*** - http://www.builtgreen.net; ***Salmon-Safe*** - http://www.salmonsafe.org; and ***Living Building Challenge*** - https://ilbi.org/lbc.

Saplings for Sale

Exploring Puget Sound

specified under certification systems like *LEED, Built Green, Salmon-Safe, and Living Building Challenge*) that may reduce impacts on the built and natural environment.

Geological and Flood Hazard Areas

NE11. Mitigate drainage, erosion, siltation, and landslide impacts, while encouraging native vegetation.

NE12. Seek to minimize risks to people and property in hazard areas through education and regulation.

NE13. Research information available on tsunami hazards and map the tsunami hazard areas located in Shoreline. Consider the creation of development standards and emergency response plans for tsunami hazard areas to minimize tsunami-related impacts.

NE14. Inform landowners about site development, drainage, and yard maintenance practices that affect slope stability and water quality.

NE15. Develop technical resources for better understanding of overall hydrology, and utilize innovative approaches to resolve long-standing flooding issues.

NE16. Prioritize the resolution of flooding problems based on public safety risk, property damage, and flooding frequency.

NE17. Promote public education and encourage preparation in areas that are potentially susceptible to geological and flood hazards.

Vegetation Protection

NE18. Develop educational materials, incentives, policies, and regulations to conserve native vegetation on public and private land for wildlife habitat, erosion control, and human enjoyment. The City should establish regulations to protect mature trees and other native vegetation from the adverse impacts of residential and commercial development, including short-plat development.

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

NE20. Minimize clearing and grading if development is allowed in an environmentally critical area or critical area buffer.

NE21. Identify and protect wildlife corridors prior to, during, and after land development through public education, incentives, regulation, and code enforcement.

NE22. Encourage the use of native and low-maintenance vegetation.

Wetlands and Habitat Protection

NE23. Participate in regional species protection efforts, including salmon habitat enhancement and restoration.

NE24. Preserve critical wildlife habitat, including those identified as *priority species or priority habitats* by the Washington Department of Fish and Wildlife, through regulation, acquisition, incentives, and other techniques. Habitats and species of local importance will also be protected in this manner.

NE25. Strive to achieve a level of no net loss of wetlands function, area, and value within each drainage basin.

NE26. Restore existing degraded wetlands where feasible.

NE27. Focus on wetland and habitat restoration efforts that will result in the greatest benefit for areas identified by the City as priority for restoration.

Streams and Water Resources

NE28. Support and promote basin stewardship programs to prevent adverse surface water impacts, and to identify opportunities for watershed improvements.

NE29. Stream alterations, other than habitat improvements, should only occur when it is the only means feasible, and should be the minimum necessary.

NE30. Identify and prioritize potential stream enhancement projects through surface water basin planning and its public participation process. Enhancement efforts may include *daylighting* of streams that have been diverted into underground pipes or culverts, removal of anadromous fish barriers, or other options to restore aquatic environments to a natural state.

NE31. Work with citizen volunteers, state and federal agencies, and Indian tribes to identify, prioritize, and eliminate physical barriers and other impediments to anadromous fish spawning and rearing habitat.

NE32. Preserve and protect natural surface water storage sites, such as wetlands, aquifers, streams, and water bodies that help regulate surface flows and recharge groundwater.

NE33. Conserve and protect groundwater resources.

The Priority Habitats and Species (PHS) Program fulfills one of the most fundamental responsibilities of the Washington Department of Fish and Wildlife (WDFW) -- to provide comprehensive information on important fish, wildlife, and habitat resources to local governments, state and federal agencies, private landowners and consultants, and tribal biologists for land use planning purposes.

Daylighting is the redirection of a stream into an above-ground channel, typically to restore it to a more natural state. Daylighting is intended to improve the riparian environment for a stream that had previously been diverted into a culvert, pipe, or a drainage system.

Greenhouse gases allow sunlight to enter the atmosphere freely. When sunlight strikes the Earth's surface, some of it is reflected back towards space as infrared radiation (heat). Greenhouse gases absorb this infrared radiation and trap the heat in the atmosphere.

Climate change is a significant and lasting change in the statistical distribution of weather patterns over periods ranging from decades to millions of years. It may be a change in average weather conditions, or in the number of extreme weather events. Climate change is caused by factors that include oceanic processes (such as oceanic circulation), variations in solar radiation received by Earth, plate tectonics and volcanic eruptions, and human-induced alterations of the natural world.

Adaptive management involves making decisions about how to use resources based on data that are often incomplete or uncertain. Adaptive management focuses on learning from previously performed activities and applying what you have learned to new projects, and on using active and passive adaptive management strategies in order to make effective decisions.

NE34. Provide additional public access to Shoreline's natural features, including the Puget Sound shoreline. The City will attempt to reach community and neighborhood agreement on any proposal to improve access to natural features where the proposal has the potential to negatively impact private property owners.

NE35. Educate the public on best management practices regarding use of pesticides and fertilizers to prevent run-off of chemicals and pollution of water bodies.

Clean Air and Climate Protection

NE36. Support federal, state, and regional policies intended to protect clean air in Shoreline and the Puget Sound Basin.

NE37. Advocate for expansion of mass transit and encourage car-sharing, cycling, and walking to reduce greenhouse gas emissions, and as an alternative to dependence on automobiles.

NE38. Reduce the amount of air-borne particulates through continuation and possible expansion of the street-sweeping program, dust abatement on construction sites, education to reduce burning of solid and yard waste, and other methods that address particulate sources.

NE39. Support and implement the Mayor's Climate Protection Agreement, climate pledges and commitments undertaken by the City, and other multi-jurisdictional efforts to reduce *greenhouse gases*, address *climate change*, sea-level rise, ocean acidification, and other impacts of changing of global conditions.

Sustainability

NE40. Establish policy decisions and priorities considering long-term impacts on natural and human environments.

NE41. Lead by example and encourage other community stakeholders to commit to sustainability. Design our programs, policies, facilities, and practices as models to be emulated.

NE42. Recognize that a sustainable community requires and supports economic development, human health, and social benefit. Make decisions using the "triple bottom line" approach to sustainability (environment, economy, and social equity).

NE43. Promote community awareness, responsibility, and participation in sustainability efforts through public outreach programs and other opportunities for change. Serve as catalyst and facilitator for partnerships to leverage change in the broader community.

NE44. Apply *adaptive management techniques* and clearly communicate findings to the Shoreline community: individuals, businesses, non-profits, utilities, and City decision-makers. Use analytical and monitoring tools with performance targets to evaluate investments.

NE45. Design natural infrastructure into projects whenever feasible to *mimic* ecological processes.

NE46. Create incentives to encourage enhancement and restoration of wildlife habitat on both public and private property through new and existing programs, such as the *Backyard Wildlife Habitat stewardship certification program*.

Biomimicry is the examination of nature, its models, systems, processes, and elements to emulate or take inspiration from, in order to solve human problems.

A homeowner may register through the ***Backyard Wildlife Habitat stewardship certification program*** if they can demonstrate provision of food and water sources, cover, and places for animals to raise their young. Thanks to the efforts of the Sustainable Shoreline Education Association, the City was certified as a Community Wildlife Habitat in 2010.

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Element 7

PARKS, RECREATION & OPEN SPACE

Parks, Recreation and Open Space Element Goals & Policies

INTRODUCTION

This Element describes the vision, goals, and policies that create a framework for future decisions for parks, recreation, and cultural services in Shoreline.

More specific guidance is provided in the current version of the Parks, Recreation and Open Space (PROS) Master Plan. The PROS Plan is the framework for strategic planning for the Parks Board and the Parks, Recreation, and Cultural Services Department. In addition to the goals and policies included here, the PROS Plan also delineates implementation strategies to establish a method for achieving the long-term vision for the City's parks, recreation, cultural service facilities and programs.

The Vision Statement from the PROS Plan is to "Provide quality parks, recreation, and cultural services to promote public health and safety; protect the natural environment; and enhance quality of life of the community".

GOALS

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

Goal PR II. Provide community-based recreational and cultural programs that are diverse and affordable.

Goal PR III. Meet the parks, recreation, and cultural service needs of the community by equitably distributing resources.

Goal PR IV. Establish and strengthen partnerships with other public agencies, non-governmental organizations, volunteers, and City departments to maximize the public use of all community resources.

Sign at Twin Ponds

Based on previous direction from City Council to "Implement an Urban Forest Assessment", the Parks, Recreation, and Cultural Services Department created Vegetation Management Plans for five parks: Shoreview, Boeing Creek, Richmond Beach Saltwater, Hamlin, and South Woods Parks. The plans helped create baseline data through habitat mapping and vegetation surveys, and made recommendations for resource management to guide decision-making for both stewardship and recreational needs.

Goal PR V. Engage the community in park, recreation, and cultural services decisions and activities.

POLICIES

PR1. Preserve, protect, and enhance the city's natural, cultural, and historical resources; encourage restoration, education, and stewardship.

PR2. Provide a variety of indoor and outdoor gathering places for recreational and cultural activities.

PR3. Maintain current facilities, and plan, develop, and acquire assets as the need is identified.

PR4. Maintain environmentally sustainable facilities that reduce waste, protect ecosystems, and address impacts of past practices.

PR5. Create efficiencies and reduce maintenance costs by using contracted services and volunteers where feasible.

PR6. Maintain safe, attractive facilities using efficient and environmentally sustainable practices.

PR7. Encourage a variety of transportation options that provide better connectivity to recreation and cultural facilities.

PR8. Improve accessibility and usability of existing facilities.

PR9. Provide and enhance recreational and cultural programs to serve all ages, abilities, and interests.

PR10. Provide affordable programs and offer financial support for those who qualify.

PR11. Create programs to support and encourage an active and healthy lifestyle.

PR12. Determine the community's needs by conducting need assessments.

PR13. Adjust program and facility offerings to align with demographic trends and need assessment findings.

PR14. Equitably distribute facilities and program offerings based on identified needs.

PR15. Collaborate with and support partners to strengthen communitywide facilities and programs.

PR16. Seek partners in the planning, enhancement, and maintenance of facilities and programs.

PR17. Develop mechanisms for public outreach, communication, and coordination among partners.

PR18. Encourage consistent and effective public involvement in short- and long-range park planning processes.

PR19. Provide public relations and publicity efforts to inform citizens of communitywide opportunities.

PR20. Create volunteer opportunities to encourage citizen involvement and participation.

Saltwater Park Pavilion

Playground

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Element 8

CAPITAL FACILITIES

Capital Facilities Element Goals and Policies

INTRODUCTION

The Washington State Growth Management Act (GMA), RCW 36.70A.070 requires cities to prepare a Capital Facilities Element consisting of:

1. An inventory of current capital facilities owned by public entities showing the location and capacities of those public facilities, and identifying any current deficiencies;
2. A forecast of the future needs for such capital facilities;
3. The proposed capacities of expanded or new capital facilities;
4. At least a 6-year plan that will finance capital facilities within the projected funding capacities and clearly identify sources of public money for such purposes; and
5. A requirement to reassess the Land Use Element if probable funding falls short of meeting existing needs, and to ensure that the Land Use Element, Capital Facilities Element, and finance plan within the Capital Facilities Element are coordinated and consistent.

Capital facilities investments include major rehabilitation or maintenance projects on capital assets; construction of new buildings, streets, and other facilities; and land for parks and other public purposes.

Under the GMA, a Capital Facilities Element is required to address all public facilities except transportation facilities, which are to be addressed separately under the Transportation Element of the Plan. Accordingly, this Comprehensive Plan contains separate Transportation and Capital Facilities Elements. A Parks, Recreation, and Open Space Element is also contained in this Plan. However, the discussion of finance for capital facilities, transportation, and park resources has been combined in one location under this Capital Facilities Element.

The City of Shoreline is responsible for providing facilities and services that are needed by the residents and businesses of the city for a safe, secure, and efficient environment. These facilities and services include, but are not limited to, police and fire protection, parks, streets, water and sanitary sewer service, storm drainage service, and schools.

The ***Capital Improvement Program (CIP)*** is a multi-year plan for capital expenditures needed to restore, improve, and expand the City of Shoreline's infrastructure, which includes roads, sidewalks, trails, drainage, parks, and buildings owned and/or maintained by the City. The plan details the work to be done for each project and an expected timeframe for completion.

For more information on these service providers or their capital facility plans, visit the following websites:
Ronald Wastewater District- http://www.ronaldwastewater.org;
Shoreline Water District- http://www.shorelinewater.org;
Seattle Public Utilities- http://www.seattle.gov/util.

The City of Shoreline directly provides services for parks, streets, and stormwater management. The City has established interlocal agreements or contracts for those services that it does not provide directly. The Capital Facilities Element describes those services the City provides directly and through external organizations. To be consistent with GMA, the City maintains a 6- year *Capital Improvement Program (CIP)*. The costs of facilities associated with interlocal or franchise agreements are not included in the CIP. Only City-owned or managed facilities are considered for capital expenditures (have capital expenditure costs). Data regarding the projected needs of indirect services such as water, sewer, and schools were provided by the local service providers. The capital facility plans of the following providers are recognized by the City of Shoreline as supporting the land use objectives of the Comprehensive Plan.

- *Ronald Wastewater District* #64, Comprehensive Sewer Plan, January 2010
- *Shoreline Water District* #117, 2011 Water System Plan Update
- *Seattle Public Utilities* Comprehensive 2013 Water System Plan Update

This element contains the goals and policies that address the City's infrastructure – both those capital facilities that are owned and largely operated by the City, and those that are provided by other public entities. Other services, such as electricity, natural gas, cable, and telephone are discussed in the Utilities Element. The Capital Facilities Supporting Analysis section of this Plan contains the background data that provides the foundation for the following goals and policies. The Supporting Analysis section also includes the list of potential capital projects to implement the goals of the Comprehensive Plan.

GOALS

Goal CF I: Provide adequate public facilities that address past deficiencies and anticipate the needs of growth through acceptable levels of service, prudent use of fiscal resources, and realistic timelines.

To support Goal CF I:

- Acquire Seattle Public Utilities (SPU) water system in Shoreline;
- As outlined in the 2002 Interlocal Operating Agreement, complete the assumption of the Ronald Wastewater District; and prepare for the expiration of the Shoreline Water District franchise (scheduled for 2027) by evaluating the possibility of assumption and consolidation with the City's water system acquired from the City of Seattle (SPU), among other options.

Goal CF II: Ensure that capital facilities and public services necessary to support existing and new development are available, concurrent with locally adopted levels of service and in accordance with Washington State Law.

Goal CF III: Provide continuous, reliable, and cost-effective capital facilities and public services in the city and its Urban Growth Area in a phased, efficient manner, reflecting the sequence of development as described in other elements of the Comprehensive Plan.

Goal CF IV: Enhance the quality of life in Shoreline through the planned provision of capital facilities and public services that are provided either directly by the City or through coordination with other public and private entities.

Goal CF V: Facilitate, support, and/or provide citywide utility services that are:

- consistent, reliable, and equitable;
- technologically innovative, environmentally sensitive, and energy efficient;
- sited with consideration for location and aesthetic; and
- financially sustainable.

Goal CF VI: Maintain and enhance capital facilities that will create a positive economic climate, and ensure adequate capacity to move people, goods, and information.

Roof Garden

POLICIES

General

CF1: The City's 6-year CIP shall serve as the short-term budgetary process for implementing the long-term Capital Facility Plan (CFP). Project priorities and funding allocations incorporated in the CIP shall be consistent with the long-term CFP.

CF2: Obtain and maintain an inventory that includes locations and capacities of existing City-managed and non-City-managed capital facilities.

CF3: Review capital facility inventory findings and identify future needs regarding improvements and space, based on adopted levels of service standards and forecasted growth, in accordance with this Plan and its established land uses.

CF4: Coordinate with public entities that provide services within the City's planning area in development of consistent service standards.

CF5: Identify, construct, and maintain infrastructure systems and capital facilities needed to promote the full use of the zoning potential in areas zoned for commercial and mixed-use.

Richmond Highlands Recreation Center

Sidewalk

Boeing Creek Stormwater Improvements

CF6: Ensure appropriate mitigation for both the community and adjacent areas if Shoreline is selected as a site for a regional capital facility, or is otherwise impacted by a regional facility's expansion, development, or operation.

Financing and Funding Priorities

CF7: Work with service providers to ensure that their individual plans have funding policies that are compatible with this element.

CF8: Capital Facility improvements that are needed to correct existing deficiencies or maintain existing levels of service should have funding priority over those that would significantly enhance service levels above those designated in the Comprehensive Plan.

CF9: Improvements necessary to provide critical City services such as police, surface water, and transportation at designated service levels concurrent with growth shall have funding priority for City funds over improvements that are needed to provide capital facilities.

CF10: Consider all available funding and financing mechanisms, such as utility rates, bonds, impacts fees, grants, and local improvement districts for funding capital facilities.

CF11: Evaluate proposed public capital facility projects to identify net costs and benefits, including impacts on transportation, stormwater, parks, and other public services. Assign greater funding priority to those projects that provide a higher net benefit and provide multiple functions to the community over projects that provide single or fewer functions.

CF12: Utilize financing options that best facilitate implementation of the CIP in a financially prudent manner.

Mitigation and Efficiency

CF13: Maximize on-site mitigation of development impacts to minimize the need for additional capital facility improvements in the community.

CF14: Promote the co-location of capital facilities, when feasible, to enhance efficient use of land, reduce public costs, and minimize disruption to the community.

CF15: Through site selection and design, seek opportunities to minimize the impact of capital facilities on the environment, and whenever possible, include enhancements to the natural environment.

CF16: Promote water reuse and water conservation opportunities that diminish impacts on water, wastewater, and surface water systems,

and promote conservation or improvement of natural systems.

CF17: Encourage the use of ecologically sound site design in ways that enhance provision of utility services.

CF18: Support local efforts to minimize inflow and infiltration, and reduce excessive discharge of surface water into wastewater systems.

Coordination and Public Involvement

CF19: Provide opportunities for public participation in the development or improvement of capital facilities.

CF20: Solicit and encourage citizen input in evaluating whether the City should seek to fund large communitywide capital facility improvements through voter-approved bonds.

CF21: Work with non-City service providers to make capital facility improvements where deficiencies in infrastructure and services have been identified.

CF22: Actively work with providers to address deficiencies that pose a threat to public safety or health, or impediments to meeting identified service levels.

CF23: Critically review updated capital facility plans prepared by special districts or other external service providers for consistency with the Land Use and Capital Facilities Elements of this Plan, and identify opportunities for:

- co-location of facilities;
- service enhancements and coordination with City facilities and services;
- development of public and environmental enhancements; and
- reductions to overall public costs for capital improvements.

CF24: Track technological innovations to take advantage of opportunities to enhance services or create new utilities.

Levels of Service

CF25: Evaluate and establish designated levels of service to meet the needs of existing and anticipated development.

CF26: Plan accordingly so that capital facility improvements needed to meet established level of service standards can be provided by the City or the responsible service providers.

CF27: Identify deficiencies in capital facilities based on adopted levels of service and facility life cycles, and determine the means and timing for

Richmond Beach Library sign

correcting these deficiencies.

CF28: Resolve conflicts between level of service standards, capital improvement plans, and service strategies for interrelated service providers.

CF29: Encourage the adequate provision of the full range of services, such as parks, schools, municipal facilities, solid waste, telecommunications, and emergency services for new development, at service levels that are consistent throughout the city.

CF30: Work with all outside service providers to determine their ability to continue to meet service standards over the 20-year timeframe of the Comprehensive Plan.

City Hall Ribbon Cutting

City-Managed Capital Facilities and Services

CF31: The City establishes the following levels of service as the minimum thresholds necessary to adequately serve development, as well as the minimum thresholds to which the City will strive to provide for existing development:

Type of Capital Facility or Service	Level of Service
Park Facilities	Park Facility Classification and Service Areas: • Regional Parks - Citywide • Large Urban Parks - Citywide • Community Parks - 1 ½ miles • Neighborhood Parks - ½ miles • Natural Areas - ½ miles • Special Use Facilities - Citywide • Street Beautification Areas – None The adopted 2011-2017 Parks, Recreation, and Open Space (PROS) Plan provides an inventory of park facilities by classification and service area. The PROS Plan creates an "Amenity Driven Approach" establishing an interconnected relationship between park facilities within the overall park system. Chapter 4 of the PROS Plan analyzes the target level of service for each classification.
Police	0.85 officers per 1,000 residents; and a response time of 5 minutes or less to all high priority calls, and within 30 minutes to all calls.

Transporta-tion	As established by the Transportation Element, adopted Transportation Master Plan, and as provided in the Capital Facilities Supporting Analysis section.
Surface Water	Consistent with the level of service recommended in the most recently adopted Surface Water Master Plan.

Non-City Managed Capital Facilities and Services

CF32: The City establishes the following targets to guide the future delivery of community services and facilities, and to provide a measure to evaluate the adequacy of actual services:

Type of Capital Facility or Service	Level of Service
Water	Consistent with fire flow rates stated in the International Fire Code. Potable water as determined by the Washington State Department of Health.
Wastewater	Collection of peak wastewater discharge, including infiltration and inflow, resulting in zero overflow events per year due to capacity and maintenance inadequacies (or consistent with current health standards).
Schools	The City of Shoreline is wholly within the boundaries of the Shoreline School District. The City neither sets nor controls the level of service standards for area schools. The Shoreline School District is charged with ensuring there is adequate facility space and equipment to accommodate existing and projected student populations. The City coordinates land use planning with the school district to ensure there is adequate capacity in place or planned.

Shoreline Fire Station

Auroa Pedetrian Bridge

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Section 9

UTILITIES

Utilities Element
Goals and Policies

INTRODUCTION

The Growth Management Act (GMA) requires the City to include a Utilities Element within its Comprehensive Plan consisting of the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines (RCW 36.70A.070). The Utilities Element should also provide a framework for the efficient and predictable provision and siting of utility facilities and services within the city, consistent with each of the serving utility's public service obligations.

This Element contains the goals and policies necessary to support the City's responsibility for ensuring that residents are provided with basic utility services, and for coordinating with private utilities to ensure that the Comprehensive Plan is supported by utility infrastructure. Publicly operated utilities (water, wastewater, and surface water) are also addressed in the Capital Facilities Element. This element, in concert with the Capital Facilities and the Land Use Elements of this Plan, provides the goals and policies that guide utility provision within the city.

The Utilities Element Supporting Analysis section contains an inventory of utility services in the city, specifically electrical, natural gas, and telecommunication services (cable, telephone, etc.), and provides the foundation for the following goals and policies.

GOALS

Goal U I. Facilitate, support, and/or provide citywide utility services that are:

- consistent, reliable, and equitable;
- technologically innovative, environmentally sensitive, and energy efficient;
- sited with consideration for location and aesthetic; and
- financially sustainable.

Goal U II. Facilitate the provision of appropriate, reliable utility services, whether through City-owned and operated services, or other providers.

Solar Panels

Waste Sorting Container

Goal U III. Acquire Seattle Public Utilities water system in Shoreline.

POLICIES

U1. Coordinate with utility providers to ensure that the utility services are provided at reasonable rates citywide, and that those services meet service levels identified or recommended in the Capital Facilities Element.

U2. Pursue alternative service provision options that may be more effective at providing services to our residents, including acquiring portions of the Seattle Public Utility water system, potential assumption of Ronald Wastewater District, and examining options with regard to the expiration of the Shoreline Water District franchise (scheduled for 2027).

U3. Encourage and assist the timely provision of the full range of utilities within Shoreline in order to serve existing businesses, including home businesses, and promote economic development.

U4. Support the timely expansion, maintenance, operation, and replacement of utility infrastructure in order to meet anticipated demand for growth identified in the Land Use Element.

Consistency and Coordination

U5. Coordinate with other jurisdictions and governmental entities in the planning and implementation of multi-jurisdictional utility facility additions and improvements.

Mitigation and Efficiency

U6. Encourage the design, siting, construction, operation, and relocation or closure of all utility systems in a manner that:

- is cost effective;
- minimizes and mitigates impacts on adjacent land uses;
- is environmentally sensitive; and
- is appropriate to the location and need.

U7. Encourage the co-location or joint use of trenches, conduits, or poles so that utilities may encourage expansion, maintenance, undergrounding, and upgrading facilities with the least amount of disruption to the community or of service delivery.

Solid Waste

U8. Monitor solid waste collection providers for adequacy of service and compliance with service contracts.

U9. Support *recycling* and waste reduction efforts throughout the community.

Electricity

U10. Where found to be safe and appropriate, promote recreational use of utility corridors, such as trails, sport courts, and similar facilities.

U11. Work with electric utility providers to limit trimming of trees and other vegetation to that which is necessary for the safety and maintenance of transmission facilities where feasible.

U12. Promote the undergrounding of new and existing electric distribution lines, where physically and financially feasible, as streets are improved and/or areas are redeveloped, based on coordination with local utilities.

Telecommunications

U13. Minimize impacts of telecommunication facilities and towers on the community.

U14. Promote the undergrounding of telecommunication lines in coordination with the undergrounding of other utilities and capital facility systems.

U15. Support the provision of high-quality cable and satellite service throughout the community.

U16. Promote opportunities for distance learning and telecommuting to implement economic development and climate initiatives, such as encouraging more home-based businesses that provide jobs without increased traffic.

U17. Encourage and work with telecommunication providers to develop networks which employ technologies that increase interconnectivity between different networks.

U18. Work with utility companies and public institutions to develop a full range of community information services available to citizens and businesses through the telecommunication network.

Wireless Communications Facilities

U19. Facilitate access to reliable wireless communications services throughout the city, including increasing the service area on the western side of the city.

Special ***recycling*** collection, natural yard care, and sustainability events have been a part of the City's Environmental Services Program for more than ten years. Popular annual events include Recycle Fest and Earth Day Every Day. For more information about events or recycling programs, visit the Environmental Services web page at: http://www.shorelinewa.gov/index.aspx?page=582.

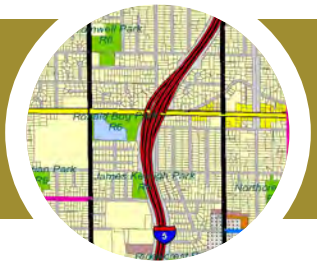
Street Lamp

U20. Protect community aesthetics by planning for well-sited and well-designed wireless service facilities that fit unobtrusively with the environment.

U21. Manage the placement of all communication antennas, antenna support structures, buildings, and associated equipment to promote efficient service delivery and avoid unnecessary proliferation.

Natural Gas

U22. Coordinate with natural gas utilities for improvements and expansion throughout the community, and support the eventual provision of full coverage of natural gas services.



Land Use Element
Supporting Analysis

BACKGROUND AND CONTEXT

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

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

EXISTING CONDITIONS

Existing Land Use

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

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

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

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

Figure LUA-1
Inventory of Existing Land Uses

Land Use Type	Acres	% Total
Single-Family	4,061	55
Multi-Family	235	4
Commercial	536	8
Institution	224	3
Parks & Recreation	365	5
Private Open Space/ Water	342	5
Public Facilities	632	9
Right-of-way	797	11
Total	**7,192**	**100.0**

Source: City of Shoreline GIS Department 2012

Population

The population of Shoreline remained relatively constant from 2000-2010, after increasing 13% from 1990 to 2000 (About 2/3 of this growth was due to annexation). Shoreline's population was basically stable over the decade, as compared to growth in the county of 11%, and the state of 14%.

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

	1996	2000	2010	Avg. Annual Growth 2000-2010
King County	1,628,800	1,737,046	1,931,249	14%
Shoreline	48,195	53,296	53,025	0%

Source: Census 2000 and 2010

Residential and Employment Growth Targets and Capacity

The King County Countywide Planning Policies (CPPs) establish residential and employment growth targets for all the municipalities in King County, as well as growth targets for the unincorporated portions of the county. The State Office of Financial Management develops growth targets for each county based on its forecast for statewide growth over the next 20 years. In King County, the County and cities work collaboratively to allocate the targets to smaller areas based on City policies and policies in the CPPs. For the 25 year period 2006-2031, Shoreline has a growth target of 5,000 housing units and 5,000 jobs. This translates to an average growth of 200 new homes and jobs each year. Due to economic fluctuations, over portions of the 25 year period, the city may see more growth or less. Assuming that the county grows by 233,000 new homes and 428,000 new jobs by 2031, Shoreline would be expected to have the zoning and infrastructure in place to accept the 5,000 new jobs and 5,000 new households assumed in its growth target.

Residential and Job Growth Capacity

Shoreline's Comprehensive Plan supports the zoning necessary to accommodate the growth assumed in the adopted 25 year targets. Most of the growth is likely to occur along the Aurora Avenue corridor (either in the Town Center or other parts of the corridor), or within nodes of Transit-Oriented Communities (along Aurora or in Light Rail Station Areas). It is expected that redevelopment in these areas will largely occur in multi-story buildings. Some of these might be mixed-use structures, with commercial uses on the bottom floor and office or residential uses on the upper floors. Some of these will be a mix of uses within several structures (often of varying heights), which might be purely residential, office, retail, or commercial. Redevelopment is also a potential in the smaller mixed use commercial areas located adjacent to several neighborhoods. These areas, developed decades ago, might be redeveloped more intensely as mixed-use areas.

Figure LUA-3
Capacity in Single Family Zones (including vacant and redevelopable properties)

	0-5 du/acre	5-7 du/acre	7-9 du/acre	Total Capacity in SF Zones
Net Acres of Land*	30.9	291.2	0	322.1
Density	4	6	N/A	N/A
Capacity in Units	123	1,747	N/A	1,870
Minus Existing Units on Redevelopable Parcels	(75)	(605)	0	(680)
Net Capacity	48	1,142	0	1,190

Source: King County Buildable Lands Report, 2007
** Net acres of land = Gross Acres of vacant and redevelopable land reduced to account for critical areas, right of way, public purpose lands, and market factors*

Figure LUA-4
Capacity in Multi Family Zones (including vacant and redevelopable properties)

	9-13 du/ acre	13-31 du/ acre	31-48 du/ acre	Over 48 du/ acre	Total Capacity in MF/MU Zones
Net Acres of Land*	35.2	1.8	24	72.1	N/A
Density	11	24	24-48	65	N/A
Capacity in Units	382	43	838	4,685	N/A
Minus Existing Units on Redevelopable Parcels	(170)	(0)	(116)	(33)	N/A
Net Capacity	212	43	722	4,652	5,629

Source: King County Buildable Lands Report 2007
** Net acres of land = Gross Acres of vacant and redevelopable land reduced to account for critical areas, right of way, public purpose lands, and market factors*

Capacity for Commercial & Industrial Growth

Shoreline's commercial/mixed-use areas are largely located along Aurora Avenue N. The 2007 King County Buildable Lands Report estimates that there are approximately 80 net acres of redevelopable land in these commercial/mixed-use areas. They are currently developed at an average Floor Area Ratio (FAR) of .27. FARs of 1.0 are easily achievable with structured parking. An FAR of 1.0 would result in capacity for almost 7,500 new jobs.

Town Center and Commercial Zoning Consolidation and Design Standards

The Town Center Subarea Plan, adopted in 2011 (See Appendix B) was the culmination of much of the City's thinking with regard to form-based codes, design standards, and placemaking over the past 15 years, and a result of its Vision 2029 process. Vision 2029 described commercial centers that are cohesive and active, and attractive places where people work, live, and shop. The Town Center Subarea Plan created design and transition standards to determine how these centers would provide for intense development, yet function on a human scale, and how they would connect to adjacent single-family neighborhoods, while protecting residents from adverse impacts.

To support the framework goals in Vision 2029, and to implement recommendations from the Southeast Neighborhoods Subarea Plan (Also in Appendix B), it was necessary to develop new goals and policies that support consolidation of the commercial zones that are redundant, and to create new Land Use designations to distinguish areas appropriate for more intensive commercial development (along Aurora and Ballinger Avenues) from areas where commercial development should complement neighborhood scale (15th Avenue, Richmond Beach Shopping Center, and others). It will also be necessary to develop new commercial zoning classifications, and adapt design standards created for Town Center to these areas.

The basic proposal is to *not* change the height or bulk of these commercial areas, but to create appropriate transitions to residential uses, limit densities through the use of form-based standards, and streamline the process of development review. The intention is to support Vision 2029 and other community visioning exercises, and economic development strategies, which encourage revitalization of these commercial centers to attract investment and job growth.

Essential Public Facilities

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

The GMA defines essential public facilities as those "that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities as defined in RCW 47.06.140, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020." Factors that make these facilities difficult to site include the number of jurisdictions affected or served by the facility; the size of the facility; and the facility's potential adverse impacts, such as noise, odor, traffic, and pollution generation. The facilities can be either desirable or undesirable to jurisdictions. Some of the facilities are privately owned and regulated by public entities. Facilities also can be owned by the State and used by residents from throughout the state, such as universities and their branch campuses.

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

The siting process described in this section is intended as an interim process. The Growth Management Planning Council (GMPC), which is made up of the cities in King County and the County, is required by the Countywide

Planning Policies (CPPs) to establish a countywide process for siting essential public facilities (ref. CPP FW-32). That process is to address EPF definitions, inventories, incentives, public involvement, environmental protection, and consideration of alternative siting strategies (ref. CPP S-1). When that process is established, Shoreline may modify this process to reflect the GMPC recommendations.

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Community Design Element Supporting Analysis

BACKGROUND AND CONTEXT

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

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

Design Quality

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

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

Public Places and Connections

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

People are drawn to public places that are comfortable and attractive. Attracting people into the public realm is done through various means. It could occur through the provision of better transit with safer sidewalks and walkways that provide connections between different places in the city, or by hosting activities in which people want to participate, like a farmer's market. Creating this sense of place is also a positive feedback loop in that people interacting in a space draw more people to the place. There are many examples of neighborhoods in the region, such as Fremont, Wallingford, and Ballard that have successfully created this atmosphere, and this is why policies about "creating cachet" and attracting artisans and other creative people into Shoreline are included under economic development.

Gateways

Historically, the majority of development in Shoreline occurred while it was an unincorporated area within King County. In its planning, the County generally did not foster civic identity and sense of place. At the beginning of the City's incorporation process, a vision to create a civic identity by having special treatments signaling entry into

Shoreline was crafted. The vision was delineated in the Gateway Master Plan Policy and Procedure Manual (2003), and has been substantially implemented, but the City encourages private development to contribute to gateways. The fundamental purpose of having gateways is to provide clear announcement of the city's boundaries, provide a strong physical identity/theme that matches the city's character, and provide recognition and a sense of place for Shoreline. Identifying areas with unique characteristics, such as Town Center or neighborhoods, with banners or other distinctive signage also facilitates this type of place-making.

Neighborhoods

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

For residential neighborhoods to co-exist with commercial development, it is important to transition between these two land uses. It is also important to promote quality neighborhood services in adjacent commercial areas. The community becomes more cohesive as neighborhood development is refined to be more attractive, interactive, and functional. One option to consider is whether it would be beneficial to create a 15th neighborhood along the Aurora corridor because that area has characteristics, and residents have concerns, that are unique to their proximity to this major arterial.

Historic Landmarks

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

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

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

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

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

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

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

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

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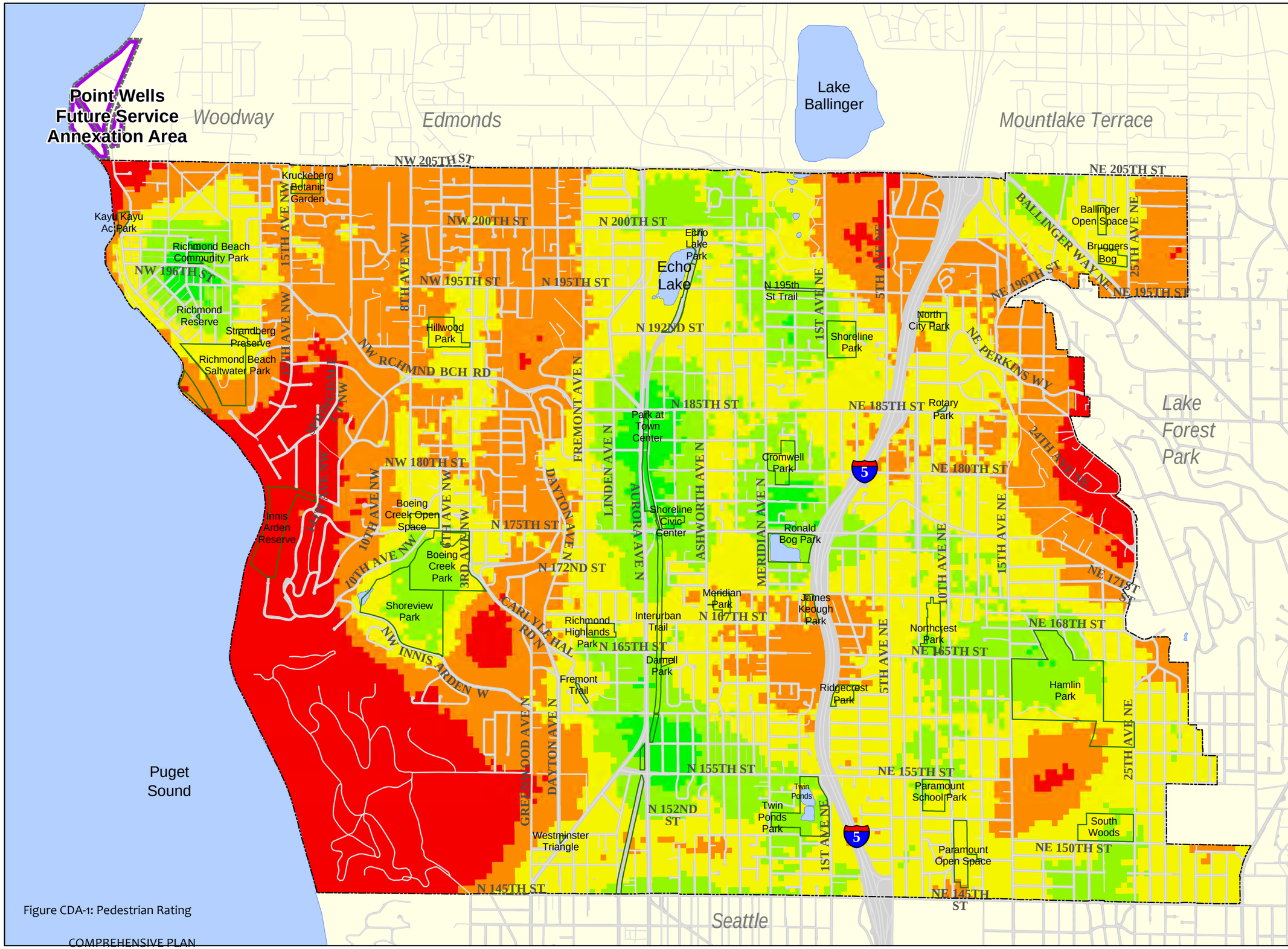

Figure CDA-1: Pedestrian Rating

CITY OF SHORELINE

City of Shoreline

COMPREHENSIVE PLAN

Pedestrian Rating

- 0 - 11
- 12 - 23
- 24 - 35
- 36 - 46
- 47 to 59

A pedestrian rating was calculated from 6 design factors: location of businesses, schools, parks, transit, sidewalks and trails. A total rating of 100 is possible, with 59 being the maximum score acheived in the city. An area can receive a relatively higher rating for different reasons. A park with a well developed trail and sidwalk system can score well. An urban corridor with diverse businesses and good pedestrian facilities can gain a top score too.

0 500 1,000 2,000 Feet

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Pedestrian Rating

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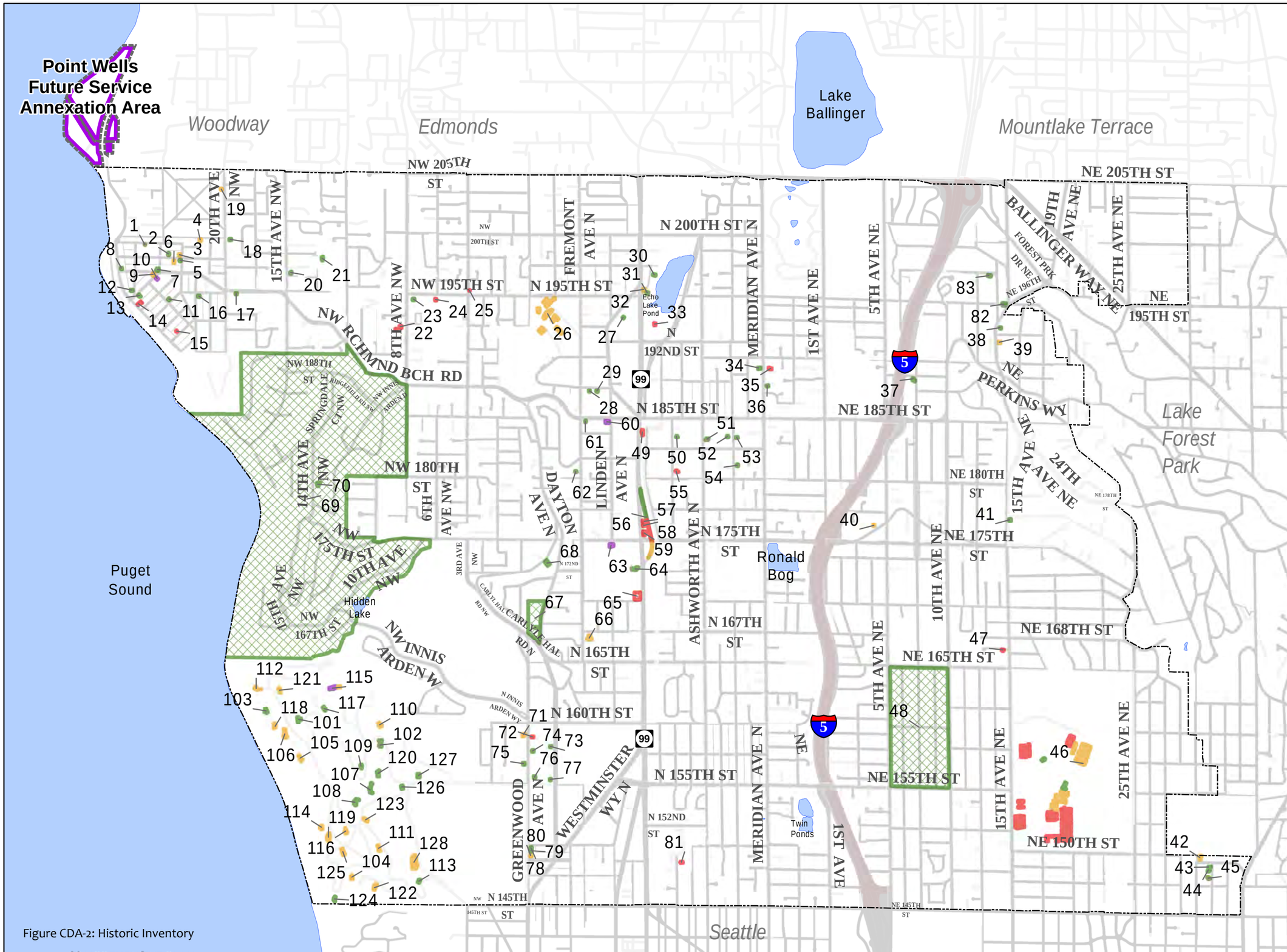

Figure CDA-2: Historic Inventory

COMPREHENSIVE PLAN

CITY OF SHORELINE

City of Shoreline

COMPREHENSIVE PLAN

Status

- Demolished
- Existing
- Landmark
- Modified

Shoreline's most recent historic inventory was completed in September 1996 with assistance from King County Historic Preservation Program. The 1996 effort expanded on a King County survey of the area originally completed in 1978, and includes properties built before 1954.

In addition to 83 structures, properties, and subdivisions from the 1996 survey, this map includes 30 properties from a 1977 survey of the Highlands.

0 500 1,000 2,000 Feet

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Historic Inventory

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Map #	Inventory #	Historic Name	Status	Date Built	Dates Modified	Date Demolished
1	1138	Richmond Beach Tank House	Existing	1915		
2	1139	Kolesar House	Existing	1918		
3	1140	Gruber House 2	Modified	1927	1960s	
4	1141	Dalby House	Modified	1891	1935, 90's, 2001	
5	1142	Gruber House 1	Existing	1903	~1970	
6	300	Hazel Tweedie Home	Modified	1900	1970-93	
7	92	Kennedy Hotel and Store	Existing	1911	unknown	
8	1143	Comrada House	Existing	1925	~1945	
9	86	Richmond Beach Library	Modified	1911	2003	
10	302	Crawford Store	Landmark	1922	2001 to present	
11	1144	Novak House	Existing	1924		
12	1145	Wagner House	Existing	1928		
13	301	Umbrite Drug Store	Existing	1898	unknown	
14	303	Howell Building-accessory bldg	Demolished	1888		2007
14	303	Howell Building-main	Demolished	1888		2007
15	1146	Clampert House	Demolished	1932		2006
16	196	Jones House	Existing	1905		
17	299	RB Telephone Office	Existing	1937	unknown	
18	1147	Anderews House	Existing	1900		
19	1148	Peterson House	Modified	1929		
20	1149	John L. Johnson House	Existing	1904		
21	1150	Esther J. Johnson House	Existing	1922		
22	1151	Kendall/Short House	Demolished	1926		2005
22	1151	Kendall/Short Carriage House	Demolished	1926		2006
23	294	Hawthorne House	Existing	1912		
24	203	Patterson House	Demolished	1922		2006
25	193	Robinson Water Tower	Demolished	1910		2004
26	46	Firlands Sanitorium-Fire House	Modified	1921	unknown	
26	46	Firlands Sanitorium-Ward B	Modified	1920	unknown	
26	46	Firlands Sanitorium-Powerhouse	Modified	1913	unknown	
26	46	Firlands Sanitorium-Kitchen	Modified	1914	unknown	
26	46	Firlands Sanitorium-Summer House	Modified	1920	unknown	
26	46	Firlands Sanitorium-Admin Bldg	Modified	1914	unknown	
26	46	Firlands Sanitorium-Green House	Modified	1913	unknown	
26	46	Firlands Sanitorium-Powersouse	Modified	1913	unknown	
26	46	Firlands Sanitorium-Hospital	Modified	1914	unknown	
26	46	Firlands Sanitorium-Ward C	Modified	1929	unknown	
27	1152	Clifford House	Existing	1925		
28	1153	Patterson House	Existing	1929		
29	1154	Bailey House	Existing	1928		

Map #	Inventory #	Historic Name	Status	Date Built	Dates Modified	Date Demolished
30	194	Casey House	Existing	1919		
31	296	Erickson Home	Existing	1923		
32	1155	Echo Lake Tavern	Modified	1928	2009 & 2011	
33	297	Weiman House	Demolished	1920		2005
34	1156	Craftsman House	Existing	1928		
35	1157	Taylor House	Demolished	1920		1996-1999
35	1157	Taylor House	Demolished	1920		1996-1999
36	1158	Echo Lake Garden Tracts House	Existing	1916		
37	1159	Lago Vista Cottage	Existing	1929		
38	1160	Conover House	Existing	1935		
39	1161	Lago Vista General Store/Gas	Modified	1927		
40	1162	Coulter House	Modified	1924	2005	
41	394	North City Tavern	Existing	1930		
42	1163	Chittenden's Terrace House 1	Modified	1933	2006	
43	1164	Miller House	Existing	1933		
44	1165	Chittenden's Terrace House 2	Existing	1933		
45	1166	Shingley House	Existing	1934		
46	1167	Seattle Navel Hospital	Demolished	1940		2007
46	1167	Seattle Navel Hospital	Demolished	1940		2005
46	1167	Seattle Navel Hospital-Chapel	Existing	1944		
46	1167	Seattle Navel Hospital	Demolished	1940		2005
46	1167	Seattle Navel Hospital	Modified	1940	unknown	
46	1167	Seattle Navel Hospital	Demolished	1940		2007
46	1167	Seattle Navel Hospital	Modified	1940	unknown	
46	1167	Seattle Navel Hospital	Demolished	1940		2005
46	1167	Seattle Navel Hospital	Demolished	1940		2005
46	1167	Seattle Navel Hospital	Demolished	1940		2007
46	1167	Seattle Navel Hospital	Demolished	1940		2005
46	1167	Seattle Navel Hospital	Modified	1940	unknown	
46	1167	Seattle Navel Hospital	Modified	1940	unknown	
46	1167	Seattle Navel Hospital	Modified	1940	unknown	
46	1167	Seattle Navel Hospital	Modified	1940	unknown	
46	1167	Seattle Navel Hospital	Demolished	1940		2007
46	1167	Seattle Navel Hospital	Demolished	1940		2005
46	1167	Seattle Navel Hospital	Demolished	1940		2005
46	1167	Seattle Navel Hospital	Demolished	1940		2007
46	1167	Seattle Navel Hospital	Demolished	1940		2005
46	1167	Seattle Navel Hospital	Existing	1940	unknown	
46	1167	Seattle Navel Hospital	Modified	1940	unknown	
47	1168	Craftsman House c. 1925	Demolished	1921		2001
48	1169	Ridgecrest Subdivision	Existing	1941		
49	1170	Bessie B Cafe	Demolished	1930		2005

Map #	Inventory #	Historic Name	Status	Date Built	Dates Modified	Date Demolished
50	1171	Fletcher House	Existing	1921		
51	1172	Wyatt House	Existing	1917		
52	1173	Russell House	Existing	1916		
53	1174	Jersey Summer Homes House	Existing	1921		
54	1175	Robbins House	Existing	1933		
55	1176	Litchfield House	Demolished	1923		2007
56	93	County Road No 917	Existing	1911		
56	93	County Road No 917	Demolished	1911		2005
56	93	County Road No 917	Modified	1911	unknown	
57	1177	Aurora Cold Storage	Demolished	1941		2005
58	1178	Cobbler's Cottage	Demolished	1931		2005
59	1179	Cox's Garage	Demolished	1937		2005
60	197	Richmond Highlands Masonic Hall	Landmark	1922		
61	1180	Swanson House	Existing	1922		
62	1181	RoseHaven	Existing	1927		
63	41	Ronald Grade School	Landmark	1912	2011-2012	
64	1182	Auto Cabins-Rear cabin(s)	Existing	1943		
64	1182	Auto Cabins - Craftsman house	Existing	1914		
64	1182	Auto Cabins - 1 cabin	Existing	1930		
64	1182	Auto Cabins - 1 cabin	Existing	1930		
64	1182	Auto Cabins - covered parking	Existing	1930		
65	1183	Parker's	Demolished	1930	2003	2012
66	202	Ronald school Cafeteria/Aud	Modified	1918		
67	1184	Hazel Memorial Park - Church	Existing	1937		
67	1184	Hazel Memorial Park	Existing	1912	unknown	
68	48	Carlsen HIll Spring/Tree-Sign	Existing	1904		
69	1186	Innis Arden, Divisions 1-3	Existing	1941		
70	1187	Innis Arden Ranch House	Existing	1949		
71	1188	Fish Farmhouse	Modified	1903	2008	
72	1189	Wytel House	Demolished	1918		2001
73	1190	Fisher/Singer House	Existing	1933		
74	1191	Fish/Fessenden House	Existing	1920		
75	1192	Brinton House	Existing	1931		
76	295	Stone Castle	Existing	1908		
77	1193	Rehnstrom House	Existing	1936		
78	1194	Pease House	Existing	1926		
79	1195	Casson House	Existing	1926		
80	1196	Mills House	Modified	1926	2010	
81	1197	Keene House	Demolished	1924		2003
82	87	Lago Vista Spring w/Marker	Existing	1910		
83	1185	Lago Vista Club House	Existing	1930		

Map #	Inventory #	Historic Name	Status	Date Built	Dates Modified	Date Demolished
101	N/A	Todd House	Existing	1910		
102	N/A	Glenkerrie/A.S. Kerry Home	Existing	1911		
103	N/A	Greenway/A. Scott Bullitt Home	Existing	1916		
104	N/A	Sunnycrest/J.D. Hoge Home	Modified	1922	1997	
105	N/A	T.D. Stimson Home	Modified	1924	1994	
106	N/A	C.W. Stimson Home	Modified	1924	2001-2003	
107	N/A	Langdon C. Henry, Sr. Home	Existing	1927		
107	N/A	L.C. Henry, Sr. Home - Gar/Liv	Existing	1927		
108	N/A	Edward I. Garrett Home	Existing	1936		
109	N/A	William Allen Home	Existing	1931		
110	N/A	D.D. Fredrick Home	Modified	1931	1970s	
111	N/A	Langdon C. Henry, Jr. Home	Modified	1937	1989	
112	N/A	Norcliffe/C.D. Stimson Home	Modified	1909	2001-2006	
112	N/A	Norcliffe/Stimson-Gatehouse	Modified	1909	2001-2006	
113	N/A	Trafford-Huteson Home	Existing	1909		
114	N/A	Stewart Home/Braeburn	Modified	1913	1985	
115	N/A	Boeing Home	Landmark	1915		
115	N/A	Boeing Home -guesthouse	Modified	1915	1987	
116	N/A	Georgian Hill/Arnold Home	Modified	1915	1999	
117	N/A	Annwood/Stedman Home	Existing	1915		
118	N/A	Colindown/Downey Home	Modified	1921	2005-07	
119	N/A	Belfagio/Ballinger Home	Modified	1922	2007	
120	N/A	Paul Mandell Henry Home	Existing	1927		
121	N/A	Greenwood Home	Modified	1927	unknown	
122	N/A	Remmington-Greene Home	Modified	1928	2002-03	
123	N/A	Baillargeon Home	Modified	1928	2004-05	
124	N/A	Jerome Home	Existing	1928		
125	N/A	Bogle Home	Modified	1932	2005-06	
126	N/A	Florence Henry Memorial Chapel	Existing	1911		
127	N/A	The Highlands School	Existing	1922		
128	94	Seattle Golf Club - clubhouse	Modified	1908	1927	

Housing Element Supporting Analysis

BACKGROUND AND CONTEXT

Growth Targets

The King County Countywide Planning Policies (CPPs), adopted to implement the Growth Management Act (GMA), establish household growth targets for each jurisdiction within the county. Each target is the amount of growth to be accommodated during the 2006-2031 planning period. Shoreline's growth target for this period is 5,000 additional households. In order to plan for these new households, the City must identify sufficient land (zoning capacity) and strategies to show that there will be available housing and services for this projected population. New housing could include traditional single-family homes, cottage housing, accessory dwelling units, duplexes, triplexes, townhomes, or apartment buildings. Planning for expected growth requires an understanding of current economic and housing market conditions, demographic trends, and household characteristics.

Comprehensive Housing Strategy

The following demand analysis and housing inventory supports the Housing Element of the Comprehensive Plan; meets the requirements of the GMA and CPPs; and complements past planning efforts, including the City's Comprehensive Housing Strategy, adopted by Council in February 2008.

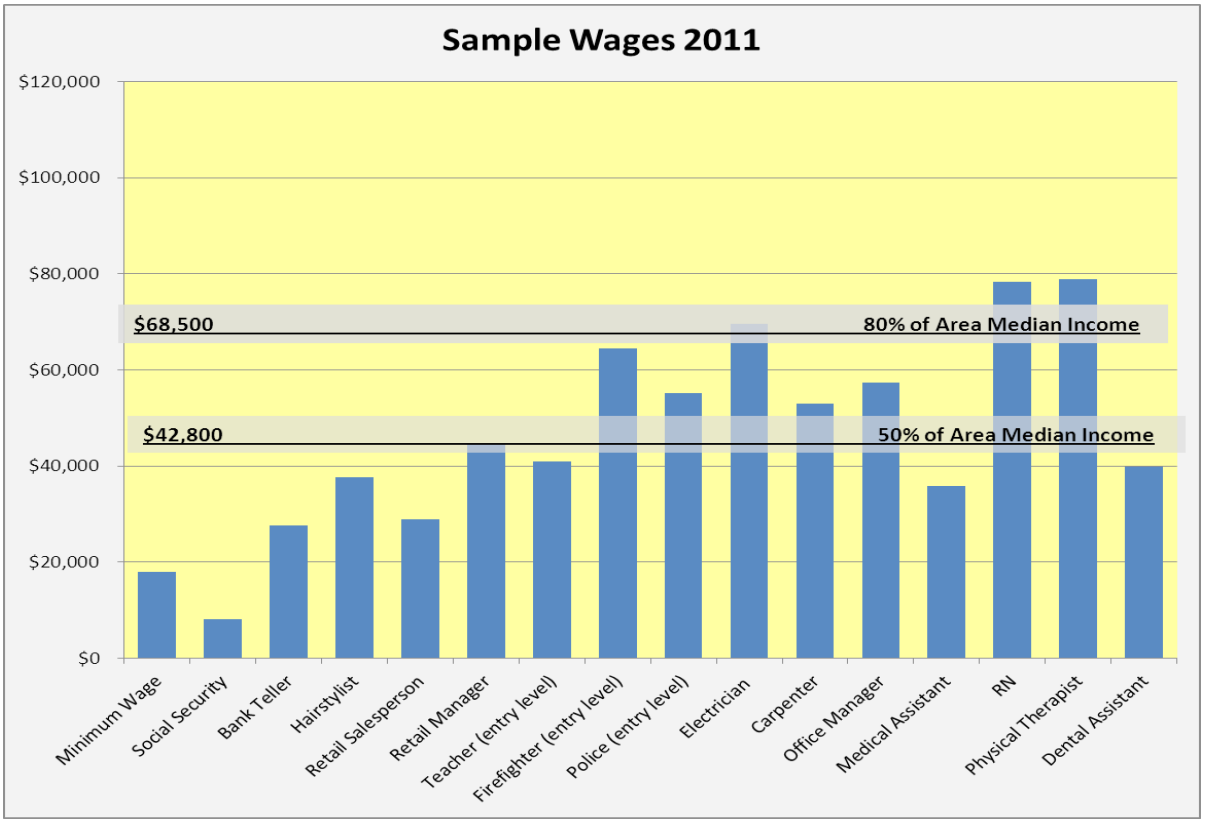
The Comprehensive Housing Strategy was the culmination of work by a Citizen Advisory Committee formed in 2006 to address the city's housing needs. The strategy contains recommendations for expanding housing choice and affordability while defining and retaining important elements of neighborhood character,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

Definition and Measure of Housing Affordability

The generally accepted definition of affordability is for a household to pay no more than 30% of its annual income on housing. When discussing levels of affordability, households are characterized by their income as a percent of their area's Annual Median Income (AMI). For example, the 2011 AMI for Shoreline was $66,476. Therefore, a household with that income would be making 100% of median; a household that made 50% of that amount ($33,238) would be classified at 50% AMI; a family making 30% of that amount ($19,943) would be classified at 30% AMI. Families who pay more than 30% of their income for housing are considered "cost-burdened" and may have difficulty affording necessities, such as food, clothing, transportation and medical care.

For additional context, HA-1 is a chart of sample salaries for King County in 2011. Note that the AMI numbers are for the county, and do not match the dollar amounts mentioned for Shoreline.

Figure HA-1
Income of Various Professions



HOUSING INVENTORY

Shoreline can be classified as a historically suburban community that is maturing into a more self-sustaining urban environment. Almost 60% of the current housing stock was built before 1970, with 1965 being the median year of home construction. Only 7% of homes (both single and multi-family) were constructed after 1999.

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

Housing Types and Sizes

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

According to the 2010 Census, there are 21,561 housing units within the City of Shoreline. About 73% of these housing units are single-family homes. Compared to King County as a whole, Shoreline has a higher percentage of its housing stock in single-family homes (see Figure HA-2).

Figure HA-2
Number of Dwelling Units for Each Housing Type

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

Source: American Community Survey 2008-2010

In Shoreline, the average number of bedrooms per unit is 2.8. Only 16% of housing units have less than 2 bedrooms. This compares with 21% of housing units with less than 2 bedrooms in King County. With larger housing units and a stable population, overcrowding has not been a problem in Shoreline. The US Census reported only 1.6% of housing units with an average of more than one occupant per room, and no units that averaged more than 1.5 occupants per room (American Community Survey 2008-2010).

SPECIAL NEEDS HOUSING

Group Quarters

Group quarters, such as nursing homes, correctional institutions, or living quarters for people who are disabled, homeless, or in recovery from addictions are not included in the count of housing units reported in Table HA-2 above. According to the 2010 Census, about 2.6% of Shoreline's population, or 1,415 people, live in group quarters. This is a slightly higher percentage than the 1.9% of King County residents living in group quarters.

Fircrest, one of five state residential habilitation centers for people with developmental disabilities, provides medical care and supportive services for residents and their families. In 2011, Fircrest had about 200 residents. This reflects a decline from more than 1,000 residents 20 years ago, as many residents moved into smaller types of supported housing, such as adult family or group homes.

Financially Assisted Housing

As shown in Figure HA-3, 1,021 financially assisted housing units for low- and moderate-income individuals and families exist in the City of Shoreline.

Figure HA-3
Assisted Housing Inventory

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

Source: City of Shoreline Office of Human Services, 2012
***The Low Income Housing Tax Credit program was created by Congress through passage of the Emergency Low-Income Housing Preservation Act in 1987. When the tax credits expire, these properties may be converted to market rate housing.*

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

Emergency and Transitional Housing Inventory

Five emergency and transitional housing facilities provide temporary shelter for their current maximum capacity of 49 people in the City of Shoreline. These facilities focus on providing emergency and transitional housing for single men, families, female-headed households, veterans, and victims of domestic violence (see Figure HA-4 below).

Figure HA-4
Emergency and Transitional Housing Inventory

	# Occupants	Focus
Caesar Chavez	6	Single Men
Wellspring Project Permanency	14	Families
Home Step (Church Council of Greater Seattle	4	Female Head-of-Household
Shoreline Veterans Center	25	Veterans
Confidential Domestic Violence Shelter	6	Victims of Domestic Violence

Source: City of Shoreline Office of Human Services, 2012.

HOUSING TENURE AND VACANCY

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

In the 1980s and 1990s a shift began in the ownership rate. The actual number of owner-occupied units remained relatively constant, while the number of renter-occupied units increased to 32% of the city's occupied housing units in 2000, and nearly 35% in 2010. This shift was mainly due to an increase in the number of multi-family rental units in the community (see Figure HA-5).

Figure HA-5
Housing Inventory and Tenure

	2000	2010	Change 2000-2010
Total Housing Units	21,338	22,787	+1,449
Occupied Housing Units	20,716	21,561	+845
Owner-Occupied Units	14,097 68.0% of occupied	14,072 65.3% of occupied	-25 0.2% decrease
Renter-Occupied Units	6,619 32.0% occupied	7,489 34.7% of occupied	+870 13.1% increase
Vacant Units	622 2.9% of total	1,226 5.4% of total	+612 99.7% increase

Source: 2000 Census; 2010 Census

A substantial increase in vacancies from 2000 to 2010 may partially be explained by apartment complexes, such as Echo Lake, that had been built but not yet occupied during the census count, or by household upheaval caused by the mortgage crisis. More recent data indicates that vacancies are declining (see Figure HA-16 on page 113).

Housing Demand

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

Population Growth and Household Characteristics

After increasing in the 1980s and 1990s, Shoreline's total population has remained stable for the last ten years. The Washington Office of Financial Management estimates that Shoreline added 193 residents in 2011, which is a more modest rate of growth than experienced by the county or many other cities in the Puget Sound region.

In 2010, there were 21,561 households in the city, an increase of 845 since 2000. This increase in number of households while the population remained stable indicates a decrease in household size. Census figures show that the average household size in Shoreline dropped slightly between 2000 and 2010. Household size in the county has remained stable since 1990 (see Figure HA-6).

Figure HA-6
Average Household Size

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

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

In 2010, about 61% of households were family households (defined as two or more related people), down from 65% in 2000. Approximately 30% were individuals living alone, an increase from 26% in 2000. The remaining 9% were in non-family households where unrelated individuals share living quarters.

Households with children decreased from 33% of households in 2000 to 28% of households in 2010. Single-parent families also decreased from 7.4% to 6.9% of households, reversing the previous trend of increasing single-parent families. Shoreline now has a lower percentage of households with children than King County as a whole, where households with children account for about 29% of all households, down from 30% in 2000. Table HA-7 summarizes the changing characteristics of Shoreline's households.

Figure HA-7
Changing Household Characteristics

	2000	2010	Change 2000-2010
Total Households	20,716	21,561	+845
Households with Children	6,775 32.7% of total	6,015 27.9% of total	-760 11.2% decrease
Single-person Households	5,459 26.5% of total	6,410 29.7% of total	+951 17.4% increase
Households with an Individual over 65	4,937 23.8% of total	5,509 25.6% of total	+572 11.6% increase

Source: 2000 Census; 2010 Census

A Changing Community

In addition to the changes noted above, Shoreline's population is becoming more ethnically and racially diverse. In 2000, 75% of the population was white (not Hispanic or Latino). By 2010, this percentage dropped to 68%.

Shoreline's changing demographic characteristics may impact future housing demand. Newer residents may have different cultural expectations, such as extended families living together in shared housing. The increase in the number of singles and older adults in the community suggests that there is a need for homes with a variety of price points designed for smaller households, including accessory dwelling units or manufactured housing. Demographic changes may also increase demand for multi-family housing. Such housing could be provided in single-use buildings (townhouses, apartments, and condominiums), or in mixed-use buildings. The need for housing in neighborhood centers, including for low and moderate income households is expected to increase. Mixed-use developments in central areas close to public transit will allow for easier access to neighborhood amenities and services, and could make residents less dependent on private automobiles.

HOUSING ISSUES

Affordable Housing

The GMA requires CPPs to address the distribution of affordable housing, including housing for all income groups. The CPPs establish low and moderate income household targets for each jurisdiction within the county to provide a regional approach to housing issues, and to ensure that affordable housing opportunities are provided for lower and moderate income groups. These affordable housing targets are established based on a percent of the City's growth target. The CPPs more specifically state an affordability target for moderate income households (earning between 50% and 80% AMI) and low-income households (earning below 50% AMI). The moderate-income target is 16% of the total household growth target, or 800 units. The low income target is 22.5% of the growth target, or 1,125 units. Of the current housing stock in Shoreline, 37% is affordable to moderate-income households and 14% is affordable to low income households (King County Comprehensive Plan, Technical Appendix B).

Assessing affordable housing needs requires an understanding of the economic conditions of Shoreline households and the current stock of affordable housing. Estimated percentage of households at each income level is presented in Figure HA-8, and a separate chart assigning specific dollar amounts to AMI percentages is included as Figure HA-9.

Figure HA-8
Household Income

	Shoreline	King County
Very Low Income (<30% AMI)	3,154 (15%)	53,784 (13%)
Low Income (30%-50% AMI)	2,580 (12%)	52,112 (11%)
Moderate Income (50%-80%AMI)	3665 (17%)	76,279 (16%)
80%-120% AMI	4,443 (21%)	97,116 (19%)
>120% AMI	7,520 (35%)	216,821 (41%)

Source: 2008-2010 American Community Survey; King County Comprehensive Plan

Figure HA-9
Conversion of Percent AMI to Household Income

Percent Area Median Income	Income Level for King County Average Household (2.4 Persons)
30% AMI	$21,620
40% AMI	$28,776
50% AMI	$35,970
60% AMI	$43,164
70% AMI	$50,358
80% AMI	$54,140
100% AMI	$71,940
120% AMI	$86,328

Source: Housing and Urban Development (HUD), 2010

Affordability Gap

The "affordability gap" is the difference between the percentage of city residents at a particular income level and the percentage of the city's housing stock that is affordable to households at that income level. A larger gap indicates a greater housing need.

Figure HA-10
Affordability Gap

	Percent of Units Affordable to Income Group	Affordability Gap
Very Low Income (<30% AMI)	825 (3.9%)	11%
Low Income (30%-50% AMI)	2,116 (10%)	2%
Moderate Income (50%-80% AMI)	4,886 (23%)	N/A
80%-120% AMI	6,367 (30%)	N/A

Source: King County Comprehensive Plan

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

Where affordability gaps exist, households must take on a cost burden in order to pay for housing. Cost-burdened households paying more than 30% of household income for housing costs comprise 39% of homeowners and 48% of renters in Shoreline. Very low income cost-burdened households are at greatest risk of homelessness and may be unable to afford other basic necessities, such as food and clothing. The substantial affordability gap at this income level suggests that the housing needs of many of Shoreline's most vulnerable citizens are not being met by the current housing stock. Closing this gap will require the use of innovative strategies to provide additional new affordable units and the preservation/rehabilitation of existing affordable housing.

In order to assess the relative status of housing affordability in the city, comparison cities in King County were selected based on number of households and housing tenure. Two cities (Sammamish and Mercer Island) with few renters were selected for comparison, along with two cities (Kirkland and Renton) with a higher proportion of renting households. To compare Shoreline to these cities and to King County, the number of households in each income group countywide was compared to the number of housing units affordable at each income level.

Figure HA-11
Comparison of Affordability Gaps

	Very Low Income Affordability	Low Income Affordability Gap	Moderate Income Affordability Gap	80%-120% AMI Affordability Gap
Sammamish	12.1%	9.6%	10.1%	2.1%
Mercer Island	10.1%	8.9%	6.0%	6.7%
Shoreline	**8.6%**	**1.2%**	**N/A**	**N/A**
Kirkland	9.9%	4.9%	N/A	N/A
Renton	8.8%	N/A	N/A	N/A
King County	8.4%	N/A	N/A	N/A

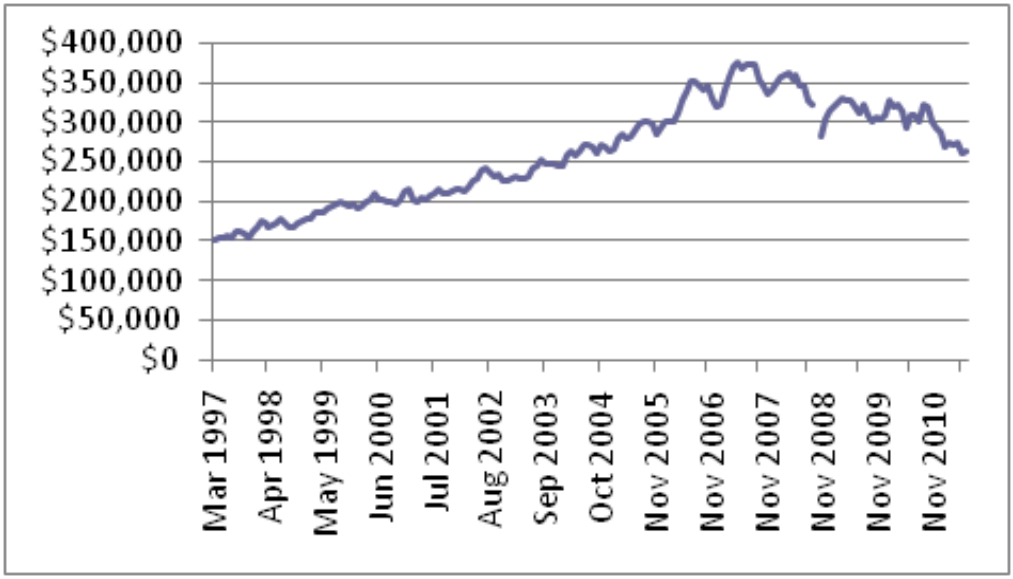
Source: King County Comprehensive Plan

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

Falling Home Values

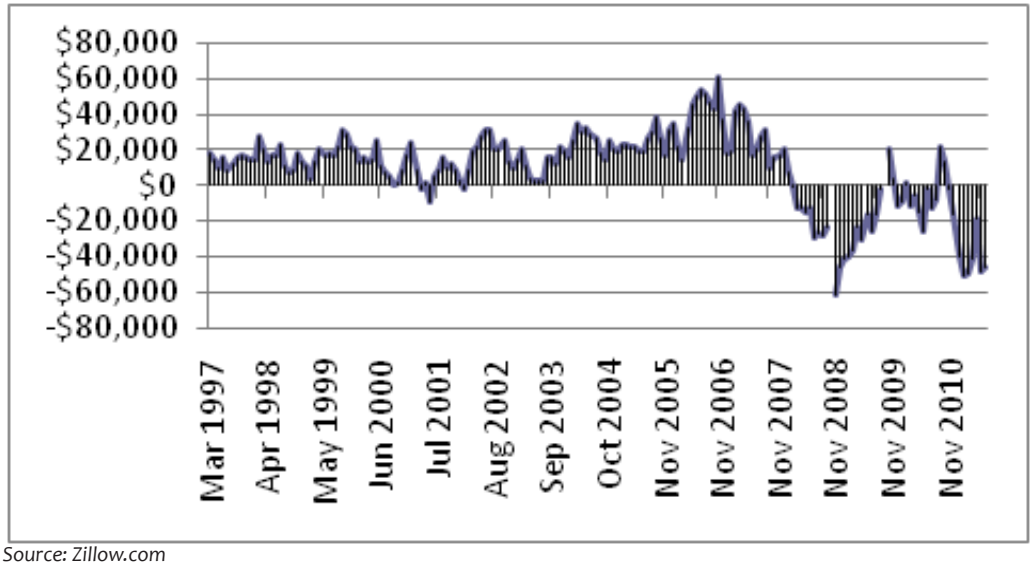
As in much of the rest of the country, home prices in Shoreline have fallen in recent years. After increasing rapidly for over a decade, median sales price reached a peak in June 2007 at $375,300. The median sales price in December 2011 was $262,600, a decrease of 30% (see Figures HA-12 and HA-13). While decreasing prices lower the affordability gap for prospective buyers, they can also increase risk of deferred maintenance, vacancy, and abandonment.

Figure HA-12
Median Sales Price



Source: Zillow.com

Figure HA-13
Year-Over-Year Change in Median Sales Price



Source: Zillow.com

A Segmented Market

While home prices have decreased citywide since 2007, there is a large discrepancy in the value of homes in the city's various neighborhoods. Table HA-14 presents data extracted from home sales records used by the King County Assessor to assess the value of homes in various sub-markets within the city (the Assessor excludes sales that are not indicative of fair market value). Citywide data suggests that home values have continued to decline since 2010, though regional trends suggest the rate of decline is now slowing.

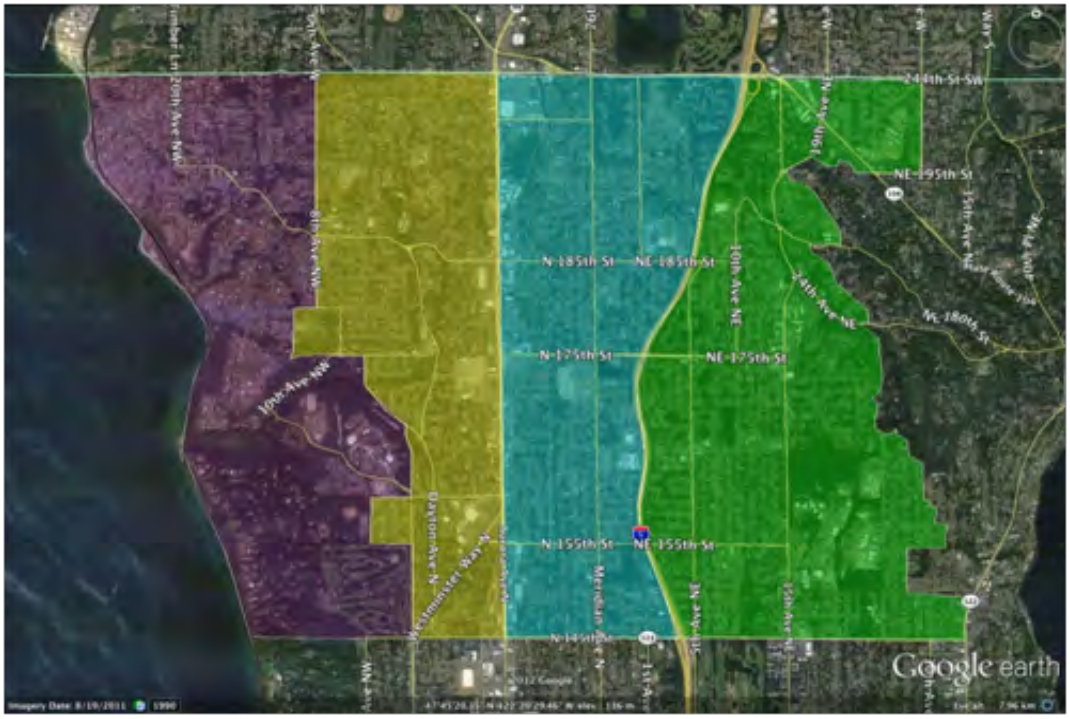
Figure HA-14
Single-Family Housing Prices

Neighborhood Area	Median Sale Price, 2010	Affordable Income Level*	Average Change in Assessed Value, 2010-2011
West Shoreline	$500,00	>120% of AMI	-2.8%
West Central	$341,500	115% of AMI	-6.0%
East Central	$305,000	100% of AMI	-6.9%
East Shoreline	$290,000	100% of AMI	-5.2%

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

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

Figure HA-15
Shoreline Neighborhood Areas Reference Map



Source: King County Assessor 2011 Area Reports

Rising Rents

In contrast to the single-family market, apartment rents in Shoreline have stabilized near highs reached in 2009, and are likely to continue trending upward as vacancies decline. According to the most recent data available, the average rent has increased from $859 in September 2007 to $966 in March 2012. Year-over-year trends for the past five years in the Shoreline area rental market (which includes the cities of Shoreline and Lake Forest Park) are included in Table HA-16.

Figure HA-16
Shoreline Area Rental Market
Rents & Vacancy Rates

	2008	2009	2010	2011	2012
Average Rent	$897	$977	$949	$934	$966
Market Vacancy*	2.7%	4.6%	7.1%	5.0%	4.0%

Source: Dupre+Scott, The Apartment Vacancy Report
**Market Vacancy excludes units in lease-up and those undergoing renovation*

The increasing price of rental options may be limiting the city's attractiveness to new families, and the ability to provide affordable housing options for younger or fixed-income citizens and smaller households.

Neighborhood Quality and Housing Choice

The Citizen Advisory Committee of the Comprehensive Housing Strategy stressed the need to define and retain important elements of neighborhood character, while also providing housing choice. Some members of the community have expressed concern about density and design of infill developments and the impacts of these developments on existing neighborhoods; some members of the community support additional density and infill development in order to preserve undeveloped land in rural areas, support transit and other amenities, and increase affordability. Regulations that implement policy recommendations in the Housing Element and Strategy should strive to balance these concerns and opportunities.

Housing choice refers to the ability of households in the city to live in the neighborhood and housing type of their own choosing. Housing choice is supported by providing a variety of housing that allows older adults to age in place and new families to be welcomed into existing neighborhoods. While Shoreline's single-family housing is in generally good condition and highly desirable for many, new housing close to neighborhood centers may be equally desirable to older adults, small households, or special-needs households with financial or mobility limitations. Other benefits of location efficient housing development include:

- Transportation cost savings;
- Improved fitness and health through increased walking;
- Lower costs for roads, utilities, and emergency services;
- Reduced road and parking costs;
- Reduced regional congestion;
- Energy conservation;
- Reduced emissions; and
- Preservation of open space.

Homelessness

According to the Shoreline School District, 123 students experienced homelessness during the 2010-11 school year. According to the 2012 King County One Night Count of homeless individuals, 31 people were found living on the streets in the north end of King County. According to the King County Committee to End Homelessness, "there are many reasons people become homeless, and the combination of factors that lead to homelessness are different for every individual." Those factors include the high cost and shortage of housing as well as:

- Poverty, often caused by lack of a job, health care, education, and/or literacy;
- Domestic violence;
- Effects of mental illness and/or chemical addiction;
- Institutional discharge to homelessness;
- Legal issues;
- Extra barriers for people of color and those for whom English is a second language; and/or
- Lack of community and/or familial supports.

These factors lead to a diverse population of individuals becoming homeless including:

- Veterans;
- Single mothers with children;
- Two-parent families;
- Foster youth aging out of the system; and
- Domestic Violence victims.

The City is committed to doing its part to serve and house homelessness individuals in cooperation with regional efforts.

Figure HA-17: Affordable Housing Units by Income Group is a map that shows multiple factors related to housing affordability in various Shoreline neighborhoods, and this complexity warrants a description that is not included with other maps. The map shows average household income levels of various neighborhoods, by census tract. For each neighborhood, there is also a list that begins with the name of the neighborhood, and displays the number of houses whose assessed value would be considered affordable to various income groups. Recall that to be affordable, a mortgage and expenses, such as property tax, should not exceed 30% of the annual household income. The price range for housing that would be affordable for each income group is listed in the legend.

To provide an example, in the Meridian Park Neighborhood, the average household income is $82,148. Within that neighborhood, there are 3 homes appraised below $99,720, which is the price a very low income household would be able to afford without exceeding 30% of their income. There are 735 homes appraised between $99,720 and $265,999, which is the price a low income household would be able to afford without exceeding 30% of their income, and so forth.

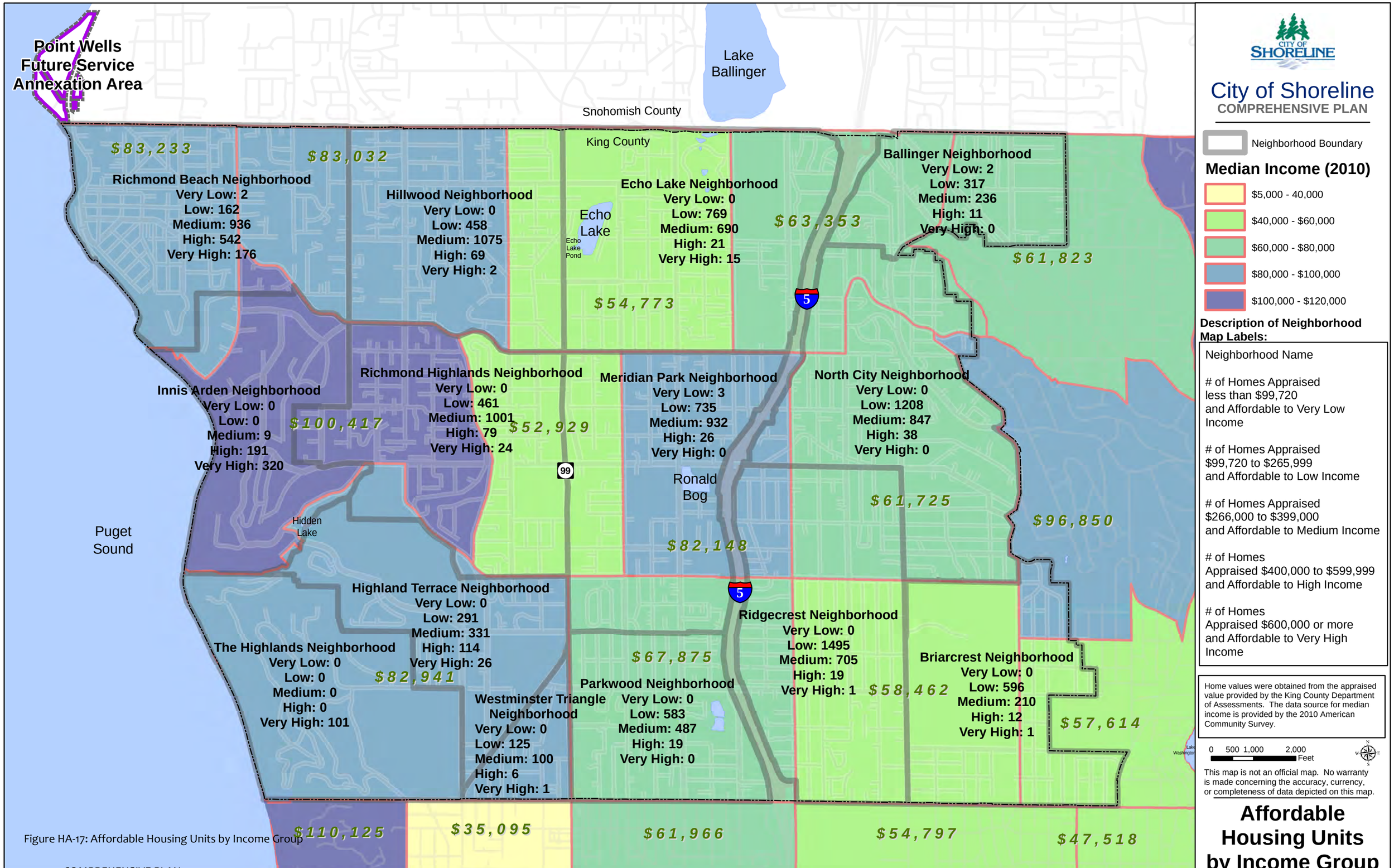


Figure HA-17: Affordable Housing Units by Income Group

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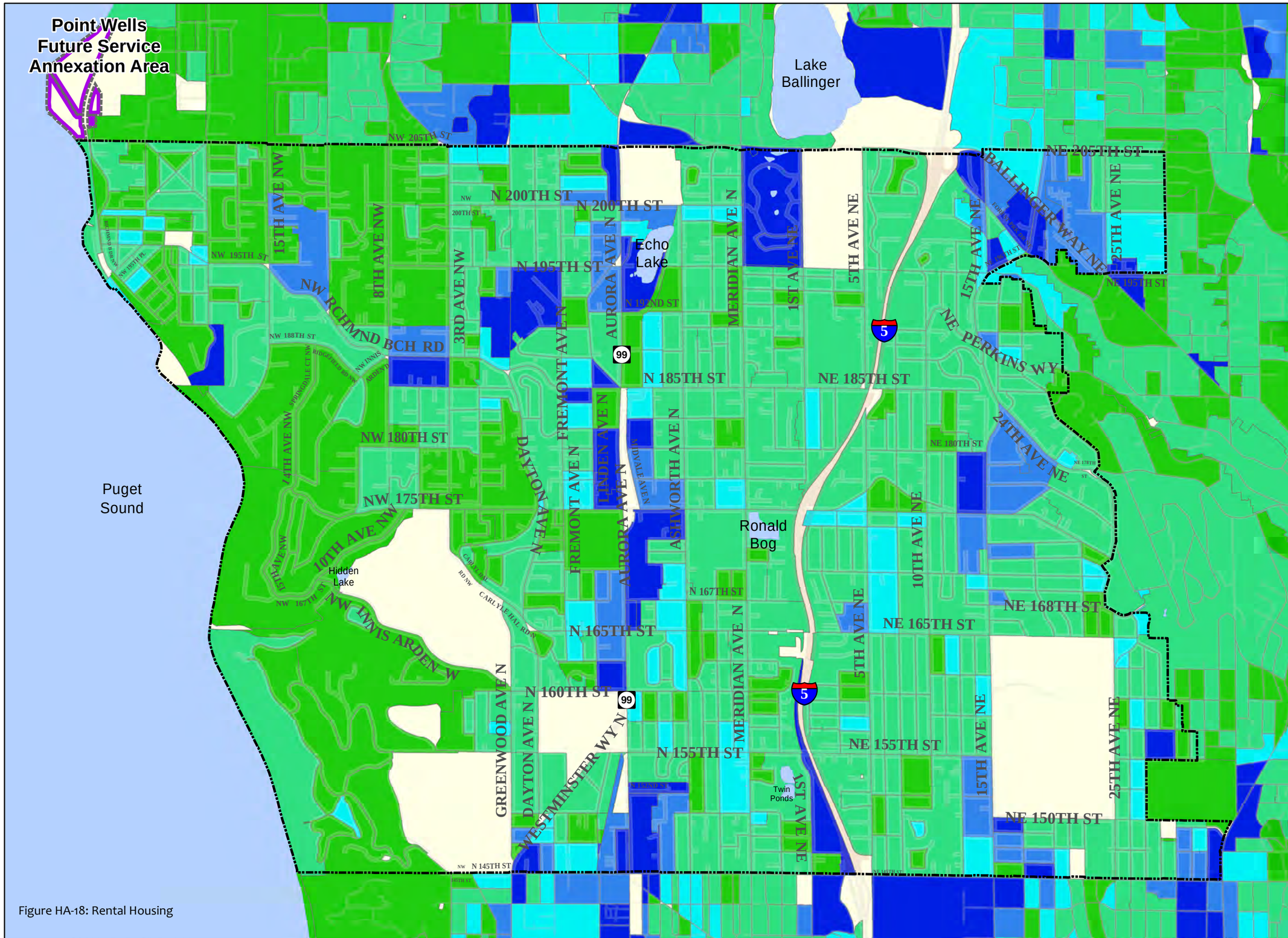

Figure HA-18: Rental Housing

CITY OF SHORELINE

City of Shoreline

COMPREHENSIVE PLAN

Percentage of Rentals

- more than 75%
- > 50% to 75%
- > 30% to 50%
- > 10% to 30%
- 10% or less

This map shows the portion of occupied housing units that are rentals. The data source is the 2010 US Census, Summary Tape File 1. A housing unit is a house, an apartment, a mobile home, a group of rooms, or a single room that is occupied (or if vacant, is intended for occupancy) as separate living quarters. Separate living quarters are those in which the occupants live and eat separately from any other persons in the building and which have direct access from the outside of the building or through a common hall.

0 500 1,000 2,000 Feet

N W E S

This map is not an official map. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.

Rental Housing

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Transportation Supporting Analysis

The City of Shoreline 2011 Transportation Master Plan (TMP) is the long-range plan for Shoreline's transportation network. It helps guide how the City develops its Capital Improvement Program, coordinates transportation improvements with land uses, and plans for what is needed to respond to growth.

The TMP contains policies and projects that support the future land uses in the City's Comprehensive Plan. These policies affect choices for travel modes, such as car, bus, bicycle, and on foot. By knowing how Shoreline will grow in the future, the City can plan for how the transportation system will need to change to accommodate that growth. The projects listed in the TMP help ensure that adequate transportation facilities are in place to support growth, which is known as concurrency.

When developing the TMP, the City took an approach that designs a system for all users, including pedestrians, bicyclists, transit riders, and motorists. In doing so, the City developed the following goals, policies, and implementation strategies that identify how to improve and expand Shoreline's transportation system:

- Bicycle, Pedestrian, and Transit System Plans that show complete systems for mobility throughout the city;
- Prioritized projects for funding, including bicycle, pedestrian, and traffic safety and operations projects;
- Projects needed to accommodate growth over the next twenty years;
- Updated street classifications that match the existing use of the street with the appropriate classification;
- A funding strategy to pay for the identified improvements; and
- An updated concurrency standard that ensures adequate transportation facilities will be in place as growth occurs.

The TMP contains a more thorough transportation analysis than what is required in the Comprehensive Plan, so rather than recreating it or selecting certain portions, the entire document can be found at:
http://shorelinewa.gov/home/showdocument?id=11146

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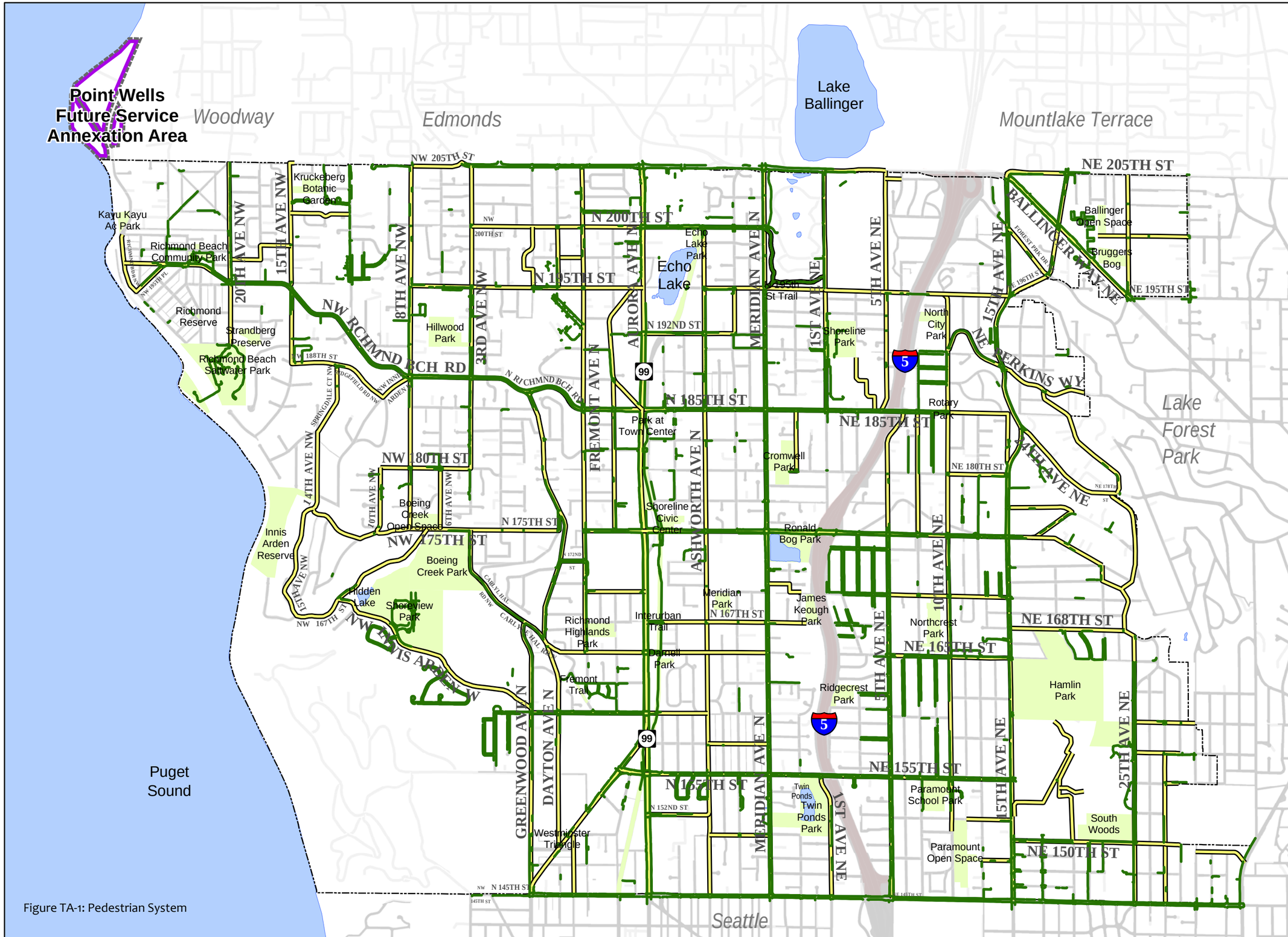

City of Shoreline
COMPREHENSIVE PLAN

Existing and planned pedestrians are discussed in the City's 2011 Transportation Master Plan.

Figure TA-1: Pedestrian System

Pedestrian System

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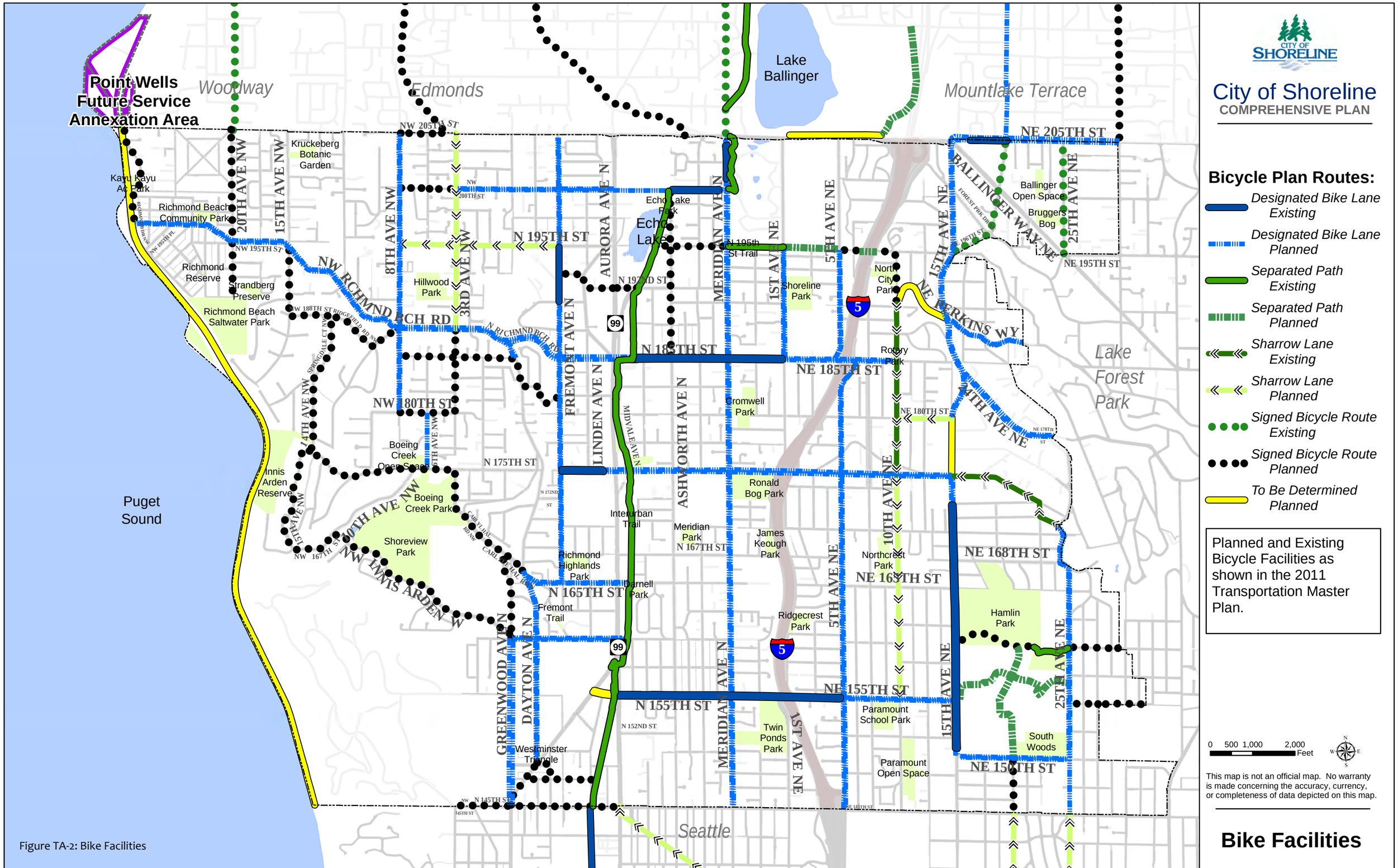

Figure TA-2: Bike Facilities

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Economic Development Element Supporting Analysis

BACKGROUND AND CONTEXT

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

Employment Growth Targets

The King County Countywide Planning Policies (CPPs), adopted to implement the GMA, establish employment growth targets for each of the jurisdictions within the county. The employment target is the amount of job growth the jurisdiction should plan to accommodate during the 2006-2031 planning period. Shoreline's growth target for this period is 5,000 additional jobs.

In the past, Shoreline was considered a "bedroom community" from which residents travelled elsewhere for higher-wage jobs and more complete shopping opportunities. Recognizing new and innovative ways to support the local economy will assist efforts to plan for the addition of 5,000 new jobs. The quality of Shoreline's economy is affected by reliable public services, the area's natural and built attractiveness, good schools, strong neighborhoods, efficient transportation options, and healthy businesses that provide goods and services. Maintaining the community's quality of life requires a strong and sustainable economic climate.

2012-2017 Economic Development Strategic Plan

After a year-long collaborative process, the City of Shoreline's Office of Economic Development adopted the 2012-2017 Economic Development Strategic Plan. The Strategic Plan seeks to achieve Sustainable Economic Growth by supporting placemaking projects that realize the 6 Council Guidelines for Sustainable Economic Growth:

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

POPULATION AND EMPLOYMENT

Overview

Within a total land area of 11.7 square miles, encompassing 14 neighborhoods and 2 major transportation corridors, the City of Shoreline has approximately 53,000 residents and 16,400 jobs.

Shoreline's major employment centers include two sizable retail developments on the Aurora Corridor: Aurora Village (anchored by Costco and Home Depot) and Aurora Square (anchored by Sears and Central Market). There are additional neighborhood retail concentrations on 15th Avenue NE, Ballinger Way, and in Richmond Beach. Shoreline

Community College and the Fircrest Campus are two of the city's other major employment centers.

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

Figure EDA-1
Demographics and Household Income

	Shoreline	King County	Seattle-Tacoma-Bellevue MSA
2010 Population	53,007	1,931,249	3,439,809
Median Age	44.1	37.1	36.8
Labor Force Population (Population, age 16-64)	36,302	1,353,507	2,372,574
Labor Force Population, Percent of Total Population	68.5%	70.1%	69.0%
Median Household Income	$66,476	$67,711	$64,821

Sources: 2010 US Census

Population Trends and Forecasts

Population growth and household creation within the city generate demand for new residential development. Population growth, income growth, and job creation within local and extended trade areas provide much of the support for new commercial and retail development. Household creation is discussed in the Comprehensive Plan Housing Element Supporting Analysis. Population and income growth trends and forecasts are summarized in the following tables.

Figure EDA-2
City of Shoreline and Region

	Historic Population Growth				Annual Percent Change		
	1990	2000	2010	2011	1990-2000	2000-2010	2010-2011
Shoreline	52,109	53,296	53,007	53,200	0.2%	-0.1%	0.4%
King County	1,507,319	1,737,034	1,931,249	1,942,600	1.5%	1.1%	0.6%
Seattle-Tacoma-Bellevue MSA	2,559,164	3,043,878	3,439,809	3,461,750	1.9%	1.3%	0.6%

Source: 1990, 2000, 2010 US Census; OFM April 1, 2011 estimates

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

					Projected Ann. Growth		
	2010	2020	2030	2040	2010-2020	2020-2030	2030-2040
Shoreline Forecast Analysis Zone Group*	68,097*	69,190	70,273	70,692	0.2%	0.2%	0.1%
Central Puget Sound Region (MSA plus Kitsap County)	3,690,942	4,148,693	4,544,179	4,988,135	1.2%	1.0%	1.0%
King County	1,942,600	2,075,426	2,234,775	2,401,521	0.7%	0.8%	0.7%

Source: 2010 Census; Puget Sound Regional Council 2006 Small Area Forecasts
**Forecast Analysis Zones follow census tract boundaries that include areas outside the city. Due to changes in census tract boundaries, the 2010 total population for Shoreline FAZ group is based on 2006 projections, not the actual Census count*

The data presented above support the following key considerations:

- The city's population growth has been and will continue to be slower than growth in King County and the region.
- While Shoreline's population is older than the population in King County and the Metro Area, 68.5% of the population is of working age, which is only 0.5% lower than the Metro Area labor force population.
- Median annual household income in Shoreline is only $1,200 lower than in King County, and $1,700 higher than in the Metro Area as a whole.

Employment

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

Figure EDA-4
City of Shoreline
Employment by Sector

	1995		2000		2010		Avg. Ann. Growth	
	#	% of Total	#	% of Total	#	% of Total	1995-2000	2000-2010
Construction/Resources	570	4.2%	514	3.2%	558	3.4%	-2.0%	0.9%
FIRE*	***	***	673	4.3%	478	2.9%	***	-2.9%
Manufacturing	189	1.4%	144	0.9%	160	1.0%	-4.8%	1.1%
Retail	3,531	26.2%	2,685	17.0%	2,629	16.0%	-4.8%	-0.2%
Services	4,720	35.0%	6,432	40.7%	7,551	46.0%	7.3%	1.7%
WTU**	451	3.3%	380	2.4%	156	1.0%	-3.1%	-5.9%
Education	2,133	15.8%	2,335	14.8%	2,126	13.0%	1.9%	-0.9%
Government	1,811	13.4%	2,656	16.8%	2,751	16.8%	9.3%	0.4%
TOTAL	13,499	100%	15,820	100%	16,409	100%	3.4%	0.4%

Source: Puget Sound Regional Council "Covered Employment" Database
**Finance, Insurance, and Real Estate*
*** Wholesale Trade, Transportation, and Utilities*
****1995 count combines FIRE and other service-sector jobs*

Figure EDA-5

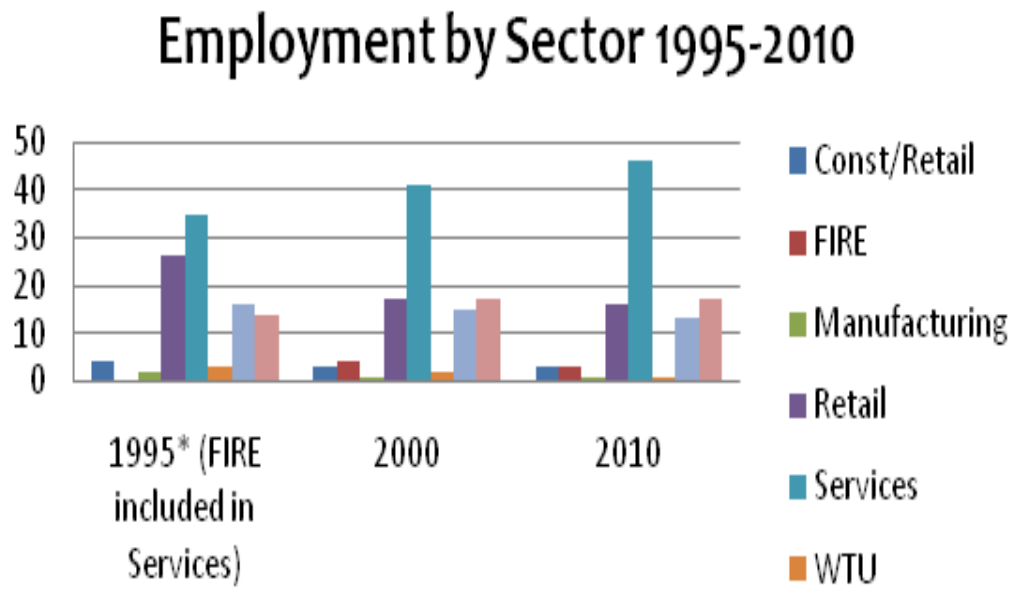
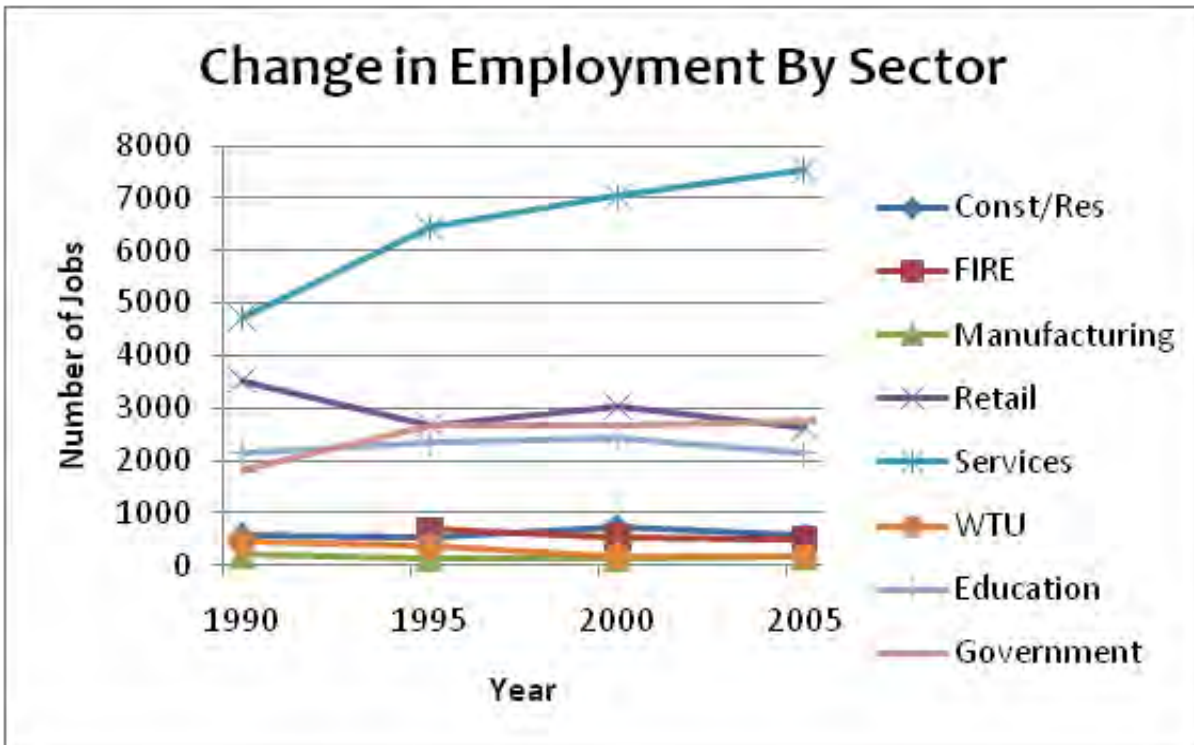


Figure EDA-6



Key considerations from employment data:

- Non-government employment in Shoreline is predominantly oriented toward services and retail. These two sectors comprised 62% of total employment as of 2010.
- Employment growth has been concentrated in services, which was the fastest growing sector between 2000 and 2010.
- The other non-government sectors in which employment grew in the last decade were manufacturing and construction/resources. Despite growth, the two sectors together account for only 4.4% of total employment.
- Total employment in Shoreline continued to grow over the past decade, though at a much slower pace than in the previous five years.

Peer Comparison: Household Characteristics

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

Figure EDA-7
Peer Cities Selected For Comparison

	Population 2010	Employment 2010	"Activity Units"
Lynnwood	35,836	22,889	58,725
Tukwila	19,107	43,126	62,233
Shoreline	**53,007**	**16,409**	**69,416**
Marysville	60,020	11,431	71,451
Kirkland	48,787	30,942	79,729

Sources: 2010 Census, PSRC "Covered Employment" Database

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

Figure EDA-8
Shoreline and Peer Cities
Income and Employment

City	Median Household Income	Unemployment Rate	Poverty Rate
Lynnwood	$47,920	8.5%	12.6%
Tukwila	$44,271	10.5%	23.8%
Shoreline	**$67,076***	**6.7%**	**8.3%**
Marysville	$64,399	7.0%	9.5%
Kirkland	$84,995	5.0%	5.5%

Source: U.S. Census Bureau, 2006-2010 American Community Survey
**Discrepancies with other data in this analysis are due to the use of ACS 5-year estimates, which are required for comparison with peer cities. Three-year estimates are used elsewhere to capture more recent trends.*

Peer Comparison: Jobs-Housing Balance

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

Figure EDA-9
Shoreline and Peer Cities
Jobs-Housing Balance

	Employment 2010	Housing Units 2010	Jobs/Housing Unit Ratio	Mismatch (Deviation from 1.5)
Lynnwood	22,889	14,939	1.53	0.03
Tukwila	43,126	7,755	5.56	4.06
Shoreline	**16,409**	**22,787**	**0.72**	**-0.78**
Marysville	11,431	22,363	0.51	-0.99
Kirkland	30,942	24,345	1.27	-0.23
King County	1,099,639	851,261	1.29	-0.21
Snohomish County	235,371	286,659	0.82	-0.68

Sources: 2010 US Census; PSRC Covered Employment Database

The peer comparisons presented above support the following key considerations:

- Despite being of similar size, the economic characteristics of the peer cities vary considerably. Shoreline has the second highest median income and the second lowest unemployment and poverty rates among peer cities.
- Shoreline and Marysville share the characteristics of "bedroom communities" in that both cities have substantially more residents than jobs. However, Shoreline has a lower jobs-housing mismatch and better transportation access than many suburban bedroom communities.
- There are currently only 0.72 jobs for every housing unit in the city, highlighting the need for job growth and employment-supporting development.

REVENUE BASE

Sales Tax and Property Tax

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

Figure EDA-10
Shoreline and Peer Cities
Taxable Retail Sales

	Sales, 2001 (in millions)	Per Capita	Sales, 2010 (in millions)	Per Capita	Avg. Ann. Growth
Lynnwood	$1,720	$51,000	$1,778	$50,000	0.4%
Tukwila	$1,858	$108,000	$1,635	$86,000	-1.3%
Shoreline	**$582**	**$11,000**	**$660**	**$12,000**	**1.5%**
Marysville	$394	$15,000	$722	$12,000	9.2%
Kirkland	$1,307	$29,000	$1,456	$30,000	1.3%
King County	$36,113	$21,000	$39,275	$20,000	1.0%

Source: Washington State Department of Revenue

Figure EDA-11
Shoreline and Peer Cities
Assessed Valuation

	AV, 2001 (in millions)	Per Capita	AV, 2010 (in millions)	Per Capita	Avg. Ann. Growth
Lynnwood	$2,649	$78,000	$5,237	$146,000	10.9%
Tukwila	$3,005	$174,000	$4,970	$260,000	7.3%
Shoreline	**$4,193**	**$78,000**	**$6,739**	**$127,000**	**6.7%**
Marysville	$1,428	$53,000	$4,437	$74,000	23.4%
Kirkland	$5,964	$130,000	$11,312	$232,000	10.0%
King County	$187,181	$106,000	$340,324	$175,000	9.1%

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

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

- Compared to the peer cities and King County, Shoreline has a relatively low revenue base. Among peer cities, Shoreline had the second lowest per capita taxable sales and second lowest per capita assessed valuation in 2010.
- Growth in assessed valuation has been moderate over the past decade, averaging a 6.7% annual increase. This could be due to a relative lack of new construction in comparison to a younger community, such as Marysville.
- Retail sales growth has averaged 1.5% annually. This is the second highest rate of increase among the peer cities, and higher than King County as a whole.

Other Revenue Sources

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

REAL ESTATE MARKET CONDITIONS

Retail

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

While Shoreline is home to many retail establishments, there is a significant amount of sales "leakage" in some retail categories. Leakage refers to a deficit in sales made in the city compared with the amount of spending on retail goods by Shoreline residents. Figure EDA-12 shows the retail categories with high levels of leakage, suggesting potential major retail opportunities in these categories. New retail development or re-development of existing retail may better meet the shopping needs of Shoreline residents and increase sales tax revenue for the City.

Figure EDA-12
City of Shoreline
Retail Leakage

	Resident Expenditures	Retail Sales	Sales Leakage	% of Resident Dollars Spent Elsewhere
Health and Personal Care Stores	$45,573,818	$26,814,862	$18,758,956	41.2%
Clothing and Clothing Accessories Stores	$38,482,646	$3,649,709	$34,832,937	90.5%
General Merchandise Stores	$110,346,269	$31,820,134	$78,526,135	71.2%
Foodservice and Drinking Places	$91,161,225	$57,864,320	$33,296,905	36.5%

Source: Robert Weis, PhD

Office

Shoreline has few large office concentrations or multi-tenant office buildings. New office development could provide a location for various service providers, as well as the management and support facilities for businesses with multiple outlets. An inventory of selected buildings offering office space for lease in Shoreline provides an indication of the nature and strength of the local office market (see Figure EDA-13).

Figure EDA-13
City of Shoreline
Selected Commercial Buildings

	Address	Year Built	Stories	Rentable SF	Available SF	Rent/SF.Yr*
Ballinger Gateway	19500 Ballinger Way NE	2004	4	2,911	0	$21 N
Ballinger Way Buildings	19936-19940 Ballinger Way NE	1978	1	10,289	0	$8-$12 N
Interurban Center	17962 Midvale Avenue N	1960	2	17,593	4,160	$15 FS
North City Office Building	17529-17535 15th Avenue NE	1960	2	10,600	2,252	$12 N
Shoreline Bank Plaza	20011 Ballinger Way NE	1975	1	12,042	1,411	$19-$28 N
Shoreline Business & Professional Center	17544 Midvale Avenue N	1962	4	21,362	5,742	$22.50 N
14625 15th Ave NE		1973	1	6,930	6,930	$29 N
TOTAL				**81,727**	**20,495**	

Source: Officespace.com
** FS-Full Service, N-Net Tenant pays expenses*

Residential

The CPPs call for Shoreline to plan for 5,000 new households by 2031, which would equate to 200 new households per year. New residential development will provide shelter for the local workforce, and create new opportunities for families to live in the city. Figure EDA-14 and Figure EDA-15 contain information on residential building permit tallies and new apartment units in order to reflect trends in residential development. Additional information on residential market conditions, including vacancy rates and home values, is included in the Housing Element Supporting Analysis.

Figure EDA-14
City of Shoreline
Newly Issued Building Permits

	Addition/Remodel		New Construction	
	2010	2011	2010	2011
Single-Family	178	161	12	29
Multi-family	10	15	0	1

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

	2007	2008	2009	2010	2011	Total	Yearly Avg.
Number of New Units	0	66	289	0	21	376	75.2

Source: Dupre+Scott Apartment Advisors

The data support the following key considerations:

- Significant market leakage exists in multiple retail categories, creating potential opportunities for new retail development in the city.
- The office vacancy rate for buildings listed on Officespace.com is 25%. However, there is little or no new Class A office space in the city available to prospective tenants.
- Permit activity for new residential development increased from 2010 to 2011. An even faster pace of new development would likely be required to meet the goal of accommodating 200 new households per year.

ECONOMIC DEVELOPMENT INITIATIVES

Shoreline's Economic Development Strategic Plan identified significant projects that can dramatically affect the economic vitality of Shoreline. These City-Shaping Placemaking Projects are:

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

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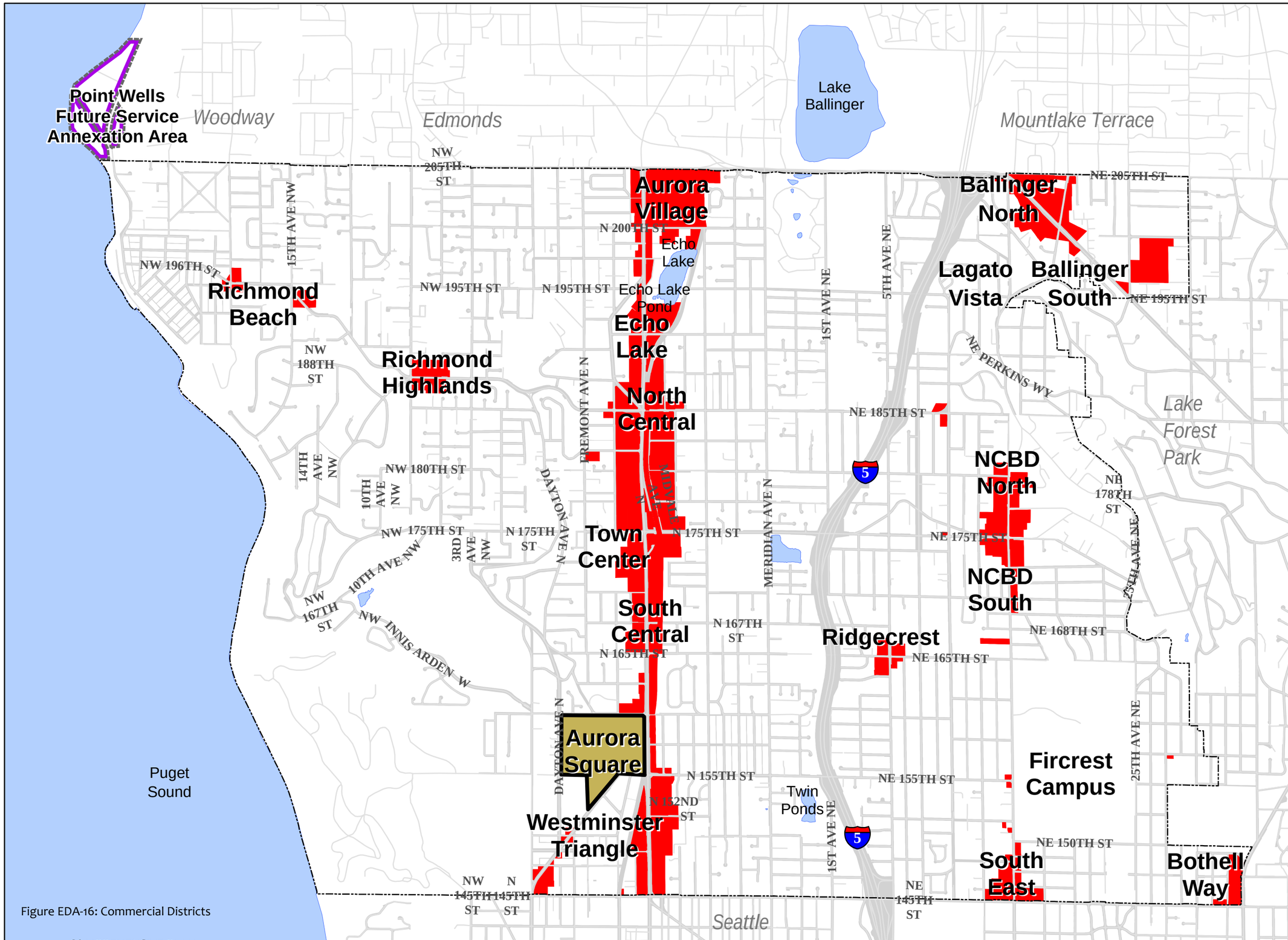

City of Shoreline
COMPREHENSIVE PLAN

Community Renewal Area

Commercially Zoned

The map illustrates the commercial districts available for development in the City of Shoreline.

0 500 1,000 2,000 Feet

This map is not an official map. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.

Commercial Districts

Figure EDA-16: Commercial Districts

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Natural Environment Element Supporting Analysis

BACKGROUND AND CONTEXT

Shoreline's environment is comprised of both natural and built features. Puget Sound vistas, mature trees, vegetation, streams, wetlands, lakes, and tidelands are just some aspects of the natural environment that Shoreline citizens value. The relationships between these features, development, natural processes, and the condition of the resulting environment have profound impacts on the quality of life in Shoreline. Shoreline is not a pristine landscape, but the very name of the city reflects the importance of the natural environment to community identity. Preserving the quality of the environment depends on government, business, and individual decisions; and coordinated actions to minimize the adverse environmental impacts that can occur during development/redevelopment, or as a result of previous practices.

Environmental Conditions

Shoreline is a community that developed primarily as a suburban residential area with an associated mix of commercial centers, parks, schools, and natural areas. Natural areas are comprised of the Puget Sound shoreline, bluffs, steep slopes, ravines, natural reserves, wetlands, streams, lakes, native growth, and stands of mature trees. These areas are found on both private and public property, including single-family residential lots, and parks.

Portions of Shoreline contain the following environmentally critical areas: geological and flood hazard areas, streams, wetlands, and fish and wildlife habitat conservation areas. The city does not contain any known critical aquifer recharge areas that supply potable water. Drinking water comes from surface systems, which originate in the Cascade Mountains and flow predominantly through the Tolt River, and is distributed by the Shoreline Water District and Seattle Public Utilities.

Shoreline has adopted regulations to protect environmentally critical areas in the city. These regulations are referred to as the Critical Areas Regulations and are located in Chapter 20.80 of the Shoreline Municipal Code. These regulations are periodically reviewed and updated in accordance with state mandates.

The City has a current Hazard Mitigation Plan in conformance with the Federal Disaster Mitigation Act (DMA), which requires state and local governments to develop such plans as a condition of federal grant assistance, and mandates updating these plans every five years. The DMA improves upon the planning process to emphasize the importance of mitigation, encouraging communities to plan for disasters before they occur. An analysis of the environmental hazards that may impact Shoreline, and the mitigation strategies that have been identified for the City to work on are addressed in detail in the Hazard Mitigation Plan (http://shorelinewa.gov/index.aspx?page=52). Excerpts from that analysis are included in the appropriate hazard areas below in this Supporting Analysis.

IDENTIFIED HAZARDS AND MITIGATIONS

Earthquake

In an earthquake, all of the city would experience potentially damaging ground shaking that may cause major structural

and/or non-structural damage to any non-retrofitted facility, and hamper its functionality. The city can be impacted by the following three source zones:

- Shallow earthquakes start within the crust of the overlying North America plate. Of concern are the South Whidbey Island Faults within the city and to the north, and the Seattle faults to the south.
- Deep earthquakes start below the interface between the subducting Juan de Fuca and Gorda plates and the overlying North America plate. The 2001 Nisqually Earthquake is the most recent example of this type of earthquake.
- The Cascadia Subduction Zone is the third zone and is on the interface between the subducting plates and the North America plate. Because of its great extent, it could break over an enormous area, causing chaos across all of Cascadia.

Secondary hazards from an earthquake event may be numerous, including fire, landslides, tsunamis, and possible hazardous material releases. Landslides do not always occur immediately following an earthquake, but can happen days later. Fires can be caused by downed power or ruptured gas lines that occur as a result of an earthquake; there may be leaks or breaks in natural gas. Hazardous materials can be spilled from ruptured containers, accidents can occur during ground shaking, and possible train derailment can occur from buckling tracks or landslides caused by an earthquake.

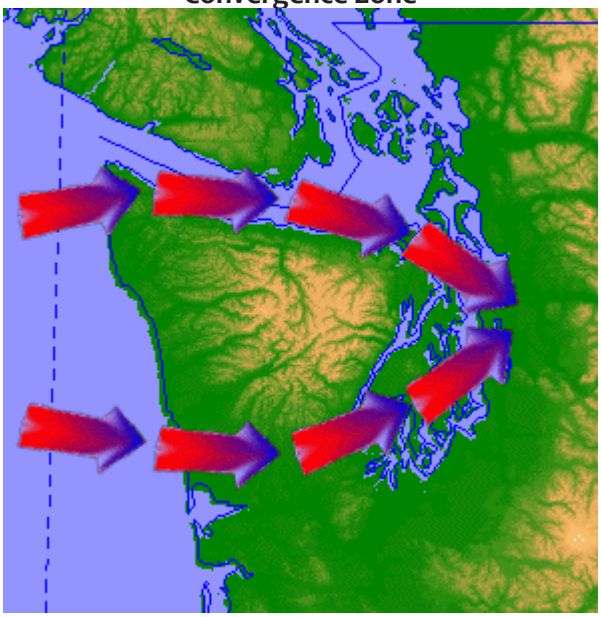
An additional area of identified seismic hazard is located in the Future Service Annexation Area at Point Wells. In this area, which is rated at the highest risk for liquefaction, Burlington Northern railroad tracks, petroleum storage facilities, and the Brightwater sewer outfall facilities may be at risk. Existing and future residential and commercial structures, and other public and private improvements may also be at risk. Access to the western portion of the area is via a bridge over the Burlington Northern railroad tracks, and a major seismic event could affect the bridge, thus limiting emergency response to the area.

Severe Weather

Severe weather is one of the most damaging natural hazards. Severe weather can bring heavy rain, high winds, snow and ice, and lead to storm surges that flood low-lying and coastal areas. Severe weather can lead to secondary effects, such as landslides, flooding from streams and poor drainage, fires caused by either ruptured gas lines or down electrical lines, and wildfires caused by lightning and spread by high winds. King County and the city are subject to various local storms that affect the Pacific Northwest throughout the year, such as wind, snow, ice, hail, and tornadoes. Although rare, tornadoes are the most violent weather phenomena known to man.

The entire city is susceptible to severe weather. Shoreline is located in what is commonly referred to as the "Puget Sound Convergence Zone." This generally means that the city tends to receive higher than normal precipitation and stronger winds compared to other cities in the region.

Figure NEA-1
Convergence Zone



Neighborhoods located on slopes near the coast, including the Highlands, Richmond Beach, Innis Arden, Hillwood, and Richmond Highlands are vulnerable because of their location. Limited ingress and egress points create a possibility of isolation during a severe weather event. Similarly, neighborhoods located on the slopes formed by McAleer Creek, including the Highlands, Highland Terrace, Ballinger, and North City are vulnerable, and have been isolated during extreme weather events.

Ice will more likely affect those areas at a higher elevation. Richmond Beach lies near sea level below the bluffs of the city, may be isolated during a snow or ice storm, and can also be affected by a strong storm surge. Properties located along 27th Avenue NW and the BNSF railroad tracks would be most affected by a storm surge.

Critical infrastructure is more likely to be impacted or damaged as a result of severe weather. Trees that are overgrown or have blown down can create problems for overhead power lines, resulting in downed lines cutting power to residents. Power is lost due to severe storms about four times a year for approximately four to six hours. A survey by the Public Works Department estimates that there are approximately 35,000 trees in City rights-of-way. Power outages could also result in disruption to the water systems. Sanitation and water systems could experience contamination or overflow problems. Given that electrical utilities and roads are most often affected by severe weather, all critical infrastructure managers and operators should plan for possible power outages, and how to access areas with difficult ingress and egress.

Climate Change

Governor Gregoire and the State of Washington, in recognition that the planet's climate is changing and that impacts of expected changes could be profound, have instructed cities to significantly reduce the State's contribution to climate change through the Washington Climate Change Challenge (Executive Order 07- 02).

In the report "The Preparation and Adaptation Working Groups" (PAWG), the State asked the City to incorporate climate change and its impacts into planning and decision-making processes. Extensive research done by the

International Panel on Climate Change (IPCC) and University of Washington Climate Impact Group confirmed that Washington's climate is changing, and the impacts of these projected changes will be far reaching. Although Washington State is working to significantly reduce its contributions to climate change, some changes are likely inevitable, although there is not clear consensus about exactly what those will be. One potential scenario for the Puget Sound region could result in hotter, drier summers; wetter winters with increasing rainfall and rain intensity; and increases in extreme weather events.

Additional potential hazards include increased chance of wildland/urban interface fires, heat waves, insect infestation, drought, potable water shortages, flooding, erosion, and landslides. The City and Emergency Services should develop plans to educate people who live in non-air-conditioned homes about the potential health risks associated with extreme heat, and encourage more homeowners, apartment complexes, and critical facilities to invest in alternative power. In 2013, the City expects to adopt a Climate Action Plan, which will delineate a strategy to reduce carbon emissions, and address potential methods of adaptation and mitigation.

Flooding

Due to its geographical location, Shoreline does not have any major rivers that are subject to severe flooding. Shoreline is drained by one minor stream on the west, Boeing Creek, which flows through steep bluffs and into Puget Sound, and two minor streams, McAleer and Thornton Creeks, which flow into Lake Washington. Boeing and McAleer Creeks flow through steep ravines, and do not pose much of a hazard to the development above them. Thornton Creek flows through a swampy area parallel to I-5 on the west, which has drainage issues and is subject to flooding.

Flooding in Shoreline is largely a result of surface water collecting in low-lying areas and natural depressions with impermeable soils. The City prepared a Surface Water Master Plan and adopted the Department of Ecology Stormwater Manual for Western Washington to address surface water concerns.

FEMA floodplains have been mapped in Boeing Creek and along the Puget Sound shoreline. Properties along the coast may experience coastal flooding during a strong storm surge. A flood study was conducted in 2009 along Thornton Creek between Ronald Bog and I-5 near Twin Ponds. This study was submitted to FEMA in 2012 to update the Flood Insurance Rate Maps for the city.

Landslide/Sinkholes

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

Four types of landslides can potentially affect Shoreline. They are deep-seated, shallow, bench, and large slides. Puget Sound's shoreline contains many large, deep-seated dormant landslides. Shallow slides are the most common type and the most probable for Shoreline. Occasionally, large catastrophic slides occur along Puget Sound. Figure NEA-3 is a map of the landslide hazard areas for Shoreline and the structures located in the landslide hazard area. Landslides are often triggered by other natural hazards, such as earthquakes, heavy rain, floods, or wildfires.

The Holiday Blast Storm of December 1996 and January 1997 caused a large washout/landslide or "sinkhole" within Shoreline along NW 175th Street near 6th Avenue NW, which was a federally declared disaster (see Figure NEA-2).

The 100-foot long sinkhole cost $2,000,000 to repair. However, the sinkhole provided opportunities to implement a series of Low Impact Development concepts ultimately reducing flooding and water quality issues, while increasing fish habitat and providing recreation opportunities.

Figure NEA-2
Holiday Blast Storm Sinkhole - Shoreline

Wildland Fire

Wildland fires can be caused by lightning strike or human error, and spread to homes and businesses, block roads, and create significant economic and environmental damage if fuel loads and vegetation are not properly maintained. Specific areas, such as Richmond Beach Saltwater Park and the Highlands neighborhood are especially vulnerable because they are highly vegetated areas with limited ingress and egress for emergency vehicles. Vegetated areas in Innis Arden and south of Richmond Beach may also be of concern.

Volcanic Eruption

Shoreline has low vulnerability to volcanic hazards. Solid matter ejected into the air by an erupting volcano, otherwise known as tephra, can potentially cause the most damage. Ash only ½ inch thick can impede the movement of most vehicles, and disrupt transportation, communication, and utility systems. Tephra may cause eye and respiratory problems, particularly for those with existing medical conditions. Ash may also clog ventilation systems and other machinery. It is easily carried by winds and air currents, remaining a hazard long after the eruption.

When tephra mixes with rain it becomes a much greater nuisance because wet ash is much heavier, more difficult to remove, and can cause structures or utility lines to collapse. Wet ash may also cause electrical shorts. An ash fall may cause secondary hazards, such as fire or flooding.

Hazardous Material

Three major rights-of-way traverse Shoreline and are used to transport hazardous material. These are the BNSF railroad, which is located along the western shore of the city; State Highway 99/ Aurora Avenue N, which runs through the middle of the city; and Interstate 5, which is east of Aurora Avenue N. Although the identity and quantity of what is being transported is unknown, Shoreline has a similar vulnerability for spillage as the rest of King County, which has one of the highest probabilities in the state due to the large amounts of industry and port

facilities in the area. Hazardous material releases can affect both human and ecological health. The severity depends on the type and amount of chemical released, and the effects range from minor to catastrophic.

Tsunami/Seiche

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

There is a low probability of a tsunami or seiche occurring in Shoreline. It is unlikely that a tsunami or seiche generated by a distant or Cascadia Subduction earthquake would result in much damage in Shoreline. One computer model suggests that a tsunami generated by such an earthquake with a magnitude of 8.5 would only be 0.2 to 0.4 meters in height when it reached the Seattle/Shoreline area. This results from the shielding of the Olympic Peninsula and the Puget Sound islands. However, Puget Sound is vulnerable to tsunamis generated by local crustal earthquakes (such as along the Seattle or South Whidbey Island faults), or by submarine landslides triggered by earthquake shaking. This type of tsunami could impact Shoreline. The low-lying areas along the Puget Sound coastline could suffer damage. Warning vulnerable areas would be nearly impossible due to the close proximity to the origin of the tsunami.

Properties located along Puget Sound may be vulnerable to tsunamis. There are 32 parcels that could be affected and are located on 27th Avenue NW. Properties directly adjacent to ponds or the small lakes in Shoreline may be potentially affected by a seiche caused by a local or distant quake. Echo Lake has development surrounding it, as does Ronald Bog on its south side.

Vegetation Protection

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

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

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

greatest risk of being lost.

Habitat Protection

The process of urbanization can result in the conversion of wildlife habitat to other uses. The loss of certain types of habitat can have significant, adverse effects on the health of certain species. Fish and wildlife habitat conservation areas are those that are necessary for maintaining species within their natural geographic distribution so that isolated subpopulations are not created. Designated habitats are those areas associated with species that State or federal agencies have designated as endangered, threatened, sensitive, or candidate species.

Currently in the Puget Sound, the bald eagle and Chinook salmon are listed as threatened species by the federal government under the Endangered Species Act. The Washington Department of Fish and Wildlife (WDFW) indicates bald eagle territory in the Richmond Beach and Point Wells areas. WDFW maps and the City's stream inventory indicate the presence of Chinook salmon in portions of McAleer, Thornton, and Boeing Creeks. Other sources have indicated the presence of fish in other streams within the city, although the full extent of fish habitat has not been confirmed. To help restore healthy salmon runs, local governments and the State must work proactively to address salmon habitat protection and restoration.

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

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

Wetlands

Wetlands perform valuable functions that include surface and flood water storage, water quality improvement, groundwater exchange, stream base flow augmentation, and biological habitat support. A review of background information, including aerial photos from 1992, identified 17 individual wetlands within the city. These wetlands range from the large estuarine system (a mixture of salt and fresh waters) adjacent to Puget Sound, to lakes and small excavated ponds. With the exception of the Puget Sound estuarine system, all wetlands in the city are palustrine systems (freshwater). The largest palustrine system is Echo Lake, located in the north-central portion of the city. Other large wetlands include ponds within Ronald Bog, Twin Ponds, and Paramount Open Space Parks, and the Seattle Country Club, as well as numerous undocumented wetlands of .5 acres or less. Most wetlands in the city are relatively isolated systems and surrounded by development.

Under the Shoreline Municipal Code, wetlands are designated using a tiered classification system (from Type I to Type IV) based on size, vegetative complexity, and the presence of threatened or endangered species. No wetlands in the city have received a Class I rating. All wetlands, regardless of size, are regulated under the Shoreline Municipal Code. When a development is proposed on a site with known or suspected wetlands, a wetland evaluation is required to verify and classify wetlands and delineate boundaries and buffer areas. The State Department of Ecology mandates minimum wetland buffer areas based on typology and other factors.

All of the documented wetlands within the city have experienced some level of disturbance as a result of development and human activity. Disturbances have included major alterations, such as wetland excavation, fill, or water impoundment. Some wetland areas occur within parks that receive constant use by people, threatening the wetlands with impacts from human activity, such as trash and trampling of vegetation.

Lakes

There are four lakes in the city: Echo Lake, Ronald Bog, Hidden Lake, and Twin Ponds. Like most small urban lakes, Shoreline's lakes contain pollutants and contaminated runoff, including fertilizers and pesticides from lawns and gardens; oils, greases, and heavy metals from vehicles; and fecal coliform bacteria. The quality of the water in the lakes is a concern to many residents and City staff. Ronald Bog and Twin Ponds were historically dredged. As urban development has occurred, the process by which the nutrient level and vegetation in these lakes increases has accelerated. Ronald Bog and Twin Ponds will eventually revert to bogs.

Hidden Lake is currently used as a sediment storage facility, and has been significantly altered to accommodate this function. King County completely reconstructed this feature by removing the sediment eroded from sites further upstream in the basin. Hidden Lake has served as a sink for this sediment, was designed to permanently reestablish the lake in a way that increases habitat for fish and wildlife, and prevents the passage of fine sediments downstream.

Streams and Creeks

Numerous small streams and creeks are found within or adjacent to the city. Many of these streams have been placed in culverts, channels, or otherwise altered and degraded. Boeing Creek flows to the Puget Sound, and drains an area that includes Boeing Creek and Shoreview Parks. The headwaters of Thornton Creek originate north of Cromwell Park, flow through a series of stormwater pipes to Cromwell Park Stormwater Wetland, and then to Ronald Bog, near the geographic center of the city. South of Ronald Bog, the creek flows through a series of open stream channel segments and pipes to Twin Ponds, crosses the city limits, and emerges as an open channel in the City of Seattle's Jackson Park Golf Course. McAleer Creek flows in the southeasterly direction, and passes through the northeast corner of the city and into Lake Forest Park. Lyons Creek flows in a similar direction just outside of the city. Other features include small and unnamed creeks that flow into the Puget Sound in the Richmond Beach, Innis Arden, and Highlands neighborhoods.

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

Groundwater

Groundwater aquifers are used for supplying water to lakes, wetlands, and streams during the dry season, and for a few private wells that supply water for irrigation and possibly drinking water in isolated instances. Wetlands and lakes are thought to be the main groundwater recharge areas in the city.

Water Quality and Drainage

Drainage in the city consists of nine separate drainage basins: Lyons, McAleer, Thornton, and Boeing Creeks; West Lake Washington; Bitter Lake; Seattle Golf Club; and 2 separate areas of the Middle Puget Sound Basin (north and south). Along the western half of the city, the Boeing Creek Basin drains directly into Puget Sound. The Middle Puget Sound basins drain into Puget Sound via small creeks and surface water systems. The McAleer Creek Basin in the northeastern portion of the city drains into Echo Lake and Lake Ballinger, and eventually into Lake Washington. The approximate eastern half of the city drains to Lake Washington via Thornton Creek. The Ballinger area drains to Lake Washington via Lyon Creek. Small portions of the city at the north and northeastern edges drain into Lake Washington through small creeks and surface water systems.

Drainage facilities in the city consist of a combination of conveyance pipes, ditches, and stream channels. Much of Shoreline's development took place in the 1940s and 1950s, prior to the implementation of stormwater mitigation regulations in the 1970s. Many water quality facilities have been constructed in the city, including Boeing Park stormwater pond, Cromwell Park stormwater wetland, dozens of raingardens and bioretention facilities, and proprietary water quality treatments systems associated with the Aurora Corridor Improvement Project.

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

Air Quality

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

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

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

Sustainability

Shoreline residents, elected and appointed officials, and staff place a priority on sustainable land use and building practices, resilience of our natural systems, and reducing the city's carbon footprint. Following direction from a 2007 Council goal to "create an environmentally sustainable community," staff worked with a consultant team and the community to develop an Environmental Sustainability Strategy, which was adopted in 2008. The City also built a new City Hall facility, completed in 2009, that achieved a Leadership in Energy and Environmental Design (LEED) Gold certification.

By 2012, the City's interdepartmental Green Team, tasked with implementation of the Strategy, had completed 42 of the 50 recommendations. One of those recommendations was to "create baselines for all Sustainability Strategy focus areas and implement an indicator tracking system to track progress over time." In April 2012, the forevergreen web page (www.shorelinewa.gov/forevergreen) was launched. The page was organized according to the 5 focus areas identified in the Strategy: Climate Protection, Natural Habitat, Resource Conservation, Built Environment, and City Initiatives. It identifies 13 categories of performance measures and 43 indicators that will be tracked over time to quantify progress of City initiatives.

With the launch of the web page and substantial implementation of the Sustainability Strategy, the City shifted focus from incorporating sustainability into internal operations to communication about City initiatives, and providing information and resources for households to make sustainable decisions. The City recognizes the importance of contributing to sustainability through directing public projects to provide connectivity of trails and transit, land use to encourage commercial development that provides jobs and services to neighborhoods, and innovative stormwater and building practices that promote Low Impact Development. However, when examining Shoreline's overall carbon footprint, the portion that is attributed to City operations is small. If the community is to make a significant difference in their impact on local and global systems, it will be because of individual and household choices.

The focus of the City is also shifting from environmental sustainability to the other 2 prongs of a 3-pronged "triple-bottom line" approach: Environment, Economics, and Social Equity. This is reflected in Council Goals, Vision 2029, and Framework Goals for the Comprehensive Plan Update and Light Rail Station Area planning. Policies are implemented through functional Master Plans, the Capital Improvement Plan, and annual department budgets and work plans, and are thereby manifested in projects and programs.

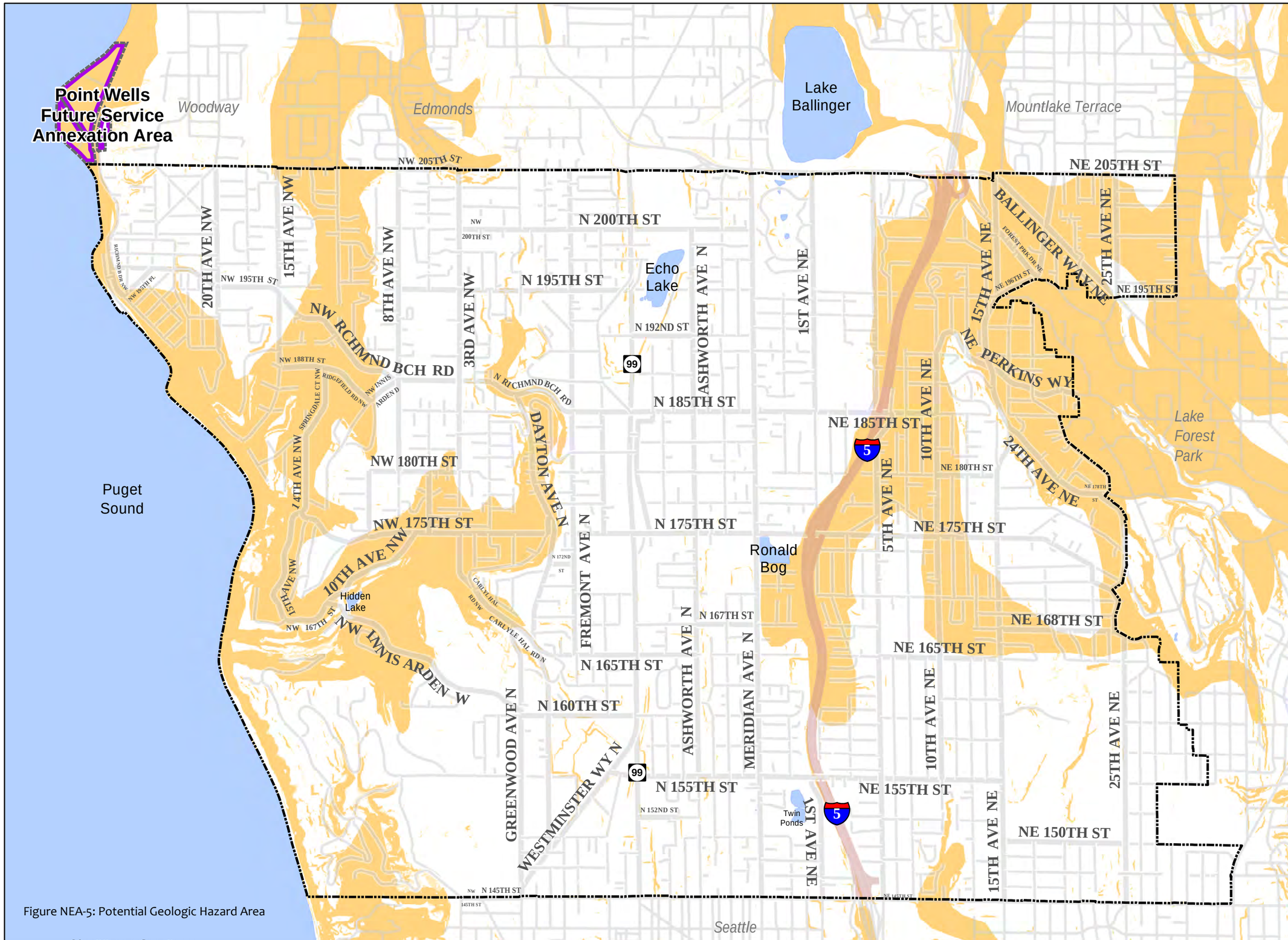


Figure NEA-5: Potential Geologic Hazard Area

CITY OF SHORELINE

City of Shoreline

COMPREHENSIVE PLAN

Potential Geologic Hazard Area

Geologic hazard areas shown include seismic hazards based on preliminary data from the Washington State Department of Natural Resources, Geology and Earth Resources Division (1993) and steep slopes and land slides based on data from the Puget Sound LiDAR Consortium and the City of Shoreline.

This map is for illustration and general planning purposes only. Actual conditions may vary and should be verified by a geotechnical investigation on a site by site basis.

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Potential Geologic Hazard Area

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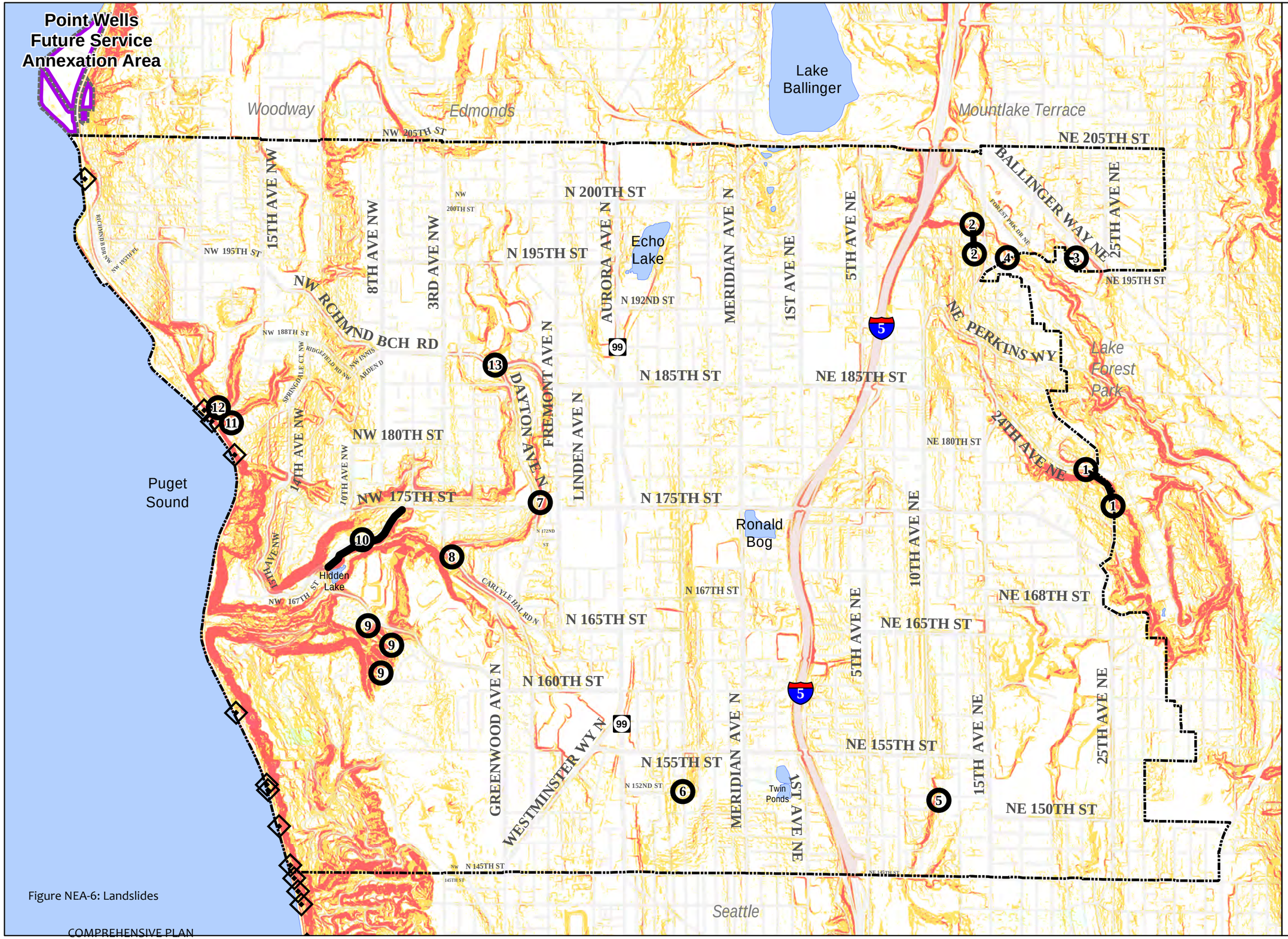

Figure NEA-6: Landslides

City of Shoreline
COMPREHENSIVE PLAN

Confirmed by USGS *

Confirmed by City

Slope (percent)

more than 40 percent

15.01 to 40 percent

0 - 15 percent

1. 25th Ave NE between NE 175th St and 24th Ave NE
2. 14th Ave NE between NE 195th St and NE 200th St
3. 23rd Ave NE near Ballinger Way NE
4. NE 196th St over McAleer Creek
5. 11th Ave NE and Paramount Park Open Space
6. NE 152nd St and Ashworth Ave N
7. Evanston Ave N / Dayton Ave N at N 178th St
8. Carlyle Hall Rd and M-1 Dam
9. Shorewood Hills I and II
10. Boeing Creek between North Pond and Hidden Lake
11. 17th Ave NW north of NW Springdale Pl
12. 17th Pl NW and Storm Creek
13. Panterra Pond

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Landslides

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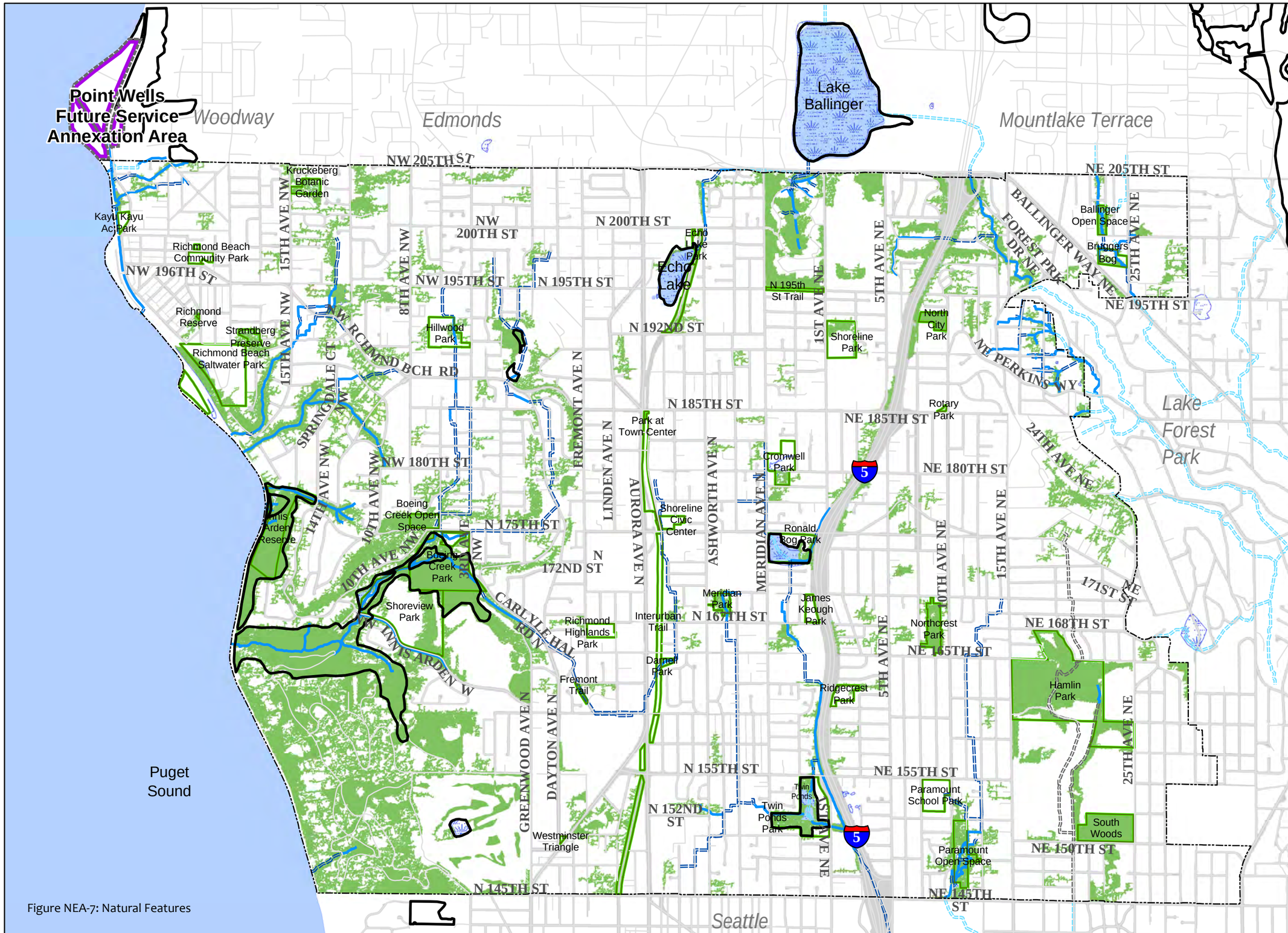

City of Shoreline
COMPREHENSIVE PLAN

Priority Habitat & Species

Urban Forest

Water Course

Other

TYPE

Open Stream

Piped Stream

Drainage Only

Wetland

Urban Forest Land is the result of an analysis of the 2010 Tree Canopy Study. This maps shows contiguous tree canopy areas of more than one acre.

The Washington State Division of Fish and Wildlife defines the Priority Habitat and Species areas.

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This map is not an official map. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.

Natural Features

Figure NEA-7: Natural Features

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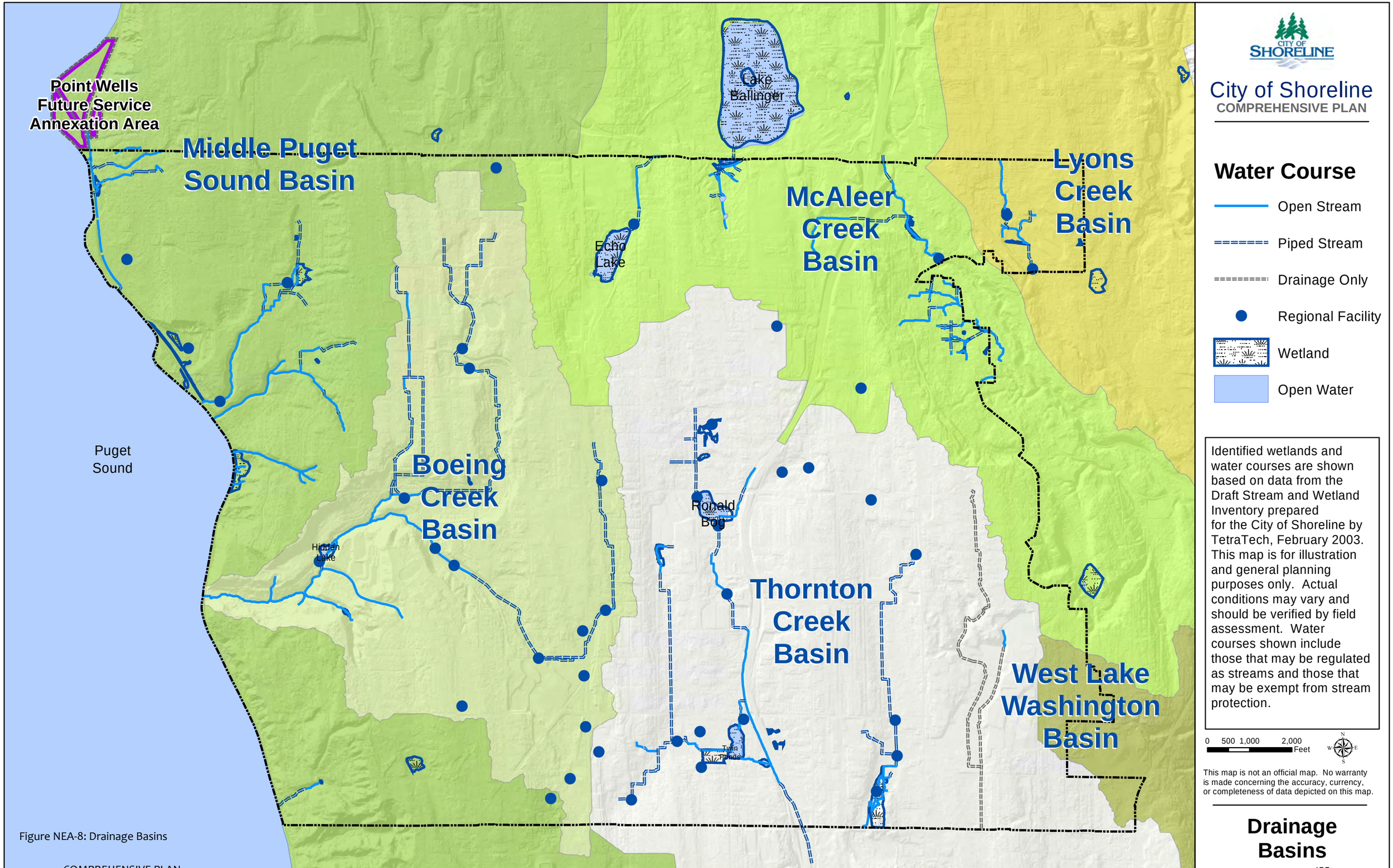

Figure NEA-8: Drainage Basins

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Parks, Recreation, and Open Space Supporting Analysis

Community-driven park planning is a dynamic process that addresses community desire and recreational demands. It is guided by a long-term planning document, created as a collaborative effort between the City of Shoreline and Shoreline residents. The Parks, Recreation, and Open Space (PROS) Plan describes the vision, goals, and policies that provide a foundation for future maintenance and development of Shoreline's parks, recreation, and cultural service programs.

The PROS Plan inventories projected needs of existing assets, identifies capital project recommendations, and describes a strategic plan for implementation. These recommendations are implemented through the City of Shoreline Capital Improvement Plan and voter-approved capital improvement bonds, such as the 2006 Open Space, Parks, and Trails Bond.

The PROS Plan contains a more thorough analysis than what is required in the Comprehensive Plan, so rather than recreating it or selecting certain portions, the entire document can be found at:
http://shorelinewa.gov/index.aspx?page=682

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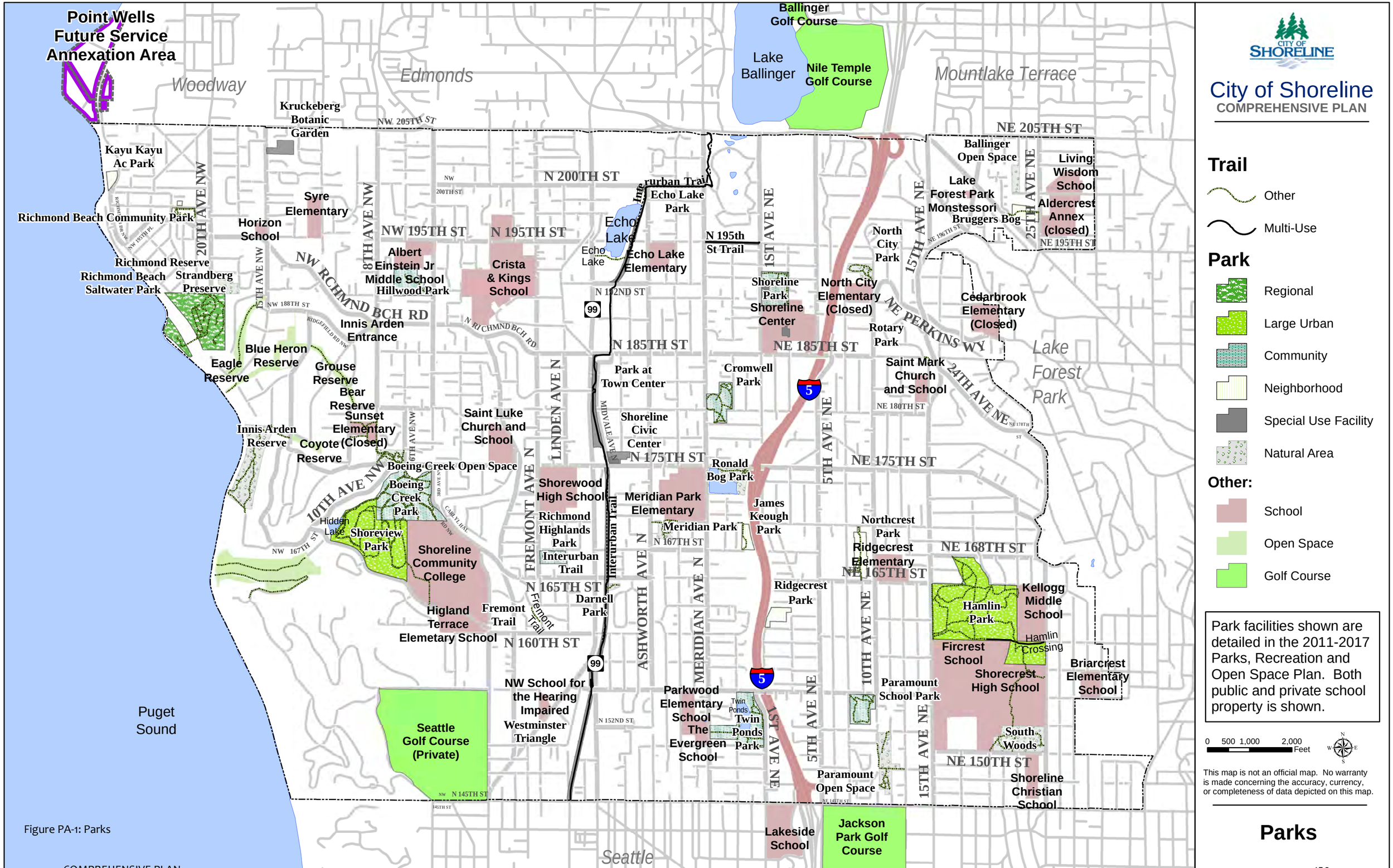

City of Shoreline
COMPREHENSIVE PLAN

Trail

- Other
- Multi-Use

Park

- Regional
- Large Urban
- Community
- Neighborhood
- Special Use Facility
- Natural Area

Other:

- School
- Open Space
- Golf Course

Park facilities shown are detailed in the 2011-2017 Parks, Recreation and Open Space Plan. Both public and private school property is shown.

0 500 1,000 2,000 Feet

This map is not an official map. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.

Parks

Figure PA-1: Parks

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Capital Facilities Element Supporting Analysis

BACKGROUND AND CONTEXT

Capital facilities in Shoreline that are addressed in this section are placed in two categories: City-managed facilities and non-City managed facilities. City-managed facilities are defined as those that are owned and operated, or managed by the City. Non-City managed facilities are defined as those public capital facilities that are not owned and operated by the City, are facilities and services for which the City has an interlocal or franchise agreement, or services and facilities that are provided to city residents through independent districts.

This Element provides an inventory of both City-managed and non-City-managed public facilities and services. This includes surface water; transportation; park, recreation and cultural resources; police; fire; emergency operations center; public schools; water; wastewater; and solid waste. Transportation, park, recreation, and open space facilities are addressed in their respective elements of this Comprehensive Plan. Other utility facilities such as electrical, natural gas, and telecommunication services are discussed in the Utilities Element Supporting Analysis section of the Plan.

The Growth Management Act (GMA) requires that the Capital Facilities Element provide an inventory of public facilities, including their locations and capacities. The GMA also requires a forecast of future needs for capital facilities, and identification of the proposed capacities of new or expanded capital facilities, as well as facility locations if listed in the six-year plan.

For facilities funded by the City, the GMA requires the preparation of a six-year plan for financing new or expanded capital facilities. The six-year plan must consider financing within project funding capacities, clearly identify the sources of public moneys for these improvements, and ensure that these improvements are consistent with the Land Use Element. Finally, the GMA requires the City to reassess the Land Use Element or revise the adopted level of service if funding falls short of meeting future capital facility needs. The King County Countywide Planning Policies further state that capital facility investment decisions place a high priority on public health and safety.

This element will address the requirements of the Growth Management Act as well as help answer important questions, such as:

- What kind of services and facilities does the community want and need to serve existing and future residents, and which services and facilities are most important?
- When should these services and facilities be provided, and how should they be funded?
- If needed in the near-term, where should such facilities be located?
- How can the need for new facilities be limited, and their impacts on the community be addressed?
- What is the City's role in ensuring and providing services and facilities, and how should the City work with other providers to facilitate good service?

Shoreline is served by an extensive system of publicly funded and operated capital facilities, from schools and parks to utility systems and transportation facilities. Many of these facilities, such as water towers and roads, help meet the basic needs of residents. Some, such as fire stations and flood detention ponds, make the community safer. Community resources like schools and libraries foster learning and educational development, which help make the city a better place. Others, such as parks and museums, enhance the quality of life.

The community benefits from these investments on a daily basis. In order to sustain and improve on the benefits that the community currently enjoys, the City must identify how it and other public service providers can best maintain existing facilities, and create new facilities to serve the needs and desires of local residents and future development.

When Shoreline residents incorporated the City in 1995, it was in large part to receive better, more efficient services for their tax dollars. This concept was further supported in the framework goals and policies adopted in the 1998 Comprehensive Plan. One way for the City to provide more efficient services could include unifying some of the water and sewer utilities with City operations, creating one-stop shopping for city residents and businesses. Early City Councils realized that consolidating utility services in Shoreline would reduce inefficiencies associated with multiple governmental entities operating in the same city.

Over the coming years, many public facilities will need to be replaced, refurbished, or expanded, and new facilities created in order to serve existing and new residents. Some of these facilities are provided directly by the City. In other cases, separate providers deliver services and plan for and fund capital improvements to meet the mission of their district or service area. A few of these facilities serve not only the needs of Shoreline, but also the larger region.

All of these projects will be competing for limited public resources. For projects that the City controls, citizens must prioritize which projects will proceed and how to fund them. At the development stage, the community may be able to influence where these facilities will be located, and how to address the impacts of new or expanded facilities on adjacent areas and the community.

EXISTING CONDITIONS

This chapter identifies the primary capital facilities that exist within the city. These facilities are listed as **City-Managed Facilities**, and **Non-City-Managed Facilities**. The facility, provider, and an inventory including the name, size, and location of each facility are provided, if the information is available. Some service providers must prepare a comprehensive service plan that includes a capital facility element. These plans are incorporated into this Capital Facility Element by reference. Each plan has been reviewed for consistency with the general policies and Land Use Element. A brief description of services provided at the facility is also presented to explain the use of structures.

In addition, if available, currently identified plans for expansion are provided as a part of the existing conditions information, including the type of facility, the proposed size of the facility, and the location and timing of expansion. In some cases, this information is currently unknown or proprietary.

The City maintains a number of franchise agreements with utility providers allowing for the existence of support facilities, such as sewer mains within the City's rights-of-way (streets). Many of the services referred to in this element are evaluated by the City through franchise and interlocal agreements.

CITY-MANAGED BUILDINGS, FACILITIES, AND SERVICES

This section addresses existing public capital facilities owned or largely operated and managed by the City of Shoreline, including buildings, and stormwater, transportation, parks, and recreation facilities.

Current City-Managed Facilities

The City of Shoreline offices provide a wide variety of services and functions, which are provided at a variety of facilities.

The City of Shoreline Civic Center, which includes the City Hall building at 17500 Midvale Avenue N, provides approximately 66,400 square feet of office space where governmental services are available. These services include, but are not limited to, customer response, administration, permitting, environmental and human services, road and park maintenance, and neighborhood coordination. The campus also includes a 21,000 square foot auditorium, a 75 car elevated parking structure, and a one-acre public park and plaza.

In addition, the City owns and maintains approximately 28,765 square feet of facilities to support the park system, including the Spartan Recreation Center, the Shoreline Pool, the Richmond Highlands Recreation Center, Kruckeberg Botanic Garden, the Richmond Beach Saltwater Park Pedestrian Bridge, numerous park shelters, and outdoor restrooms.

The City operates a maintenance facility at Hamlin Park, located at 16006 15th Avenue NE. This location serves as a storage yard for various City vehicles, including a street sweeper and road maintenance equipment, as well as offices for street and park maintenance crews. The City is evaluating the relocation and expansion of this facility as part of possible utility acquisitions.

Stormwater Facilities

The Surface Water Master Plan, adopted in 2011, provides a detailed discussion of the stormwater facilities in Shoreline. The plan responds to both state and federal requirements for managing surface water in the city. The plan reviews current and anticipated regulatory requirements, discusses current stormwater management initiatives, identifies flooding and water quality programs, and discusses the resources needed for the City to fully implement the plan. Management of surface waters in the city is funded through the City's Surface Water Utility. The plan also provides a detailed inventory of the existing stormwater facilities and necessary capital facility upgrades.

Transportation Facilities

The Transportation Master Plan, adopted in 2011, and Transportation Element of this Plan provide a detailed discussion of the transportation facilities in Shoreline. The City prepares and adopts a six-year Transportation Improvement Plan (TIP) each year. The TIP lists street and non-motorized projects, and can include both funded and unfunded projects. It is prepared for transportation project scheduling, prioritization, and grant eligibility purposes.

Parks and Recreation Facilities

There are a number of public parks and recreation facilities within the community. These facilities are discussed in more detail in the 2011-2017 Parks, Recreation, and Open Space Plan and Parks, Recreation, and Open Space Element of this Plan.

Current Police Facilities

The Police Station was built in 1956 and purchased by the City shortly after incorporation in 1995. The Station is located at 1206 N 185th Street. The building is 5,481 square feet, and is constructed of unreinforced masonry that has not been retrofitted to earthquake standards. In 2012, the City initiated a facility feasibility study to analyze potential locations of a new facility. This need was identified during the City's 2009 Hazard Mitigation Planning effort.

In addition to the Police Station there are two neighborhood centers that are currently staffed by community volunteers:

Neighborhood Center	**Neighborhood Center**
Eastside Storefront	Westside Storefront
Space leased by the City	*Space leased by the City*
521 NE 165th Street	630 NW Richmond Beach Road

Police services are provided to Shoreline through a year-to-year "City Model" contract with King County in two major areas:

- City Services: staff is assigned to and works within the city. In 2012, there were 52 FTEs dedicated to the city.
- Regional Services: staff is assigned within the King County Sheriff's Office, and deployed to the city on an as-needed basis (e.g., criminal investigations and special response teams).
- Communications: The City contracts with King County for dispatch services through the King County 911 Communications Center.

The neighborhood centers are primarily staffed with community volunteers. Volunteers assist with a number of programs, including vacation house checks, and bicycle identification and licensing, along with providing a link to local neighborhoods, businesses, and schools to resolve issues and problems affecting them. At the time of this update, the City had two Community Policing Specialists (Storefront Officers) providing support to the neighborhood centers.

There are no City-managed jail cells located within the city. The Shoreline Police maintain two holding cells at the Police Station on N 185th Street to detain suspects until they can be transferred to the King or Snohomish County jail facilities.

NON-CITY-MANAGED FACILITIES AND SERVICES

There are additional public capital facilities and services available to Shoreline residents. These include facilities and services that are provided through contracts between the City and private or public utility districts and entities, or between individual residents and utilities or district service providers. These include fire and police, wastewater, water, public schools, and solid waste facilities and services. Facilities and services, such as electrical, natural gas, and telecommunications, which are specifically characterized as "utilities" by the Growth Management Act, are addressed in the Utilities Element.

Shoreline District Court

The Shoreline District Court, located at 18050 Meridian Avenue N, is supportive of police services provided to the City through an interlocal agreement with King County. The District Court provides City-managed court services for the prosecution of criminal offenses committed within the incorporated city limits. The District Court serves several other jurisdictions as well. No known changes are planned for the Shoreline District Court facility or services.

Current Fire Facilities

The Shoreline Fire Department serves an area slightly larger than the incorporated boundaries of the City of Shoreline. The Shoreline Fire Department estimates that the population served by the department is approximately

53,000. In addition to the Shoreline Area, the Fire Department provides fire suppression services to Point Wells in Snohomish County on a contractual basis.

The Shoreline Fire Department maintains five stations located at 17525 Aurora Avenue N, 719 N 185th Street, 1841 NW 195th Street, 145 NE 155th Street, and 1410 NE 180th Street. The department also maintains five pumpers, three advanced life support units, three basic life support units, and one ladder truck.

City of Shoreline Emergency Operations Center (EOC)

RCW 38.52.070 authorizes and directs the City to assume responsibility of emergency management for their jurisdiction. The City has established its Emergency Operations Center at the Shoreline Fire Headquarters through a Memorandum of Understanding (MOU) signed by the City Manager and Fire Chief. The City supports the equipment needed to operate from the Fire Department's community room. The need for a more permanent EOC was also discussed in the Hazard Mitigation Planning process. This could potentially be included in the planning for a new police facility, and is considered a "critical facility" during emergencies.

Planned Fire Facilities

The Shoreline Fire Department recently completed construction of two new neighborhood fire stations and a training/support services/administrative facility. With these projects constructed, there are no additional major upgrades projected for the next 15 to 20 years.

Public School Facilities

Public school services are provided by Shoreline Public School District #412. Within the District, which includes the cities of Shoreline and Lake Forest Park, there are 16 public schools, a bus barn, and a District Office and conference center facility.

Current Public School District Facilities

School District #412 encompasses a 16 square mile area, bounded by Puget Sound on the west, Lake Washington to the east, the Seattle city limits to the south, and the King/Snohomish County line to the north. Residents of Shoreline are served by all District schools, except Brookside Elementary School and Lake Forest Park Elementary School.

The School District operates 1 preschool/daycare center, 8 elementary schools, 2 middle schools, 2 high schools, the Shoreline Center (described in detail in the following section) and 2 additional surplus properties located within the city. In addition to these facilities, the School District maintains a Transportation Center located adjacent to the Ridgecrest Elementary School site, and a warehouse with a central kitchen located adjacent to Hamlin Park. These facilities are listed in CFA-1.

Figure CFA-1:
Shoreline School District Facilities

Name of Facility	Location
Preschool/Daycare Centers:	
• Shoreline Children's Center	1900 N 170th Street
Elementary Schools:	
• Briarcrest Elementary	2715 NE 158th Street
• Echo Lake Elementary	19345 Wallingford Avenue N
• Highland Terrace Elementary	100 N 160th Street
• Meridian Park Elementary	17077 Meridian Avenue N
• North City Elementary (closed)	816 NE 190th Street
• Parkwood Elementary	1815 N 155th Street
• Ridgecrest Elementary	16516 10th Avenue NE
• Syre Elementary	19545 12th Avenue NW
Middle Schools:	
• Einstein Middle School	19343 3rd Avenue NW
• Kellogg Middle School	16045 25th Avenue NE
High Schools:	
• Shorecrest High School	15343 25th Avenue NE
• Shorewood High School	17300 Fremont Avenue N
Other Facilities:	
• The Shoreline Center	18560 1st Avenue NE
• Transportation Center	124 NE 165th Street
• Warehouse and Central Kitchen	2003 NE 160th Street
• Cedarbrook (closed)	2000 NE Perkins Way
• Sunset Elementary (closed)	17800 10th Avenue NW

Shoreline Center

The Shoreline Center is located at 18560 1st Avenue NE, in the former Shoreline High School campus. The facility is owned by the Shoreline School District. It comprises approximately 209,000 square feet of enclosed space located on 35 acres of land. The City maintains and operates portions of the facility under an interlocal agreement.

The Shoreline Center accommodates several organizations and services, including the Shoreline School District offices, the Shoreline Conference Center, the Shoreline – Lake Forest Park Arts Council, the Shoreline PTA Council, the Shoreline Public Schools Foundation, the Shoreline Senior Center, as well as the Shoreline Chamber of Commerce. A football field, gymnasium, and soccer fields are also located on the campus.

The Shoreline School District does not have any specific plans for substantial changes to the Shoreline Center building.

Planned School District Facilities

The School District substantially renovated Shorecrest and Shorewood High Schools in 2012 to meet standards of the Washington Sustainable Schools Protocol.

Generally, the School District can take the following steps to expand capacity at individual sites:

- Site a portable at an affected school. The District owns several portables for this purpose; if all are being utilized, the District could purchase or lease more;
- Alter/shift special program assignments to available space to free up space for core programs: gifted programs, special education, arts, activities, and others.
- Boundary adjustments: the areas from which individual schools draw may be adjusted; in more extreme cases, the district boundary could be modified; and/or
- Expansion of affected schools (if feasible without eliminating required playfields or parking).

WATER

The City of Shoreline is served by two public water utilities and maintains franchise agreements with each entity:

- Seattle Public Utilities (SPU), which serves the portion of the city located generally west of I-5.
- Shoreline Water District (SWD), which serves the portion of the city generally east of I-5.

SPU is a direct provider of water, servicing about 58% of the city's population. The other 42% of the city is serviced by the SWD, which purchases water wholesale from SPU.

Existing Water System

The water system provides water conveyance and fire flow service to hydrants, single- and multi-family residences, commercial customers, and fire suppression systems. This water is supplied by Seattle Public Utilities via the 60+inch transmission main located along 8th Avenue NE. The Seattle Public Utilities' primary sources of water are the Cedar and Tolt Rivers.

Existing Seattle Public Utilities (SPU) Water Services and Facilities

SPU facilities in the City of Shoreline constructed through 1994 include approximately 606,000 feet of 1-inch diameter to 66-inch diameter pipe, 879 fire hydrants from 2- to 8-inches in diameter (785 hydrants are 6 inches in diameter), and the following 4 major facilities:

- Richmond Highlands Tanks at the Southwest corner of N 195th Street & Fremont Avenue N;
- Foy Standpipe at the northeast corner of Dayton Avenue N and N 145th Street;
- Foy Pump Station at the northeast corner of 5th Avenue NE and NE 145th Street; and
- North Pump Station located east of 8th Avenue NE on NE 185th Street.

The earliest portion of the water distribution system included 27,882 feet of waterline, which was built in 1933. The water system is now distributed throughout the SPU service area in Shoreline. In 1995, an estimated 2,640 feet of new pipe was built, generally to replace existing water mains. The water system has approximately 17,000 feet of 3-inch and less diameter pipe, in addition to 2,907 feet of 4-inch pipe.

Planned Seattle Public Utilities Water Service and Facilities

The capital expenditures that SPU has identified are included in their plan update. The actual capital facility upgrades for Shoreline would be re-evaluated by the City as part of the potential acquisition process.

Existing Shoreline Water District (SWD) Services and Facilities

The Shoreline Water District's administrative offices are located at 15th Avenue NE and NE 177th Street. The maintenance facility is located south of the administrative offices, at 15th Avenue NE and NE 169th Street. The District was formed in 1931, and has operated as Shoreline Water District since 1991. The majority of the system was constructed between 1948 and 1975. In 1982, 27 cities, water districts, and associations signed 30-year contracts to buy some or all of their water from SPU on a wholesale basis; SWD was one of these districts. The contract signed by SWD in 1982 was effective until January 1, 2012. In November 2001, SWD was one of nine associations that signed a new 60-year water service agreement with SPU; this new contract extends to January 1, 2062. This contract allows SWD to acquire all of its water from metered connections from SPU's Tolt Transmission Pipeline.

The Shoreline Water District system contains more than 92 miles of water main, ranging in size from 2 to 20 inches. Transmission capability for the system is primarily provided by 12-inch diameter pipelines from the supply stations to various points within the service area. The transmission pipelines are located primarily along the major transportation corridors. Some transmission capability is also provided by looped, 8-inch diameter pipelines in the heavily developed residential areas of the system. Over 50% of the mains were installed between 1966 and 1968.

The Shoreline Water District storage capacity is composed of a 3.7 million gallon reservoir and a 2.0 million gallon reservoir. A detailed inventory of the system's existing facilities is included in the District's 2011 Water System Update.

Planned Shoreline Water District Services and Facilities

A comprehensive Water System Plan update was completed by the Shoreline Water District in 2012. It identifies numerous projects including: equipment replacement and maintenance, pressure zone improvements, main replacements, new booster pump station to increase fire flows, and continued monitoring of water quality. The District has current plans to upgrade their administrative offices and maintenance facility.

Future Water Service

The City has a tentative agreement with the City of Seattle regarding the sale of the Seattle Public Utilities (SPU) water system located in Shoreline. The Shoreline City Council has established SPU water system acquisition as a specific goal to allow citizens a direct say in how rates for services are set and how the utility is managed. Currently, rate and management decisions are made solely by the City of Seattle. It will be important for the City to study and solicit input regarding the best course of action as Shoreline Water District's franchise nears expiration in 2027.

Consolidation of the water services with the general government of the City would provide an opportunity to share resources among the two water systems, and ultimately with general City operations. This sharing of resources could provide direct savings to the water utilities on such functions as billing, accounting, equipment, manpower, and facilities. This creates a more efficient utility, less cost to the rate payers, and a more stable rate structure over time. Consolidation should facilitate economic development, manage growth, and meet the long-term goals of the Shoreline community.

WASTEWATER

Ronald Wastewater District was formed in 1951. It is the primary wastewater service provider for the City of Shoreline, and in October 2002 the City executed a franchise agreement with the District to construct, maintain, operate, replace, and repair the sanitary sewer within the city. The Highlands Sewer District serves a small part of the city in the Highlands neighborhood.

There are 31 known lots scattered individually throughout the District with onsite sewage disposal systems. Many of the lots have sewer available, but the property owners have not chosen to connect for a variety of reasons.

Wastewater treatment services are provided by the City of Edmonds and the King County Department of Natural Resources Wastewater Division (formerly Metro). King County DNR also provides gravity and pumped interceptor service.

Existing Ronald Wastewater District (RWD) Services and Facilities

Ronald Wastewater District's service area includes the entire City of Shoreline, with the exception of the Highlands neighborhood. In October 2001, RWD purchased the portion of sewer system owned by Seattle Public Utilities known as the Lake City Sewer District. This area covers most of the I-5 corridor, along with the southeastern portion of the city. The District presently owns, operates, and maintains a domestic wastewater collector and interceptor system consisting of 16 lift stations, 21 individual grinder pumps, and approximately 190 miles of 6- to 30-inch diameter sanitary sewer mains, not including private sewers. Sewer service is generally provided to customers by gravity flow through the District system, or by gravity flow to District owned and operated lift stations.

The wastewater collected from within the District is treated at two facilities, King County Wastewater Division's West Point Treatment Plant and the City of Edmonds Treatment Plant, under contract arrangements. The Highlands Sewer District discharges wastewater flow into the Ronald Wastewater District system. The existing collection system is detailed in the District's 2010 Comprehensive Water Plan.

Planned Ronald Wastewater District Services and Facilities

To further the goal of consolidating services, the City and District entered into an Interlocal Operating Agreement in 2002, which facilitates assumption of the District in October 2017. This assumption would allow coordination and resource sharing with other City utility and street operations. The Agreement outlines the unification process between the City and the District. The City intends use the assumption process authorized in Chapter 38.13A, which means all assets, reserve funds, employees, equipment, and any District debt would be assumed by the City, and the Ronald Wastewater District would cease to exist as a separate government entity.

Currently the District maintains a 10-year capital improvement program for its original sewer system and the old Lake City Sewer District system. The Capital Improvement Program includes an ongoing infiltration and inflow monitoring and reduction program. The City would re-evaluate the capital improvement plans as part of the unification process.

Existing and Planned Highlands Sewer District (HSD) Services and Facilities

The Highlands Sewer District maintains a sanitary sewer collection system that conveys wastewater from approximately 100 households in the Highlands Neighborhood to the Ronald Wastewater District. There are no

known changes to future provision of service within the Highlands Sewer District.

Treatment Facilities

Existing King County Department of Natural Resources Wastewater Division (KCDNRWD) and the City of Edmonds Services and Facilities

King County maintains a system of interceptor sewers and 3 pumping stations within the City of Shoreline. King County transfers the majority of the flows from within the city via gravity and pumping to the West Point Treatment Plant. The West Point Treatment Plant currently has the capacity to treat up to 133 million gallons of wastewater per day.

The majority of the wastewater flows in the District's sewer pipes are generated by the citizens of Shoreline. Flows are also transferred from areas in Lake Forest Park, Highlands Sewer District, and from Woodway, Mountlake Terrace, and Olympic View in Snohomish County through the District's sewer mains into either King County or City of Edmonds interceptors.

A small area within the City of Shoreline (approximately 2,200 households) is served via gravity and pumping into Snohomish County and to the City of Edmonds Wastewater Treatment Plant. The Edmonds Wastewater Treatment Plant currently has capacity to treat approximately 12 million gallons per day.

In response to increased growth in our region, King County constructed a regional wastewater treatment plant, called Brightwater. Construction started in 2006. Treatment plant start-up and operations began in September 2011.

Brightwater serves portions of King and Snohomish. The facilities include a treatment plant, conveyance (pipes and pumps taking wastewater to and from the plant), and a marine outfall (at Point Wells). The capacity needed to treat future wastewater flows from Shoreline will be accommodated by this facility.

SOLID WASTE

Existing Solid Waste Collection Services and Facilities

The City of Shoreline currently has a solid waste collection contract with Cleanscapes, LLC that expires in 2015 for residential curbside solid waste and recycling collection, and for commercial solid waste collection. Shoreline maintains an interlocal agreement with King County for use of the Shoreline Recycling and Transfer Station. In addition to solid waste collection, the City also operates a household battery recycling program and a composting facility for recycling City-managed and school district green waste. The City also sponsors two recycling events during the year for residents to recycle household items.

Planned Solid Waste Services and Facilities

The City plans to continue solid waste collection through contract services, and to continue its agreement with King County for the use of the Shoreline Recycling and Transfer Station, which was renovated in 2008. The facility no longer accepts plastic, glass, cardboard, or mixed paper for recycling. Curbside recycling for these materials is provided by Cleanscapes. The City continues to encourage recycling by modeling it in all City-owned facilities, and through environmental education and stewardship.

CAPITAL FACILITY ISSUES

General Growth Projections

According to growth projections, which provide the foundation for the Land Use Element of the Comprehensive Plan, the city could experience an increase of up to approximately 5,000 additional households over the next 20 years. This figure is based on the housing target allocated to the City by King County (see the Land Use Element for additional discussion of the housing target).

For capital facilities planning purposes, the projected growth expected over the 20-year period was allocated on an average basis rather than based on a year-by-year prediction that tries to factor in anticipated economic cycles. Growth will undoubtedly not occur precisely as projected over the next 6-year or even the 20-year period. For this reason, the GMA requires that the Capital Facilities Plan be updated at least every 6 years. This provides local governments with the opportunity to re-evaluate their forecast in light of the actual growth experienced, revise their forecast if necessary, and adjust the number or timing of capital facilities that are needed.

The Capital Facilities Plan is updated annually as part of the City's budget process, thereby ensuring that the plan reflects the most current actual statistics related to growth in Shoreline, and that city-managed capital facilities are slated for upgrade in accordance with both the level of service standards and the City's concurrency policies.

Levels of Service

Level of service is a term that describes the amount, type, or quality of facilities that are needed in order to serve the community at a desired and measurable standard. This standard varies, based not only on the type of service that is being provided, but also by the quality of service desired by the community. A community can decide to lower, raise, or maintain the existing levels of service for each type of capital facility and service. This decision will affect both the quality of service provided, as well as the amount of new investment or facilities that are, or will be, needed in the future to serve the community.

Level of service standards state the quality of service that the community desires and for which service providers should plan. The adoption of level of service standards indicates that a community will ensure that those standards are met, or can be met at the time development occurs. If such standards cannot be met, the community may decide to decrease the standard, determine how the needed improvements will be paid for, or deny the development. The Growth Management Act only requires communities to adopt level of service standards for transportation facilities; however, some communities may elect to establish service standards for City-managed capital facilities.

For many of the capital facilities in Shoreline, the City is not the direct provider of service. In the instances where the City does not provide the service, it contracts with either districts or other governmental entities. As noted in the inventory, the only capital facilities that the City has direct financial and managerial authority for are City-managed buildings, transportation facilities, and park and recreation facilities. Because the Public Works Department has planning, operational, and managerial responsibility for the City's stormwater management system, this utility has been categorized as a City-managed capital facility.

Capital facilities, such as water or wastewater service are provided through a public or private utility or district, or through a contract for services with another agency. The City may recommend levels of service or "service goals" for these capital facilities and services, but it does not have ultimate authority to affect these services directly,

except in its agreements to pay for services. The City may establish minimum levels of service that it wishes to use as a guide to inform providers of the level of service desired by the community, and then it may coordinate with the service provider to reasonably provide that level of service.

Adequacy and Concurrency

According to the GMA, public facilities and services shall be adequate to serve the development at the time the development is first occupied without decreasing the level of service described in the Comprehensive Plan. Adequate public facilities and services, such as water, sewer, and surface water management, are required in order to serve development. Additionally, the GMA mandates concurrency for transportation services to ensure that transportation improvements or strategies are in place at the time of development, or that a financial commitment is made to complete the improvement within 6 years.

Water and sewer service providers have demonstrated the ability to meet current demand at the service levels established in the Comprehensive Plan. The City uses the most current Department of Ecology stormwater manual to assure that new development meets the established service standards for surface water management and requirements of the current National Pollutant Dishcharge Elimination System permit. The City continues to work with all non-city-managed service providers to determine their ability to continue to meet these service standards over the next 20 years under the Land Use Map identified in Figure LU-1. If the City determines that water and sewer providers or the City (for transportation and surface water management) will not be able to meet these service standards, the City could choose to:

- modify the Land Use Map through an amendment to the Comprehensive Plan;
- modify the level of service standards through an amendment to the Plan; or
- restrict development until service can be provided at the established levels of service standards.

Other services, such as police, fire, parks, and schools, are extremely important, and may be generally available at the time of occupancy; however, upgrades may be needed to provide services to new development at the same level or rate as other parts of the community. In these situations, it may take a few years for these full improvements to come on-line. There are other services that may be needed, but are not critical, and barriers to the availability of service may take time to overcome. This situation can happen with services like cable television or natural gas.

The City of Shoreline believes that water, sewer, and surface water management should be included in concurrency requirements even though the Growth Management Act does not specifically list them. The concurrency policies establish minimum standards for service availability for new development.

Coordinating Among Competing Projects

The community will face a number of issues over the coming years that will determine if facilities need to be refurbished, expanded, or developed; and then when, where, and how this will occur.

Many capital projects will be competing for development because not all facilities can be funded and built at the same time. Analysis of the end life cycle and long-term major maintenance for facilities will need to be completed to prioritize projects, establish schedules, and develop capital fundraising strategies. Not only will funding need to be prioritized, but also construction resources and land will need to be carefully allocated.

The competition between projects can be mitigated in some cases by greater coordination and co-location.

Enhanced efficiency can also reduce the need for additional construction projects or facilities.

Prioritization

The community must balance a wide range of capital facility needs and desires with available funding. Many of these facilities are provided by public entities other than the City. For capital facility projects that are developed by the City, there will not be adequate resources to complete all capital improvement projects at the same time; therefore, decisions must be made to prioritize projects. The community must clearly identify which projects are most important to meeting their needs. The policies on prioritization provide City officials with guidance when evaluating competing capital projects.

Coordination and Public Involvement

The construction of new or renovated facilities within the community requires the involvement of many parties, including the public, local service providers, and other entities. Coordination and public involvement policies identify ways the City can bring all parties within the community together in the process of making these decisions on capital projects.

Mitigation and Efficiency

New facilities have an impact on the community. There are a variety of ways in which the community can address and mitigate impacts of these facilities. In addition, the community can evaluate the impact of new development in the context of need for new facilities. The policies on mitigation and efficiency provide guidance on how and when mitigation should be used to address capital facilities planning.

Inadequate Infrastructure

There are indications that sewer, water, and stormwater facilities will need to be upgraded or replaced in parts of the community. In some cases, these improvements will be necessary because of the advanced age or condition of the pipes/facilities. In other situations, existing systems may be insufficient to meet desired service levels. Addressing these deficiencies may require installation of new infrastructure, including water mains and hydrants, sewer lines, and storm drainage pipe and/or facilities. The City has determined that attracting development is a priority, so identifying options for funding such infrastructure upgrades should also be a priority, since the cost of these improvements could be prohibitively large for developers to assume.

The City is currently dependent upon the service providers to inventory and address deficiencies. For utilities that the City does not directly operate, acquisition, assumption, service contracts, or interlocal agreements can be used to guarantee the future provision of adequate infrastructure and corresponding service. The City has contracts or interlocal agreements with most providers, although some service continues to be provided based upon historical service obligations, such as Seattle Public Utilities services. Without a service contract, the City has limited ability to address inadequate infrastructure if the provider does not intend to do so. In these situations, the City may have problems ensuring adequate infrastructure and may need to look to assume direct provision of service in order to ensure adequate infrastructure.

Equitable Funding

Most utility services are financed by rates, which the customers pay directly to providers. In some cases, taxes are

used to support services provided by public entities. Seattle Public Utilities provides water service to portions of Shoreline. Utility taxes are collected by the City of Seattle for these services; however, Seattle's utility tax revenues go into Seattle's general fund, and do not directly support the operation of the utility. The utility taxes Shoreline residents pay to Seattle Public Utilities do not directly help maintain infrastructure and provide service within Shoreline.

In several situations, such as water, sewer and cable service, utility rates paid by customers to different providers for similar service is significantly different. These rate differentials may be the result of different capital improvement programs or administrative systems.

Environmental Impacts from Utility Improvements

When capital facilities and utilities are renovated, expanded, or created, they have an impact on the community. These projects raise questions about how the community addresses and mitigates utility facilities. The City relies upon State Environmental Policy Act (SEPA) and adopted development regulations to identify and address most impacts; however, the community may consider additional approaches to mitigate the impact of utility facilities and infrastructure through enhanced development regulations.

Opportunities for Cooperation

The utilization of multiple providers to serve the utility needs of the community raises a number of issues about coordination within the City and among service providers. Activities can often be consolidated through coordination, reducing the cost and adverse impacts of these activities. In some cases, cooperative use of utility facilities can benefit the community. The use of utility corridors like the Seattle City Light right-of-way for a trail facility (Interurban Trail) is an example of beneficial, cooperative arrangements.

Adequacy of Service

The community has expressed a desire to maintain current levels of service. However, in several areas, concern has been expressed about the quality of current services, and the means to improve the way that these utilities provide service to the community. These concerns range from equitable rates to the quantity of available water for fire suppression for existing buildings and future development. In response to these concerns, the City is pursuing purchase of Seattle Public Utilities facilities in the City of Shoreline, assumption of Ronald Wastewater, and evaluating acquisition of the Shoreline Water District.

The City may face difficulties in assuring adequate services and facilities from providers the City does not directly control. This significant issue in the provision of essential services can be addressed through contracts or interlocal agreements with individual agencies, or through direct provision of service, such as water, sewer, or stormwater management. Lack of needed infrastructure from these services may result in permitting delays or moratoriums if services are required for concurrency.

Siting and Mitigating Environmental Impacts

Large capital projects, whether for City-managed or non-City managed public facilities, can have a significant impact upon the community and neighborhoods where facilities are sited. Such projects can result in impacts to adjacent areas and the community. The community must identify how to best respond to the siting and impacts of new facilities. The impacts of new facilities can be considered through SEPA, but the community may wish to explore

additional ways to identify and mitigate the impacts of existing facilities, such as through master planning. In addition, siting criteria can help clarify where certain facilities are inappropriate or beneficial.

These issues apply to all public facilities, including essential public facilities. Under the Growth Management Act, the community cannot restrict the siting of essential public facilities within the city, and has limited control over decisions regarding these projects. The community can, however, establish guidelines that will direct how and where these facilities can be established (See the Land Use Element for discussion of Essential Public Facilities).

Maintaining and/or Improving Services

The community will face challenges in maintaining current services over the coming years. Aging facilities will need to be replaced or refurbished, and additional or expanded facilities will be needed to serve new development.

In addition, community input must be solicited during the preparation of the annual update to the Capital Facilities Plan to identify areas where there is a desire for increased levels of service, and to identify potential projects to include in the 6 year planning period.

Limited Funding Sources

The cost of desired capital facilities, such as sidewalks, exceed current revenue sources, which necessitates conversations about trade-offs, and pros and cons of topics like development and density. Private redevelopment or publicly-funded improvement projects are mechanisms to provide desired amenities, but in lieu of these, community members will be faced with either waiting for the City to develop them over a long period of time, or considering alternate funding sources, such as user fees, bonds, local improvement districts, or impact fees.

Impacts fees are one method that could be used to pay for capital improvements, such as parks or roads. For development, impact fees can create public benefits, but also raise home sale prices, and thus property taxes for existing homes. A potential trade-off is reduced demand on the general fund for capital improvements that support growth. However, in a built-out community the amount of revenue derived from new and redevelopment will be limited. The community will need to decide if impact fees are an acceptable way to help fund new capital facilities.

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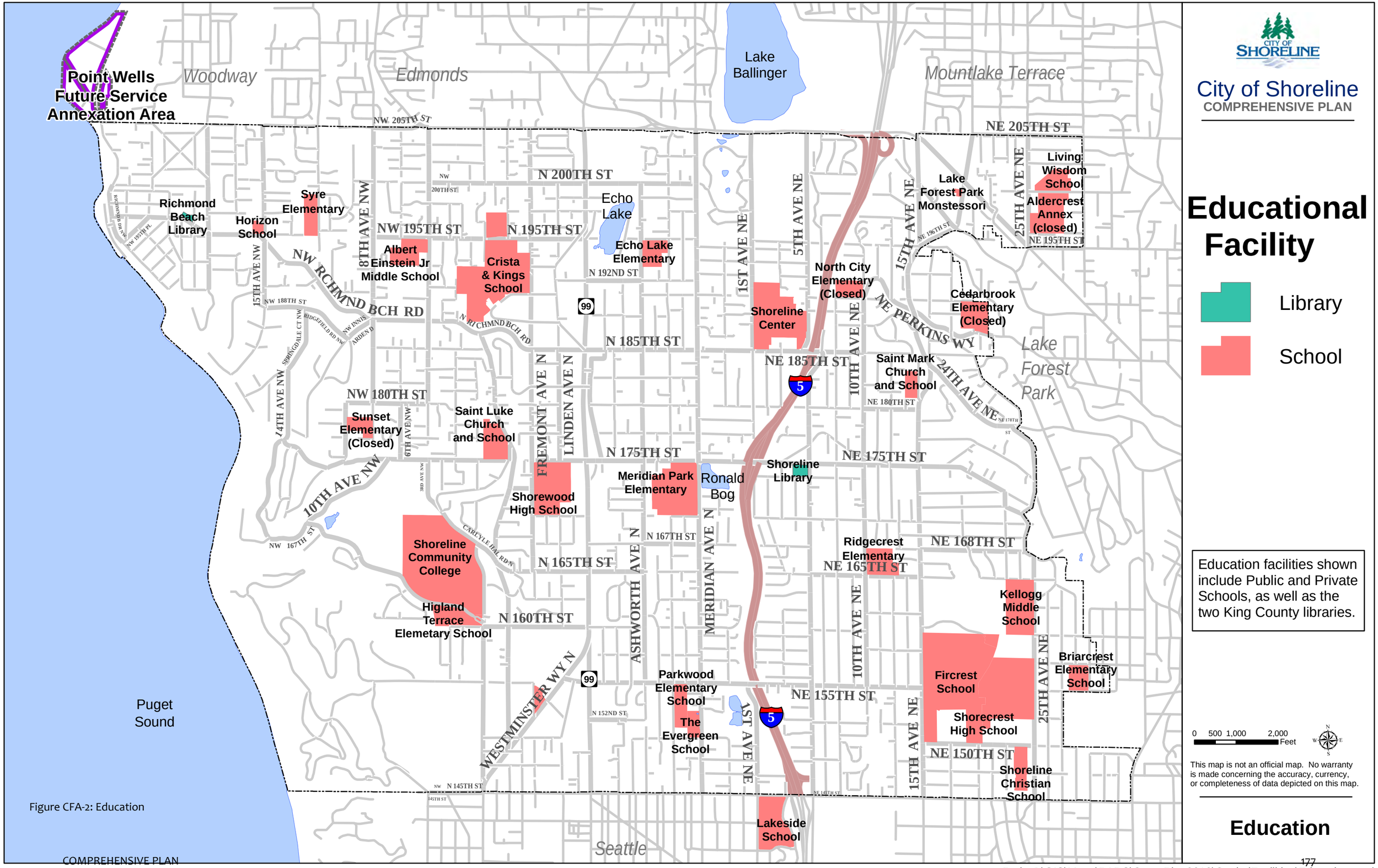

Figure CFA-2: Education

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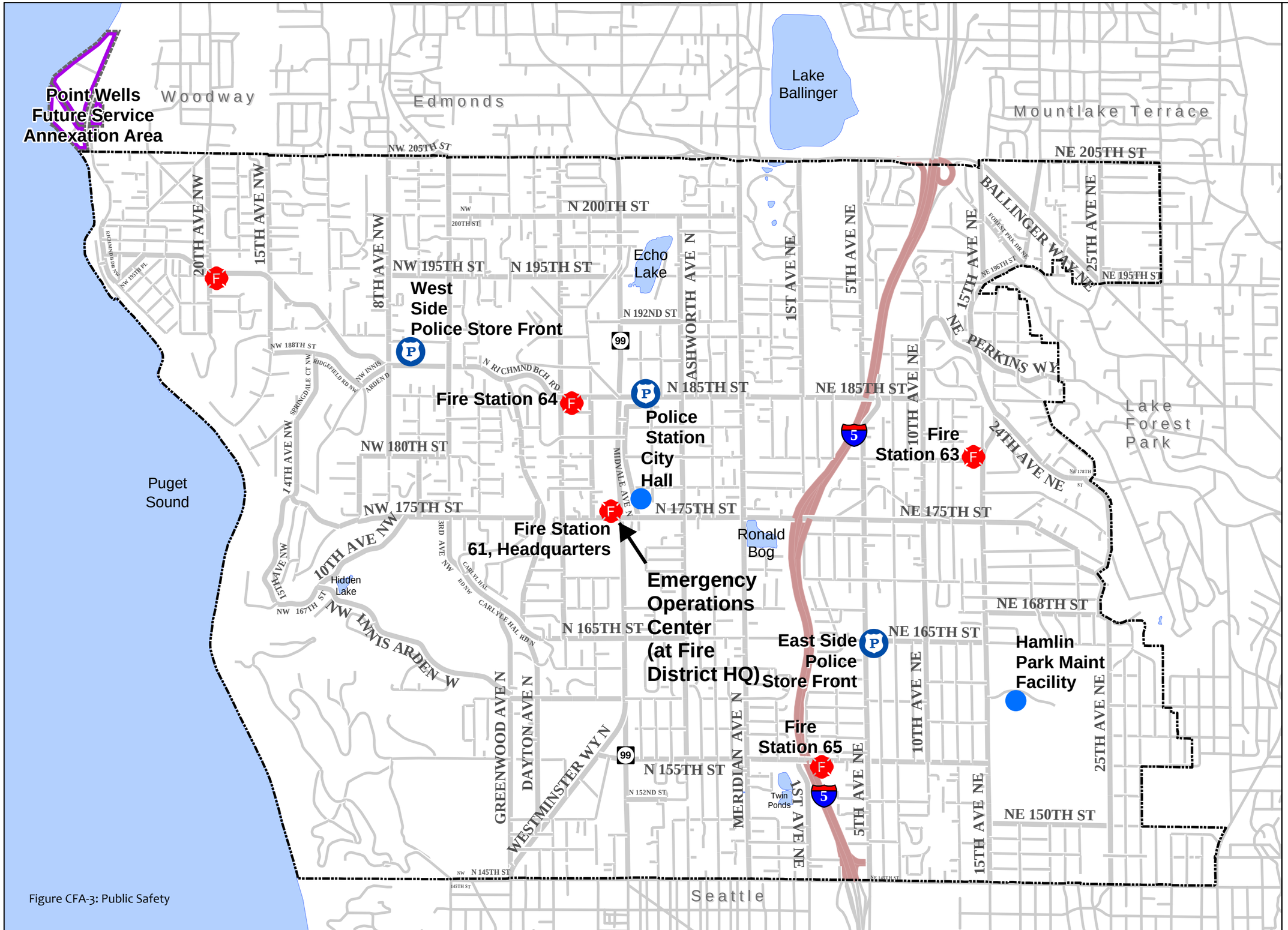

Figure CFA-3: Public Safety

City of Shoreline
COMPREHENSIVE PLAN

Facility

- Fire
- Police
- City

Existing facilities shown are in operation as of October, 2012. Please contact the City for revisons to this map.

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Public Safety

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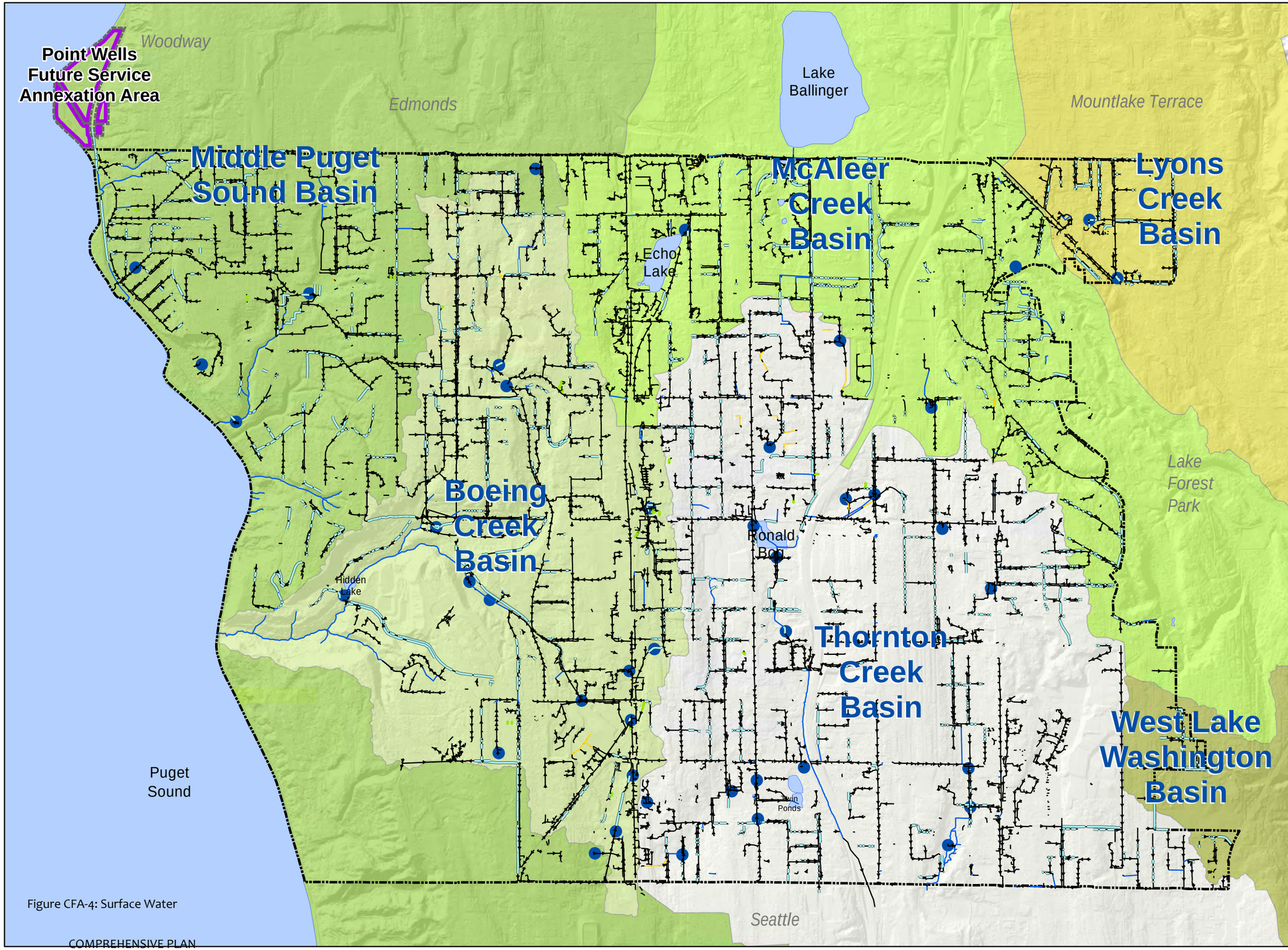

Figure CFA-4: Surface Water

City of Shoreline
COMPREHENSIVE PLAN

Storm Facility

TYPE

- Ditch
- Natural
- Pipe
- Unconfirmed
- Infiltration Trench
- Regional Facility

Surface water drainage facilities are maintained by the City of Shoreline's Surface Water and Environment Services Division. This program provides services for stormwater drainage and flooding, water quality, habitat enhancement and restoration and environmental education and stewardship.

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This map is not an official map. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.

Surface Water Utility

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Utilities Element Supporting Analysis

BACKGROUND AND CONTEXT

The Utilities Element is based on estimates of existing and future demand for utility service. Where possible, current utility consumption trends are used to indicate likely future consumption. Some utilities, such as cellular telephones, are rapidly growing and morphing with changing technologies. Consequently, future demand is difficult to predict. In other instances, where utility providers are private corporations, specific information on utility consumption and demand are considered to be proprietary, and are therefore not disclosed.

The Utilities Element gauges the ability of existing and planned utility facilities to meet future demand. Generally, the current provision of utility services and the ability to meet future population demand in Shoreline are not hindered by any serious constraints.

This Supporting Analysis section presents basic information regarding the general location, proposed location, and capacity of all existing and proposed utilities, including electrical, natural gas, telephone, and cable. Water, wastewater, and stormwater utilities are discussed in the Capital Facilities Element. Further information is available from individual utilities, or in the planning documents of the various service districts.

The City of Shoreline does not own or manage most of its public utilities. The only City-owned utility is the Surface Water Utility, which is addressed in the Capital Facilities Element. Utilities addressed here and in the Capital Facilities Element have a broad impact on the future of the community. In many cases, utilities are needed to meet the basic needs of daily living and ensure health and safety. Utilities can also significantly enhance the quality of life in the community.

When considering the future provision of utility services, a number of issues must be considered: legal requirements, aesthetic and environmental impacts, administration, costs, and revenues. In order to address these issues, the community (through its utility providers) must identify the type and quality of utilities needed to serve local residents and determine how these services can best be provided.

EXISTING CONDITIONS

The City maintains a number of franchise agreements with utility providers, which allow for the existence of support facilities, such as cable, electrical wire, and natural gas pipe within the City's rights-of-way (streets). Non-City-managed utility services are controlled by franchise agreements between the utilities and the City. The status of the franchise agreements is noted in the listing of current providers.

Electrical Service

Electrical service is provided within the City of Shoreline by Seattle City Light. The City has a non-exclusive franchise agreement with Seattle City Light through January 31, 2014 (Ordinance #187).

Natural Gas Service

Puget Sound Energy provides natural gas service to the residents of the City of Shoreline. The City maintains a franchise agreement (Ordinance #308) with Puget Sound Energy through October 31, 2017.

Existing Natural Gas Service and Facilities

Puget Sound Energy is a power and natural gas utility serving King and four other Counties. Puget Sound Energy purchases gas from other regions and manages the distribution of natural gas to customers within its service area. This involves pressure regulation, and the development and maintenance of distribution lines.

Natural gas is currently supplied to most areas within the city through 136 miles of natural gas mains. Gas flows through the system under high pressure in the main located along 5th Avenue NE and along Fremont Avenue N from N 185th Street down to N 155th Street over to Dayton Avenue N, then down Dayton Avenue N to N 150th Street, over to Fremont Avenue N, down to N 145th Street.

As of December 2011, Puget Sound Energy serves approximately 11,556 customers in the City of Shoreline.

Washington State Utilities and Transportation Commission (WUTC) does not define natural gas as an essential service. Therefore, Puget Sound Energy is not required to provide services.

Planned Natural Gas Services and Facilities

Extension of service is based on individual requests and the results of a market analysis to determine if revenues from an extension will offset the cost of construction. Overall, Puget Sound Energy does not foresee any problems that would limit the supply of natural gas to the city in the future.

Telecommunications

As telecommunication technologies have evolved, convergence of these technologies has occurred, resulting in multiple communication services migrating into consolidated networks. This typically involves the convergence of previously distinct media, such as telephone, video, and data communications being transmitted over fiber optic or other infrastructure. This section describes both the current infrastructure used to provide telecommunication services in Shoreline, as well as future services and facilities (as they can best be described now, given the rapid changes in how telecommunication services are provided and regulated).

Existing Telephone Services and Facilities

Local telephone service in Shoreline (PSTN - Public Switched Telephone Network), also sometimes denoted by the acronym POTS (plain old telephone service), is provided by CenturyLink east of Meridian Avenue N and south of N 160 Street/NW Innis Arden Way, and by Frontier west of Meridian Avenue N and north of N 160 Street/NW Innis Arden Way. The City does not have franchise agreements with CenturyLink or Frontier for local telephone service.

CenturyLink and Frontier collectively provide telephone service to about 15,000 customers in the City of Shoreline. Of these 15,000 customers, 12,000 are residential and 3,000 are commercial. CenturyLink and Frontier do not provide estimates of local capacity due to the proprietary nature of this information.

In addition to the PTSN telephone service provided in Shoreline, Voice over Internet Protocol (VoIP) telephone service, also known as digital telephone service, is locally available. This service is provided by Comcast, which provides service throughout the entire city; CenturyLink (through their Digital Subscriber Line [DSL] internet service); and Frontier, which provides service in the same areas as their PSTN telephone service. VoIP telephone uses technology that allows phone calls to be made over an IP network, such as the Internet.

Finally, mobile (cellular) telephone phone services are widely available in Shoreline and are operated by many different cellular networks, including Verizon Wireless, AT&T Mobility, Sprint Nextell, and T-Mobile USA, among others. Mobile telephones make and receive telephone calls over a radio link by connecting to a cellular network provided by a mobile phone operator, allowing access to the public telephone network. All of Shoreline is serviced by multiple cellular networks, although some areas of Shoreline, particularly on in the western portion of the City, do not have reliable access to cellular networks.

Future Telephone Services and Facilities

Washington Utilities Trade Commission (WUTC) regulations require CenturyLink and Frontier to provide adequate PTSN telecommunications service on demand, and Section 480-120-086 of the Washington Administrative Code (WAC) requires CenturyLink and Frontier to maintain adequate personnel and equipment to handle reasonable demand and traffic. Because CenturyLink and Frontier provide service on demand, there are no limits to future capacity. Additionally, VoIP telephone service should only be restricted by bandwidth constraints on fiber optic networks that provide this digital service.

Existing Cable Television Service

Land-line Cable Television service is provided in the city by Comcast and Frontier. The City maintains franchise agreements with Comcast and Frontier for use of the City's rights-of-way to maintain and operate their cable network. The city is also served by two satellite Cable Television providers – Dish Network and Direct TV.

Comcast serves the entire city of Shoreline. Frontier serves the same area as their PTSN telephone network - west of Meridian Avenue N and north of N 160 Street/NW Innis Arden Way. Dish Network and Direct TV serve all of Shoreline, depending on the geography and satellite line-of-site access of individual properties.

Future Cable Television and Broadband Services and Facilities

Although the demand for cable television is likely to continue to increase as population grows, access to cable television in Shoreline is pervasive, and thus, growth in cable subscribers is likely to increase at the same pace as population growth. However, the demand for broadband services, whether they be cable television, VoIP telephone or data/internet services, is likely to continue to grow as networks are bolstered with additional bandwidth. This growth will most likely occur relative to data/internet service, as more content become accessible online, and as we continue to communicate and interact online. These broadband services can be provided over fiber optic networks, cable networks or DSL telephone networks.

Fiber Optic Facilities

The City maintains franchise agreements with Integra Telecom (Electric Lightwave) and AboveNet Communications for their fiber optic data networks in Shoreline. These fiber optic networks, which primarily serve commercial or institutional users, pass through Shoreline, but there are currently very few end users in Shoreline. Given that these

networks utilize City streets and rights-of-way, franchise agreements are required for these service providers. These franchise agreements expire on July 24, 2026 and September 9, 2021, respectively.

UTILITY ISSUES

Equitable Funding

Most utility services are financed by rates, which the customers pay directly to the providers. In some cases, taxes are used to support services provided by public entities. For example, Seattle City Light provides electricity to the community. Utility taxes are collected by the City of Seattle for these services; however, Seattle's utility tax revenues go into Seattle's general fund and do not directly support the operation of the utility. The utility taxes Shoreline residents pay to Seattle Public Utilities do not necessarily help maintain infrastructure and provide service within Shoreline.

The City has established goals to become a service provider of sewer and water services within Shoreline to ensure that taxes collected fund the maintenance and enhancement of infrastructure. In some situations, such as cable service, utility rates paid by customers to different providers for similar service is significantly different. These rate differentials may be the result of different capital improvement programs or administrative systems.

Environmental Impacts from Utility Improvements

When utility facilities are renovated, expanded, or created they have an impact on the community. One example of a utility project that could impact a community is the addition of transmission towers. Such infrastructure can have aesthetic impacts on neighborhoods, and a community must consider how it should address and mitigate such facilities.

Opportunities for Cooperation

The utilization of multiple providers to serve the utility and capital facility needs of the community raises a number of issues about coordination with the City and among service providers. Trenching activities can often be consolidated through coordination, reducing the cost and impact of these activities. In some cases, cooperative use of utility facilities can benefit the community. The use of the Seattle City Light right-of-way for a trail facility is an example of a beneficial cooperative arrangement.

Adequacy of Service

The community has a legitimate interest not only that utility services are available, but also in the quality of those services and the opportunities for enhancing those services. These concerns may include the unavailability of natural gas service, and the quality of television, internet, and/or telephone (including cellular) service.

The City may face difficulties in ensuring adequate services and facilities from providers it does not directly control. This issue can be addressed through contracts or interlocal agreements with individual agencies for services, or through the decision to have the City provide the service directly. Lack of infrastructure needed to provide these services may result in permitting delays or moratoriums if services are required for concurrency.

In order to ensure that the community receives service at the desired levels of service, the City may need to consider

changes to its service contracts, interlocal agreements, or possibly expand City services in order to serve existing and planned growth at desired levels, and meet concurrency requirements.

NON-CITY MANAGED CAPITAL FACILITIES PLANS

For capital facility plans from service providers other than the City of Shoreline, the reader is referred to the current comprehensive and/or capital facility plans of the responsible agencies.

General Facilities	Non-City Managed Facilities and Utilities
Historical Museum	Water
	Seattle Public Utilities Water Division
Public Schools	Shoreline Water District
Shoreline Center	
Shoreline School District	Wastewater
	Highland Sewer District
Libraries	Ronald Wastewater District
King County Library District	
	Solid Waste
Postal Buildings	King County Solid Waste Division
U.S. Postal Service	CleanScapes
Public Housing	Electricity
King County Housing Authority	Seattle City Light
Human Services	Natural Gas
Washington Department of Health	Puget Sound Energy
Washington State Department of Social and Health Services (DSHS)	Telecommunications and Cable
	Comcast
Public Safety	Electric Lightwave
Fire Department No.	AboveNet Communications
King County Corrections	Frontier
King County District Court	CenturyLink
Washington State Patrol	
Community College	
Shoreline Community College	
Transportation	
King County Metro	
Community Transit	
Sound Transit	
Washington State Department of Transportation	
Land Reserves	
Washington Department of Natural Resources	

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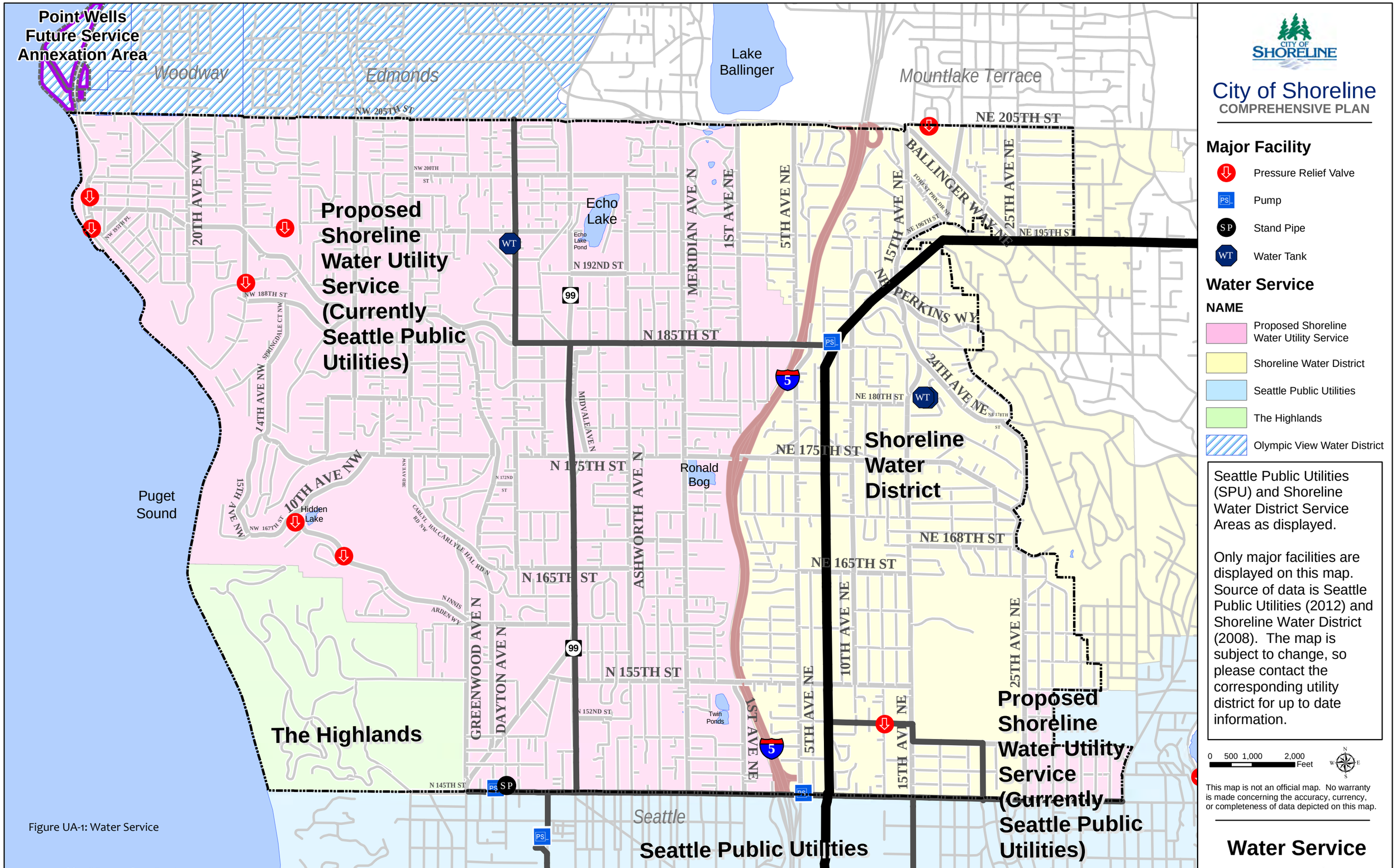

Figure UA-1: Water Service

City of Shoreline
COMPREHENSIVE PLAN

Major Facility

- Pressure Relief Valve
- Pump
- Stand Pipe
- Water Tank

Water Service

NAME

- Proposed Shoreline Water Utility Service
- Shoreline Water District
- Seattle Public Utilities
- The Highlands
- Olympic View Water District

Seattle Public Utilities (SPU) and Shoreline Water District Service Areas as displayed.

Only major facilities are displayed on this map. Source of data is Seattle Public Utilities (2012) and Shoreline Water District (2008). The map is subject to change, so please contact the corresponding utility district for up to date information.

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Water Service

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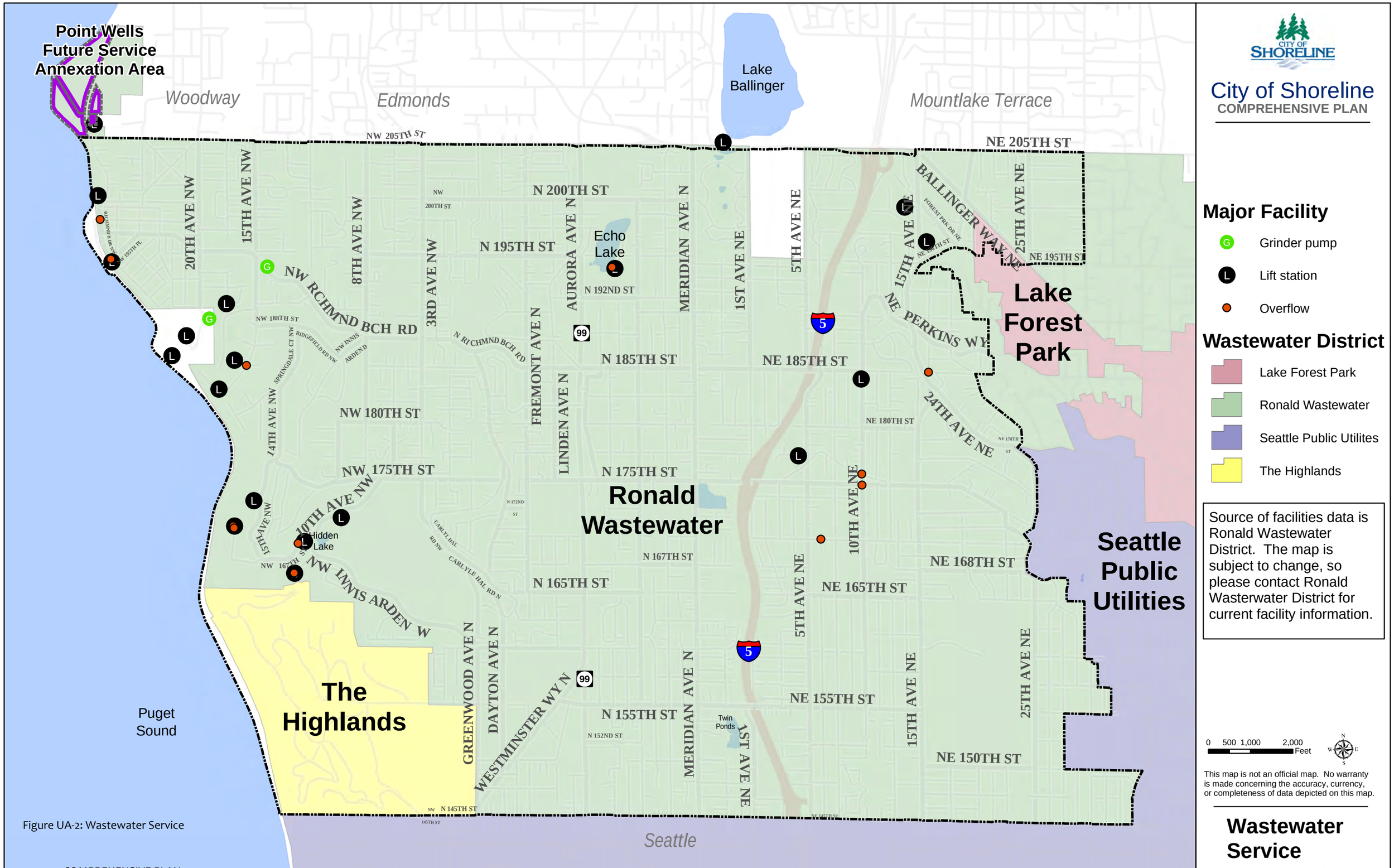

Figure UA-2: Wastewater Service

City of Shoreline
COMPREHENSIVE PLAN

Major Facility

- Grinder pump
- Lift station
- Overflow

Wastewater District

- Lake Forest Park
- Ronald Wastewater
- Seattle Public Utilities
- The Highlands

Source of facilities data is Ronald Wastewater District. The map is subject to change, so please contact Ronald Wasterwater District for current facility information.

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Wastewater Service

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Appendix A

SHORELINE MASTER PROGRAM

Goals, Policies, and Analysis

Shoreline Master Program Element Goals, Policies, and Analysis

INTRODUCTION

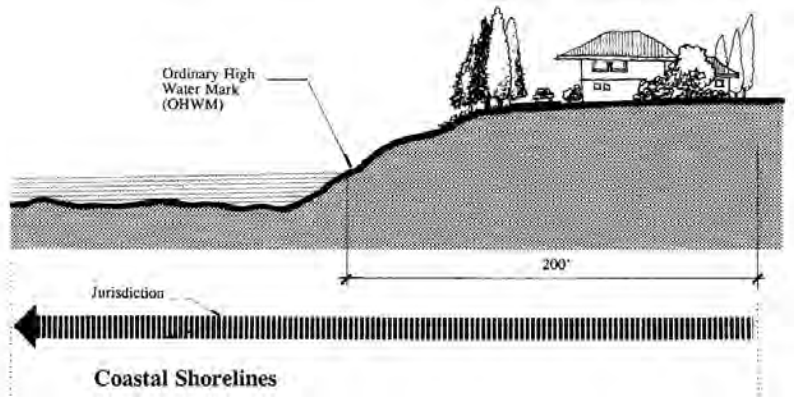
Washington's Shoreline Management Act (SMA) was passed by the Legislature in 1971 and adopted by the public in a 1972 referendum. The goal of the SMA is "to prevent the inherent harm in an uncoordinated and piecemeal development of the state's shorelines." The SMA establishes a balance of authority between local and state government. Cities and counties are the primary regulators, but the State has authority to review local shoreline management programs and permit decisions.

The SMA has three broad policies:

- Encourage water-dependent and water-oriented uses: "uses shall be preferred which are consistent with control of pollution and prevention of damage to the natural environment, or are unique to or dependent upon use of the states' shorelines...."
- Promote public access: "the public's opportunity to enjoy the physical and aesthetic qualities of natural shorelines of the state shall be preserved to the greatest extent feasible consistent with the overall best interest of the state and the people generally."
- Protect shoreline natural resources, including "...the land and its vegetation and wildlife, and the water of the state and their aquatic life...."

Shoreline Jurisdiction

Under the SMA, the shoreline jurisdiction includes areas that are 200 feet landward of the ordinary high water mark (OHWM) of waters that have been designated as "shorelines of statewide significance". The City of Shoreline's shoreline area includes approximately 3.5 miles of Puget Sound coastline. There are no shorelines of statewide significance associated with rivers, streams, or freshwater lakes in the city or its Future Service Annexation Area (FSAA) of Point Wells.



Driftwood

Shoreline Master Programs

Under the SMA, each city and county adopts a Shoreline Master Program (SMP) that is based on State guidelines, but tailored to the specific needs of the community. Local SMPs combine both policies and regulations to guide and control development within the shoreline area. The plans are a comprehensive vision of how shoreline areas will be used and developed over time. Regulations are the standards that shoreline projects and uses must meet.

The City of Shoreline incorporated on August 31, 1995, and subsequently adopted the King County Shoreline Master Program (Ord. 23, 1995). With the adoption of the Comprehensive Plan in 1998, the City adopted a Shoreline Master Program Element that contained goals, policies and maps of shoreline environments. While largely consistent with the King County SMP, this newer SMP Element was not reviewed by Ecology, and therefore it did not qualify as part of the City's recognized SMP. The 2005 Comprehensive Plan contained an SMP Update Strategy, and in 2007 the City received a grant from the Department of Ecology to develop its own SMP, which was adopted by City Council on May 29, 2012. Because the SMP contains Goals and Policies, and Analysis, as well as regulations and other information, rather than recreate these elements within this Comprehensive Plan, the City of Shoreline's Shoreline Master Program is referenced at the following link in its entirety:
http://shorelinewa.gov/Modules/ShowDocument.aspx?documentid=11043

Environment Designations

Part of the process of drafting regulations involved classifying areas of the coastline according to their historic and existing conditions, and ecological function. This map is included as Figure SMP1.

Figure SMP-1 "Environment Designations

CITY OF SHORELINE

City of Shoreline
COMPREHENSIVE PLAN

2012 City of Shoreline SMP Update Map

Proposed Shoreline Environment Designations

Environmental Designation

Type

- Aquatic
- Point Wells Urban
- Point Wells Urban Conservancy
- Shoreline Residential
- Urban Conservancy
- Waterfront Residential
- Wetland

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CITY OF SHORELINE

Data Source: City of Shoreline GIS
Projection: NAD_1983_HARN_StatePlane_Washington_North_FIPS_4601

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Shoreline Master Plan

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Appendix B

Subarea Plans

Subarea Plan 1 - North City:
http://shorelinewa.gov/Modules/ShowDocument.aspx?documentid=6038

Subarea Plan 2 - Point Wells:
http://shorelinewa.gov/Modules/ShowDocument.aspx?documentid=12491

Subarea Plan 3 - Southeast Neighborhoods:
http://shorelinewa.gov/Modules/ShowDocument.aspx?documentid=12249

Subarea Plan 4 - Aldercrest:
http://shorelinewa.gov/Modules/ShowDocument.aspx?documentid=12248

Subarea Plan 5 - Town Center:
http://shorelinewa.gov/Modules/ShowDocument.aspx?documentid=9997

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Glossary

The definition of terms in this Glossary may differ from definitions of terms in the current Shoreline Municipal Code. The Shoreline Municipal Code will prevail over the Comprehensive Plan where definitions are in conflict. When the Shoreline Municipal Code has been updated, the definitions in both documents should be consistent.

Absorption	In a real estate development context, absorption refers to the amount of increase in occupied commercial space or residential units which occurs in a given market area over a specified time period. Negative absorption means vacancies are occurring faster than new occupancies.
Accessory Dwelling Unit (ADU)	A separate, complete dwelling unit attached to or contained within the structure of the primary dwelling, or contained within a separate structure that is accessory to the primary dwelling unit on the premises.
Affordable Housing	Housing that is affordable for a family which earns 80 percent or below of the area median income. Housing costs, including utility costs, must comprise no more than 30 percent of gross family income in order to be considered affordable.
Anadromous Fish	Fish which migrate up rivers and creeks from the sea to breed in fresh water. Examples include salmon species, steelhead, and other species of trout.
Annexation	The process of adding or incorporating an area into a city's jurisdiction.
Aquatic	Growing, living, frequenting, or taking place in or on water.
Basin	A drainage area which flows either to a river, or directly to Puget Sound.
Best Management Practices (BMPs)	Defined by the Washington State Department of Ecology as physical, structural, and/or managerial practices that, when used singly, or in combination, prevent or reduce pollution of water. The types of BMPs are source control, runoff treatment, and streambank erosion control.
Bog	An area of soft, naturally waterlogged ground with a substrate composed chiefly of peat and sphagnum moss.
Build Out	Hypothetical development of all parcels to the maximum extent allowed under current zoning.
Buffer	In an ecological context: a designated area contiguous to a critical area intended to protect the critical area or protect people and property from a hazard associated with the critical area. In a general planning context: transitional land uses of intermediate or low development intensity, open spaces, landscaped areas, fences, walls, berms or any combination thereof used to physically separate or screen one use or property from another so as to visually shield or block noise, lights, or other nuisances.
Candidate Species	Any native fish or wildlife species that the State of Washington and/or the federal government will review for possible listing as Endangered, Threatened, or Sensitive. A species will be considered for designation as a Candidate Species if sufficient evidence suggests that its status may meet the listing criteria defined for Federal or State Endangered, Threatened, or Sensitive Species.
Capital Facilities	Structures, improvements, equipment, or other major assets, including land, which are provided by and for public purposes and services.

GLOSSARY

Capital Improvement Program (CIP)	Allocation of funds from various revenue sources for the development of capital facilities: to build needed roadways; to protect investment in existing buildings; to protect the health of citizens; to enhance the management of natural resources; to provide necessary capital resources for law, safety, and justice system; and to improve cultural and recreational opportunities for Shoreline citizens.
Channel	A surface feature that conveys surface water and is open to the air.
Clustering	Developing a subdivision that reduces the individual lot areas to create permanent open space or a reserve for future development while maintaining the overall zoned residential density.
Commute Trip	A trip made from an employee's residence to a work site with a regularly scheduled weekday arrival time of 6:00 a.m. to 9:00 a.m.
Commute Trip Reduction Act	State legislation enacted in 1991 and incorporated into the Washington Clean Air Act. The law establishes goals for the reduction of commute trip vehicle miles traveled by the employees of large employers.
Comprehensive Plan	The Growth Management Act (GMA) requires certain cities and counties of Washington State to adopt comprehensive land use plans. A comprehensive plan is a generalized, coordinated land use policy statement of the governing body of a county or city that is adopted pursuant to the GMA. A comprehensive plan consists of a map or maps, and descriptive text covering objectives, principles, and standards. Each comprehensive plan includes goals and policies for land use, housing, capital facilities, utilities, transportation, and the natural environment. Optional components include elements relating to economic development, community design, conservation, solar energy, recreation, and subarea plans.
Concurrency Management System	The Growth Management Act requires jurisdictions to adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a transportation facility to decline below the standards adopted in the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made "concurrent" with the development. Concurrent with development means that transportation improvements or strategies are in place at the time of development or that financial commitment is made to complete the improvements or strategies within six years. The Concurrency Management System of King County establishes a process to manage new development based on transportation impacts on levels-of-service and the concurrency of needed improvements or actions. Communities may also establish concurrency for capital facilities, utilities, and other public services.
Conservation Easement	A permanent legal restriction, requirement, or condition placed on the use or management of real property. Conservation easements are put in place by a landowner, but run with the title to the land and transfer to future owners. This tool can be used to preserve open space.
Conveyance System	Drainage facilities, both natural and built, which collect, contain, and provide for the flow of surface and storm water from the highest points on the land down to a receiving water. The natural elements of the conveyance system include swales and small drainage courses, streams, rivers, lakes, and wetlands. The built elements of the conveyance system include gutters, ditches, pipes, channels, and most retention/detention facilities.
Corner Lot	A lot situated at the intersection of and fronting on two or more public street rights-of-way.

Clustered or Cottage Housing	Detached single-family housing that has the following characteristics: 1) each unit is of a size and function suitable for a single person or small family; 2) each unit has the construction characteristics of a single-family house; 3) the density of clustered housing is typically 7-12 units per acre; 4) all units are located on a commonly owned piece of property and may have shared amenities (i.e. party room, tool shed, garden, orchard, workshop, parking areas; 5) the site is designed with a coherent concept in mind, including: shared functional open space, off-street parking, access within the site and from the site, and consistent landscaping.
Countywide Planning Policies	The Growth Management Act requires that counties, as regional governments within their boundaries, prepare countywide planning policies that establish a countywide framework from which county and city comprehensive plans are to be developed and adopted. This framework is to ensure that city and county comprehensive plans are consistent. The "King County Countywide Planning Policies" were developed and recommended by the Growth Management Planning Council to serve as a blueprint for how King County and its cities should grow over the next 20 years. The Metropolitan King County Council adopted these policies in 1992. Since this time, amendments called "Phase II Countywide Planning Policies" have been made to the sections pertaining to affordable housing, economic development, and rural character. The County Council has adopted these Phase II amendments.
Critical Areas	Areas which are ecologically important, generally unsuitable for development, and highly susceptible to negative environmental impacts. Critical areas include: critical aquifer recharge areas, geologically hazardous areas, frequently flooded areas, streams, wetlands, and fish and wildlife habitat conservation areas. These individual critical areas are defined in the Shoreline Municipal Code Title 20 (Development Code).
Culverts	A pipe or concrete box structure that conveys water from open channels, swales, or ditches under a driveway, roadway, fill soil, or surface structure.
Cumulative	Increasing or enlarging by successive addition. Impacts resulting from a series of actions or events that individually would have had little or no noticeable effect.
Density	The number of housing units per acre.
Density Incentives/ Bonuses	Additional units exceeding the number of units permitted on a site by zoning (sometimes referred to as "base density") in exchange for public benefits provided by the developer. King County has incorporated use of density incentives with standard urban subdivision, mobile home park, and multifamily development projects. (King County Code, Title 21A)
Development	An area that is developed as a tract of land with built structures.
Drainage	Collection, conveyance, containment, and/or discharge of surface and stormwater runoff.
Drainage Basin	A sub-unit of a watershed that is defined by hydrology and topography. An area that drains to common outlet or an identifiable water body, such as a creek, wetland, river, or stream. In King County, 72 drainage basins are contained with 6 major watersheds.
Duplex	A building containing 2 complete dwelling units. Depending on how they are configured, duplexes are considered single-family attached dwellings or multi-family dwellings. Accessory Dwelling Units are not considered duplexes.
Dwelling Unit	A unit that accommodates one household. The unit can be a single-family house, an accessory dwelling unit, or one unit of a duplex, triplex, townhome, apartment building, or condominium. The growth targets in King County are measured in dwelling units.

GLOSSARY

Ecological Function	Physical, chemical, and biological processes or attributes of a species, habitat, or ecosystem. For example, the ecological functions of wetlands include food chain support, water quality maintenance, flood storage, and wildlife habitat.
Endangered Species	Any native fish or wildlife species that the State of Washington and/or the federal government has formally determined is seriously threatened with extinction through all or a significant portion of its range (within either the State of Washington or the United States.)
Erodible soils	Soil materials that are easily eroded and transported by running water, typically fine or medium-grained sand with minor gravel, silt, or clay content. Such soils are commonly described as Everett or Indianola series soil types in the SCS classification. Also included are any soils showing examples of existing severe stream channel incision as indicated by unvegetated streambanks standing over 2 feet above the base of the channel.
Erosion	Detachment of soil or rock fragments by water, wind, ice, and gravity as defined in the Critical Areas Ordinance.
Essential Public Facility	Facilities that are typically difficult to site, such as airports, state education facilities, and state or regional transportation facilities as defined in RCW 47.06.140, state and local correctional facilities, solid waste handling facilities; and in-patient facilities, including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020 (RCW 36.70A.200).
Estuarine	Of, relating to, or found in an estuary. Estuarine wetlands in Shoreline occur where the saltwater of the Puget Sound meets the freshwater of creeks.
Fen	Low, flat, swampy land.
Fair Housing Ordinance	King County's Fair Housing Ordinance prohibits housing discrimination against persons on the basis of race, color, religion, national origin, age, sex, marital status, parental status, use of subsidy (Section 8), sexual orientation, disability or the use of a trained service animal.
Flag Lot	A lot where access to the public street right-of-way is by a private driveway, access tract, or easement.
Floodplain	The areas of land adjacent to lakes, rivers, and streams that are subject to periodic flooding. Floodplains are designated based on the predicted frequency of flooding for a particular area. For example, a 100-year floodplain is a land area that has a 1% probability of experiencing flooding in any given year.
Floor Area Ratio (FAR)	A ratio which expresses the relationship between the amount of gross floor area permitted in a structure to the area of the lot on which the structure is located.
Flow	When used in reference to surface water management, this term refers to the rate of water discharged from a source expressed in cubic feet of water per minute.
Front Yard Setback	The required minimum distance separating a building from the public street right-of-way or the edge of a sidewalk which extends beyond a right-of-way, whichever is closer.
Functional Plans	Detailed plans for facilities and services, or action plans and programs for other governmental activities. Some functional plans are operational or programmatic, which means they guide daily management decisions. Others include specific details of facility design and location. Plans must be consistent with the Comprehensive Plan and development regulations.

Green Streets	City rights-of-way that are designed to serve as vehicular facilities to provide a citywide system that links parks, open spaces, recreation areas, trails, schools, and shopping areas. Green Streets are intended to accommodate bicycle and pedestrian travel with more emphasis on streetscape design, including generous sidewalks separated from the vehicular lanes by landscaping, and wide vehicle lanes or striped bicycle lanes that provide safe bicycle use. Green Streets may also incorporate drainage facilities for improving water quality, and landscape treatments designed to enhance or restore natural habitat.
Groundwater	Water within the pores between soil particles.
Growth Management Act (GMA)	In 1990, the Washington State Legislature passed the State Growth Management Act (ESHB 2929). The Act calls for urban counties and cities in the state to develop comprehensive plans to guide growth management decisions for at least the next decade. Amendments to the Act in 1991 require that counties, working with the cities within their boundaries, develop Countywide Planning Policies to provide a common vision of the future to serve as the framework for all comprehensive plans throughout the county.
Growth Management Planning Council (GMPC)	Established by an interlocal agreement, this is a 15-member council of elected officials from Seattle, suburban cities, and King County. The GMPC has been responsible for the preparation and recommendation of the Countywide Planning Policies to the Metropolitan King County Council, which then adopts the policies and sends them to the cities for ratification.
Habitat	The environments in which an organism normally lives. Habitat components include food, water, cover (security, breeding, thermal), range, and connectivity.
High Occupancy Vehicle (HOV)	A vehicle containing 2 or more occupants including carpools, vanpools, and transit vehicles.
Home Occupation	Any activity carried out for gain by a resident and conducted as a customary, incidental, and accessory use in the resident's dwelling unit.
Household	See "dwelling unit."
Hydrology	Refers to the properties, distribution, discharge, re-charge, and movement of surface and sub-surface water.
Impervious	A surface that cannot be easily penetrated by water. For instance, paved surfaces are not easily penetrated by rain.
Incorporated Areas	Those areas that exist within a city or a city's jurisdiction. King County contains 32 wholly incorporated cities and parts of two others.
Infill	Development or redevelopment on small properties or groups of properties within existing built-up areas.
Intakes	The end point of a pipe where water is drawn up from a body of water.
Interior Lot	A lot fronting one public street right-of-way, or a lot fronting on one dead-end private access road.
Intertidal Zone	The area between the extreme low water of spring tides to the upper limit of spray of ocean-derived salts.
Land Use Map	The official land use map for a comprehensive plan that designates the general location and extent of the uses of land for housing, commerce, industry, open space, public facilities, and other land uses as required by the Growth Management Act.
Level-of-Service – Transportation (LOS)	Transportation level-of-service is a qualitative measure, graded A(best) through F(worst), describing the operational conditions of the City's transportation system.

GLOSSARY

Living-Wage Jobs	Jobs that are capable of supporting a family. For the purposes of this Plan, the term means jobs that pay at least 80% of the annual average wage of King County in a given year.
Manufactured Housing	Factory-built, single-family structures that meet the National Manufactured Home Construction and Safety Standards Act (42 U.S.C. Sec. 5401).
Master Development Plan	A plan that establishes site specific development standards for an area designated Campus or Essential Public Facility as defined in the comprehensive plan. Master Development Plans incorporate proposed development, redevelopment, and/or minor expansion of uses as authorized in the Development Code.
May	Means potential opportunity or permission. If a policy contains "may", the decision maker can undertake the action contemplated by the policy if, after reviewing the evidence, the decision-maker decides it is useful or desirable, and supports other goals and policies contained in the plan. "May" does not confer any obligation on the decision-maker to undertake or allow the action.
Median Household Income	The midpoint between all households with an income above the median and all households with an income below the median.
Mixed Use	A development with combined commercial and residential uses, either in the same building or adjacent buildings.
Modes of Travel	Various types of transportation including single-occupant vehicles, transit, carpooling, bicycling, walking, and other modes.
Mode Split	The percentage of all trips using modes of travel other than a single-occupancy vehicle.
Multifamily	A building containing two or more complete dwelling units, including units that are located one over the other. Multi-family buildings include duplexes, townhomes, garden apartments, and mid- and high-rise apartments. Accessory Dwelling Units are not considered multi-family housing.
Native Growth Easements	A requirement placed on land which restricts or prohibits the removal of native vegetation, including trees.
Neighborhood Business Centers	Shopping areas offering convenience goods and services to local residents. They primarily contain retail stores and offices.
Non-Degradation	To prevent the decline to a lower state; to keep from reducing the complexity, functions, or integrity of ecological processes or values.
Non-Point Pollution	Pollution which enters any waters of the State from any dispersed land-based or water-based activities, including but not limited to atmosphere disposition;, surface water runoff from agricultural lands, urban areas, or forest lands;, subsurface or underground sources , or discharges from boats or marine vessels.
Non-Motorized Transportation	Pedestrian, bicycle, and equestrian travel, and the facilities needed to make it safe and convenient.
Open Space	Public open space includes parks and natural areas. Private open space includes natural areas or designated open space tracts, golf courses, and cemeteries. The Growth Management Act requires cities and counties to identify open space corridors within and between urban growth areas, which include lands useful for recreation, wildlife habitat, trails, and connections between environmentally sensitive areas.
Outfalls	The end point of a pipe where water is discharged into a body of water.

Ordinary High-Water Mark	The mark found by examining the bed and banks of a stream, lake, or tidal water, and ascertaining where the presence and action of water are so common and long maintained in ordinary years as to mark upon the soil a vegetative character distinct from that or the abutting upland. In any area where the ordinary high water mark cannot be found, the line of mean high water shall substitute. In any area where neither can be found, the top of the channel bank shall substitute. In braided channels and alluvial fans, the ordinary high water mark or line of mean high water shall be measured so as to include the entire stream feature.
Palustrine	Palustrine systems include any inland wetland which lacks flowing water and contains ocean derived salts in concentrations of less than .05%. Wetlands within this category include inland marshes and swamps as well as bogs, fens, and floodplains.
Particulate Matter	Solid or aerosol particles dispersed in the air including dust, soot, and oil. The major sources are industrial activities, fugitive road dust, motor vehicle emissions, and wood smoke.
Perviousness	The size and continuity of void spaces in soils or materials; related to a soil's infiltration rate.
Planned Unit Development (PUD)	A development type that allows more flexibility than found in a standard development. A PUD may contain features such as variety in the type, design, and arrangement or structures; a mix of land uses; conservation of natural land features; and efficient use of open space.
Point Pollution	Pollution that enters any waters of the State from an identifiable source, such as a pipe.
Potential Annexation Area	An area in unincorporated King County that is adjacent to a city, expected to annex to the city, and which will be provided with city services and utilities within the next two decades.
Priority Habitats and Species (PHS)	Wildlife species and habitat types identified by the Washington Department of Fish and Wildlife as important for management and conservation priorities. The PHS program is designed to help guide growth in a manner that will preserve the best and most important habitats, and provide life's requirements to fish and wildlife.
Priority Needs Process	Because community needs (e.g., transportation) exceed funding resources, a priority needs process is created. The process rates each improvement project and assigns it a score. High score projects are funded first.
Protect	To keep from harm, attack, injury, or destruction; to maintain the integrity of, especially through environmental care.
Public Benefit Rating System (PBRS)	An incentive based program for preserving open space on private property in both incorporated and unincorporated areas of King County. If a participating property contains one or more of the designated open space resources, it will be assessed at a lower value, thereby reducing the property tax on the land. The reduction in taxable value ranges from 50% to 90% for the portion of the property in PBRS. The actual reduction in property taxes is determined using a scoring system related to the number and quality of open space resources located on all, or portions, of the property.
Public-Private Partnership	A relationship between public and private agencies whereby the parties involved work together on a project. Such a project could be to construct a project (e.g., a capital facility) or to jointly administer a development. A wide range of other types of projects can be entered into by the partnership.
Public Spaces	A relationship between public and private agencies whereby the parties involved work together on a project. Such a project could be to construct a project (e.g., a capital facility) or to jointly administer a development. A wide range of other types of projects can be entered into by the partnership.Those public and private lands designed for public use and gatherings, such as parks, plazas, walkways, and sidewalks.

GLOSSARY

Puget Sound Clean Air Agency (PSCAA)	The lead agency for developing air quality standards for the Central Puget Sound Region in compliance with federal laws.
Puget Sound Regional Council (PSRC)	The designated metropolitan planning organization for Shoreline, and responsible for regional growth management and transportation planning in the four-county region which includes King, Pierce, Snohomish, and Kitsap Counties. PSRC's General Assembly includes mayors, county executives, and council and commission members from the four counties. The Council also includes as members the ports of Everett, Seattle, and Tacoma; the State Department of Transportation; and the Transportation Commission. The PSRC prepares Multi-county Planning Policies for the four-county region.
Rear Yard Setback	The required minimum distance separating a building from the lot line, which is opposite or most distant, from the lot line used to measure the front yard setback.
Regional Detention Facility	A stormwater quantity control structure designed to correct the existing excess surface water runoff problems of a basin or sub-basin.
Retention/Detention Facility (R/D)	A type of drainage facility designed either to hold water for a considerable length of time and then release it by evaporation, plant transpiration, and/or infiltration into the ground; or to hold surface and stormwater runoff for a short period of time, and then release it to the surface and stormwater management system.
Rezone	A change to the zoning classification of a current parcel or area, accomplished according to City regulations and through a public review process.
Rip Rap	A facing layer or protective mound of stones placed to prevent erosion or sloughing of a structure or embankment due to flow of surface and stormwater runoff.
Riparian	Of, on, or relating to the banks of a natural course of water.
Runoff	Waste water originating from rainfall and other precipitation and is found in drainage facilities, rivers, streams, springs, seeps, ponds, lakes, and wetlands, as well as shallow groundwater.
Salmonid	A member of the fish family samonidea, including: Chinook, coho, chum, sockeye and pink salmon; rainbow, steelhead and cutthroat salmon; brown trout; brook and dolly varden char; Kokanee; and whitefish.
Scour	Erosion of channel banks due to excessive velocity of the flow of surface and stormwater runoff.
Sediment	Fragmented material that originates from weathering and erosion of rocks or unconsolidated deposits; and is transported by, suspended in, or deposited by water. Sediment can alter stream flows and damage healthy aquatic habitat. Major urban sources include construction sites, unvegetated slopes, roads, ditches, and gardens.
Sedimentation	Deposition or formation of sediment.
Sensitive Species	Any native fish or wildlife species that the State of Washington has formally determined is vulnerable or declining and is likely to become endangered or threatened throughout a significant portion of its natural range within the state without cooperative management or removal of threats.
Shall	Means "obliged to". "Shall" is mandatory. If a policy contains "shall", the decision-maker must follow the policy in all applicable situations.

Shoreline Municipal Code	The document which contains all laws adopted by the City of Shoreline. This document includes or incorporates by reference all regulations, rules, and procedures pertaining to the entire range of City responsibilities and initiatives. Chapters of the Code relating to planning include: Land Use and Development, Subdivisions, Building and Construction, Environment, Vehicles and Traffic, Streets, Sidewalks, and Public Places.
Should	Means "ought to". If a policy contains "should", the decision-maker is to follow the policy in all applicable situations, unless the decision-maker finds a compelling reason to override the policy.
Side Yard Setback	The required minimum distance separating a building from a lot line, other than the front or rear lot line.
Significant Adverse Environmental Impact	A reasonable likelihood of more than a moderate adverse impact on the environment. As used in the State Environmental Policy Act (SEPA), "significance" involves context and intensity and does not lend itself to a formula or quantifiable text. The context may vary with the physical setting. Intensity depends on the magnitude and duration of an impact. The severity of an impact should be weighed along with the likelihood of its occurrence. An impact may be significant if its chance of occurrence is not great, but the resulting environmental impact would be severe if it occurred.
Siltation	The process by which a river, lake, or other water body becomes clogged with sediment. Silt can clog gravel beds and prevent successful salmon spawning.
Single-family Attached Housing	One dwelling unit that is attached to at least one other dwelling unit by common or abutting walls, with each dwelling unit located on a separate (fee simple) lot or on a common parcel. Examples could include duplexes, triplexes, or townhomes.
Single-family Detached Housing	A building containing one dwelling unit that is not attached to any other dwelling by any means and is typically located on a separate (fee simple) lot surrounded by a private yard. Includes manufactured homes.
Slope	The inclination of the land surface from the horizontal plane. Percentage of slope is the vertical distance divided by the horizontal distance, multiplied by 100. Slope is also measured in degrees (90 degrees being vertical) or as a ratio. A 100% slope would be 45 degrees or a 1:1 ratio.
Sound Transit (ST)	State legislation of 1992 allowed the creation of Regional Transit Authority (RTA), as an agency in King, Snohomish, and Pierce Counties. The RTA was formed in 1993 and renamed to Sound Transit in 1999. Its Board is made up of local elected officials from the 3e counties and the State Department of Transportation Secretary. ST has the responsibility to collect and distribute new tax revenues for regional rail transit, and to build and operate a regional rail transit system. ST also distributes funds to local transit agencies to provide feeder services for the rail system. Its funding depends on local voter approval of a regional high-capacity transit plan and funding.
Street Functional Classification	A hierarchy of streets based upon the degree to which they provide through movement and land access functions. Categories include principal arterial, minor arterial, collector arterial, and primary and secondary local streets. Certain land use policies and street standards are based on these functional classifications.
Strip Commercial	An area occupied by small and medium sized commercial businesses that are generally organized in a linear fashion along an arterial street.
Storm Drain System	The system of gutters, pipes, streams, or ditches used to carry surface and stormwater from surrounding lands to streams, lakes, or Puget Sound.

Storm Drains	The enclosed conduits that transport surface and stormwater runoff toward points of discharge (sometimes called storm sewers).
Stormwater	Water that is generated by rainfall, and is often routed into drain systems in order to prevent flooding.
Subarea Planning	Subarea plans provide detailed land use plans for local geographic areas. This level of planning brings the policy direction of the comprehensive plan to a smaller geographic area. These plans are meant to implement the comprehensive plan, and be consistent with City policies, development regulations, and Land Use Map.
Subdivision	Land that has been divided into legal lots, or the process of dividing land into lots.
Subdivision, Long (also known as Formal Subdivision and Formal Plat)	The subdivision of land into five lots or more.
Subdivision, Short (also known as Short Plat)	Subdivisions in the City of Shoreline that are limited to four lots or less, and generally are approved administratively by the City of Shoreline Planning & Community Development (P&CD).
Surface and Storm Water	Water originating from rainfall and other precipitation that is found in drainage facilities, rivers, streams, springs, seeps, ponds, lakes, and wetlands, as well as shallow ground water.
Surface and Storm Water Management System	Drainage facilities and any other natural features which collect, store, control, treat, and/or convey surface and stormwater.
Suspended Solids	Organic or inorganic particles that are suspended in and carried by the water. The term includes sand, mud, and clay particles, as well as solids in wastewater.
Sustainable Revenue	Sources of City revenue that can be maintained over the long-term to provide a stable funding base for City operations and investments.
Swale	A shallow natural or constructed drainage feature. Swales are vegetated low-lying areas that can help filter pollutants as they collect, percolate, and/or slow direct stormwater. A swale and berm (raised earthen area) combination can be an attractive and functional landscape feature that helps detain and percolate runoff that would otherwise rush into streets, storm drains, and waterways.
Threatened Species	Any native fish or wildlife species that the State of Washington and/or the federal government has formally determined is likely to become an endangered species within the foreseeable future throughout a significant portion of its range (within either the State of Washington or the United States) without cooperative management or removal of threats.
Townhouse	A one-family dwelling in a row of at least 3 such units, in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more vertical common fire-resistant walls. Townhomes may be located on a separate (fee simple) lot or several units may be located on a common parcel. Townhomes may be considered single-family attached dwellings or multi-family dwellings.

Transfer of Development Rights (TDR)	Permits an owner of real property to sell or exchange the development rights associated with that property to another owner in return for compensation. A program in which the unused portion of a "sending" property's zoned capacity, expressed as dwelling units per acre or floor area, is transferred to the developer of a "receiving" site who is allowed to add the additional capacity to the zoned limit of that site. TDR's can be used to prevent the demolition of affordable housing units or to protect sensitive resources, open space, or historical properties. By designating appropriate receiving areas and criteria for sending sites, local governments can meet identified community goals with market mechanisms.
Transportation Demand Management (TDM)	A strategy for the reduction of automobile trips, particularly trips taken in single-occupant vehicles. TDM encourages public transportation over automobile use and specifically refers to policies, programs, and actions implemented to increase the use of high-occupancy vehicles (public transit, car-pooling, and van-pooling) and spread travel to less congested time periods through alternative work hour programs.
Transportation Facilities and Services	Physical assets of the transportation system that are used to provide mobility. They include roads, transit, bridges, traffic signals, ramps, buses, bus garages, park and ride lots, and passenger shelters.
Tributary	A water channel that drains into a major stream or lake.
Tributary Area	A geographical area not constrained by property boundaries that drain to the point of concern.
Triplex	A building containing 3 complete dwelling units, each of which has direct access to the outside or to a common hall. Depending on configuration, triplexes may be considered single-family attached dwellings on separate (fee simple) lots, or multi-family dwellings on a common lot.
Truck Route	A roadway, usually a highway or major arterial, which is identified by federal, state, or local governments as an appropriate route for heavy commercial vehicle transport.
Unemployment Rate	The percentage of the civilian labor force that is unemployed and actively seeking employment, based on claims made to the State for Unemployment Insurance.
Unincorporated Areas	Areas outside any incorporated city boundaries, and under county jurisdiction.
Urban Growth	Residential, commercial, and industrial growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, fiber, or the extraction of mineral resources. Urban growth typically requires urban governmental services. "Characterized by urban growth" refers to land having urban growth located on it, or to land located in relationship to an area with urban growth.
Urban Growth Area (UGA)	The Growth Management Act requires King County's Comprehensive Plan to designate an Urban Growth Area (UGA), where most future urban growth and development is to occur to limit urban sprawl, enhance open space, protect rural areas, and more efficiently use human services, transportation, and utilities. The comprehensive plan designates an UGA that includes areas and densities sufficient to permit the urban growth that is projected to occur in the County for the succeeding 20-year period.
Urban Growth Target	The Growth Management Act and the Countywide Planning Policies require King County and its cities to plan for a 20-year population and employment growth target for each jurisdiction, based on designation of the Urban Growth Area, Urban Centers, and the criteria of the Countywide Planning Policies.

Urban Natural Open Space	A Priority Habitat designation under the Washington Department of Fish and Wildlife's Priority Habitats and Species (PHS) Program. This designation has one or more of the following characteristics: 1) a priority species resides within or is adjacent to the open space, and uses it for breeding and/or regular feeding; 2) the open space functions as a corridor connecting other priority habitats, especially those that would otherwise be isolated; and 3) the open space is an isolated remnant of natural habitat larger than 4 hectares (1 hectare equals 10 acres) and is surrounded by urban development. Local considerations may be given to open space areas smaller than 4 hectares. The following criteria is used in designating this habitat: 1) comparatively high fish and wildlife density; 2) high fish and wildlife species diversity; 3) important fish and wildlife breeding habitat; 4) important fish and wildlife movement corridors; 5) limited availability, and/or 6) high vulnerability to habitat alteration.
Vehicle Miles Traveled (VMT)	A vehicle mile represents 1 vehicle traveling for 1 mile. This number is derived by counting the number of cars and the number of miles each car travels over a fixed period of time. This measure is frequently used by transportation planners.
Water-Dependent Uses	A use that is dependent on water for the intrinsic nature of its operation.
Water-Oriented Uses	A combination of water-dependent, water-related (e.g., a boat building), and water-enjoyment uses.
Water Re-Use	Using treated wastewater in place of drinking water for commercial irrigation and industrial processes. Also called wastewater reclamation.
Watershed	An aggregation of individual drainage basins. A watershed is an area that eventually drains to a larger water body, such as Lake Washington or Puget Sound. The six major watersheds in King County are Cedar River, Green River, Skykomish River, Snoqualmie River, White River, and Puget Sound. These watersheds contain a total of 72 individual drainage basins.
Wetland	Areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Areas that are regulated as wetlands are defined in the Shoreline Municipal Code.
Wetland Functions	The ecological (physical, chemical and biological) workings or attributes of a wetland. Food chain support, and the transport and transformation of chemicals in ecosystems are examples of wetland functions. Water quality maintenance, flood storage, and wildlife habitat are examples of ecological functions to which society attributes a value.
Wetland Values	Estimates, usually subjective, of the worth, merit, quality, or importance of wetland attributes that are valuable and beneficial to society. Values vary by watershed or human community. Education, research, aesthetics, and recreation are examples of other wetland attributes that may be considered values because they are beneficial to society.
Zero Lot Line	The location of a building on a lot in such a manner that one or more of the building's sides rest directly on a lot line. Buildings may be detached or attached to each other in the zero lot line configuration, and may be staggered or designed in some other manner that provides for setbacks, buffers, and private space.

ACRONYMS

AMI- Area Median Income
BAT- Bus Access and Transit
BRT- Bus Rapid Transit
CIP- Capital Improvement Program
CPPs- Countywide Planning Policies
CPTED- Crime Prevention through Environmental Design
CRA- Community Renewal Areas
DMA- Disaster Mitigation Act
DSHS- Washington Department of Social and Health Services
DSL- Digital Subscriber Line
EOC- Emergency Operations Center
EPF- Essential Public Facilities
FAR- Floor Area Ratio
FSAA- Future Service Annexation Area
GIS- Geographic Information System
GMA- Growth Management Act
GMPC- Growth Management Planning Council
HSD- Highlands Sewer District
IPCC- International Panel on Climate Change
KCDNRWD- King County Department of Natural Resources Wastewater Division
LEED- Leadership in Energy and Environmental Design
LID- Low Impact Development or Local Improvement District (depending on context)
LOS- Level of Service
MOU- Memorandum of Understanding
NEHRP- National Earthquake Hazard Reduction Program
NPDES- National Pollutant Discharge Elimination System
OHWM- Ordinary High Water Mark
PAA- Potential Annexation Area
PCD- Planning & Community Development
PHS- Priority Habitat and Species
PROS- Parks, Recreation, and Open Space (Master Plan)
PSRC- Puget Sound Regional Council
PTE- Property Tax Exemption
RCW- Revised Code of Washington
RWD- Ronald Wastewater District
SEPA- State Environmental Policy Act
SMC- Shoreline Municipal Code
SMA- Shoreline Management Act
SMP- Shoreline Master Program
SPU- Seattle Public Utilities
SWD- Shoreline Water District
TIP- Transportation Improvement Plan
TOC- Transit-Oriented Communities
TDR- Transfer of Development Rights
TMP- Transportation Master Plan
VoIP- Voice over Internet Protocol
WAC- Washington Administrative Code

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