

Consistency with Plans and Policies

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Chapter 4 – Consistency with Plans and Policies

Affected Environment

The Shoreline 2044 Comprehensive Plan and this DEIS have been prepared in compliance with all relevant state, regional, county, and local requirements and provisions. These requirements set precedents for environmental review and provide guidance for planning under the Washington State Growth Management Act (GMA), various state legislative provisions, Puget Sound Regional Council VISION 2050 and Multicounty Planning Policies (MPPs), and the King County Comprehensive Plan and Countywide Planning Policies (CPPs). Each of these areas of planning guidance is further described below.

Washington State Growth Management Act

The Growth Management Act (GMA) in Washington State is a significant piece of legislation that was first enacted in 1990, and has been amended many times since, to address issues related to urban and rural growth, land use planning, and environmental protection. The GMA, which is primarily codified by Revised Code of Washington (RCW) Chapter 36.70A, fundamentally changed how land use planning and development decisions are made in the state. In the decades leading up to the 1990's, Washington State experienced rapid population growth and urban sprawl, which led to concerns about the loss of farmland, natural areas, open spaces, as well as increased traffic congestion and environmental degradation. There was a recognition that comprehensive planning was needed to manage growth effectively and the Washington State Department of Commerce began managing this process.

The comprehensive plan offers guidance on critical matters such as future land use decisions, the establishment of urban growth boundaries and city limits, expansions of community services and facilities, the positioning of future transportation and circulation infrastructure, the development and preservation of parks and open spaces, the identification and safeguarding of environmentally sensitive areas, and the promotion of favorable urban design elements within the city. It is an opportunity to reflect on the previous 20 years, identify what worked well, and to highlight where change is needed.

The GMA includes periodic update requirements to ensure that local comprehensive plans and development regulations remain current with the GMA's goals and requirements. These periodic updates, required every ten years, are a fundamental aspect of the GMA process and are essential for managing growth effectively and accurately. They are an opportunity for jurisdictions to respond to the changing conditions and community needs. The two action alternatives under this Draft EIS are consistent with the intent and goals of the GMA. See below.

Table 4-1. GMA Goal Evaluation

GMA Goal	GMA Goal Language
Urban Growth	Encourage development in urban areas
Reduce Sprawl	Reduce the inappropriate conversion of undeveloped land.
Transportation	Encourage efficient multimodal transportation systems.
Housing	Plan for and accommodate housing affordable to all economic segments.
Economic Development	Encourage economic development throughout the state.
Property Rights	Private property shall not be taken for public use without just compensation having been made.
Permits	Applications should be processed in a timely and fair manner.
Natural Resource Industries	Maintain and enhance natural resource-based industries.
Open Space & Recreation	Retain open space, enhance recreational opportunities.
Environment	Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
Citizen Participation & Coordination	Encourage the involvement of citizens.
Public Facilities & Services	Ensure that those public facilities and services necessary to support development shall be adequate.
Historic Preservation	Identify and encourage preservation.
Climate Change & Resiliency	Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies adapt to and mitigate the effects of a changing climate.
Shoreline management	RCW 37.70A.480

Relevant State Legislation

Although the basic structure of GMA has remained intact over the years, the state legislature has amended it frequently since the last 2015-18 comprehensive plan periodic update cycle. The 2021-22 Legislative Session contributed historic amendments with specific regard for housing policies. The goals, policies, and actions in the comprehensive plan were designed to cover all GMA amendments for this 2024-27 periodic update cycle.

The following list catalogs the GMA amendments most notably affecting this periodic update to Shoreline's comprehensive plan and associated EIS, though this is not a comprehensive list of updates.

House Bill 1220 – Housing Affordability

In 2021, the Washington Legislature changed the way cities and counties are required to plan for housing. For the first time, there are requirements for local jurisdictions to plan for and accommodate housing that is affordable to all income levels. This differs from a previous, more relaxed approach which was to have cities and counties “encourage” affordable housing. There are multiple steps to meeting new state requirements. To begin the process, the Department of Commerce has provided existing and projected housing needs that identify the number of housing units necessary to manage projected growth. This is the first time local jurisdictions have had specific numbers of housing units needed for household income groups, emergency housing and shelters, and permanent supportive housing.

Local jurisdictions across the Puget Sound will implement, through their updated comprehensive plans, several strategies to help guide the housing market into producing units that are more affordable than what is currently being built. The strategies are described briefly below

- **Allowing moderate density housing options within Urban Growth Areas (UGAs)**, including but not limited to duplexes, triplexes, and townhomes.
- **Identifying sufficient land and zoning capacity for housing needs**, including all economic segments of the population (moderate, low, very low and extremely low income, as well as emergency housing and permanent supportive housing).
- **Making adequate provisions for housing for existing and projected needs for all economic segments of the community**, including documenting programs and actions needed to achieve housing availability.
- **Identifying racially disparate impacts, displacement and exclusion** in housing policies and regulations, and beginning to undo those impacts; and identifying areas at higher risk of displacement and establishing anti-displacement policies.

Cities may not prohibit transitional housing or permanent supportive housing in any zones where residential dwelling units or hotels are allowed. Cities may not prohibit indoor emergency shelters or indoor emergency housing in any zones where hotels are allowed, except for cities that have adopted an ordinance authorizing such shelters and housing in a majority of zones within a 1-mile proximity to transit. Cities may impose reasonable occupancy and use regulations on such shelters and housing, but those regulations may not prevent the siting of a sufficient number to accommodate the need.

House Bill 1110 – Middle Housing

In 2023, the Washington State Legislature approved HB 1110, aiming to foster a more adaptable zoning and regulatory framework for cities statewide. The primary goal of HB 1110 is to promote urban densification and expand the range of housing options available. This legislation places particular emphasis on what is commonly referred to as "middle housing" – dwelling types that bridge the gap between large, detached single-family homes and expansive multi-family complexes.

Middle housing encompasses an array of housing forms, including duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, and cottage housing. Such housing options offer numerous benefits, including more accessible price points and the opportunity for introducing new infill housing in a manner that harmonizes with the existing character of neighborhoods. With features reminiscent of single-family homes, such as ground-level units, yards, porches, individual driveways, and low-rise architecture, middle housing blends well into established communities.

HB 1110 requires zoning changes based on City size in three tiers, Tier 1, Tier 2, and Tier 3, further described below:

- **Tier 1:** Cities with at least 75,000 people. These cities must permit at least four homes per residential lot, and six per lot if located within a quarter-mile walking distance of a major transit stop or if two of the homes are affordable.
- **Tier 2:** Cities with less than 75,000 people but more than 25,000 people. These cities must permit at least two homes per lot, and four per lot if located within a quarter-mile walking distance of a major transit stop or if one of the homes is affordable.
- **Tier 3:** Cities with populations under 25,000 and within a contiguous urban growth area with the largest city in a county with a population of more than 275,000. These cities must permit at least two homes per residential lot.

House Bill 1337 – Accessory Dwelling Units

In 2023, HB 1337 was enacted with the goal of reducing obstacles to the construction and utilization of Accessory Dwelling Units (ADUs). Central to this legislation is the mandate for all fully planning cities and counties to allow two ADUs on each single-family zoned lot within the Urban Growth Area (UGA). The bill compels cities and counties to implement further measures to promote the construction of ADUs, as outlined below.

- Local governments may not charge more than 50% of impact fees charged for the principal unit.
- Local governments may not require the owner to occupy the property.
- Local governments may not prohibit the ADU's sale as independent units.
- Local governments must allow an ADU of at least 1,000 square feet and must adjust zoning to be consistent with the bill with respect to bulk and scale regulations.

- Local governments must set consistent parking requirements based on distance from transit and lot size.

Senate Bill 5258 – Condominiums and Townhomes Ownership

This legislation was passed in 2023 and aims to increase the supply and affordability of condominiums and townhomes as an option for ownership. This bill introduces new obligations for condominium associations aiming to file construction defect claims, along with implementing additional pre-litigation procedural requirements. The overarching goal is to enhance dispute resolution processes and foster the development of more housing.

In addition, the bill establishes a Down Payment Assistance Account, funded by the Real Estate Excise Tax (REET), and changes impact fee schedule. Impact fee schedules are now mandated to reflect the proportional impact of new housing units, considering factors such as square footage, number of bedrooms, or generated trips, thus resulting in reduced impact fees for smaller housing units. Furthermore, all cities, towns, and counties are required to incorporate procedures for unit lot subdivisions into their short plat regulations, facilitating the division of a parent lot into separately owned unit lots.

House Bill 1042 – Expanding Housing in Existing Buildings

The bill prohibits cities from denying a permit application for the addition of housing units within an existing building due to nonconformity with height, setback, parking, modulation, or elevator size unless it is a building code or life safety issue. When new residential units are proposed completely within an existing building, cities must allow a density bonus of 50% more than the zone otherwise allows. Cities may not require the addition of parking spaces, permitting requirements, or design standards not applied to all residential development in the zone, and may not impose exterior design or architectural requirements to the building. Cities also may not require a transportation concurrency study or SEPA review based on the addition of housing units within an existing building.

The changes to city codes necessary to implement the bill are categorically exempt from SEPA. The state building code council is required to adopt an amendment to the energy code that waives the requirement for the unchanged portions of an existing building to comply with the current energy code when additional housing units are added to the building.

House Bill 5290 – Local Project Review Requirements

The bill amends chapter 36.70B RCW, the Local Project Review Act, for jurisdictions planning under the GMA. The bill includes the following provisions:

- Establishes a consolidated permit review grant program for local governments that commit to issuing final decisions for residential permit applications within specified time frames.
- Creates a new grant program to support local governments' transition to digital permit application systems.
- Requires the Department of Commerce to convene a work group to study statewide license and permitting software for local governments.

- Removes building permits for the types of project permits in the covered types of land use permits.
- Amends the process for jurisdictions to provide a written determination of completeness for project permit applications.

Beginning January 1, 2025, jurisdictions must set certain permit decision timelines at 65, 100, and 170 days depending on the permit and other factors. When timelines are not met a portion of the permit fees must be refunded. Jurisdictions can set other deadlines but lose administrative appeal safe harbor protection. Certain jurisdictions must also submit annual performance reports to Commerce, which will report to the legislature.

- Provides additional measures that jurisdictions can take to facilitate prompt coordinated permit review.
- Requires commerce to provide guidance to local governments with respect to appropriate fee structures, staffing-up residential permit processing, and other topics.

House Bill 1293 – Streamlining Development Regulations – Design Review

The bill adds language to Chapter 36.70B RCW (Local Project Review Act) encouraging jurisdictions to consider prompt, coordinated, and expedited project review of general project permits and specifically projects that include affordable housing.

Senate Bill 5412 – SEPA Categorical Exemptions for Housing

The bill allows for a SEPA categorical exemption for residential development projects within incorporated UGAs and middle housing projects within unincorporated UGAs if:

- The local government finds the proposed development is consistent with its development regulations; and
- The local government has prepared environmental analysis that considers the project in the area proposed for the exemption and analyzes certain multimodal transportation impacts.

The environmental analysis must include documentation that the requirements for environmental analysis, protection, and mitigation for impacts have been adequately addressed for the exempted project. The local government must also document its consultation with the department of transportation regarding certain transportation impacts. Before finalizing the environmental analysis, the local government must provide at least 60 days public notice and the exemption is effective 30 days following adoptive action. Residential projects in Seattle are exempt from these requirements until September 30, 2025.

HB 1181 – Climate Change Planning Framework

HB 1181 integrates climate change into the GMA. By July 1, 2027, the GMA will require the following out of various comprehensive plan elements:

Land Use

- Green spaces, urban and community forests are now considered land uses that must be considered and planned for within the Land Use Element of the Comprehensive Plan.

- Special consideration must be given to achieving environmental justice and reducing environmental health disparities.
- Promote physical activity, reduce wildfire risks, and reduce vehicle miles traveled within this element.

Transportation

- Analysis of greenhouse gas emissions and per capita vehicle miles traveled.
- Analysis of impacts to state-owned transportation facilities and locally owned arterials from multimodal level of service (transit and non-motorized).
- Active transportation facilities and environmental justice are focus areas. Transit availability must be reviewed from equity of access and ADA accessibility standpoints.

Capital Facilities

- An inventory of City owned green infrastructure.
- A ‘good faith effort’ to inventory the capital facilities (schools, parks, roads, utilities, etc.) for all public entities (WRSD, outside utility providers, counties, etc.)

Utilities

- An inventory of telecommunications.
- The Open Space and Recreation Element (Parks) must consider green space, enhancement of fish and wildlife habitat and tree canopy coverage.

Environment

- A new Climate Change and Resiliency Element is required in Comprehensive Plans. Goals include reduction of overall greenhouse gas emissions and increased climate change resiliency including a natural hazard mitigation plan. This section has to be adopted within five years (2029).
- The Shoreline Master Plan is now considered an Element of the Comprehensive Plan.

Puget Sound Regional Council VISION 2050 (2020)

By 2050, the Central Puget Sound Region is forecasted to grow by another 1.5 million people to reach a total population of 5.8 million. The region has a plan for this growth called *VISION 2050* – led by the Puget Sound Regional Council (PSRC), which is designated under federal law as the Metropolitan Planning Organization (required for receiving federal transportation funds) and under state law as the Regional Transportation Planning Organization. PSRC is primarily responsible for carrying out a regionally coordinated transportation planning process.

VISION 2050 was adopted in 2020 and establishes the following regional vision:

The central Puget Sound region provides an exceptional quality of life and opportunity for all, connected communities, a spectacular natural environment, and an innovative, thriving economy.¹ In 2050:

Climate. The region’s contribution to climate change has been substantially reduced.

¹ Puget Sound Regional Council, *Vision 2050*, 2020

Community. Distinct, unique communities are supported throughout the region.

Diversity. The region’s diversity continues to be a strength. People from all backgrounds are welcome, and displacement due to development pressure is lessened.

Economy. Economic opportunities are open to everyone, the region competes globally, and has sustained a high quality of life. Industrial, maritime, and manufacturing opportunities are maintained.

Environment. The natural environment is restored, protected, and sustained, preserving, and enhancing natural functions and wildlife habitats.

Equity. All people can attain the resources and opportunities to improve their quality of life and enable them to reach their full potential.

Health. Communities promote physical, social, and mental well-being so that all people can live healthier and more active lives.

Housing. A range of housing types ensures that healthy, safe, and affordable housing choices are available and accessible for all people throughout the region.

Innovation. The region has a culture of innovation that embraces and responds to change.

Mobility and Connectivity. A safe, affordable, and efficient transportation system connects people and goods to where they need to go, promotes economic and environmental vitality, and supports the Regional Growth Strategy.

Natural Resources. Natural resources are sustainably managed, supporting the continued viability of resource-based industries, such as forestry, agriculture, and aquaculture.

Public Facilities and Services. Public facilities and services support the region’s communities and plans for growth in a coordinated, fair, efficient, and cost-effective manner.

Resilience. The region’s communities plan for and are prepared to respond to potential impacts from natural and human hazards.

Rural Areas. Rural communities and character are strengthened, enhanced, and sustained.

Realizing the complexity and impact of regional transportation planning, *VISION 2050* covers growth related topics through its Regional Growth Strategy and Multi-County Planning Policies (MPPs). GMA requires the adoption of MPPs for the entire Central Puget Sound region. The Growth Management Hearings Board, which is responsible for reviewing and determining compliance under the GMA, has stated that “the MPPs provide for coordination and consistency among the metropolitan counties sharing common borders and related regional issues as required by [the Revised Code of Washington], and, in order to ensure consistency, the directive policies of the MPPs need to have a binding effect.”²

² Puget Sound Regional Council, *Vision 2050* p. 12, 2020.

The Regional Growth Strategy is a way to distribute growth coming to the region by focusing it near high-capacity transit and inside designated Urban Growth Areas. MPPs serve as the adopted regional guidelines and principles to guide both regional and local planning. The policies provide a framework and action steps for counties and cities to use as a guide when updating their Countywide Planning Policies and local comprehensive plans. Lastly, *VISION 2050* supports PSRC’s *Regional Transportation Plan, Regional Economic Strategy, Regional Equity Strategy, and Housing Strategy*.

The MPPs have overarching goals for several topic areas. The Comprehensive Plan and EIS work towards meeting these goals, described below.

Table 4-2. PSRC VISION 2050 Policy Evaluation

VISION 2050 Policy	VISION 2050 Policy Language
Regional Collaboration	The region plans collaboratively for a healthy environment, thriving communities, and opportunities for all.
Regional Growth Strategy	The region accommodates growth in urban areas, focused in designated centers and near transit stations, to create healthy, equitable, vibrant communities well-served by infrastructure and services. Rural and resource lands continue to be vital parts of the region that retain important cultural, economic, and rural lifestyle opportunities over the long term.
Environment	The region cares for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, and reducing air pollutants. The health of all residents and the economy is connected to the health of the environment. Planning at all levels considers the impacts of land use, development, and transportation on the ecosystem.
Climate Change	The region substantially reduces emissions of greenhouse gases that contribute to climate change in accordance with the goals of the Puget Sound Clean Air Agency (50% below 1990 levels by 2030 and 80% below 1990 levels by 2050) and prepares for climate change impacts.
Development Patterns	The region creates healthy, walkable, compact, and equitable transit-oriented communities that maintain unique character and local culture, while conserving rural areas and creating and preserving open space and natural areas.
Housing	The region preserves, improves, and expands its housing stock to provide a range of affordable, accessible, healthy, and safe housing choices to every resident. The region continues to promote fair and equal access to housing for all people.
Economy	The region has a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people and

VISION 2050 Policy	VISION 2050 Policy Language
	their health, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life.
Transportation	The region has a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment, and health.
Public Services	The region supports development with adequate public facilities and services in a timely, coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.

King County Countywide Planning Policies (2021)

The King County Comprehensive Plan guides decisions on a wide range of topics and services over a 20-year time period. The plan acts as the blueprint for development within the County, considering impacts on neighborhoods, businesses, traffic, and the environment. Like the Shoreline 2044 Comprehensive Plan, it’s also meant to reflect the vision and priorities of all communities and residents in the County, while meeting requirements of federal laws, GMA, and the *VISION 2050* MPPs. Shoreline and all other jurisdictions within the County that are required to adopt their own comprehensive plans, must be consistent with the King County Comprehensive Plan, and the County’s Countywide Planning Policies (CPPs).

CPPs establish a countywide framework for developing and adopting county and city comprehensive plans. They include strategies for land use, housing, capital facilities, utilities, transportation, economic development, and parks and recreation. The role of the CPPs is to the coordinate comprehensive plans of jurisdictions in the same county, regarding regional issues and issues affecting common borders. The CPPs encourage flexibility in local interpretations to support diverse interests throughout the County.

The 2021 update to the previous 2012 CPPs introduced new topic areas which follow *VISION 2050*. The new integral topics included equity and inclusion, natural environment and climate change, transit supportive and oriented development, the risk and mitigating the effects of residential and business displacement, countywide centers (a new type of center designation within the Regional Growth Strategy), and reasonable measures for development regulations for jurisdictions which aren’t creating adequate capacity for their share of regional growth. To guide the development of the 2021 CPPs, King County created the following Vision statements:³

- Communities across King County are welcoming places where every person can thrive.
- All residents have access to opportunity and displacement from development is lessened.
- The cities are vibrant and inviting hubs for people with a safe, affordable, and efficient transportation system that connects people to the places they want to go.

³ Countywide Planning Policies for King County, p. 9, 2021.

- Housing is characterized by a full range of options that are healthy, safe, affordable, and open to all.
- The county’s critical areas are protected and have been restored.
- Open spaces are well distributed and inviting to all users.
- The Rural Area is viable and permanently protected with a clear boundary between urban and rural areas.
- The county boasts of bountiful agricultural areas and productive forest lands.
- The economy provides opportunities to everyone and includes Black, Indigenous, and other People of Color-owned businesses; immigrant- and women-owned businesses; locally owned businesses; and global corporations.

In previous versions, the chapter layout of the CPPs directly followed the chapters in the past VISION document MPPs. However, *VISION 2050* introduced three new chapters (Regional Collaboration, Regional Growth Strategy, and Climate Change). King County has retained its previous chapter organization, in addition to integrating the new regional topics, as well as the GMA requirements to demonstrate consistency. In a similar fashion, the goals, policies, and actions in the Shoreline 2044 Comprehensive Plan demonstrate consistency by integrating the GMA, MPP and CPP topics.

Table 4-3. King County Countywide Planning Policy (CPP) Evaluation

CPP Policy	CPP Policy Language
Environment	The quality of the natural environment in King County is restored and protected for future generations.
Development Patterns	Growth in King County occurs in a compact, centers-focused pattern that uses land and infrastructure efficiently, connects people to opportunity, and protects Rural and Natural Resource Lands.
Housing	Provide a full range of affordable, accessible, healthy, and safe housing choices to every resident in King County. All jurisdictions work to: <ul style="list-style-type: none"> ▪ Preserve, improve, and expand their housing stock; ▪ Promote fair and equitable access to housing for all people; and Take actions that eliminate race-, place-, ability-, and income-based housing disparities.
Economy	All people throughout King County have opportunities to prosper and enjoy a high quality of life through economic growth and job creation.
Transportation	The region is well served by an integrated, multimodal transportation system that supports the regional vision for growth, efficiently moves

CPP Policy	CPP Policy Language
	people and goods, and is environmentally and functionally sustainable over the long term.
Public Facilities and Services	County residents in both Urban and Rural Areas have timely and equitable access to the public services needed to advance public health and safety, protect the environment, and carry out the Regional Growth Strategy.

City of Shoreline Plans and Policies

City of Shoreline Comprehensive Plan (2024)

A comprehensive plan is a long-range plan that jurisdictions use to capture the community’s 20-year vision for the future. Comprehensive plans provide a unique opportunity to build a framework for the future of the community by covering various topics and establishing goals, policies, and action. This framework provides guidance for day-to-day decisions made by elected City officials, City staff, and community members.

Comprehensive plans also allow jurisdictions to be proactive in planning for the future. The plan seeks to understand trends and other factors that could impact and shape the community and to establish means of addressing and mitigating these impacts as needed. Additionally, comprehensive plans offer rare occasions to holistically analyze and evaluate how competing interests can be balanced for everyone within the planning area. Jurisdictions are allowed to make minor amendments to their comprehensive plans once per year if necessary; however, more substantial periodic updates to comprehensive plans are required every ten years by the Washington State Growth Management Act (GMA).⁴ This periodic update to the City of Shoreline’s comprehensive plan presents a framework for the years beyond 2044.

City Plans, Including Functional Plans

Comprehensive plans, by nature, are policy-oriented, and reliant in large part upon other documents that precede and succeed the planning process. The policies and preferences contained in this comprehensive plan stem from knowledge gained from past work, including technical studies, adopted plans, adopted regulations, and public participation.

Implementation of the Shoreline 2044 Comprehensive Plan will involve completion of other studies, plans, reports, and regulations to be prepared concurrently and in the future. As such, it would not be feasible to fully integrate or publish these supporting documents as part of the City’s comprehensive plan. Most City programs, services, and initiatives are intended to improve environmental conditions, respond to socio-economic issues, and/or improve the delivery of municipal services or the functionality of municipal infrastructure.

⁴ RCW 36.70A.130, <https://app.leg.wa.gov/rcw/default.aspx?cite=36.70A.130>

Functional plans, studies, and reports are incorporated into the comprehensive plan by reference or practice. These documents will either be specifically referenced in the different elements or will be explicitly adopted by reference. The City has taken great care to make sure the comprehensive plan is consistent with and supports the associated functional plans, studies, and reports listed below:

Capital Improvement Plan (2025-2030)

The Capital Improvement Plan (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 identifies projects and funding for improvements over the next six years and is updated annually to reflect ongoing changes and additions. It also details the work to be done for each project and an expected time frame for completion.

Shoreline Master Program (2013)

In 2013, the City adopted a Shoreline Master Program consistent with Department of Ecology (DOE) guidelines. The Shoreline Master Program focuses on ways to protect shoreline natural resources and promote public access. Local master programs regulate new development and use of "shorelines of statewide significance" within their jurisdictions. In 2019, the City amended the City of Shoreline Comprehensive Plan to add a new section, Section 10 Shoreline Master Program and Shoreline Master Program Support Analysis.

Parks, Recreation, Open Space, and Arts Plan (RPOSA) (2024)

The Parks, Recreation, Open Space, and Arts Plan (formerly known as Parks, Recreation and Open Space (PROS) Plan) is updated every six years to qualify the City for certain state and federal grants. The plan creates a 20-year vision and framework providing for Shoreline's recreation and cultural programs and facilities, and for maintaining and investing in park and open spaces. In 2002, the City passed Ordinance 312 establishing a 1% Municipal Art Fund (Art Fund) and adopting Shoreline's first Public Art Policy. The first Public Art Plan was adopted in 2017. The 2024 PROSA Plan now includes Public Art and there is no longer a stand alone Public Art Plan.

Adopted in 2024, the PROSA plan includes:

- City and Regional demographics, trends and resources
- Summary and assessment of current City parks, facilities, events, public art and recreation services
- Environmental reviews and studies
- Review and analysis of community needs and wants
- New list of priorities (Strategic Action Initiatives) informed by community input
- Review, analysis and goals of the Public Art program

The PROSA Plan will guide decisions regarding:

- Buying land for parks and natural areas
- Developing new recreation facilities
- Offering recreation and cultural programs, events
- How best to maintain the parks, natural spaces and facilities

- Where and what public art should look like in our community

Surface Water Master Plan (2018; Update Occurring in 2024)

Shoreline’s Surface Water Master Plan will guide the City over the next 20 years in managing stormwater runoff and flooding, as well as improving surface water quality and stream habitat. The SSWMP addresses long-term goals, objectives, and policies outlined in the City's comprehensive plan, and guides the City in funding and implementing studies, programs, capital projects, and operating procedures and policies.

Comprehensive Sewer Plan (2021)

On February 19, 2021, the King County Superior Court entered an Order of Dissolution of the Ronald Wastewater District (Case No. 21-2-01276-7 SEA). The Order provides in pertinent part that as of 12:01 a.m. on April 30, 2021, the Ronald Wastewater District “shall be dissolved and all the functions performed by the Ronald Wastewater District within its boundaries ... shall be performed by the City of Shoreline.” Therefore, by operation of law, the City of Shoreline became the owner and operator of the sanitary sewer system. This ownership includes the Comprehensive Sewer Plan (CSP) prepared for and adopted by the Ronald Wastewater District (Resolution 21-07), which upon dissolution automatically became the City of Shoreline’s CSP. As such, the CSP provides guidance to the City in managing its sanitary sewer collection and conveyance system. This includes developing and implementing studies, programs, capital projects, financial and other operating policies to support the City’s adopted comprehensive plan.

Transportation Master Plan (2011; Update Occurring in 2024)

The City of Shoreline’s Transportation Master Plan (TMP) is the long-range blueprint for travel and mobility, describing a vision for transportation that supports the City’s adopted comprehensive plan. 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. In this way, the City can assess the relative importance of projects and schedule their planning, engineering and construction as growth takes place and the need for the facilities and improvements is warranted. It also establishes a prioritization of the projects to be included in future capital improvement plans. The TMP covers all forms of personal travel – walking, bicycling, transit and automobile.

Urban Forest Strategic Plan (2023)

Shoreline became a recognized City by Tree City USA in 2013. To qualify for this designation, the City adopted Ordinance 617, creating a Tree Board, and Ordinance 627, a street tree ordinance. In 2013, Shoreline also received a \$10,000 Community Urban Forestry Assistance Grant from the Washington Department of Natural Resources (WA DNR) to create an Urban Forest Strategic Plan.

The Urban Forest Strategic Plan (UFSP) was reviewed by the community, staff, the Tree Board and City Council before its adoption by the City Council on May 19, 2014. The goal of this project is to establish priorities for an urban forest management program.

The first short-term implementation strategy in the UFSP was to update Shoreline's Street Tree List in the City's Engineering Development Manual. The Street Tree List is used when tree planting in the public right-of-way is

required, and only applies to public street trees, not trees on private property. The new Street Tree List was approved by the Tree Board on December 4, 2014.

The UFSP and the update to the Recommended Street Tree List were funded by a grant from The Washington State Urban and Community Forestry (UCF) Program. The UCF provides technical, educational, and financial assistance to Washington’s cities and towns, counties, non-profit organizations, and associations.

In 2023, after almost ten years of Citywide growth and changes, an update of the plan was needed. After a thorough review by the community, staff, the Tree Board, and City Council, completed strategies were identified, and new strategies were created. These changes were integrated into the existing UFSP, and in the fall of 2023, the City Council approved the updated Urban Forest Strategic Plan 2023.

Green Shoreline – 20-Year Forest Management Plan

The intent of the Green Shoreline 20-Year Forest Management Plan (the 20-Year Plan) is to provide a thorough health assessment of Shoreline’s forested parks and natural areas, recommend goals and objectives to enhance the current conditions of these forests, and suggest actions that will provide outcomes that benefit Shoreline’s people and ecosystem. This 20-Year Plan is an important step toward implementing the City of Shoreline’s Urban Forest Strategic Plan (UFSP).

Climate Action Plan (2022)

On December 12, 2022, City Council adopted the 2022 [Climate Action Plan \(CAP\)](#). The CAP outlines key actions the City will take to reduce community-wide greenhouse gas emissions and prepare our community for the impacts of climate change. These actions will have a wide range of co-benefits for Shoreline, such as cleaner air and water, greater ecosystem health, and potential cost savings from lower utility bills. The strategies and actions in the 2022 CAP were designed to support and advance Shoreline’s three main climate goals.

1. Reduce greenhouse gas emissions
2. Enhance ecosystem health and sequestration
3. Increase community resilience and preparedness

Shoreline will achieve these three main goals by carrying out the 90 actions in the CAP.

Subarea Plans

The City has completed a number of subarea planning projects that are all available for review online:

- SE Neighborhoods Subarea Plan
- Town Center Subarea Plan
- Aldercrest
- 185th Street Station Subarea Plan
- 145th Street Station Subarea Plan

These plans and others may be viewed at: <https://www.shorelinewa.gov/government/departments/planning-community-development/city-plans>.

Potential Impacts—Consistency with Plans and Policies

The following discussion addresses the alignment and consistency of the Shoreline 2044 Comprehensive Plan with state, regional, county, and local plans and policies. In compliance with the GMA as well as regional and county plans and policies, Shoreline’s updated comprehensive plan, which would be adopted under either action alternative (Alternative 2 or Alternative 3) offers guidance on critical matters such as future land use decisions, expansions of community services and facilities, the positioning of future transportation and circulation infrastructure, the maintenance and development parks and open spaces, the identification and safeguarding of environmentally sensitive areas, and the promotion of favorable design elements within the city. The plan sets a strong vision for the next 20 years and supports the changes needed to accommodate growth.

The action alternatives studied under this DEIS would implement the City’s updated comprehensive plan and supporting development regulations would align with and support the City’s functional, system, and subarea plans. The no action alternative assumes that an updated comprehensive plan would not be adopted, and as such, the City would not have a guiding overall plan consistent with the most recent changes to the GMA and state legislation or compliant with state, regional, and county requirements. A more specific evaluation of the alternatives’ consistency with each level of planning framework is provided below.

GMA Goals—While all alternatives are generally consistent with the intent of the GMA planning goals, only the action alternatives (Alternatives 2 and 3) would provide updates consistent with the most recent amendments to GMA and state legislation, including updates related to meeting housing targets by income band. Alternative 1 also assumes no changes to the adopted comprehensive plan or development regulations to meet new State requirements, and therefore would be out of compliance.

PSRC VISION 2050—Updates to the comprehensive plan under either Alternative 2 or 3 would align with VISION 2050 goals and MPPs, while Alternative 1 would not update the comprehensive plan to align with VISION 2050.

King County Countywide Planning Policies—The King County CPPs are developed to be consistent with the MPPs to support implementation of VISION 2050 at the local level. Updates to the comprehensive plan under either Alternative 2 or 3 would be consistent with CPPs. Alternative 1 would not adopt the updated comprehensive plan, and as such it would not be consistent with the CPPs. All alternatives would provide sufficient zoned capacity to meet growth targets and affordability levels.

City of Shoreline Plans and Policies—The updated comprehensive plan, adopted under either Alternative 2 or 3 would be up to date and in alignment with City of Shoreline functional, system, and subarea plans and the updated plan would serve as foundation to guide other local planning over the next 20 years. Alternative 1, however, would not include needed updates to align local planning, and in particular planning for infrastructure and services to align with growth would not be up-to-date.

Mitigation Measures

Alternatives 2 and 3 would adopt updates to all elements of Shoreline 2044 Comprehensive Plan to support growth to the year 2044 in alignment with GMA, VISION 2050, and King County CPPs. The alternatives include sufficient capacity to meet growth targets, including housing targets across all income bands. As required by GMA, the City of Shoreline has notified the Department of Commerce of intent to adopt the updated comprehensive plan and has provided a draft of the plan and development regulations for review and comment prior to final adoption. The City also has provided a copy of the draft comprehensive plan to PSRC for review, as required for certification.

Significant Unavoidable Adverse Impacts

Significant unavoidable adverse impacts related to consistency with plans and policies would be expected under Alternative 1, since under this “no action” alternative, the comprehensive plan would not be updated for consistency with state and regional planning requirements. Inconsistencies with state requirements, regional plans, and countywide planning policies under Alternative 1 would be avoided through amendments to the comprehensive plan proposed under either action alternative—Alternative 2 or Alternative 3.