



# 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. This element covers topics such as the protection and enhancement of critical areas, including water sources; clean air, and adapting to and planning for climate change.

In 2023 the Growth Management Act (GMA) passed House Bill 1181, which requires the incorporation of a new element into Comprehensive Plans – a Climate Change and Resiliency Element. Shoreline is required to adopt this new element by 2029; however, many of the ideas and strategies that will be included in this new element are incorporated into the Natural Environment Element as well as other Elements of the Comprehensive Plan. The new Climate Change and Resiliency Element will strengthen and expand upon the sustainability and resiliency goals and policies set in this and other elements.

The Natural Environment Element Supporting Analysis section of this Plan contains the background data and analysis that describe the natural environment of the city and provides the foundation for the following goals and policies.

### **GOALS AND POLICIES**

#### **Goal NE 1 Address the negative environmental impacts of past land use and transportation policies that prioritized auto-oriented development.**

**Policy NE 1.1** Reduce the amount of impervious and hardscape surfaces dedicated to motor vehicles including roadways and parking areas in order to minimize heat islands, lower greenhouse gas emissions, lessen the potential for flooding, and reduce pollution.

*This effort will be supported by the Surface Water Master Plan.*

**Policy NE 1.2** 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.

*See Transportation Policies T1-T12 on climate resiliency in the transportation network.*

**Policy NE 1.3** Adopt policies, regulations, and processes related to new or existing fossil fuel facilities to protect public safety, protect natural ecosystems, and manage impacts on public services and infrastructure in emergency management, as well as to support resilience planning, capital investment prioritization, comprehensive environmental review, and reduced climate change impacts.

**Policy NE 1.4** Implement an urban heat resilience strategy that includes land use, urban design, urban greening, and waste heat reduction actions. Encourage developments to incorporate designs that reduce urban heat through practices like green roofs, high-albedo materials, and tree preservation.



**Goal NE 2** Lead by example and support efforts to protect and improve the natural environment, protect and preserve environmentally critical areas, promote environmental justice, increase community resilience, minimize pollution, and reduce waste of energy and materials.

*Critical areas include geologically hazardous areas, fish and wildlife habitat conservation areas, wetlands and streams, and frequently flooded areas.*

**Policy NE 2.1** Promote infill and concurrent infrastructure improvements in areas that are already developed in order to preserve rural areas, open spaces, established trees, ecological functions, and agricultural lands in the region while also implementing strategies to minimize displacement of vulnerable residents and businesses.

**Policy NE 2.2** 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.

**Policy NE 2.3** Provide development standards that minimize environmental impacts.

**Policy NE 2.4** 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.

**Policy NE 2.5** Environmentally critical areas may be designated as open space and should be conserved and protected from loss or degradation.

**Policy NE 2.6** Use the best available science when establishing and implementing environmental standards.

**Policy NE 2.7** Encourage the transition to a sustainable energy future by reducing demand through efficiency and conservation, supporting the development of energy management technology, and meeting energy needs from sustainable sources.

**Policy NE 2.8** Support and encourage the production and storage of clean renewable energy.

**Policy NE 2.9** Take early action to eliminate or control non-native invasive species, especially where invasives threaten native species or ecosystem function or take advantage of climate change.

**Policy NE 2.10** Establish policy decisions and priorities considering long-term impacts on natural and human environments.

**Policy NE 2.11** Apply adaptive management techniques and clearly communicate findings to the Shoreline community. Use analytical and monitoring tools with performance targets to evaluate investments.



**Policy NE 2.12** Create incentives to encourage enhancement and restoration of ecosystems and wildlife habitat on both public and private property through new and existing programs.

**Policy NE 2.13** Minimize clearing and grading if development is allowed in an environmentally critical area or critical area buffer.

**Goal NE 3** **Protect, enhance, and restore native wildlife habitat to sufficient size and levels of biodiversity to support those native fish and wildlife populations which have co-evolved with these habitats and rely on them for food, shelter, and a place to raise young.**

**Policy NE 3.1** Participate in state and regional environmental efforts to preserve habitat and ecosystem functions for salmon, species of local importance, and other threatened and endangered species, including species protection efforts and ensuring that new development and mitigation projects support the State's streamflow restoration law.

**Policy NE 3.2** Coordinate programs to protect and restore habitat and habitat connectivity in order to protect species under stress from climate change. Prioritize efforts that will result in the greatest ecological benefit.

**Policy NE 3.3** Identify and protect wildlife corridors prior to, during, and after land development through public education, incentives, regulation, and code enforcement.

**Policy NE 3.4** Work with volunteers, state and federal agencies, and tribes to identify, prioritize, and eliminate physical barriers and other impediments to anadromous fish spawning and rearing habitat.

**Policy NE 3.5** Restore the structure and function of streams and floodplains to improve the resilience of streams, reduce flood risk, and increase habitat climate resilience for cold-water fish.

**Policy NE 3.6** Preserve critical wildlife habitat for priority species, including those identified priority habitats by the Washington Department of Fish and Wildlife, through regulation, acquisition, incentives, and other techniques.

**Goal NE 4** **Protect clean air and the climate for present and future generations through significant reduction of greenhouse gas emissions to support the Paris Climate Action targets, the Mayor's Climate Protection Agreement, the Growth Management Act (as updated by House Bill 1181), King County environmental targets, and City of Shoreline Resolution 494.**

*Shoreline's Resolution 494, adopted in 2022, declared a climate emergency and directs the City to take accelerated and comprehensive action to address the climate crisis.*

**Policy NE 4.1** Develop and implement policies and programs to reduce greenhouse gas emissions from climate change, increase ecosystem health and carbon sequestration, and increase community resilience and preparedness.



**Policy NE 4.2** Support federal, state, regional, and local policies intended to protect clean air in Shoreline and the Puget Sound area.

**Policy NE 4.3** 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.

**Policy NE 4.4** Reduce and mitigate impacts to vulnerable populations and areas that have been disproportionately affected by climate change, noise, light, air pollution, or other environmental impacts.

**Policy NE 4.5** Protect and restore natural resources that sequester and store carbon such as forests, farmland, wetlands, estuaries, and urban tree canopy.

**Goal NE 5 Preserve, protect, and restore wetlands, aquifers, shorelines, estuaries, and streams for wildlife, appropriate human use for all residents, and the restoration or maintenance of hydrological and ecological processes.**

**Policy NE 5.1** Identify and prioritize potential stream enhancement projects through surface water planning and related public participation processes. 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.

**Policy NE 5.2** Manage water resources sustainably in the face of climate change through smart irrigation, stormwater management, preventative maintenance, water conservation and wastewater reuse, plant selection, and landscape management.

**Policy NE 5.3** Seek to minimize risks to people and properties in geological and flood hazard areas through regulatory standards, holistic management, technology, data, and education.

**Policy NE 5.4** Create a plan for tsunamis and tsunami-related impacts.

**Policy NE 5.5** Prioritize the resolution of flooding problems based on public safety risk, property damage, and flooding frequency, ensuring that problems are resolved equitably across the city.

*Equitably resolving flooding problems throughout the City include addressing physical impacts citywide while prioritizing actions based on historical inequities in how past problems were resolved.*

**Policy NE 5.6** Mitigate sea level rise impacts by siting and planning for relocation of hazardous industries and essential public services away from the 500- year floodplain.

**Goal NE 6 Empower individuals, businesses, and community organizations through education and outreach to increase understanding, stewardship, and protection of the natural environment.**



**Policy NE 6.1** Protect and enhance the environment using integrated and interdisciplinary approaches to environmental assessment and planning in coordination with other governmental agencies, adjacent communities, Tribes, non-profit organizations, and other interested parties.

**Policy NE 6.2** Protect, enhance, and restore ecosystems in order to meet tribal treaty rights and conserve culturally important consumptive and non-consumptive resources including foods, medicinal plants, and materials that could be adversely impacted by climate change.

**Policy NE 6.3** Educate the public on best management practices, including the importance of reducing toxic pesticide and chemical fertilizer use, and promote alternatives that minimize risks to human health and the environment.

**Policy NE 6.4** Establish a comprehensive community resilience program, including evacuation plans and outreach materials, resilience hubs to support residents and distribute resources, and a notification alerts system to reduce the risk exposure to wildfire smoke and particulate matter.

**Policy NE 6.5** Promote public education and encourage preparation in areas that are potentially susceptible to geological and flood hazards.

**Policy NE 6.6** Inform landowners about site development, drainage, and yard maintenance practices that affect slope stability and water quality.

**Goal NE 7** Increase and enhance the urban tree canopy to provide wildlife habitat, support community resilience, mitigate urban heat, manage stormwater, conserve energy, protect and improve mental and physical health, and strengthen economic prosperity. Prioritize areas of low tree canopy coverage where Black, Indigenous, and other People of Color communities; low-income populations; and other frontline community members live, work, and play.

**Policy NE 7.1** Minimize the removal of healthy trees, encourage planting of native and low-maintenance species, and work with partners to support long-term restoration and carbon sequestration.

**Policy NE 7.2** Update urban forestry planning resources to be resilient to climate change.

**Policy NE 7.3** Prioritize funding for frontline communities that are hurt first and worst by climate change.

**Policy NE 7.4** Regularly review the tree code through the lenses of property rights, climate change resilience and adaptation, and equity.

**Policy NE 7.5** Develop educational materials, incentives, policies, and regulations to conserve native vegetation on public and private land for wildlife habitat, erosion control, and human enjoyment. Establish regulations to protect mature trees and other native vegetation from the adverse impacts of residential and commercial development.



**Goal NE 8 Support the need for all residents of the region, regardless of race, social, or economic status, to have clean air, clean water, and other elements of a healthy environment.**

**Policy NE 8.1** Provide additional public access to Shoreline’s natural features, including the Puget Sound shoreline.

**Policy NE 8.2** Develop and maintain local government staff members' technical expertise and skills related to climate change and environmental justice to improve communitywide policy implementation, equity, and resilience.

**Policy NE 8.3** Encourage local food production, distribution, and choice through the support of community gardens, farmers markets, and other small-scale initiatives.

**Goal NE 9 Protect and restore watershed-scale processes to maximize the ecological benefits and climate resilience of riparian ecosystems.**

**Policy NE 9.1** Mitigate drainage, erosion, siltation, and landslide impacts, while encouraging native vegetation and preservation of established trees.

**Policy NE 9.2** Conserve and protect groundwater resources.

**Policy NE 9.3** Designate, protect, and enhance significant open spaces, natural resources, established trees, and critical areas through mechanisms, such as the review and comment of countywide planning policies and local plans and provisions.

**Policy NE 9.4** Protect and restore wetlands and corridors between wetlands to foster resilience to climate impacts in each drainage basin, prioritizing the restoration of existing degraded wetlands and striving for no net loss of wetland functions and values.

**Goal NE 10 Identify and address the impacts of climate change on the region’s hydrological systems in collaboration with regional partners.**

**Policy NE 10.1** Advance state, regional, and local actions that support resilience and adaptation to climate change by identifying and addressing the impacts of climate change and natural hazards on water, land, infrastructure, health, and the economy. Prioritize actions that protect the most vulnerable populations and increase environmental justice.

**Policy NE 10.2** Support basin stewardship programs and collaborate with the other agencies, organizations, and the general public to prevent adverse surface water impacts and to identify opportunities for habitat and watershed improvements.



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**Policy NE 10.3** Support multijurisdictional approaches for funding and monitoring water quality, quantity, biological conditions, and outcome measures and for improving the efficiency and effectiveness of monitoring efforts.

**Goal NE 11 Plan for development patterns and green infrastructure solutions that minimize greenhouse gas emissions to reduce climate-altering pollution and increase resilience of communities to climate change impacts. Prioritize neighborhoods with historical underinvestment in green infrastructure.**

**Policy NE 11.1** Remove regulatory barriers and create incentives to retrofit existing buildings, provide ongoing maintenance, encourage the use of sustainable building methods, and use low-carbon materials that may reduce impacts on the natural environment and reduce building energy use.

**Policy NE 11.2** Preserve environmental quality by taking into account the land's suitability for development and directing intense development away from critical areas and/or promoting the use of environmentally sensitive development practices and best available science.

**Policy NE 11.3** Advise public and private projects to incorporate locally appropriate, low-impact development approaches developed using a watershed planning framework for managing stormwater, protecting water quality, minimizing flooding and erosion, protecting habitat, and reducing greenhouse gas emissions.

**Policy NE 11.4** Design infrastructure that mimics natural ecological processes into projects. Continue to require that natural and on-site solutions, such as stormwater infiltration and rain gardens, be proven infeasible before considering engineered solutions, such as detention.



# Land Use Element

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### INTRODUCTION

Land use describes the human use of land, involving the modification of the natural environment into the built environment. 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 regarding 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 effecting the city's development and land use patterns. 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, describes how the city's strategy for meetings its allocated growth targets, and provides the foundation for the following goals and policies.

### GOALS AND POLICIES

**Goal LU 1** Establish land use patterns that accommodate growth and promote well-connected neighborhoods and accessibility to goods, services, multimodal transportation, and amenities.

**Policy LU 1.1** Regularly assess whether the city's land capacity is sufficient to support the countywide allocated population and employment growth.

**Policy LU 1.2** Encourage land use patterns that provide opportunities to walk, bike, and use transit to access goods, services, education, employment, and recreation.

**Policy LU 1.3** Encourage the redevelopment of key, underdeveloped properties through incentives and public/private partnerships that address the needs of community, while mitigating potential environmental and displacement impacts.





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**Policy LU 1.4** Coordinate with other agencies on matters that cross jurisdictional boundaries to encourage continuous land use patterns, natural systems, and transportation infrastructure.

**Policy LU 1.5** Update Development Code regulations to focus primarily on building form, allowing for more flexibility in uses while providing strong guidelines for the physical form of private developments and the public realm.

### **Goal LU 2 Plan for and accommodate anticipated population growth to create a welcoming and complete community while mitigating potential environmental and displacement impacts.**

**Policy LU 2.1** Encourage residential development standards that promote quality development, inclusive neighborhoods, and minimize potential displacement impacts.

**Policy LU 2.2** Allow for small-scale commercial activity areas within residential neighborhoods that provide opportunities for employment and convenient access to daily goods, services, and amenities.

**Policy LU 2.3** Encourage a broad range of affordable housing types to meet the diverse needs of the community.

*See the Housing Element for more policies on how the city is approaching affordable housing.*

**Policy LU 2.4** Enact regulations that protect native trees to increase the city's climate resiliency and encourage the use of natural boundaries to act as buffers and guides to development locations and infrastructure improvements.

*See more policies related to tree preservation and Shoreline's urban forest in the Natural Environment Element.*

**Policy LU 2.5** Allow clustering of residential units and promote the use of low-impact development techniques to preserve open space, trees, and reduce surface water run-off.

### **Goal LU 3 Encourage the development of subareas, neighborhood centers, and corridors that provide a variety of housing choices, shopping, dining, entertainment, recreation, gathering spaces, employment, and services.**

**Policy LU 3.1** Promote design standards and development regulations which reduce potential environmental and health impacts such as noise and glare.

*See the Community Development Element for more policies on urban design.*

**Policy LU 3.2** Encourage flexible parking standards such as shared parking, recommended minimum parking ratios, and reductions or elimination of parking minimums.

*See also Policy ED 4.4, encourage flexible parking*



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**Policy LU 3.3** Evaluate the potential physical, economic, and cultural displacement of residents and businesses, particularly for vulnerable and over-burdened communities, and use a range of strategies to mitigate displacement impacts.

*See additional policies on mitigating displacement risk Policy NE2.1, Policy H1.1, Policy ED2.6*

**Policy LU 3.4** Continue to implement and further develop specific regulations to support active ground floor uses on appropriate streets and locations to promote vibrant pedestrian corridors.

**Policy LU 3.5** Continue to implement, and update as needed, the city's existing subarea and other adopted plans, including those for Aldercrest, Southeast Neighborhoods, Town Center, Shoreline Place, 185th Street Station, and 145th Street Station Subareas.

**Policy LU 3.6** Create subarea plans for areas, including but not limited to, that possess unique characteristics, strong economic interests, lack of services, and/or areas identified as an important fixture in the community.

**Policy LU 3.7** Develop design standards that enhances pedestrian compatibility with drive-thru restaurants and minimizes their impact on surrounding uses.

**Goal LU 4** Promote a mix of transit-supportive uses in high-capacity transit areas that will enhance livability and vibrancy to contribute to Shoreline's social, environmental, and economical sustainability.

*High-capacity transit area include areas around LINK Light Rail stations and Bus Rapid Transit (BRT) stops.*

**Policy LU 4.1** Collaborate with regional transit providers to design transit stations, stops, 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.

*See the Transportation Element for more policies related to transportation and transit supportive infrastructure.*

**Policy LU 4.2** Coordinate with regional transit providers, neighborhood groups, business owners, and other diverse interests to identify additional design and amenity improvements that can be efficiently constructed in conjunction with high-capacity transit areas.

**Policy LU 4.3** Plan for and increase transit-supportive land uses and densities that maximize benefits of transit investments in high-capacity transit areas.

**Policy LU 4.4** Encourage mixed-use developments along transit corridors that create housing affordable to households of all sizes and incomes and are well connected to neighborhood centers with a range of transportation options.

**Policy LU 4.5** Create strategies, in partnership with the neighborhoods adjoining high-capacity transit areas, for the transition to more compact and transit supportive land uses.



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**Policy LU 4.6** Encourage high-capacity transit areas to serve the greatest number of people traveling to and from Shoreline, by promoting, where appropriate, residential densities with a mix of commercial and office uses, and multi-modal transportation facilities.

**Policy LU 4.7** Encourage development of high-capacity transit areas to provide transition from more intense multi-family, mixed-use, and commercial development to surrounding lower-intensity residential areas.

**Policy LU 4.8** Evaluate the potential physical, economic, and cultural displacement of marginalized residents and businesses in high-capacity transit station areas and use a range of strategies to mitigate displacement impacts.

**Policy LU 4.9** Promote the redevelopment of the Aurora Corridor from a commercial strip to a street with distinct centers that have a variety of activities and interests, while considering and using a range of strategies to mitigate potential displacement impacts.

**Policy LU 4.10** Design transit-oriented areas to include non-motorized corridors accessible to the public, providing frequent connectivity for bicyclists and pedestrians to key destinations and transit stations. These corridors should be connected with surrounding bicycle and sidewalk networks.

*See the Community Development Element for more policies on urban design.*

**Goal LU 5 Support and encourage emerging sustainable technologies and industries to enhance the city's resiliency to climate change impacts, including those to social, economic, and the built environment.**

**Policy LU 5.1** Educate the community about development concepts, policies, and practices that support sustainability.

**Policy LU 5.2** Continue providing incentives to residents and businesses that improve building energy performance and/or incorporate onsite renewable energy.

**Policy LU 5.3** 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.

**Policy LU 5.4** Allow for a range of emerging clean industries and light manufacturing uses and develop standards for use and design.

**Goal LU 6 Maintain regulations and procedures that allow for siting of essential public facilities, consistent with the best available science and consideration of climate-related impacts.**



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**Policy LU 6.2** Use a siting process for Essential Public Facilities consistent with the Growth Management Act, and work cooperatively with the State, King County, and neighboring cities to mitigate against the disproportionate financial, environmental, or health burdens which may fall on the jurisdiction that houses the facility.

**Policy LU 6.3** 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 through appropriate mitigation efforts identified as conditions of approval.

**Policy LU 6.4** Pursue any amenities or incentives offered by the operating agency, or by state law, other rule, or regulation to jurisdictions within which such Essential Public Facility is located.

### **Goal LU 7 Nominate and provide supporting application materials for designating a Countywide Center (or Centers) in Shoreline, as defined by the King County Countywide Planning Policies.**

**Policy LU 7.1** Propose the potential Town Center Countywide Center to be the vibrant civic heart of the City, with a mix of housing and shopping options, thriving businesses, and public spaces.

**Policy LU 7.2** Propose the potential Shoreline Place Countywide Center to be an economically vibrant district and, providing an extensive shopping experience, conveniently connected by transit and the Interurban Trail.

**Policy LU 7.3** Propose the potential 145th Station Area Countywide Center to be the new southern hub providing a vibrant mix of housing, job, and recreation opportunities.

**Policy LU 7.4** Propose the potential 185th Station Area Countywide Center to be the new northern hub providing a vibrant mix of housing, job, and recreation opportunities, while connecting Shoreline Center to the greater region.

### **Goal LU 8 Encourage and maintain interjurisdictional cooperation with neighboring cities to address cross-jurisdictional impacts of land uses and development.**

**Policy LU 8.1** Encourage the use of interlocal agreements to address impacts arising from land uses and development that cross jurisdictional boundaries, such as impacts related to capital facilities, transportation, and public services.

**Policy LU 8.2** Maintain the cooperation developed with the 2019 Settlement and Interlocal Agreement entered into between the City and the Town of Woodway and with the 2023 Interlocal Annexation Agreement between Woodway, Snohomish County, the City, and Olympic View Water and Sewer District, in regard to comprehensive planning, development regulations, and permitting.

### **Goal LU 9 Provide clear purpose for land use designations and locations throughout the city, to remain consistent with the Comprehensive Land Use Map and the Growth Management Act.**



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**Policy LU 9.1** The Neighborhood Residential-3 (NR3) designation includes a mix of housing types in buildings that are similar in scale to a detached house, many of which are detached, and together form an open feel. This land use designation is typically further from employment and/or commercial areas and is either not served by transit or has low levels of transit service or is encumbered by critical areas. Limited neighborhood-scale commercial uses may be permitted where appropriate to serve nearby residents. The implementing zoning for this land use designation is Neighborhood Residential 3.

**Policy LU 9.2** The Neighborhood Residential-2 (NR2) designation includes a mix of housing types in buildings similar in scale to a detached house, many of which are close to each other or attached, and together form a compact feel. This land use designation is typically near employment and/or commercial areas, where low-to high-levels of transit service are present or likely. Some neighborhood-scale commercial uses are permitted in this land use designation to serve nearby residents. This designation may also serve as a transition between lower intensity residential designations and higher-intensity residential or commercial land use designations. The implementing zoning for this land use designation is Neighborhood Residential 2.

**Policy LU 9.3** The Neighborhood Residential-1 (NR1) designation includes a wide variety of housing types, most of which are attached, and/or stacked in buildings greater than three stories in height. This land use designation is typically near employment and/or commercial areas, where high levels of transit service are present or likely. Some commercial activities are permitted in this land use designation. This designation serves as a transition between lower-intensity residential land use designations and mixed-use, commercial or other higher-intensity land use designations. The implementing zoning for this land use designation is Neighborhood Residential 1.

**Policy LU 9.4** The Mixed-Use 1 (MU1) designation integrates a wide variety of non-residential uses and mixed use residential with active ground-floor uses along major arterials. This land use designation is the most intensive employment and/or commercial area where high levels of transit service are present or likely. Commercial uses that serve the larger region are permitted. Larger mixed-use residential buildings are permitted to encourage abundant housing near transit, jobs and services. The implementing zone for this designation is Mixed Business.

**Policy LU 9.5** The Mixed-Use 2 (MU2) designation encourages the development of walkable neighborhoods integrating a wide variety of non-residential uses and some larger attached housing types with an emphasis on mixed-use buildings. This land use designation is an employment and/or commercial area where high levels of transit service are present or likely. Commercial uses that serve nearby neighborhoods and residents are permitted. More intensive commercial or manufacturing uses that generate light, glare, noise or odor are not permitted. Larger mixed use residential buildings are permitted to establish vibrant neighborhood centers. The implementing zones for this designation are Community Business and Neighborhood Business.

**Policy LU 9.6** The Station Area 1 (SA1) designation includes a mix of transit supportive land uses and developments, creating a compact and urban setting. This land use designation encourages Transit Oriented Development (TOD) in close proximity of the 185th/Shoreline North Light Rail Stations and 148th/Shoreline South Light Rail Station at I-5 and 185th Street and I-5 and 145th Street. The SA1 designation is intended to support high density residential, a mix of uses, reduced parking standards,



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public amenities, commercial and office uses that support the stations and residents of the light rail station areas. The implementing zone for this designation is Mixed Use Residential 70' (MUR-70').

**Policy LU 9.7** The Station Area 2 (SA2) designation includes a mix of transit supportive land uses and developments, creating a compact and urban setting. This land use designation encourages Transit Oriented Development (TOD) in areas surrounding the 185th/Shoreline North Light Rail Station and 148th/Shoreline South Light Rail Station future light rail stations at I-5 and 185th Street and I-5 and 145th Street. The SA2 designation is intended to provide a transition from the SA1 designation. The implementing zone for this designation is Mixed Use Residential 45' (MUR-45').

**Policy LU 9.8** The Station Area 3 (SA3) designation includes a mix of transit supportive land uses and developments, creating a compact and urban setting. This land use designation encourages Transit Oriented Development (TOD) in area surrounding the 185th/Shoreline North Light Rail Station and the 148th/Shoreline South Light Rail Station. the future light rail stations at I-5 and 185th and I-5 and 145th. The SA3 designation is intended to provide a transition from the SA1 and SA2 designation to lower density designations. The implementing zone for this designation is Mixed Use Residential 35' (MUR-35').

**Policy LU 9.9** 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.

**Policy LU 9.10** The Public Facilities land use designation applies to a number of current or proposed facilities within the community. If the use becomes discontinued, underlying zoning shall remain unless adjusted by a formal amendment.

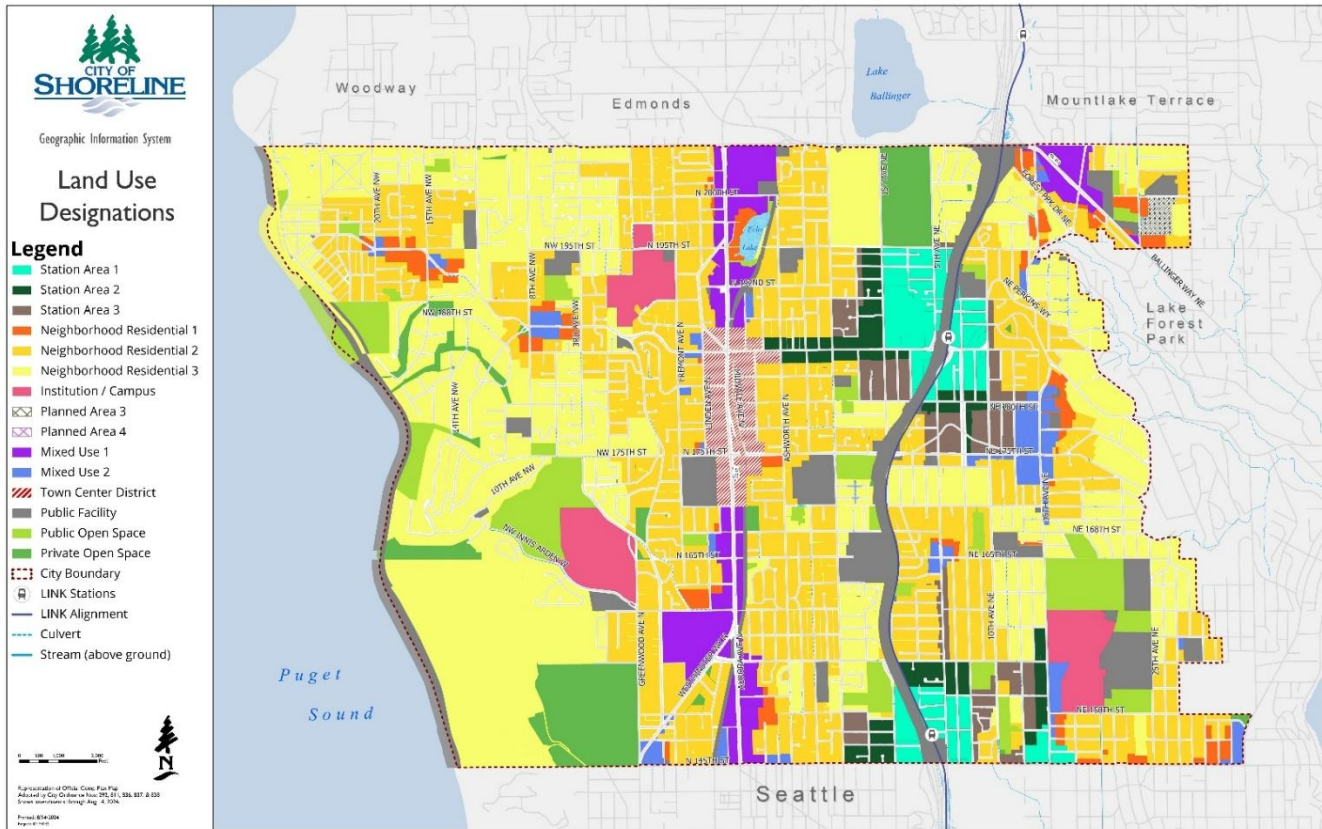
**Policy LU 9.11** The Public and Private Open Space land use designation applies to public and privately owned open space. This designation typically contains parks, tracts dedicated for purposes of protecting environmentally critical areas, wildlife, and open space areas, and uses such as cemeteries and golf courses. The implementing zones for this designation will be determined through a study and creation of an appropriate zoning designation. Until such time, the underlying zoning for this designation would remain.

**Policy LU 9.12** The Campus land use designation applies to four institutions within the community that serve a regional clientele on a large campus. Existing uses in these areas constitute allowed uses in the City's Development Code. All development within the Campus land use designations shall be governed by a Master Development Plan Permit.



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**Figure LU-1 – Land Use Designation Map**





# Housing Element

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### BACKGROUND AND CONTEXT

This Housing Element contains the goals and policies that identify steps the City of Shoreline can take to address housing needs of the community. These steps are intended to ensure the vitality of the existing housing 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:

*“Promote a variety of residential densities and housing types, planning for and accommodating housing affordable to all economic segments of the population, and preservation of existing housing stock.”*

The GMA, Puget Sound Regional Council’s (PSRC) Multicounty Planning Policies (CCPs), and King County’s Countywide Planning Policies (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. Washington State Legislature also passed several Housing Bills directing jurisdictions to address housing affordability and availability in different ways. Below are examples of a few of the recent housing bills focused on availability and affordability of housing:

- **HB 1220** – In 2021, the Washington Legislature changed the way cities and counties are required to plan for housing. For the first time, local jurisdictions are required to *plan for and accommodate* housing that is affordable to all income levels. This differs from a previous approach which was to have jurisdictions “encourage” affordable housing. This bill takes a jurisdiction’s allocated housing growth targets and separates them into different income bands. The jurisdiction must then demonstrate how they will accommodate or allow for housing available to each of these income bands. [See the Housing Element Supporting Analysis section for more information.](#)
- **HB 1110** – In 2023, the Washington State Legislature approved HB 1110, aiming to promote urban densification and expand the range of housing options available. Specifically, this legislation requires jurisdictions to provide further support for “middle housing” – dwelling types that bridge the gap between large, detached single-family homes and expansive multi-family complexes. Middle housing includes duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, and cottage housing.
- **HB 1337** – In 2023, HB 1337 was enacted with the intent to reduce obstacles to the construction and use of Accessory Dwelling Units (ADUs). This legislation mandates that cities and counties to





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allow for two ADUs on all lots that allow for single-family homes. The bill also encourages cities and counties to implement further measures to promote the construction of ADUs.

The City’s 2021 Housing Action Plan (HAP) explores City-led actions to support housing affordability for Shoreline’s current and future residents. The Housing Element Supporting Analysis section of this Plan contains the background data and analysis that describe the current and future housing needs of the city’s residents, and provides the foundation for the following goals and policies.

### GOALS AND POLICIES

**Goal H 1** Provide sufficient development capacity throughout the city to meet or exceed 2044 King County and regional housing allocations including targets for extremely low-, low-, and moderate-income households and emergency housing and annually monitor progress towards meeting these targets.

*What do these income levels mean?*

*These household income levels are determined by different percentages of the average annual median income (AMI).*

*What is the AMI in Shoreline?*

*The AMI that applies to Shoreline is based on county-wide analysis. King County’s AMI in 2024 is \$147,400.*

*Extremely Low means a household income at or below 30% the average median income (AMI); or about \$44,220.*

*Low means a household income at or below 50% AMI; or about \$73,700.*

*Moderate means a household income at or below 80% AMI; or about \$117,920.*

**Policy H 1.1** Encourage infill development on vacant or underutilized sites where appropriate, with considerations for anti-displacement in redevelopment projects, by working with developers, state agencies, regional partnerships, and non-profits to identify locations, funding opportunities, and implementation strategies.

*Underutilized sites refer to properties that are developed less than fully or below the potential use of the land. This could include a site that was developed to previous, less-intensive development standards. Today, this may look like in a single-story and single-occupant storefront with a large surface parking lot, surrounded by three- to four-story mixed-use building with a parking garage that were developed using today’s standards.*

**Goal H 2** Allow development of a wider variety of housing types throughout the city, including Accessory Dwelling Units (ADUs) and middle housing types such as duplexes and townhomes, to meet the needs of people of all incomes and abilities throughout their lifespan.

**Policy H 2.1** Allow a variety of housing types at all affordability levels in all residential areas.



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**Policy H 2.2** Provide incentives to encourage the development of a variety of housing types in areas with existing infrastructure capacity, services, and transit, and near neighborhood commercial centers, while balancing the need to address disinvestment in historically marginalized neighborhoods.

**Policy H 2.3** Encourage housing with a variety of sizes and number of bedrooms to accommodate a range of household types.

**Goal H 3** Preserve and develop housing throughout the city that addresses the needs of all economic segments of the community, including households earning under 30% of Area Median Income, recognizing that such housing requires significant public subsidy to construct, maintain, and operate.

**Policy H 3.1** Explore a variety and combination of incentives, strategies, and mandates, including federal, state, and local programs to encourage market rate and affordable housing developers to increase the supply of housing units that serve the diverse income needs of the City, including extremely low-, very low-, and low-income households.

*See the Land Use element for more information on land use policies that support this goal*

**Policy H 3.2** Work to reduce barriers and promote access to affordable homeownership for extremely low-, very low-, low-income, and moderate-income households through strategies, actions and regulations, including exploring affordable home ownership requirements.

**Policy H 3.3** Maintain and explore expanding the Affordable Housing Trust Fund to support in the development of housing serving extremely low-, very low-, low-income, and moderate-income households.

**Policy H 3.4** Based on the outcomes of the Affordable Housing Feasibility Study, maintain and expand the existing Affordable Housing Program to strengthen the City's capacity to facilitate development of affordable housing.

**Policy H 3.5** Increase the availability of affordable housing throughout the city to reduce the risk of displacement, through incentives, strategies, and actions to foster equitable access to community resources such as parks, open spaces, safe pedestrian and bicycle networks, clean air, soil, water, healthy foods, high-quality education, affordable and high-quality transit, and jobs.

**Policy H 3.6** Require that any affordable housing funded in the city with public funds remains affordable for the longest possible term.

**Policy H 3.7** Monitor the effectiveness of Shoreline's Multifamily Tax Exemption (MFTE) program in creating affordable housing in the city, and continue to update based on results, best practices, and changes in statewide regulations.



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**Policy H 3.8** Identify, inventory, and promote use of surplus public and quasi-publicly owned land where appropriate for housing affordable to extremely low-, very low-, low-income, and moderate-income households.

**Policy H 3.9** Educate the public about community benefits of increasing housing opportunities with an emphasis on the acceptance of affordable housing. Ensure that materials are sensitive to the unique cultures, values, languages, and lived experiences of intended audiences to achieve participation and buy in.

**Policy H 3.10** Dedicate resources to preserve existing housing for low-income households including addressing housing that does not meet health and safety standards and expiring affordable housing contracts.

**Policy H 3.11** Continue to provide outreach and financial assistance to low-income residents to increase housing resilience by maintaining or repairing health and safety features of their homes through a housing rehabilitation program.

**Goal H 4** Integrate new development and redevelopment with consideration to design and scale that promotes the city's vision for its future as a sustainable, welcoming, walkable, and safe city, provides effective transitions between different uses and intensities, and mitigates the potential risks of displacement from redevelopment.

*See more on the City's future land use policies in the Land Use Element*

**Policy H 4.1** Ensure that development regulations and other implementation strategies create transitions between different building forms and land uses.

**Policy H 4.2** Explore implementation of form-based standards into the City's residential regulations to advance housing choice, climate-friendly development, and equitable distribution of housing opportunities throughout Shoreline's neighborhoods.

*Form-based code refers to development standards that focus on the physical form of the building and its interaction with the street or sidewalk, more so than the type and intensity of use within the building. This type of code aims to provide an active and aesthetic streetscape that feels comfortable and inviting for pedestrians.*



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**Goal H 5** Encourage a variety of healthy, safe, and affordable housing opportunities for those with special needs, specifically older adults, and people with disabilities, including through smaller units such as missing middle housing types and ADUs and through development agreements.

*See more policies on the City's human services and homelessness policies in the Community Development Element*

**Policy H 5.1** Encourage, assist, and support non-profit agencies that construct, manage, and provide services for affordable housing and homelessness programs within the city.

**Policy H 5.2** Support development of emergency, transitional, and permanent supportive housing with services for people with special needs, including people fleeing domestic violence or natural disasters, people experiencing homelessness, students, or households experiencing displacement, throughout the City and region.

**Policy H 5.3** Support opportunities for older adults and people with disabilities to remain in the community as their housing needs change, by encouraging universal design, retrofitting homes for lifetime use, and providing a wider variety of housing types throughout the city.

**Policy H 5.4** Support the development of housing and services for Shoreline's population of people who are experiencing homelessness.

**Policy H 5.5** Support age-friendly housing in the community, including universal design and accessible units in new development, retrofitting of existing homes for lifetime use, and the development of senior housing near transit, health care, and walkable communities.

**Goal H 6** Collaborate and partner with community organizations, other jurisdictions, landowners, and developers to meet housing needs and provide solutions that cross jurisdictional boundaries.

**Policy H 6.1** Establish partnerships with cultural institutions, faith groups, neighborhood organizations, community centers, and other community resources to inform residents on availability of affordable housing and first-time home ownership programs.

**Policy H 6.2** Encourage, assist, and support social and health service organizations that offer housing programs for households in need, particularly for households with extremely low-, very low- and low incomes.

**Policy H 6.3** Provide opportunities for landowners, developers, and housing and service providers to inform the City of barriers to permitting, constructing and maintaining affordable housing, and specifically long-term affordable housing options.



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**Policy H 6.4** Collaborate with King and Snohomish Counties, other neighboring jurisdictions, the King County Housing Authority and Housing Development Consortium, market-rate and affordable housing developers, and social and health service agencies to assess housing needs, create affordable housing opportunities, and coordinate funding.

**Policy H 6.5** Work with partner agencies and neighboring jurisdictions to pursue funding for the collaborative development of impactful programs and strategies for affordable housing. These partnerships will work toward the goal of prevention of homelessness, including factors related to cost-burdened households, like availability of transit, food, health services, employment, and education.

**Policy H 6.6** Promote the City's housing goals and policies by supporting legislation at the county, state, and federal levels.

**Policy H 6.7** Work with city agencies and other services providers to understand how their policies and regulations affect the viability of creating housing units at all levels of cost.

### **Goal H 7 Implement the recommendations and strategies in the 2021 Shoreline Housing Action Plan and other City planning efforts related to housing as adopted.**

**Policy H 7.1** Consider housing cost and supply implications of proposed regulations and procedures to ensure implementation results in the intention of policy.

**Policy H 7.2** Analyze the impact of short-term rentals on Shoreline's housing market, the housing supply in the city, and the community overall.

### **Goal H 8 Implement anti-displacement regulations, with consideration given to the preservation of vulnerable populations and overburdened communities by investing in subsidized affordable housing; equitable development initiatives; inclusionary zoning; community planning requirements; tenant protections; land disposition policies; and consideration of public land that may be used for affordable housing.**

**Policy H 8.1** Ensure policies addressing racially disparate outcomes, exclusion, displacement, and displacement risk are working as intended by tracking implementation and performance measures.

**Policy H 8.2** Adopt zoning that addresses racially disparate impacts of past housing policies through permitting of new residential development in a variety of housing types more equitably across all neighborhoods.



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**Policy H 8.3** Initiate and encourage equitable and inclusive community engagement, especially with communities disproportionately impacted by housing challenges. Prioritize the needs and solutions expressed by these disproportionately impacted communities for implementation.

**Policy H 8.4** Explore strategies to require developers, public funds, or a combination of the two, to provide relocation funds for displaced tenants at or below 50% of the county median income.

*Relocation funds are financial and/or housing assistance offered to anyone displaced by land acquisitions, demolitions, and/or redevelopment.*

**Policy H 8.5** Improve strategies and regulations that protect housing stability for renter households by continuing rental assistance, utility assistance and tenant protections and establishing tax deferral education programs, tenant opportunity to purchase programs, and limiting rent increases.

**Policy H 8.6** Implement and promote fair housing policies and practices so that every person in the city has equitable access and opportunity to thrive in their communities of choice, regardless of their race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other relevant category of protected people.

**Goal H 9** Encourage new development and redevelopment to be aligned with the goals and themes of the City's Climate Action Plan, including climate change mitigation, resilience and adaptation, ecosystem health, and environmental justice.

*See the City's 2022 Climate Action Plan for more information.*

**Policy H 9.1** Encourage the use of sustainable building methods, low-carbon materials, electrification of space and water heating, and energy efficiency in new buildings and in retrofits of existing buildings to reduce impacts on the natural environment, while considering the impact of these construction methods on affordability.

*See the Capital Facilities and Utilities Elements for coordination on future energy needs.*

**Policy H 9.2** Support greenhouse gas emission reduction efforts through transit-oriented development, increased density and walkability, and parking demand reduction in new housing development, particularly near transit.

**Policy H 9.3** Identify opportunities to increase tree retention and canopy cover and reduce impervious surfaces in new housing development, while acknowledging the potential impacts to development feasibility.



# Economic Development Element Goals and Policies



## **INTRODUCTION**

The Economic Development Element aims to improve the quality of life in the city 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 aspects of creating a healthy economic climate for Shoreline, including quality of life, sustainable revenue sources, and opportunities and partnerships. 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 AND POLICIES**

**Goal ED 1** Leverage the growing regional economy to enable the creation of living- and family-wage jobs to support the ability of all Shoreline residents to maintain and improve their quality of life and grow the city's tax base.

**Policy ED 1.1** Maintain a supportive regulatory environment and adequate supply of land through zoning and development regulations to accommodate 2044 King County job growth allocations in Shoreline.

**Policy ED 1.2** Utilize market research and identify tools or resources to develop a systematic, data-driven approach to recruit appropriate businesses or other uses that catalyze activity in key locations and reduce commercial vacancies in the city.

**Policy ED 1.3** Develop key performance indicators to evaluate the effectiveness of economic development policies.

**Policy ED 1.4** Support the redevelopment of state-owned property adjacent to the Washington State Department of Health Laboratory Campus to generate revenue for designated beneficiaries including schools and services for developmentally disabled adults.



**Goal ED 2** Foster a supportive business environment that increases the commercial services available to Shoreline residents through the retention, expansion and attraction of small, locally owned businesses, women- and minority-owned businesses, and business startups.

**Policy ED 2.1** Encourage and support home-based businesses in the city, adjusting regulations as needed to account for surrounding neighborhood contexts while limiting financial impacts on small businesses.

**Policy ED 2.2** Encourage the adaptive reuse of underutilized commercial properties in the city through regulatory changes, and public-private partnerships that can support new small businesses to operate within them.

**Policy ED 2.3** Promote and facilitate access to technical assistance programs in order to strengthen the ability of small businesses to thrive in Shoreline.

**Policy ED 2.4** Explore ways to streamline the permitting process and remove regulatory barriers for commercial improvements and expansions to reduce time and costs for business startups, small businesses, locally owned and women- and minority-owned businesses.

**Policy ED 2.5** Explore new tools and regulations to create affordable commercial space for small business start-ups and incubators.

**Policy ED 2.6** Explore policies and strategies to mitigate the displacement of existing businesses and business clusters.

**Policy ED 2.7** Encourage the creation of neighborhood serving commercial businesses and business centers that support access to desired services and amenities within the community.

*Program Exemplar: launched in response to the economic impacts of the COVID-19 Pandemic, the first Shoreline location of the Small Business Development Center of Washington is located at Shoreline Community College with startup funding provided by the City of Shoreline through the federal American Recovery Plan Act stimulus grant. SBDC provides free business planning assistance, start-up and entrepreneurial training, assistance navigating government services, and more.*

*In 2024, the Shoreline SBDC staff of one had a waiting list of several months, a portfolio of more than 100 active clients which it helps with business startup assistance, business management, establishing business plans, and a documented success in the amount of hundreds of thousands of dollars in business financing secured just by clients who elected to make their results public. An analysis of SBDC outcomes has identified an increase of \$5 in tax revenues from participating businesses for every \$1 invested into the SBDC.*

*“All the help and guidance I received in the second half of 2023 really paid off this year as I grew my business and had a very successful pottery sale in June. Couldn't have done it without their help.” -Shoreline Small Business Owner*





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**Policy ED 2.8** Support the creative economy through partnerships, pursuit of available funding sources, and other strategies that promote the creation and expansion of spaces for artists and innovators, especially in new development and for those most at-risk of displacement.



*Creative economy refers to economic activity dependent on individual creativity for its value arts, culture, design, media, fashion, and a range of other creative products fueled by technology. Washington’s creative sector is the largest in the nation by share of state GDP at nearly 20% of Washington state’s economy, contributing nearly \$120 billion annually to the state GDP, according to the Washington State Department of Commerce. The Pacific Northwest has long been a haven for those who think differently and this creativity and innovation fuels the region’s key industries. Additionally, arts and culture are frequently cited as principal attractions that keeps talent in any given region. While many creatives have relocated from Seattle to Shoreline in recent years due to high cost of living, the overall employment in “Arts, Entertainment, and Recreation,” in Shoreline declined by 467 jobs from 2004-2024. Intentional strategies will be needed to support the recovery of the sector and its continued catalytic influence on the local economy. The Shoreline Community College continues to be an economic engine for the City, leading the way in the region in the field of filmmaking and digital video productions which resulted in 5 feature-length productions in Shoreline in just one year (2019), and breaking ground on the new Bracken STEAM Building (pictured) which includes expanded and upgraded studios and teaching space for the campus’ vaunted music programs.*

**Goal ED 3** Promote collaboration and partnerships among local business associations, regional economic development agencies, educational institutions, civic and community organizations, and non-profits to meet local economic development goals and implement [VISION 2050](#) and the [Regional Economic Strategy](#).



**Policy ED 3.1** Coordinate with local community and technical colleges, and other institutions of higher learning, including the University of Washington, Shoreline Community College, and Edmonds College, to better connect local students and residents to workforce training and business development opportunities in existing industries and trades, as well as growth industries like life sciences, clean tech, space, AI, media production and yet to be identified emerging industries.

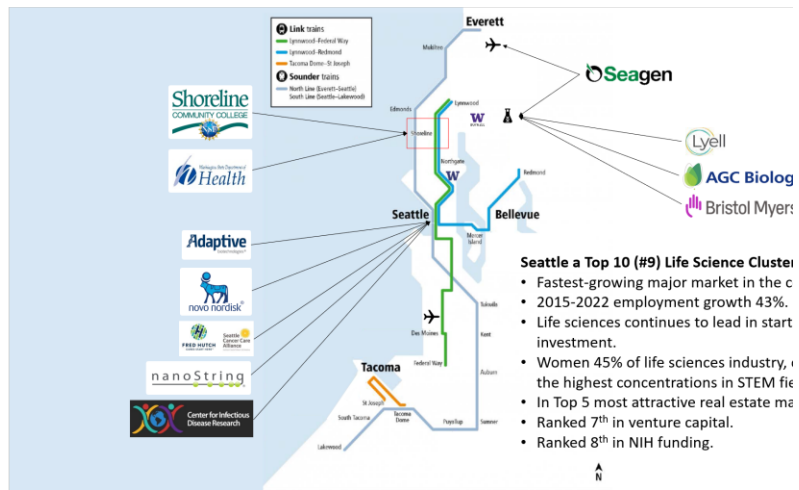
**Policy ED 3.2** Continue to leverage regional partners to identify opportunities for business attraction to Shoreline, particularly in industries that provide living- and family-wage jobs in growing and emerging industries and traded sectors and increase the daytime population for the benefit of local businesses.

**Policy ED 3.3** Coordinate with regional partners to provide financial assistance for businesses, when appropriate, using county, state, and federal program funds, facility grants, loans, and revolving loan funds. Consider adapting programs to provide targeted support to women- and minority-owned businesses.

**Policy ED 3.4** Engage public-private partnerships to facilitate or fund infrastructure improvements, including the potential of tax increment financing (TIF) as a tool to support increased economic opportunity in identified commercial nodes.

**Goal ED 4** Guide investment into growth that is compact, connected, and amenity rich, complete ongoing projects that support opportunities along transit corridors, and identify

**Industry Spotlight: Life Sciences**



*On Seattle’s north side, the National Science Foundation (NSF) has recognized Shoreline Community College’s robust education and training for the rapidly growing immuno-biotechnology industry. Funded by the NSF as a Biotech “National Hub,” the College recently opened the Cedar Building, a new Health Science & Manufacturing Classroom Complex. And, thousands of new workers attracted by the innovation economy have settled nearby in new urban walkable communities. The time has never been better for employers to offer their workforce a vibrant new urban environment. The growing W.R. Geidt Public Health Laboratories employ more than 300 scientists working in the public interest and contributing significantly to the city’s living-wage, high-skill employment base.*



**future projects that enhance additional neighborhood centers with public investments and business.**

**Policy ED 4.1** Improve access to businesses and commercial services through the support of new connections within and between existing commercial districts, residential neighborhoods, and light rail station areas by enhancing the street grid, encouraging streets that connect parallel rights of way, improving pedestrian amenities and safety, and expanding east-west connections through the city's existing trail network and future intra-city transit routes.

**Policy ED 4.2** Balance incentives, regulations, and financial strategies to encourage increased housing, commercial, and mixed-use development near existing commercial districts, especially those served by high-capacity transit, to expand the customer base of businesses, address workforce housing needs, and seek a balance between jobs and housing.

**Policy ED 4.3** Establish and enhance new and existing neighborhood commercial centers and corridors to support increased commercial activity, neighborhood identity, and access to daily goods and services by focusing investment into improved pedestrian and bicycle facilities, wayfinding, public plazas and green space, events and programming, and other desired community amenities.

**Policy ED 4.4** Consider flexibility in parking regulations to reduce the costs of excessive parking and the reliance on the private automobile.

*City could consider encouraging shared parking, reducing or eliminating parking minimums, or Parking and Business Improvement Areas (PBIA's).*

*See policy LU3.2, encourage flexible parking*

**Policy ED 4.5** Establish and strengthen the identity of existing and emerging commercial districts and neighborhood centers to better support local businesses in these areas.

*[images: The Crest, RCPH, Spin Alley, Shoreline Stadium, N. City Jazz Walk, Farmers Market...] Instead of one recognizable, central "downtown" Shoreline has many commercial areas and corridors. Promoting the evolution of these areas as distinct districts differentiated by their unique strengths, attributes, opportunities, and interests of the surrounding communities could be accomplished through overlays, Innovative Partnership Zones, Creative Districts, leveraging festivals, tournaments and other events and more.*

**Goal ED 5 Prioritize environmental and socially responsible business practices that expand access to opportunity for economically disadvantaged communities and build resilience and sustainability into the local economy.**

**Policy ED 5.1** Explore Shoreline's unique cultural and environmental assets, such as its shoreline, as potential drivers of economic prosperity by developing policies and working cooperatively with local businesses in ways that increase access to, protect, and restore the natural environment.

**Policy ED 5.2** Improve access to living- and family-wage job opportunities through the improvement of government hiring programs and contracting that promote the local workforce, particularly for women – and minority-owned businesses.



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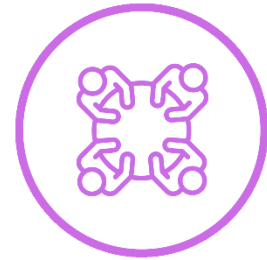
**Goal ED 6** Continue the practice of becoming an anti-racist community working to disrupt and dismantle racism in various forms including institutional racism, unconscious bias, and white supremacy through economic development policies and programs.

**Policy ED 6.1** Support policies and programs that lead to wealth creation and business development for Black, Indigenous, and People of Color communities as a strategy to extend the benefits of economic development and generational wealth creation more equitably.



# Community Development Element

## Goals and Policies



### INTRODUCTION

Community Development policies influence how Shoreline physically appears and functions 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.

In addition to the physical appearance of the development, this Element also recognizes the role that residents and community members play in creating a welcoming environment. This Element includes policies on furthering the various human services provided by the City, and highlights the importance of community engagement all aspects of the City development.

The Community Development Element Supporting Analysis section of this Plan contains the background more detailed analysis and guidance on furthering community development of the city, and provides the foundation for the following goals and policies.

### GOALS AND POLICIES

**Goal CD 1** Promote community development and redevelopment that is aesthetically pleasing, functional, and consistent with the City’s vision.

**Policy CD 1.1** Encourage architecture and building design that creates distinctive places in the community.

**Policy CD 1.2** Refine design standards to ensure new developments implement the community’s vision for its future as a sustainable, welcoming, walkable, and safe city.

**Policy CD 1.3** Implement design standards which support people of all ages and abilities participating in public life.

**Policy CD 1.4** Implement administrative design standards that are objective, clear, and focus on achieving the community’s vision.

**Policy CD 1.5** Encourage commercial, mixed-use, and multi-family development to incorporate public amenities, such as

*The community’s vision is:  
Shoreline is a welcoming, safe,  
and inclusive home to people  
from a diverse set of cultures and  
economic backgrounds. The city  
is a place made for people and  
one that fosters connections to  
community, making the city even  
better for future generations.*

*To see the full vision statement  
see the Introduction.*

*See the Land Use Element for  
more information on land use  
policies to support these  
community development goals.*



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public and pedestrian access, pedestrian-oriented building design, mid-block connections, public spaces, activities, and solar access.

**Policy CD 1.6** Buffer the visual impacts on residential areas of commercial, office, industrial, and institutional development.

**Policy CD 1.7** Encourage architectural elements that provide protection from the weather.

### Signs

**Policy CD 1.8** Require signage to be complementary in scale to the building architecture and site design.

**Policy CD 1.9** Discourage multiple or large signs that clutter, distract, or dominate the streetscape of commercial areas.

**Policy CD 1.10** Be attentive to loss of nonconforming status as an opportunity to remove billboards.

**Policy CD 1.11** Prohibit signage that is distracting to drivers.

### Vegetation and Landscaping

**Policy CD 1.12** Encourage development to consolidate onsite landscape areas to be large enough to provide ecological benefit and balance the scale of the development.

**Policy CD 1.13** Encourage concentrated seasonal planting in highly visible, public, and semi-public areas.

**Policy CD 1.14** Where feasible, preserve significant trees and mature vegetation with the goal to increase the tree canopy of the urban forest.

*See more policies related to tree preservation and Shoreline's urban forest in the Natural Environment Element.*

**Policy CD 1.15** Prohibit use of invasive plant species in required landscaping, and encourage use of native plant species throughout the city.

**Policy CD 1.16** Preserve and enhance views from public places of water, mountains, or other unique landmarks as valuable civic assets.

**Policy CD 1.17** Provide public and open spaces of various sizes and types throughout the community.

*See more policies related to open spaces in the Parks, Recreation, Open Space, and Arts Element.*

**Policy CD 1.18** Design public spaces to provide amenities and facilities such as seating, lighting, landscaping, solar access, weather protection, kiosks, wayfinding elements, and connections to surrounding uses and activities that contribute to a sense of place and security.

**Policy CD 1.19** Consider Crime Prevention through Environmental Design (CPTED) principles when developing mixed use, commercial, high-density residential uses, and in the design of adjacent public spaces.



### **Public Art**

**Policy CD 1.20** Encourage a variety of artwork and arts activities in public places such as parks, public buildings, rights-of-way, and plazas.

*See the Parks, Recreation, Open Space, and Art Element for more related to Shoreline's public art.*

**Policy CD 1.21** Encourage private donations of art for public display and/or money dedicated to the City's Municipal Art Fund.

### **Freeway**

**Policy CD 1.22** Encourage the equitable distribution of visual barriers and sound absorption methods to reduce impacts from the freeway to residential neighborhoods.

**Policy CD 1.23** Implement standards for increased sound attenuation in new buildings most impacted from freeway noise.

### **Goal CD 2 Design complete and connected streets with shade trees and vegetation, lighting, and continuous bike and pedestrian improvements that connect neighborhoods.**

**Policy CD 2.1** Implement street, site, and building design standards which limit overall block lengths and encourage new streets, alleyways, and tree-shaded pedestrian paths.

**Policy CD 2.2** Provide lighting, seating, landscaping, and other amenities along sidewalks, walkways, and trails.

**Policy CD 2.3** Implement design standards that support safe and active trail corridors (Interurban Trail and Trail Along the Rail) where buildings front on the trail and provide strong physical and visual connections to the trail.

**Policy CD 2.4** Encourage buildings to be sited at or near the public sidewalk.

**Policy CD 2.5** Support equitable distribution of neighborhood improvement projects throughout the city with City grants or other funding opportunities. Possible projects include signs, crosswalks, traffic calming, fencing, special lighting, street furniture, trails, and landscaping.

### **Street Corridors**

**Policy CD 2.6** 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.

**Policy CD 2.7** Provide identity and continuity to street corridors by adopting a comprehensive street tree plan and other landscaping standards to enhance corridor appearance, create distinctive districts, and enhance the tree canopy of the urban forest.



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**Policy CD 2.8** Provide comfortable, pleasant gathering spaces near sidewalks and trails that encourage neighborhood vibrancy and community connections.

**Policy CD 2.9** Establish and maintain attractive gateways at entry points into the city.

**Policy CD 2.10** 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.

**Goal CD 3** Encourage heritage conservation including education and outreach to provide context for people to understand their community’s past including the history of Indigenous tribes.

**Policy CD 3.1** Recognize the heritage of the community by naming or renaming parks, streets, and other public places with their original historic names (including Indigenous terms) or after major figures and events.

**Policy CD 3.2** Educate the public about the history of the region and Shoreline (including Indigenous history and culture) through commemoration and interpretation.

**Policy CD 3.3** In partnership with the Shoreline Landmarks Commission interlocal agreement, continue to improve the process for review of proposed changes to historic landmark sites and structures to recognize the importance of these resources and preserve them as part of the community.

**Policy CD 3.4** 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.

**Policy CD 3.5** Encourage public and private stewardship of historic sites and structures.

**Policy CD 3.6** Work cooperatively with tribes, other jurisdictions, agencies, organizations, and property owners to identify and preserve historic resources.

**Policy CD 3.7** Continue to inventory Shoreline’s historic resources.

*See the Community Development Supporting Analysis for a complete inventory of history resources.*

**Goal CD 4** Ensure human services programs are robust, equitable, data-driven, outcome focused, responsive to changing community needs, and coordinated with other City efforts.

**Policy CD 4.1** Explore or pilot innovative long term, strategic human services programs and connect human services to the city’s housing strategies.

*Shoreline already funds some programs, such as direct financial assistance for utility costs, eviction prevention, and others. Additional pilot programs to consider may address basic income and system navigation.*





**Policy CD 4.2** Enhance positive partnerships with provider organizations, including funding to support higher compensation and to recognize providers’ importance to the community.

**Policy CD 4.3** Provide support and capacity building to a wide array of organizations tied to diverse communities in Shoreline.

**Policy CD 4.4** Support the Human Services programs through various funding sources, including Community Development Block Grants, state funds, and utility fees. Identify and pursue additional funding sources.

**Policy CD 4.5** Support age-friendly programs such as those consistent with the World Health Organization’s Eight Domains of Livability that include: outdoor spaces and buildings, transportation, housing, social participation, respect and social inclusion, work and civic engagement, communication and information, and community and health services.

*Human Services staff provide direct support to residents related to contracting and performance measurement, evaluation of human services grant applications, supporting and monitoring grant agencies, and building partnerships across City departments, the community, and the region.*

**Goal CD 5 Maintain a robust human services program which focuses on equity, priority areas, and outcome metrics.**

**Policy CD 5.1** Support people experiencing homelessness in Shoreline through housing and other human service programs.

**Policy CD 5.2** Prioritize serving people in the community who may be the most negatively impacted by inequity.

**Policy CD 5.3** Research and pilot programs that support employment training, education completion, and other programming to help individuals increase stability and self-sufficiency.

**Policy CD 5.4** Encourage human services near transit facilities to allow convenient access for all Shoreline residents.

*Most direct human services in Shoreline are provided under contract, for reasons of cost-effectiveness and scalability, as well as sector-specific skills and credentials.*

**Goal CD 6 Inform and involve the community in planning decisions with a focus on outreach to those that have been historically excluded from or marginalized by city decisions.**

**Policy CD 6.1** Conduct inclusive, user-friendly engagement in planning processes to identify and address the diverse needs of the community.

**Policy CD 6.2** Consider the interests and needs of the entire community (present and future), and the goals and policies of this Plan when making planning decisions. Ensure revisions to the comprehensive plan consider community impacts through an equity lens.



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**Policy CD 6.3** Educate community members about various planning and development processes, how they interrelate, and when community input will be most influential and effective.

**Policy CD 6.4** Inform the community and solicit feedback early in design of city plans and infrastructure improvements to promote civic engagement and government accountability and transparency.



# Parks, Recreation, Open Space, and Arts Element Goals and Policies



## **INTRODUCTION**

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

More specific guidance is provided in the current version of the Parks, Recreation, Open Space, and Arts (PROSA) Plan. The PROSA 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 PROSA 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 PROSA Plan is:

**“Shoreline is a thriving, friendly city where people of all ages, cultures, and economic backgrounds love to live, work, and play, and most of all, call home. Shoreline will continue to have the highest quality parks, recreation, cultural services, and public art that are equitably distributed; promote public health and safety; protect our natural environment; and enhance the quality of life of the whole community, supporting the fulfillment of the City’s Vison.”**

## **GOALS AND POLICIES**

**Goal PROSA 1**      **Preserve, enhance, maintain, and acquire built and natural resources to ensure equitable high-quality access for current and future residents.**

**Policy PROSA 1.1**      Encourage restoration, protection, preservation, education, and stewardship of natural, cultural, art, and historical resources.

*Additional policies related to cultural and historic resources can be found in the Community Development Element Goal 3.*

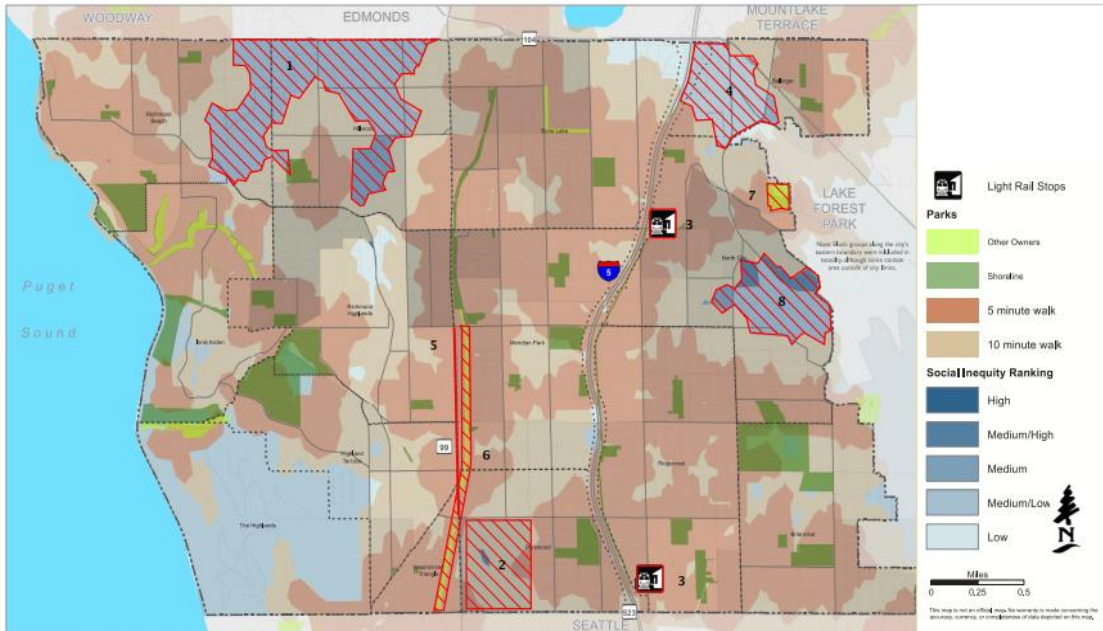
**Policy PROSA 1.2**      Provide a variety of indoor and outdoor gathering places for recreational and cultural activities.

**Policy PROSA 1.3**      Plan for acquisition and development of land with defined metrics to meet the needs of the City of Shoreline’s growing and changing demographics.

*See Policy CF 2.1 on Level of Service (LOS) standards for parks. Refer to the PROSA Plan in Appendix H.6 for more information on plans for future development of parks, and Map PROSA-1, from the PROSA Plan, which highlights target areas for future park development.*



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**Shoreline Parks Development Target Areas (indicated in red)**

1 North Hillwood	4 West Ballinger	7 Cedarbrook School (joint use)
2 Southwest Parkwood	5 Aurora Corridor	8 NE North City
3 Light Rail Station Areas	6 S Interurban Trail	

**Policy PROSA 1.4** Maintain environmentally sustainable resources that reduce waste, protect ecosystems, and address impacts of past practices.

*Additional policies related to reducing waste in city operations can be found in the Natural Environment Element Policy NE 2.2.*

**Policy PROSA 1.5** Create efficiencies and reduce maintenance costs by using new technology, contracted services, and volunteers where appropriate.

**Policy PROSA 1.6** Support a variety of multi-modal infrastructure options, such as trails, paths, and bikeways, that improve accessibility to resources in an equitable manner.

*Additional policies related to multi modal infrastructure can be found in the transportation Element.*

**Policy PROSA 1.7** Improve accessibility and usability of existing facilities.

**Policy PROSA 1.8** Explore opportunities to increase use of City facilities to meet community needs.

**Policy PROSA 1.9** Support climate change mitigation efforts and critical area conservation and city trees.

*Additional policies related to the City's response the climate change and resilience can be found in the Natural Environment Element Goal 2.*



**Goal PROSA 2 Provide parks, recreation, cultural, and art services in an accessible and equitable manner based on community needs.**

**Policy PROSA 2.1** Provide and enhance recreational and cultural programs which are responsive to the City of Shoreline’s diverse needs.

**Policy PROSA 2.2** Increase access to fee-based services by providing affordable programs and financial support.

**Policy PROSA 2.3** Create culturally responsive and accessible programs that engage community and support active and healthy lifestyles.

**Policy PROSA 2.4** Determine priority for resources and services by conducting regular needs assessments.

**Policy PROSA 2.5** Adjust program and facility offerings to align with demographic trends, community feedback, and needs assessments.

**Goal PROSA 3 Establish and strengthen partnerships with other entities and communities to maximize use of all resources.**

**Policy PROSA 3.1** Collaborate with and support public and private partners to strengthen community-wide resources and programs.

**Policy PROSA 3.2** Seek public and private partners in the planning, enhancement, and maintenance of resources and programs.

**Policy PROSA 3.3** Develop and improve mechanisms for public outreach, communication, and coordination among all partners.

**Policy PROSA 3.4** Engage and partner with the business community to create public open space in private development.

*This PROSA policy supports the goals of the economic development element to provide.*

**Goal PROSA 4 Utilize an equity lens to engage communities in parks, recreation, and cultural services decisions and activities.**

*See the Community Development Element for more related to equitable community engagement.*

**Policy PROSA 4.1** Encourage consistent and effective public involvement in planning processes to engage underserved communities, as identified by program and population data and community needs assessments.

**Policy PROSA 4.2** Utilize effective communication strategies to inform residents of opportunities to participate in services, programs and policy decisions, and other activities.



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**Policy PROSA 4.3** Create volunteer and other opportunities to encourage resident involvement and participation.

**Goal PROSA 5** **Expand and strengthen the City of Shoreline’s public art collections and programs.**

**Policy PROSA 5.1** Include public art in the City’s place-making efforts.

*See the Community Development Element for more related to Shoreline’s public art.*

**Policy PROSA 5.2** Support and reflect the City’s commitment to anti-racism, equity, and inclusion through public art collections and programs.

**Policy PROSA 5.3** Encourage public and private partnerships which integrate and support art in the community.

**Policy PROSA 5.4** Support the City of Shoreline’s creative economy.

*More information about the Creative Economy can be found in the Economic Development Element Policy ED2.8.*

**Policy PROSA 5.5** Integrate Public Art within Parks, Recreation and Cultural Services and the city.



# Transportation Element

## Goals and Policies & Supporting Analysis



### **INTRODUCTION**

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

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

### **Transportation Vision**

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

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

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



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

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

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

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

### **OUTREACH PROCESS**

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

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





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

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

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

## **POLICIES**

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

### **Climate Resiliency**

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

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



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- T3. Emphasize transportation investments that provide and encourage alternatives to single occupancy vehicle travel and increase travel options, especially to and within King County [candidate] Countywide Centers<sup>2</sup> and along corridors connecting centers.
- T4. Continue to implement the City’s Commute Trip Reduction Plan as well as evaluate, implement, and advocate for other parking management and transportation demand management strategies that support the goal of reducing VMT.
- T5. Plan, design, and construct transportation projects and facilities to avoid or minimize negative environmental impacts and to increase climate resiliency to the maximum extent feasible.
- T6. Use Low Impact Development (LID) techniques, except when determined to be infeasible. Explore opportunities to expand the use of natural stormwater treatment in the right-of-way through partnerships with public and private property owners. Leverage green stormwater infrastructure (GSI) to expand and connect pedestrian/bicycle path networks for alternative transportation routes, including connections to the Interurban Trail.
- T7. Create a safer and more enjoyable travel experience as well as reduce air pollution and ambient temperatures by increasing tree plantings along public right of way and planting tree species that will be more resilient to climate impacts.
- T8. Identify opportunities to increase climate resilience when planning and designing transportation projects and facilities. Include features that improve surface water management, reduce urban heat island effects, and equitably increase services to the extent possible - especially in areas with identified climate impacts.
- T9. Build and grow partnerships - with other public and private organizations and agencies - that support mode shift and a sustainable, resilient transportation system.
- T10. Develop a resilient, multimodal transportation system that protects against major disruptions and climate change by developing recovery strategies and by coordinating disaster response plans.
- T11. Modify design standards for the transportation system as needed to ensure that future land use development and transportation improvements increase city-wide resilience to climate change.
- T12. Coordinate land use and transportation plans and programs with other public and private stakeholders to encourage parking management, vehicle technology innovation, shifts toward electric and other cleaner, more energy-efficient vehicles and fuels, integration of smart vehicle technology with intelligent transportation systems, and greater use of mobility options that promote climate resiliency and/or reduce VMT.

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



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### Community Vibrancy

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

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

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

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

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

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

### Equity

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

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

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

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

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

### Safety

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

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



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T25. Prioritize pedestrian, bicyclist, and other vulnerable user safety over vehicle capacity improvements.

T26. Use engineering, enforcement, and educational tools to improve safety for all transportation users.

T27. Use data-driven and evidence-based approaches to guide transportation safety investments.

T28. Routinely update City engineering design standards and design roadways consistent with injury minimization and speed management techniques.

T29. Utilize the Street Light Master Plan to guide ongoing public and private street lighting investments.

### **Pedestrian System**

T30. Implement the Pedestrian Plan through a combination of public and private investments by using the Sidewalk Prioritization Plan and ADA Transition Plan as guides.

T31. When identifying transportation improvements, prioritize construction of sidewalks, walkways, pedestrian crossings, and trails, including increasing the number of pedestrian-oriented connections and safe crossings that reduce barriers and make walking trips more direct.

T32. Utilize existing undeveloped right-of-way to create pedestrian paths and connections where feasible.

T33. Design and construct roadway improvements to be accessible by all, minimize pedestrian crossing distances, create convenient and safe crossing opportunities, reduce pedestrian exposure to vehicle traffic, and lower vehicle speeds.

T34. Continue an engagement program to inform people about options for walking in the City and educate residents about pedestrian safety and health benefits of walking. This program should include coordination or partnering with outside agencies.

### **Bicycle System**

T35. Implement the Bicycle Plan. Develop a program to construct and maintain a connected bicycle network that is safe and comfortable for people of all ages and abilities, connects to essential destinations, provides access to transit, and is easily accessible.

T36. Design and construct all roadway improvements to be consistent with the future bike network vision and, when deemed safe and feasible, use short-term improvements, such as signage and markings, to identify routes when large capital improvements identified in the Bicycle Plan will not be constructed for several years.

T37. Along trails and other low stress (LTS 1 and 2) bicycle facilities, encourage development that is supportive of bicycling and oriented toward the bikeways.

T38. Develop guidelines for the creation of bicycle and scooter parking facilities.

T39. Develop a public outreach program to inform people about bicycle safety, health benefits of bicycling, and options for bicycling in the City. This program should include coordination or partnering with outside agencies.

T40. Establish an ongoing funded capital program to construct the Bicycle Plan and support pursuit and implementation of grant opportunities.

### **Transit System**

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



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

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

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

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

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

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

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

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

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

### **Roadway System**

T51. Design City transportation facilities with a primary purpose of moving people and goods via multiple modes (component of Complete Streets<sup>3</sup>), including automobiles, freight trucks, transit, bicycles, and walking, with vehicle parking identified as a secondary use, and utilizing natural stormwater management techniques and landscaping (component of Green Streets) where appropriate.

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

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

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

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



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

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

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

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

### Concurrency and Level of Service

#### Vehicle LOS Policy

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

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

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

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

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

#### Pedestrian LOS Policy:

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

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

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



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

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

### **Bicycle LOS Policy:**

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

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

### **Transit LOS Policy:**

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

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

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

### **Shared-use Mobility Hub Policy:**

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

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

### **Concurrency Policy**

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

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

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



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### **Transportation Improvements**

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

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

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

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

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

### **Funding**

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

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

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

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

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

### ***Transportation Context***

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





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

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

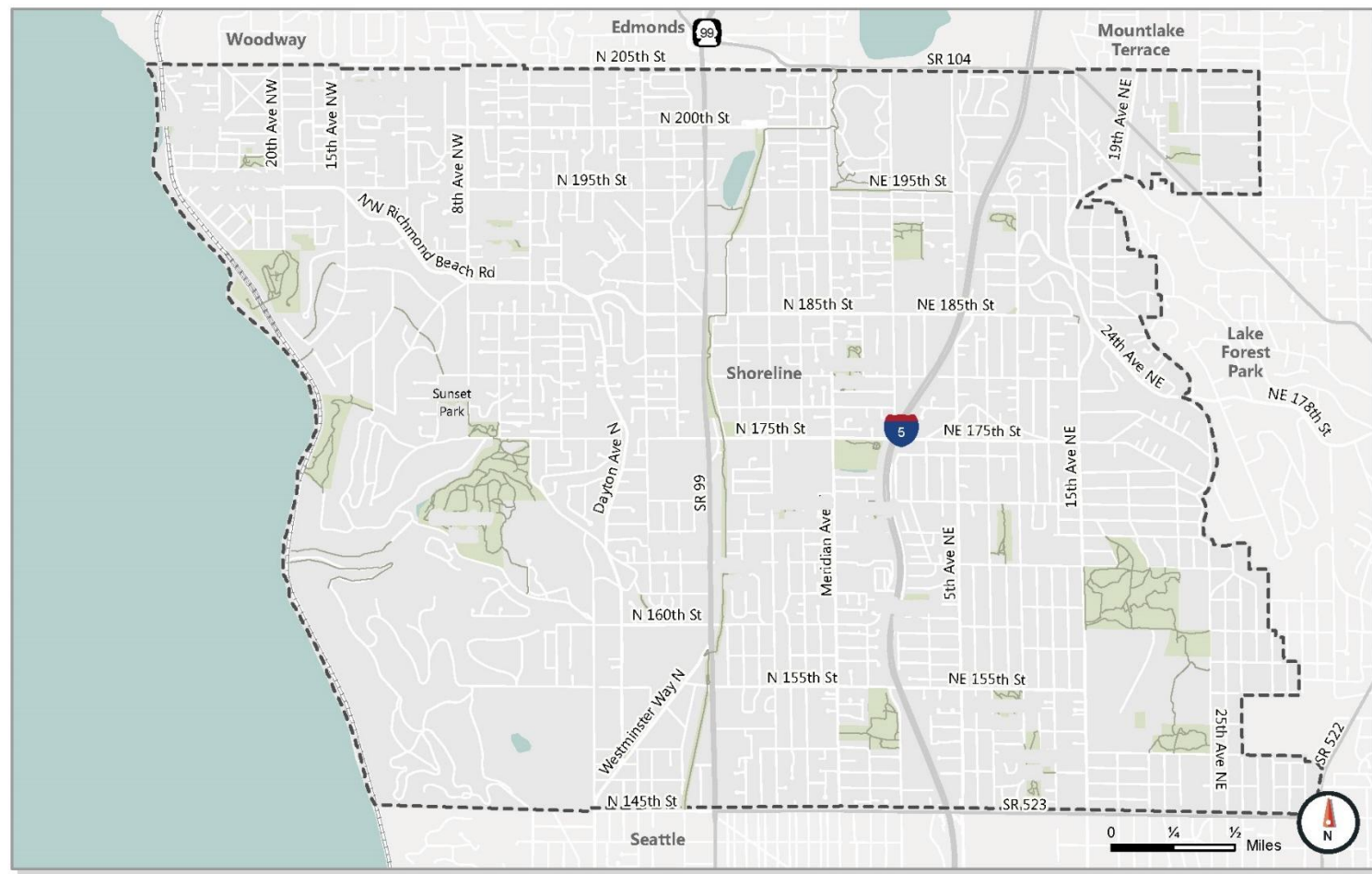
### **Shoreline Profile**

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



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**Figure T-1. City of Shoreline**



-  City Boundary
-  Trail
-  Park



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### **Demographics**

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

#### *Income and Poverty*

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

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

#### *Housing*

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

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

#### *Race/Ethnicity*

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

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



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

### Age

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

### Foreign-Born Population

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

### Language

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

### Land Use

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

### Future Land Use

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

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



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

### **Transportation Network**

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

#### *Street Network*

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





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**Table T-2: City of Shoreline Street Classification**




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



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

Source: Shoreline TMP, 2011; Google Maps, 2020

<sup>1</sup> Speed limits for specific facilities can be found in the Shoreline Municipal Code 10.20.010

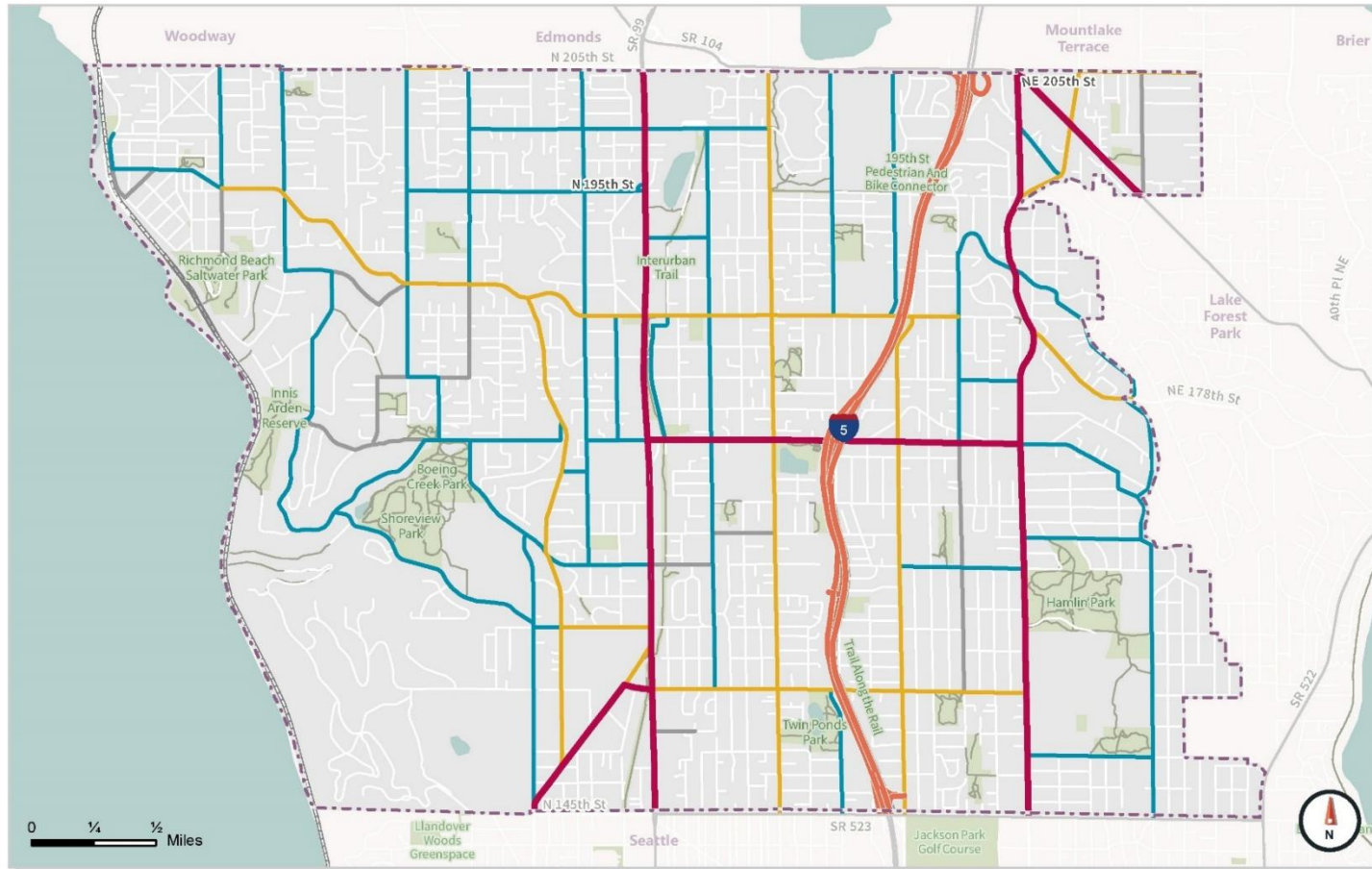


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**Figure T-2. Existing Street Classification**



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





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### Existing Vehicle Congestion

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

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

**Table T-3: Intersection LOS Criteria Based on Delay**

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

Source: 6th Edition Highway Capacity Manual

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

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

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



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

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

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

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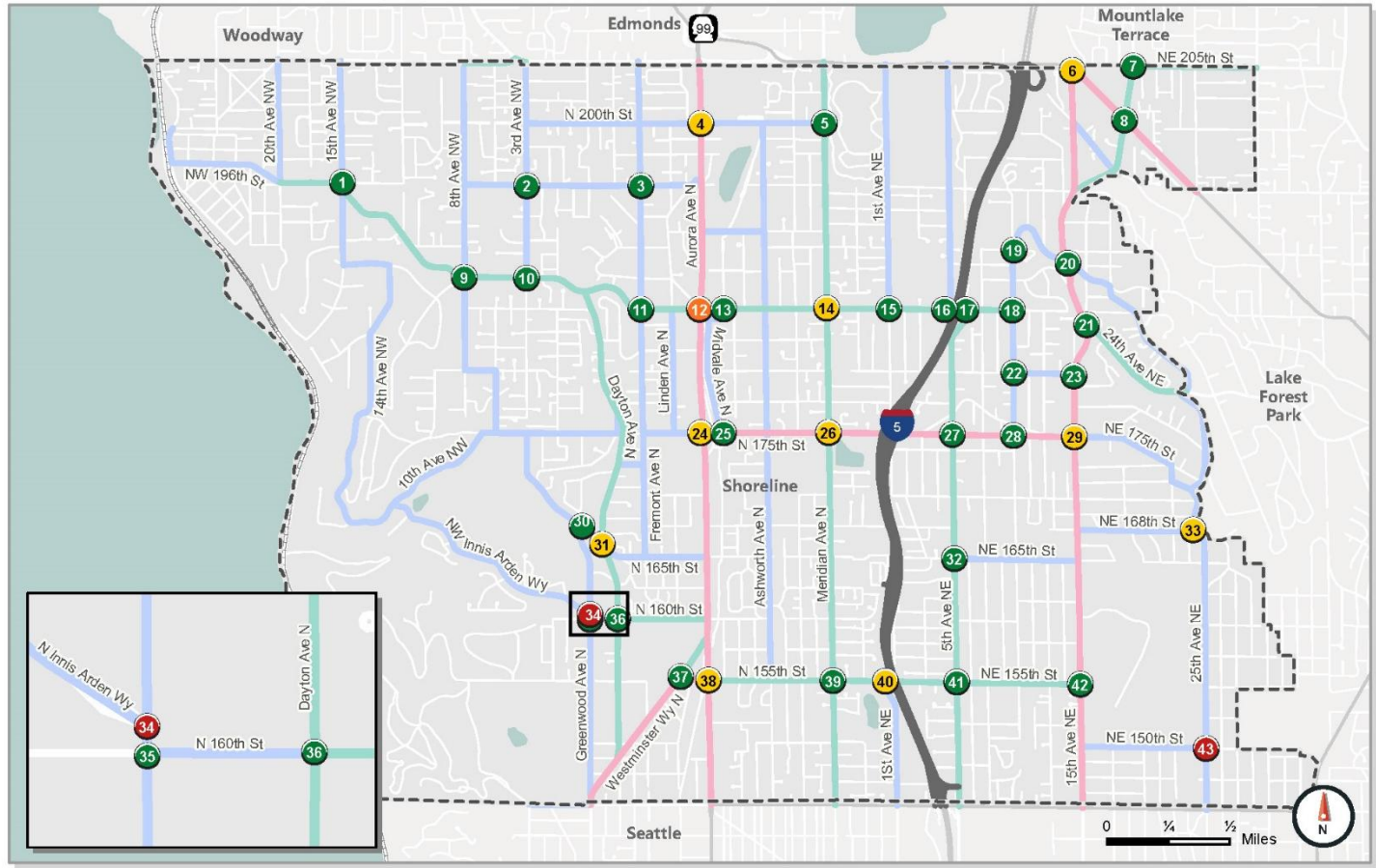
<sup>5</sup> E mitigated means that congestion should be mitigated (such as transit) when p.m. peak hour LOS falls below LOS "E"



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**Figure T-3: Existing Level of Service in Shoreline**



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



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

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

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

Source: Fehr & Peers, 2021



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### *Measured Vehicle Speeds*

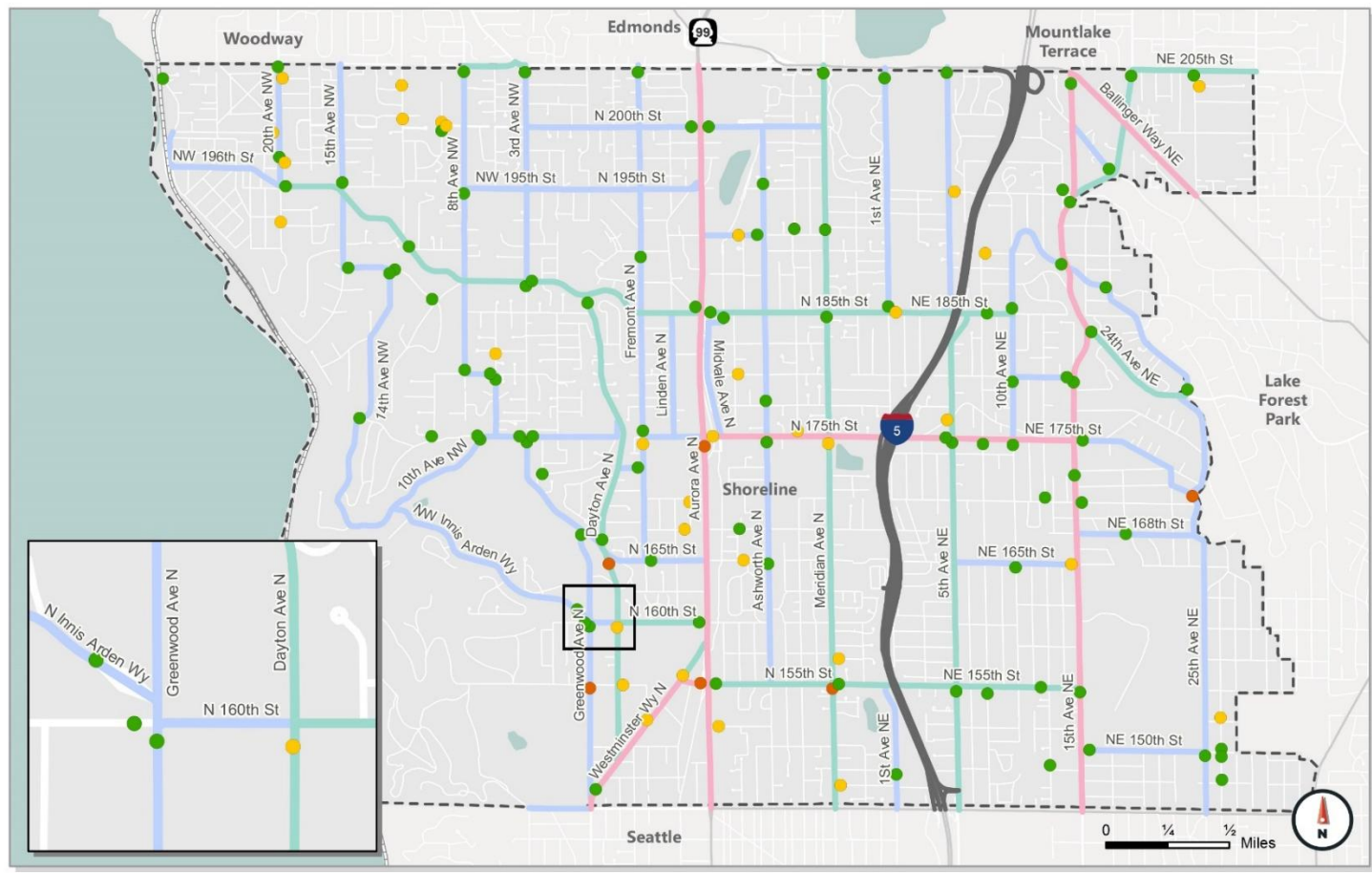
Another way of checking intersection operations with actual travel data is by looking at average vehicle speeds which can be an indicator of congestion. Average vehicle speeds during the PM peak hour were compared to posted speed limits at 134 locations along Shoreline’s roadway network. **Figure T-4**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

### *Existing Traffic Volumes*

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

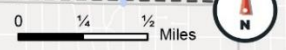


**Figure T-4. Speed Analysis**



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

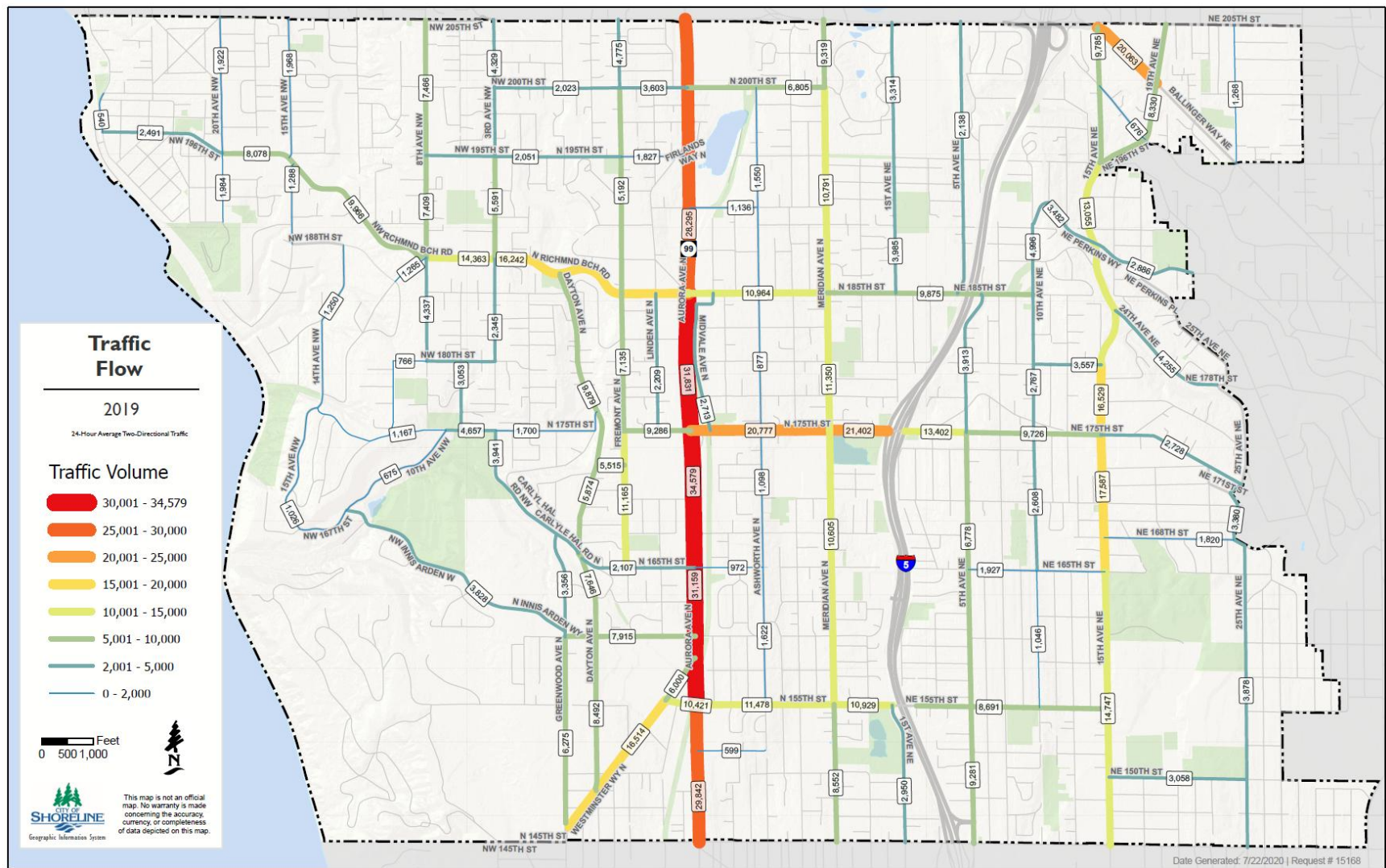
**Speed Analysis**





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**Figure T-5. Average Weekday Traffic Flows in 2019**



Source: City of Shoreline, 2019 Annual Traffic Report



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### *Future Traffic Growth*

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

### *Future Vehicle Congestion*

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

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

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





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

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



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



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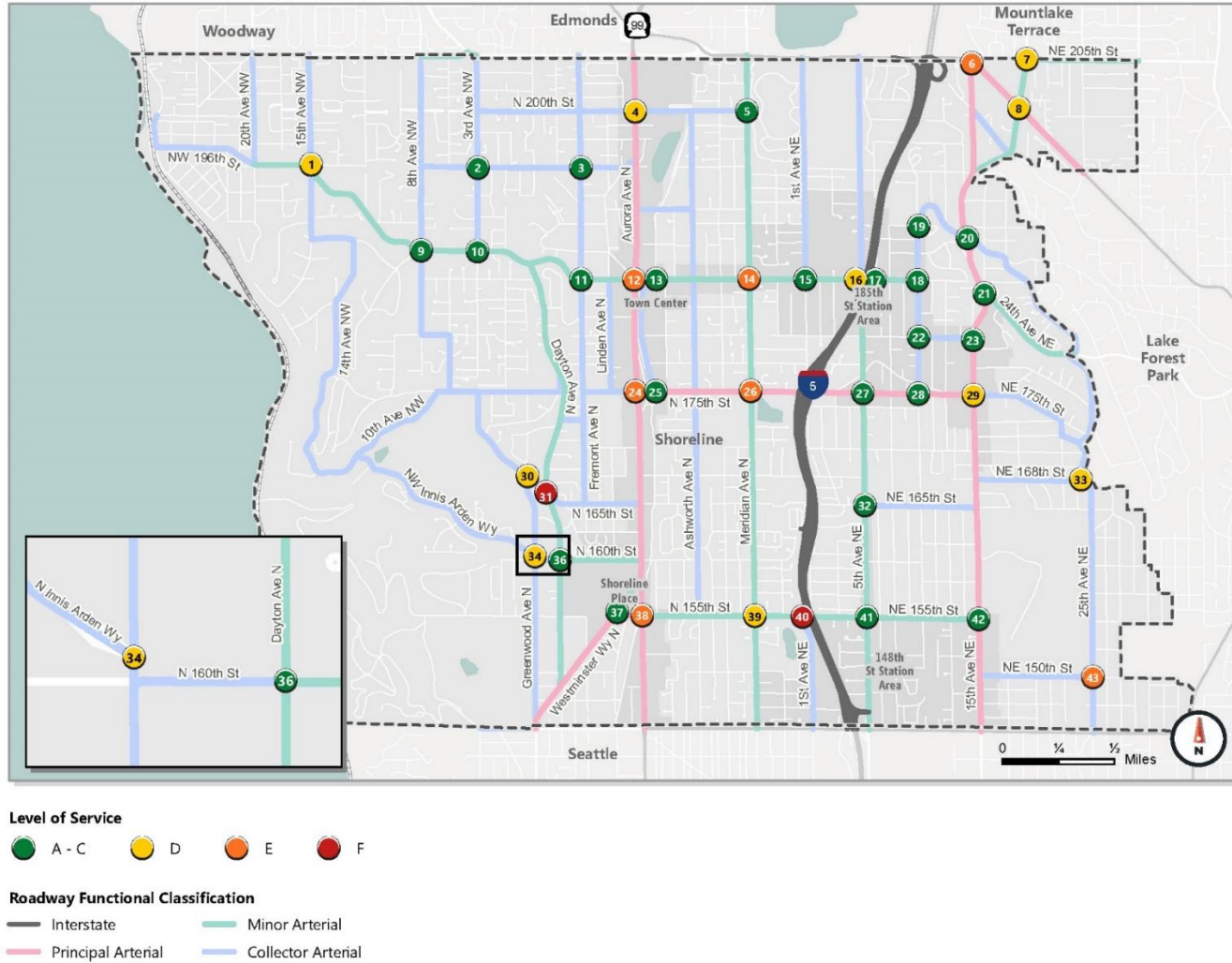
*October 15, 2024*

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



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



Note: Intersection numbers correspond with the information in



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*Table T-5.*



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

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

Source: Fehr & Peers, 2021

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



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

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



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### *Walking and Bicycling*

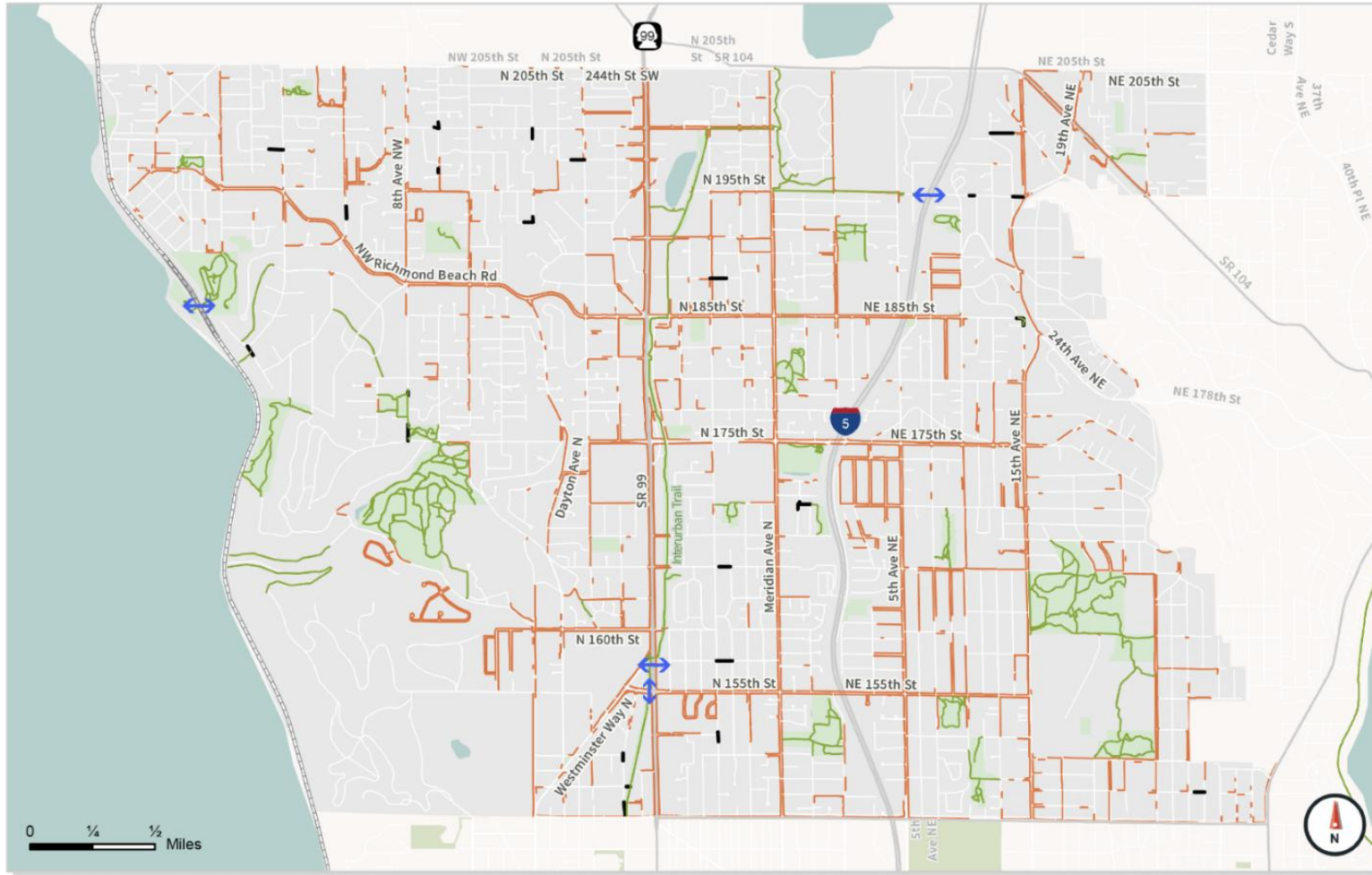
Facilities for walking and bicycling are essential components of the City’s multimodal transportation system. Safe and convenient pedestrian infrastructure makes it easier and more convenient to take short trips by foot or wheelchair. Pedestrian infrastructure includes a range of treatments spanning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






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





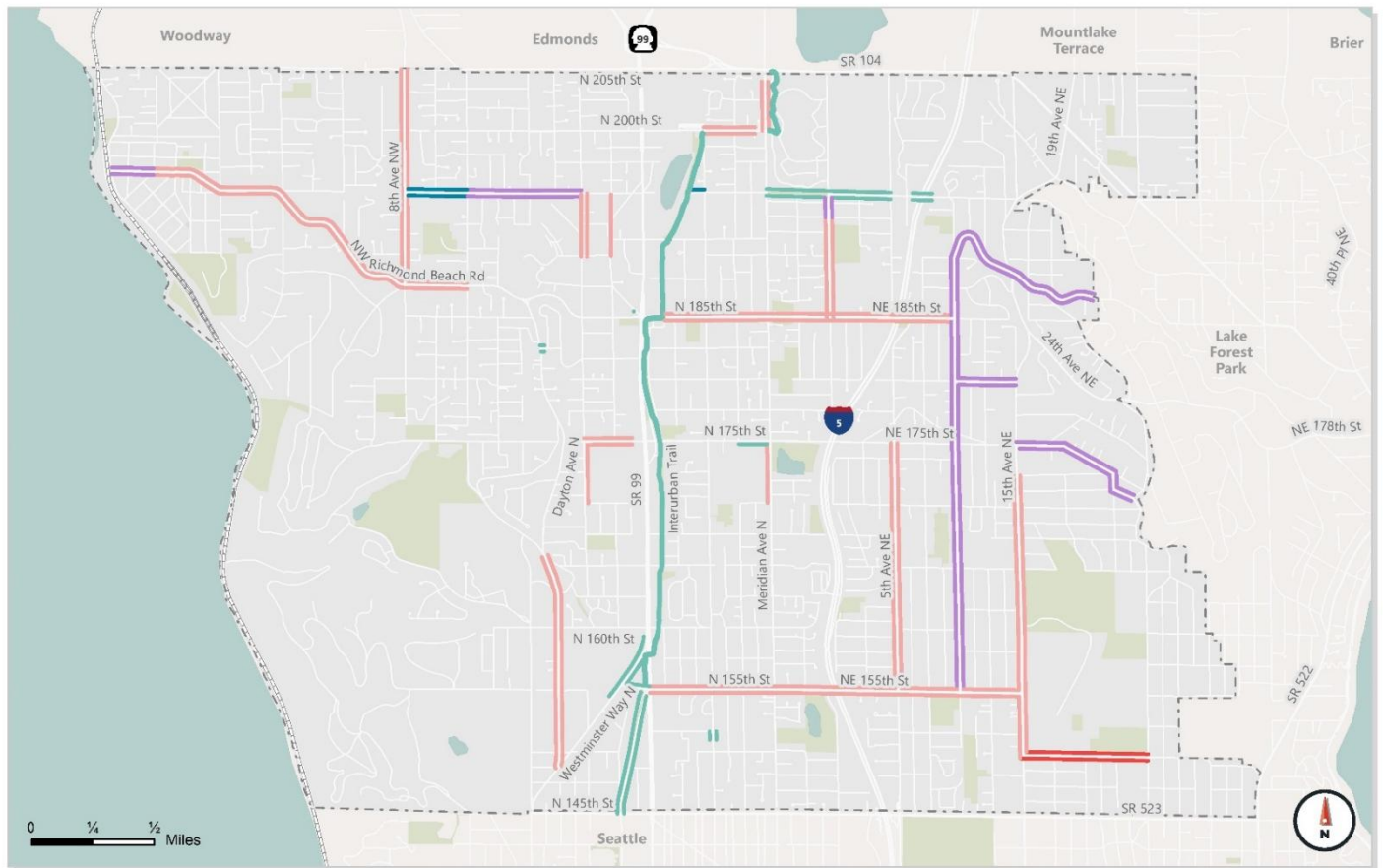
**Figure T-7. Existing Sidewalks**



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



**Figure T-8. Existing Bicycle Facilities**



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

- City Boundary
- Park

City of Shoreline  
**Existing Bike Facilities**



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### Transit

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

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

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

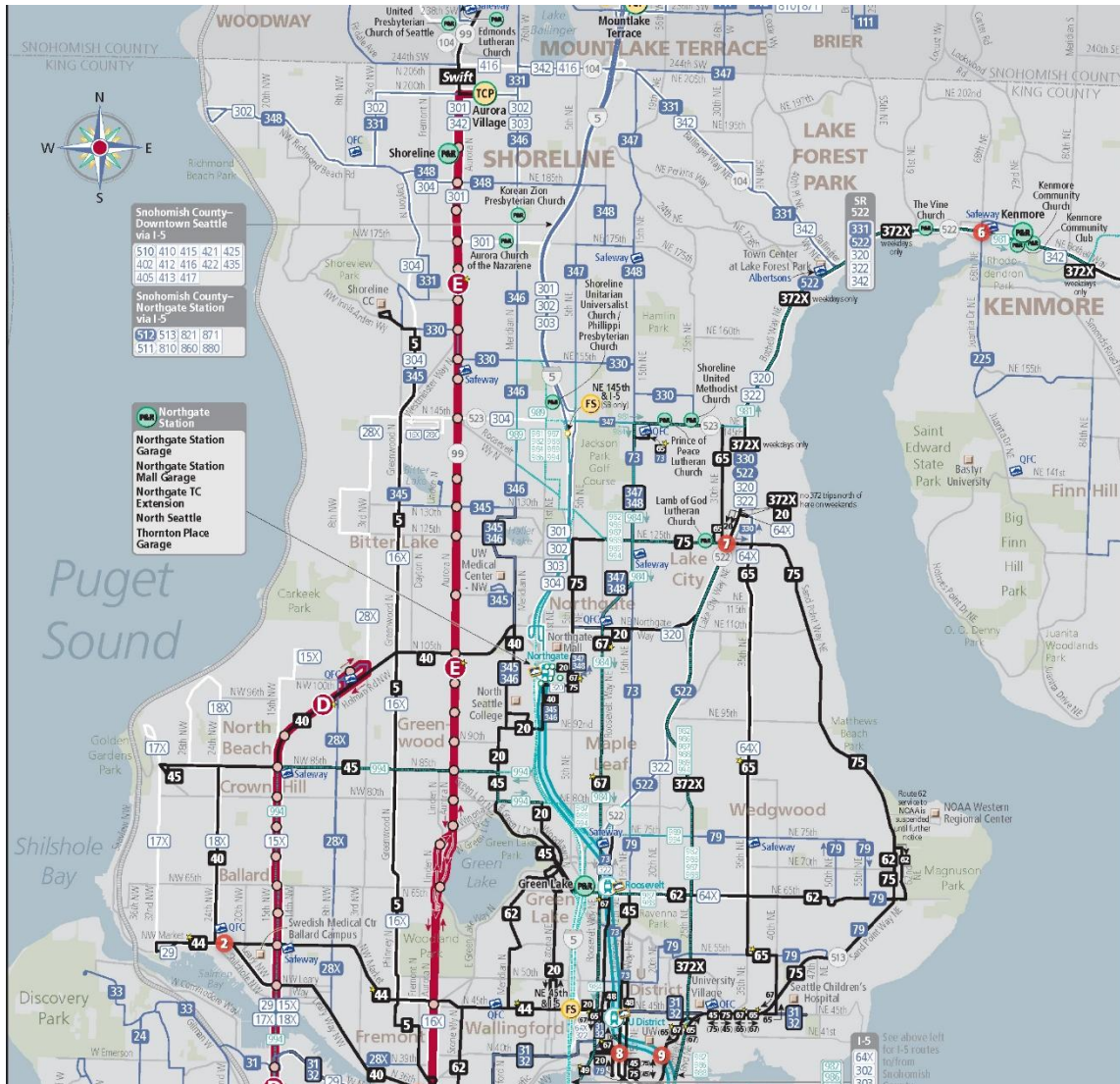
There are various factors that act as deterrents and/or limit the use of transit in Shoreline including:

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

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



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

**Bus Routes and Facilities**

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

**Agencies**

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

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

**Other Transit Services and Facilities**

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

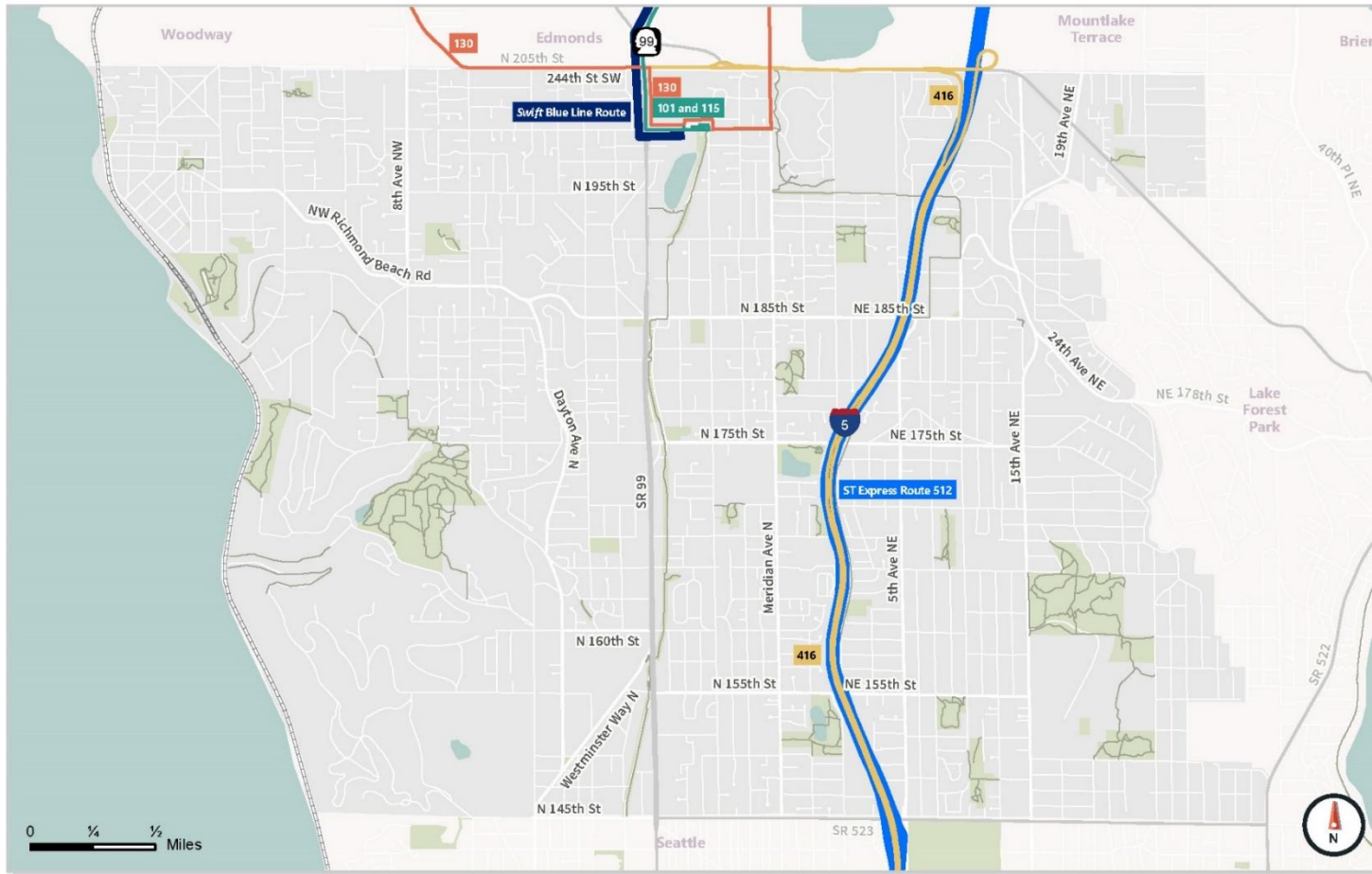
**Selected Base Map Features**

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

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



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

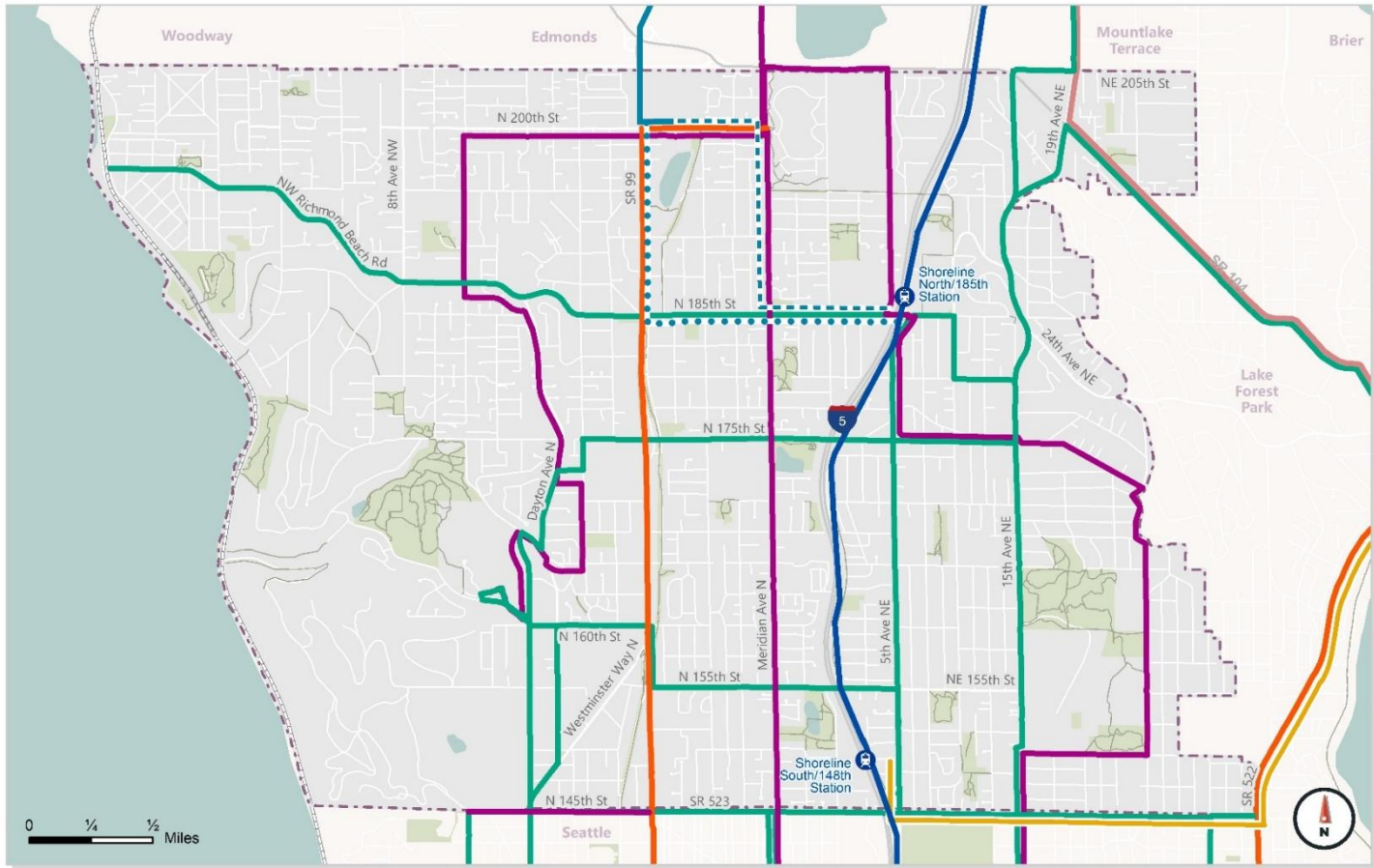


- Trail
- Park
- ST Express Route 512
- Swift Blue Line Route
- Community Transit Routes
- 101 and 115
- 130
- 416



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**Figure T-11. Future Fixed Route Transit Service**



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



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### Freight and Truck Mobility

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

**Table T-7: WSDOT Freight Classification**

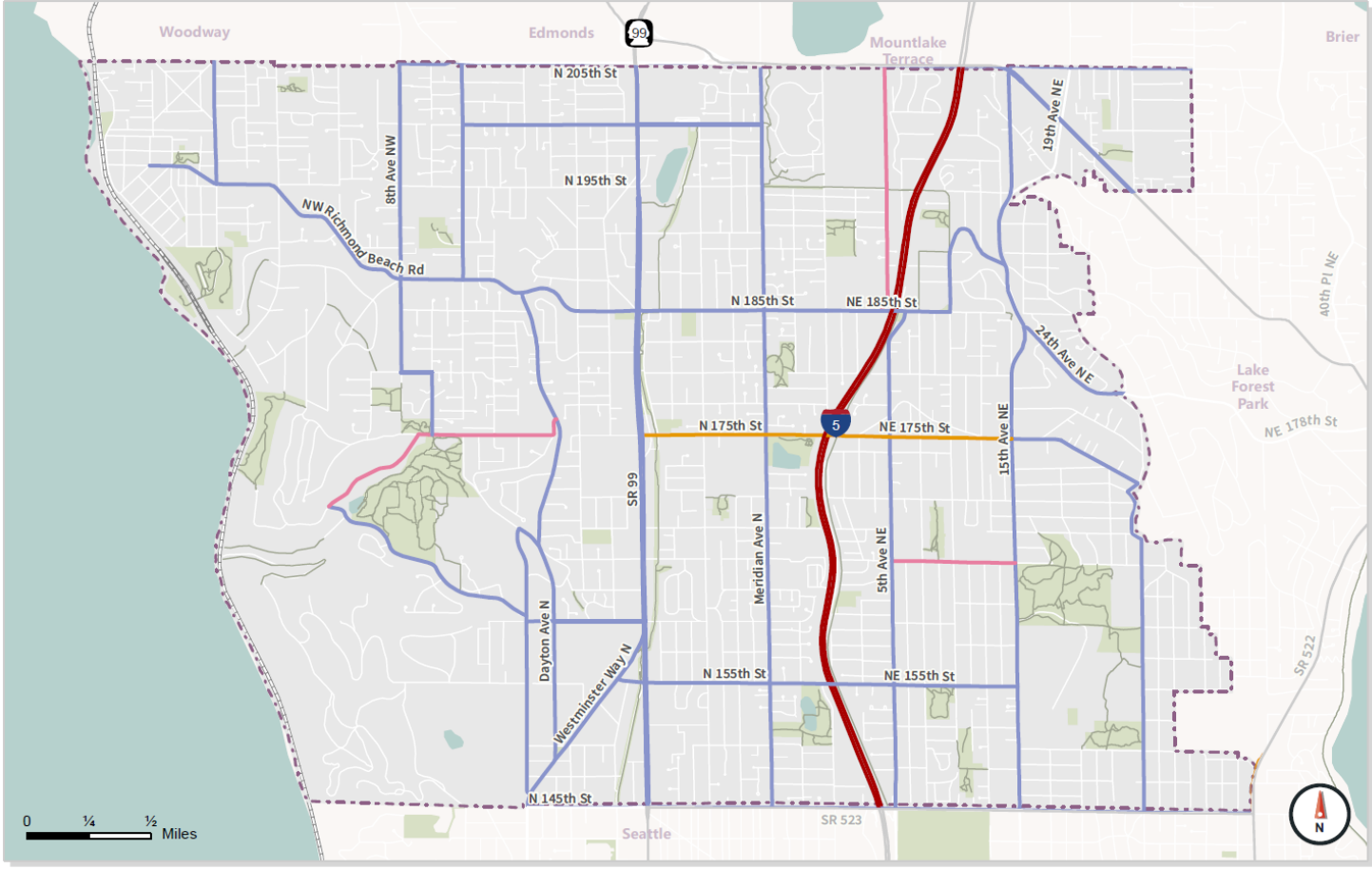
Freight Corridor	Description
T-1	More than 10 million tons of freight per year
T-2	Between 4 million and 10 million tons of freight per year
T-3	Between 300,000 and 4 million tons of freight per year
T-4	Between 100,000 and 300,000 tons of freight per year
T-5	At least 20,000 tons of freight in 60 days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

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

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



**Figure T-12. WSDOT Classified Freight Routes**



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

**Existing Freight Network**





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### *Air and Water Facilities*

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

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

### Opportunities and Challenges

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

#### **Goal 1: Safety**

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

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

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

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

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

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



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

### **Goal 2: Equity**

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

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

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

### **Goal 3: Multimodality**

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

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

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



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### **Goal 4: Connectivity**

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

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

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

### **Goal 5: Climate Resiliency**

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

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

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



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### **Goal 6: Vibrant Community**

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

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

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

### **MODAL NETWORKS**

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

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

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

### **Pedestrian Plan**

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



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

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

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

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

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

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

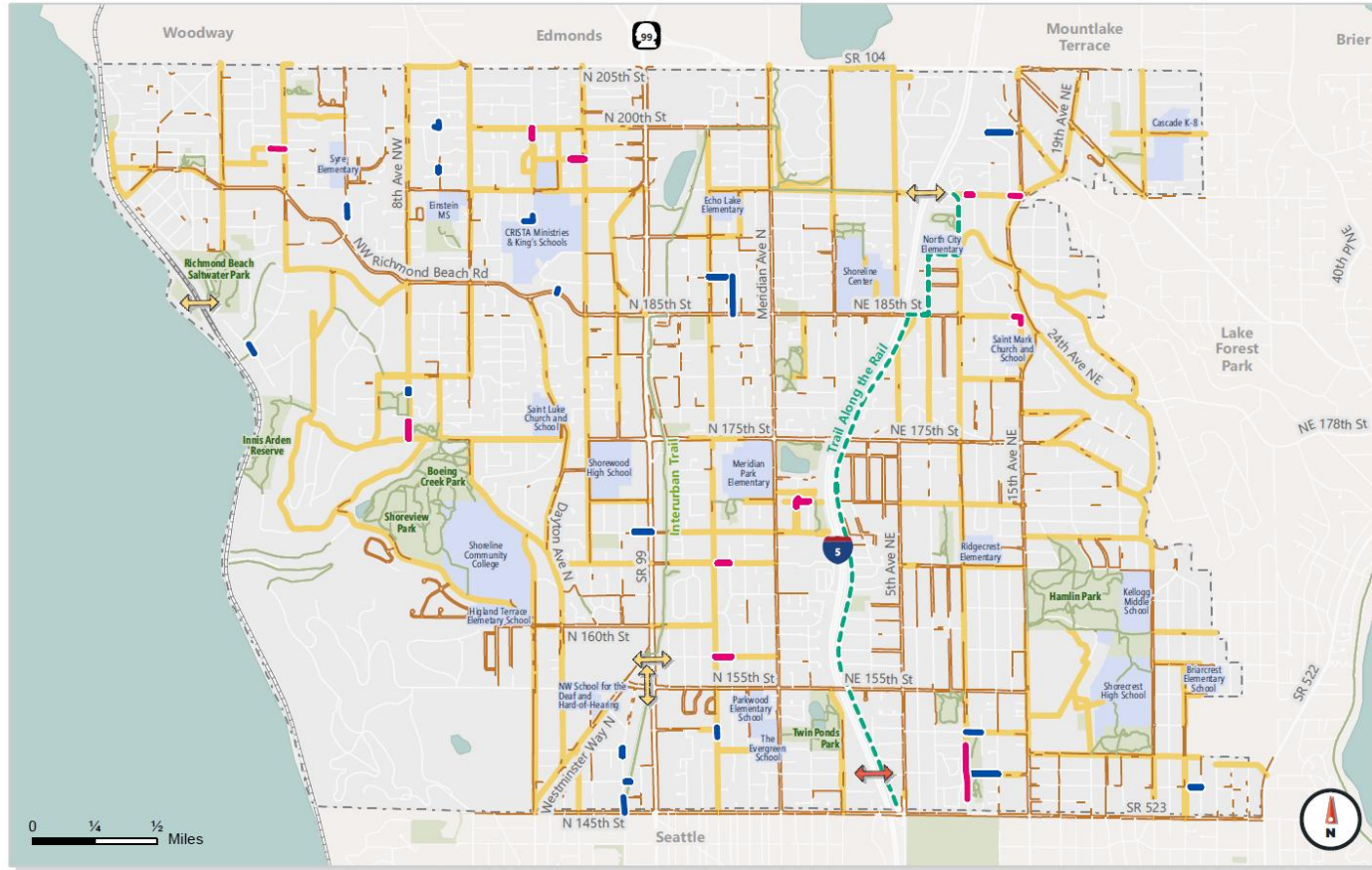


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**Figure T-13. Pedestrian Plan**



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

City of Shoreline  
**Pedestrian Plan**



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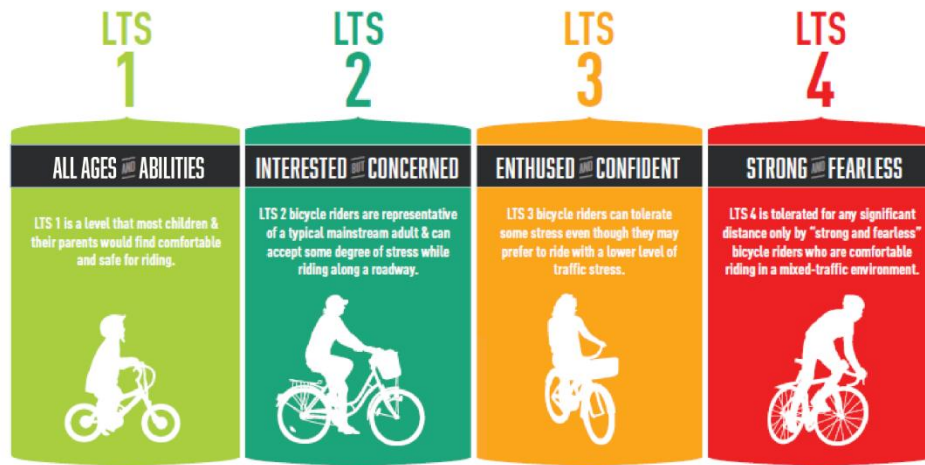
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### **Bicycle Plan**

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

**Figure T-14. Bicycle Level of Traffic Stress Categories**



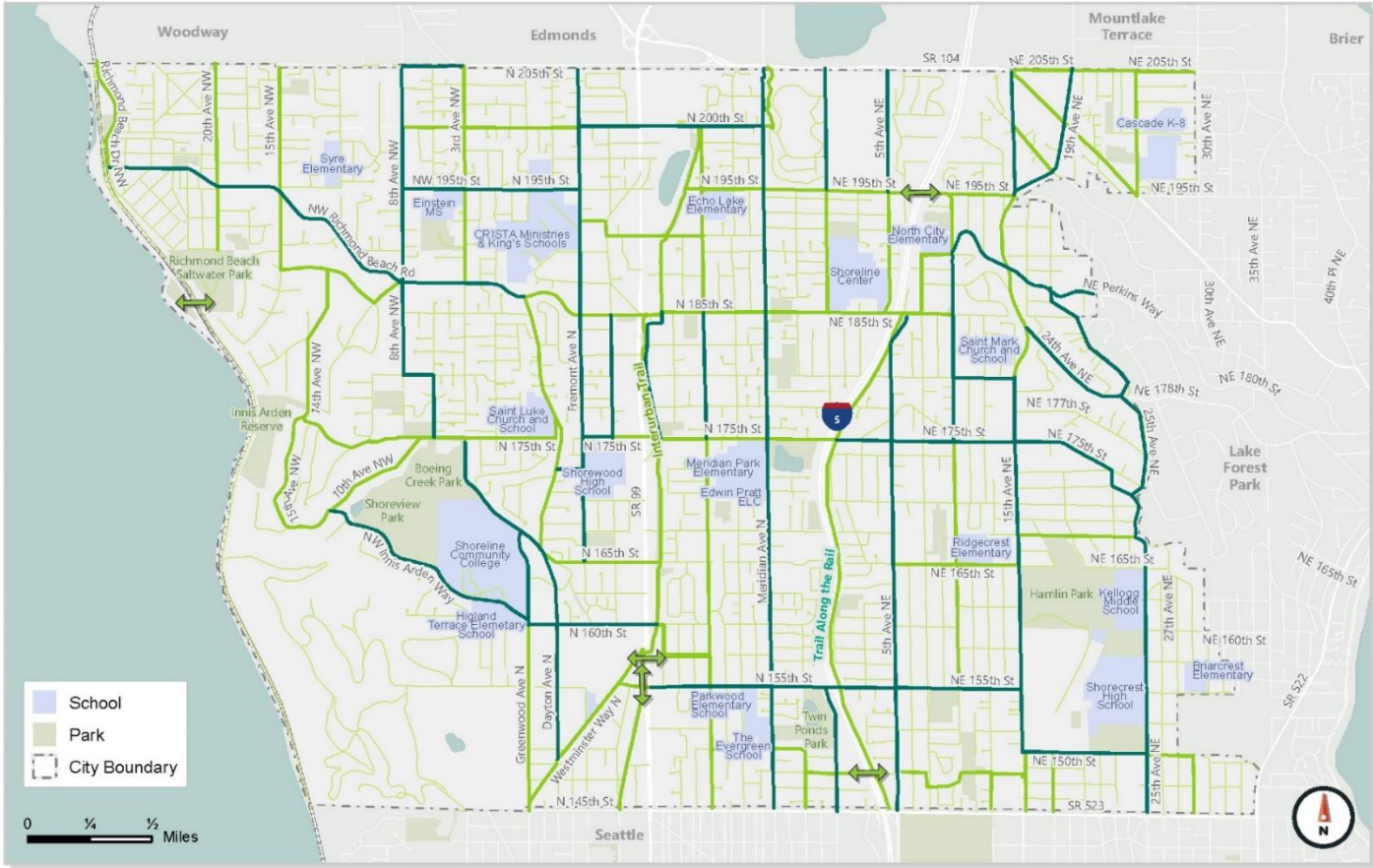
Source: Fehr & Peers, 2022

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



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**Figure T-15. Bike LTS Vision**



Desired Minimum Level of Traffic Stress (LTS)

- 1
- 2

- Local Road (LTS 1)
- Pedestrian/Bicycle Bridge (LTS 1)

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





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

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

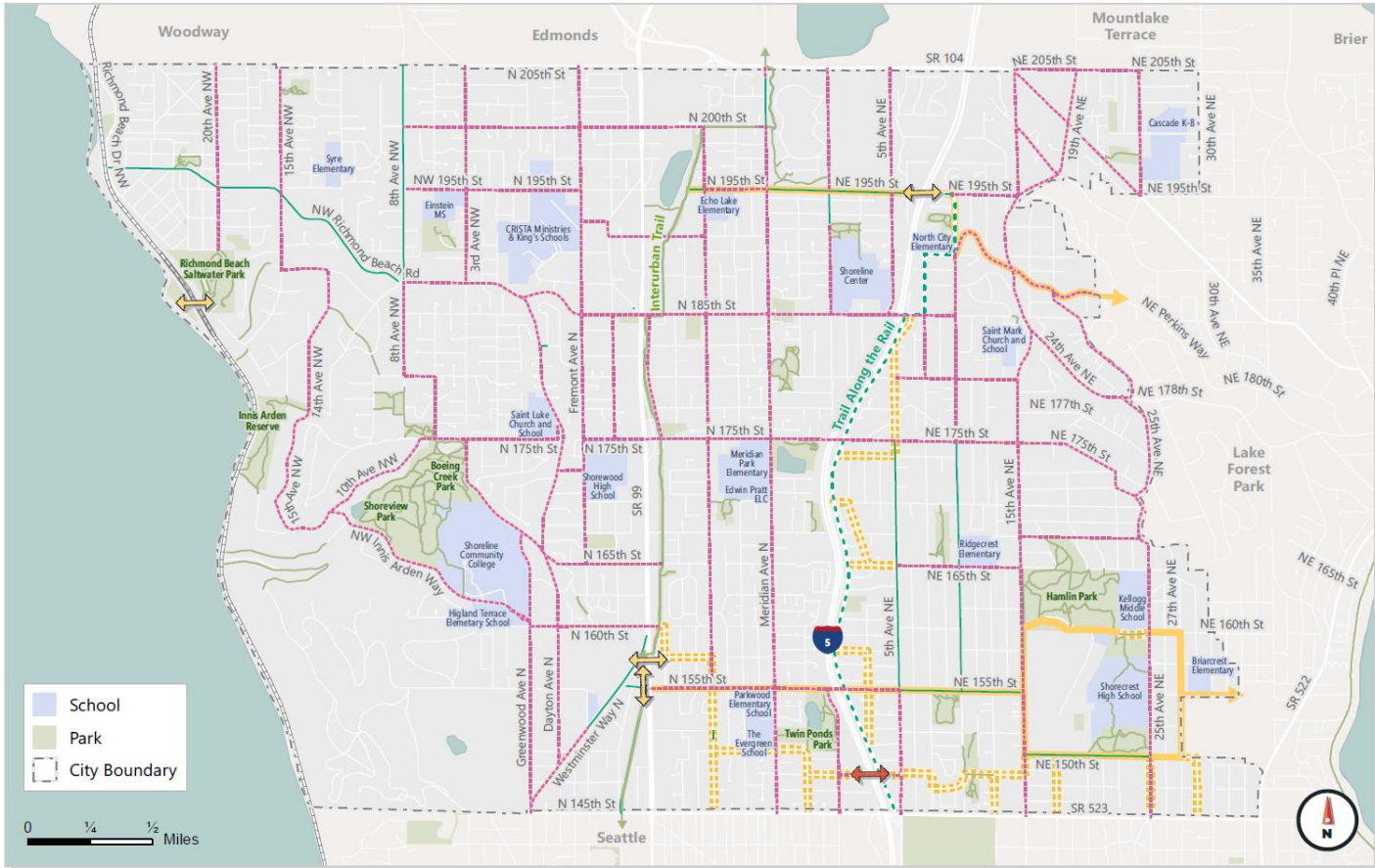
It is important to provide bicycle facilities on a range of street types, including busy arterial streets, not just lower volume neighborhood streets. Bicyclists need to be able to connect to key destinations and commercial corridors which are often located along arterial streets. A successful modal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

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



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**Figure T-17. Bicycle Plan**



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

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

City of Shoreline  
**Bicycle Plan**



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### Transit Plan

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

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

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

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

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



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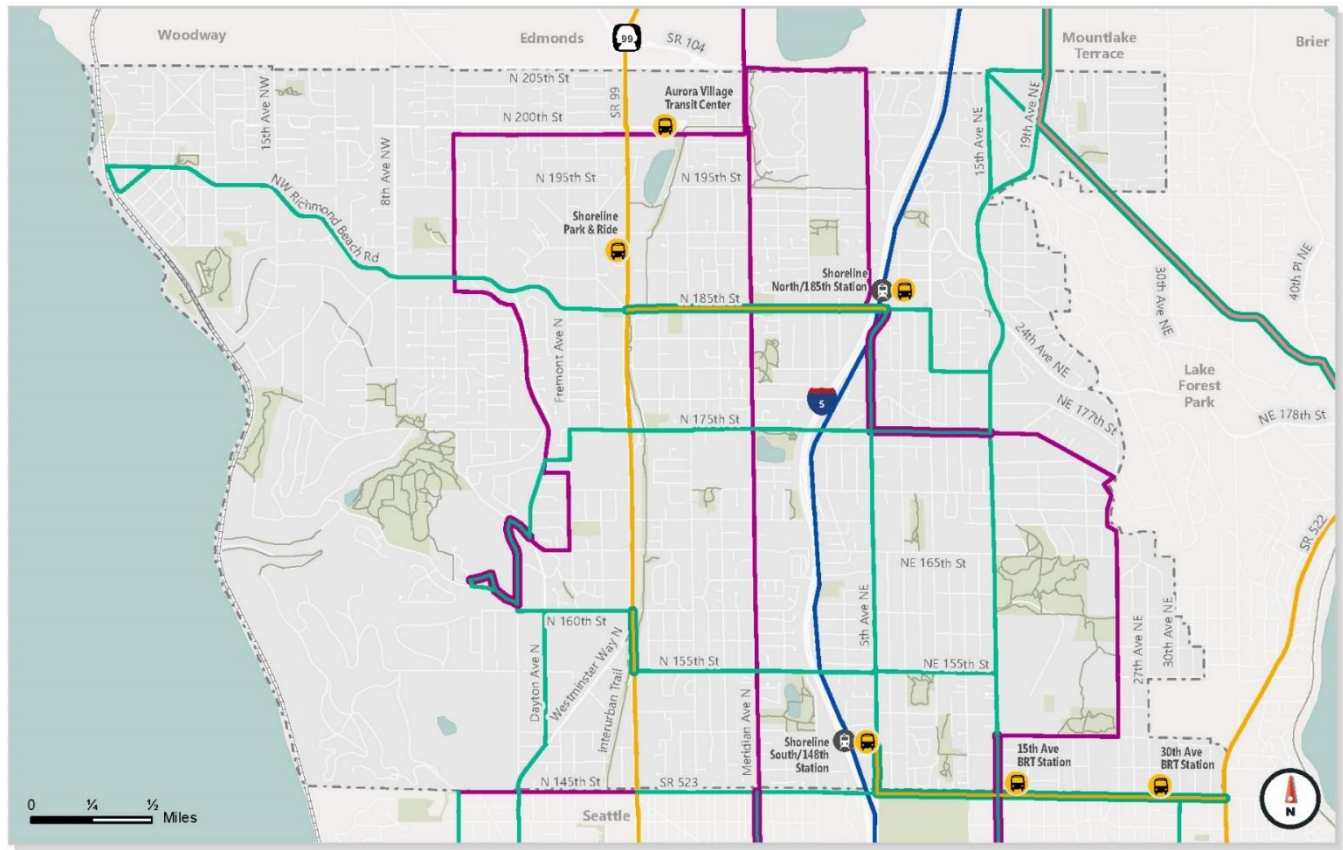
**Table T-8: Transit Accommodation**

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



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**Figure T-18. Transit Plan**



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

City of Shoreline  
**Transit Plan**

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



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### Shared-Use Mobility Hub Plan

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

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

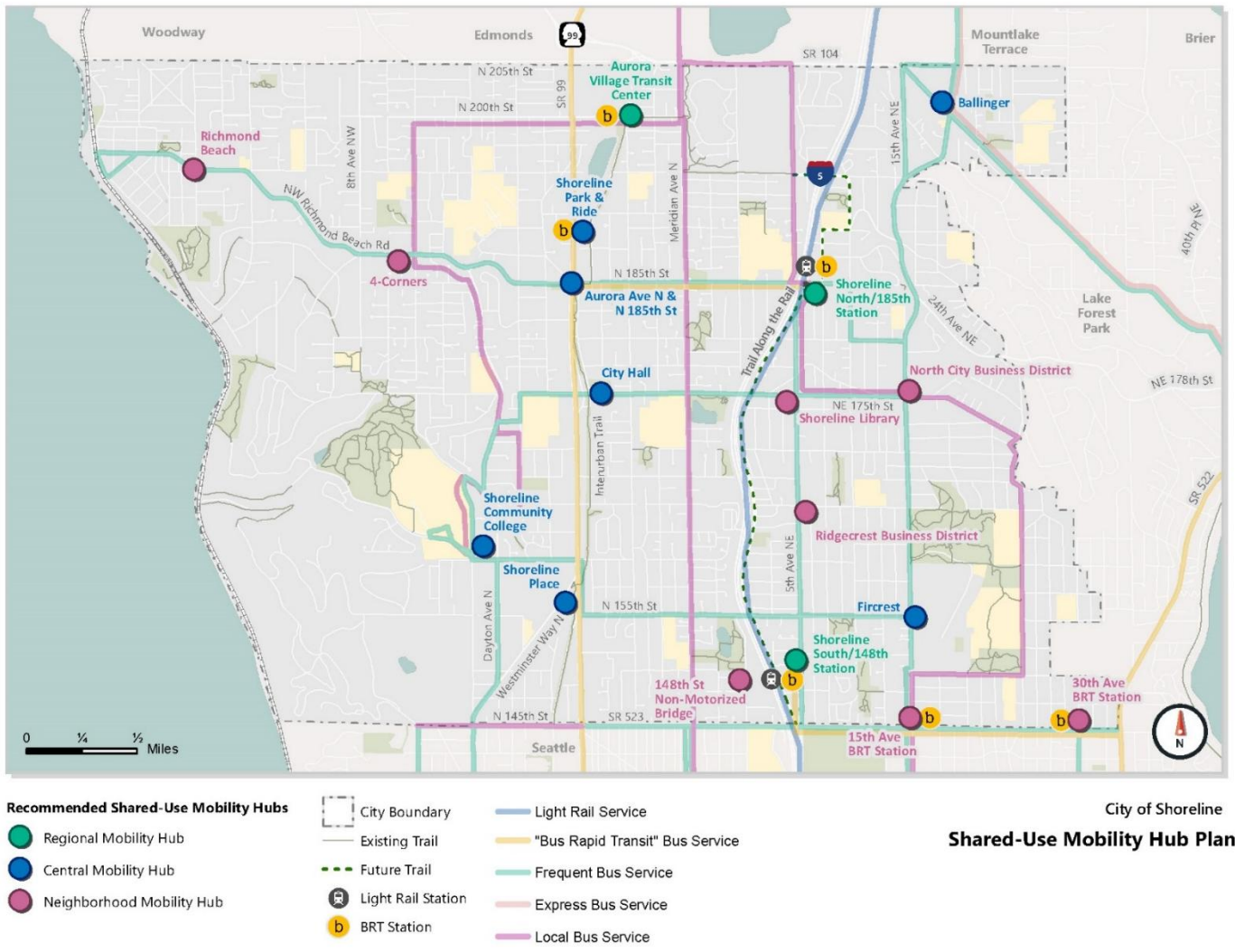
- **Regional hubs** - A robust type of mobility hub co-located with major transit hubs, providing the most features and amenities. They will support the largest number of people from within and outside of Shoreline.
- **Central hubs** - A medium size mobility hub, providing sufficient amenities to support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

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



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**Figure T-19. Shared-Use Mobility Hub Plan**





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**Table T-9: Mobility Hub Potential Amenities**

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

\*Agency coordination/partnership opportunity

### **Automobile Plan**

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

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





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

**Table T-10: Intersection LOS Criteria Based on Delay**

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

Source: 6th Edition Highway Capacity Manual

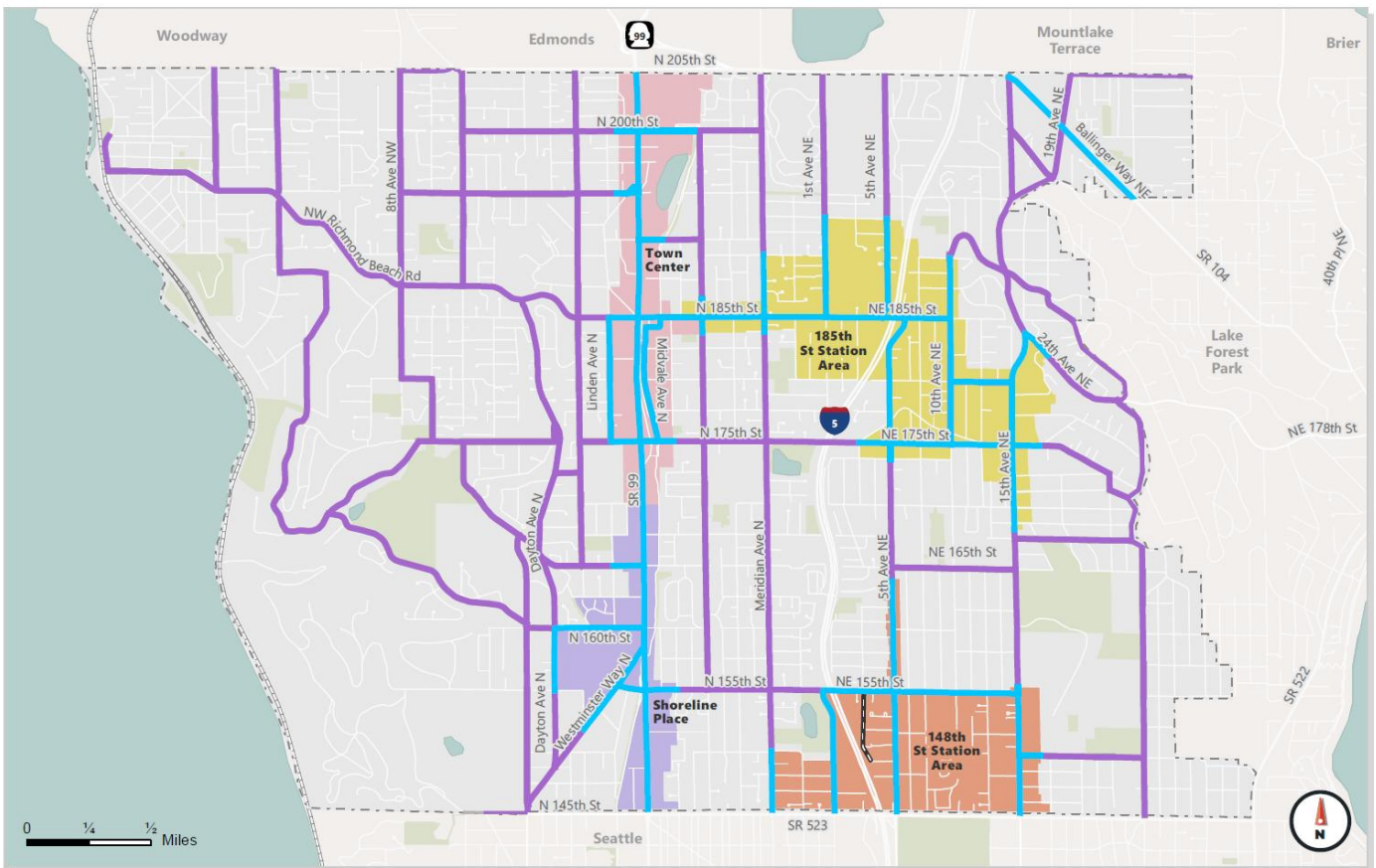
As noted in **Policy T-60**, the City of Shoreline Automobile Plan allows more automobile delay (LOS E) along State Routes and at intersections within the four designated King County [candidate] Countywide Centers in areas near the 148<sup>th</sup> Street and 185<sup>th</sup> Street light rail stations,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

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



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**Figure T-20. Automobile Plan**



<p><b>King County Candidate Countywide Centers*</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #f4a460; border: 1px solid black; margin-right: 5px;"></span> 148th St Station Area</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #f1c232; border: 1px solid black; margin-right: 5px;"></span> 185th St Station Area</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #c09cf2; border: 1px solid black; margin-right: 5px;"></span> Shoreline Place</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #e69999; border: 1px solid black; margin-right: 5px;"></span> Town Center</li> </ul>	<p><span style="border: 1px dashed black; display: inline-block; width: 15px; height: 15px; margin-right: 5px;"></span> City Boundary</p> <p><b>Intersection Level of Service (LOS) Standards</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: purple; border: 1px solid purple; margin-right: 5px;"></span> LOS D or better</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: cyan; border: 1px solid cyan; margin-right: 5px;"></span> LOS E or better**</li> </ul> <p><small>*For illustrative purposes only.  **For intersections along State Highways or within King County Candidate Countywide Centers</small></p>	<p><span style="border-bottom: 1px solid black; width: 20px; display: inline-block; margin-right: 5px;"></span> Future 3rd Ave NE Connector</p>	<p>City of Shoreline  <b>Automobile Plan</b></p>
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### **PROJECT NEEDS**

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

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

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

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

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

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

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

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

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



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

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

### **Unimproved Right-of-Way (R)**

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

### **Trail Along the Rail (TAR)**

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

### **Trail Connection (T)**

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

### **Bridge Project (B)**

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

### **Shared-Use Mobility Hubs (SUM)**

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



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

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



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**Table T-11: Project Ideas List**

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



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



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





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



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



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



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



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



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



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



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### FUNDING AND IMPLEMENTATION

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

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

**Table T-12: Anticipated Funding for Capital Projects**

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





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

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

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

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

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



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



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

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

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

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

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



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

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

For approximately \$1 million, the City could also advance the **Eastside Off-Corridor Bike Network** (the portion from 5th Ave NE to 15th Ave NE), which scored highest in trail ideas. A pre-design study would need to be completed first. The entire Eastside Off-Corridor Bike Network will continue east of 15th Ave NE and the entire length should be completed to be consistent and complete.

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

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

- **N 175th St:** Extend multimodal improvements from Fremont Ave N to Stone Ave; improve to bike LTS 1 and fill sidewalk gaps and accommodate frequent bus service.
- **185th Corridor:** The City developed a 185th Street corridor improvement strategy that includes N/NE 185th St from Fremont Ave N to 10th Ave NE; 10th Ave NE from NE 185th St to NE 180th St; and NE 180th St from 10th Ave NE to 15th Ave NE. Improvements for this corridor include bike improvements to LTS1; pedestrian improvements; and accommodations for frequent bus service.

**Figure T-21** displays the City of Shoreline’s 20-year fiscally constrained project list, which includes both committed and concurrency projects, as well as the additional projects described above that help advance the City’s transportation vision and goals.

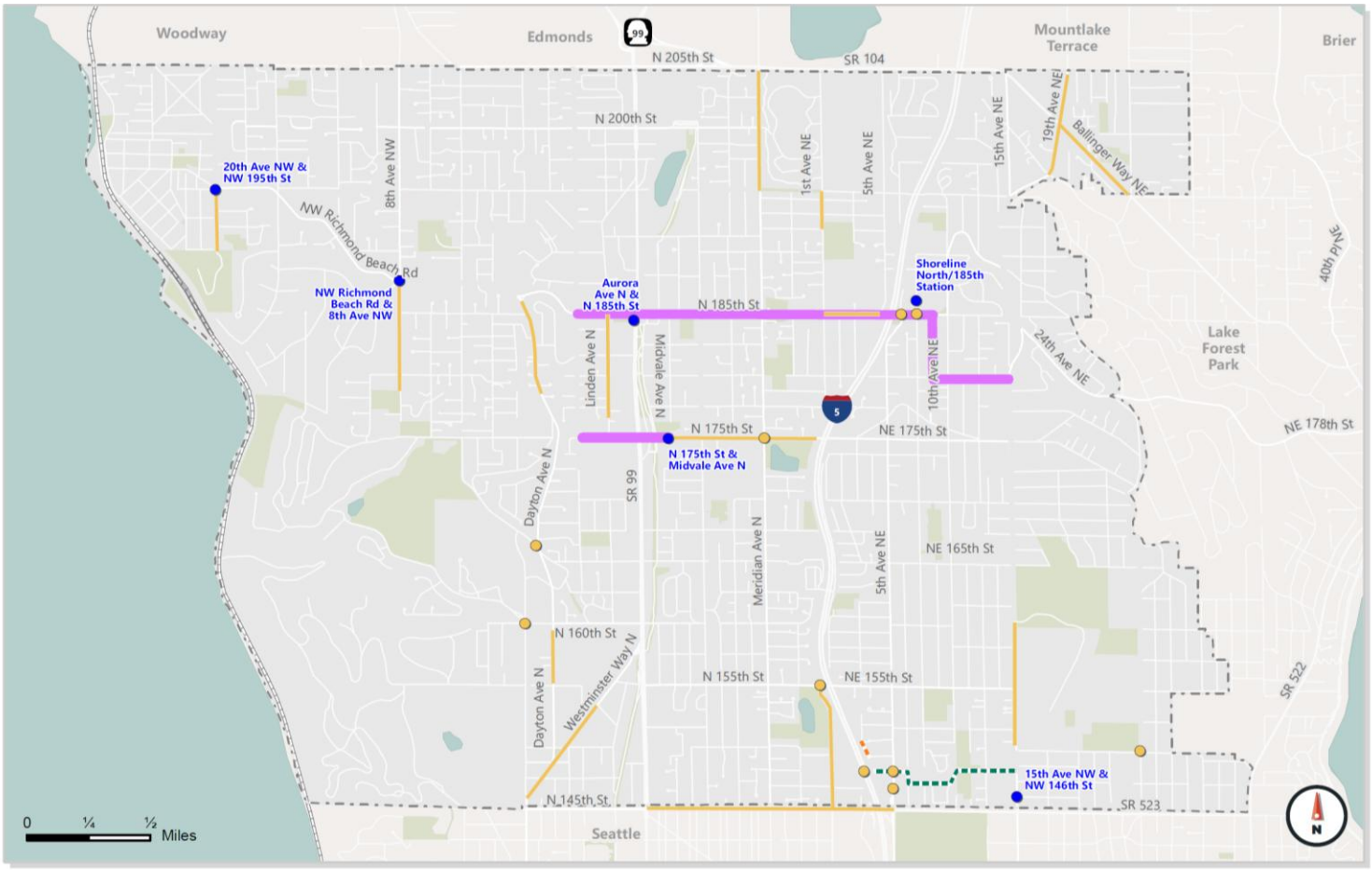
It is unknown how much of these costs could be recovered if re-development contributes to some of these improvements over the 20-year period or if the City is very successful in securing competitive grants. However, these provide a framework for how the City could spend available funding to expand mobility over the life of this TE. Depending on final costs of these projects, other pedestrian/bicycle oriented investments, including sidewalks, trails, and new connections could be considered.



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**Figure T-21. Fiscally Constrained 2023-2044 Project List**



- Concurrence & Other Committed Project
- Shared Use Mobility Hubs
- Multimodal Corridors
- 3rd Avenue Connection
- Eastside Off-Corridor Bike Network
- City Boundary

City of Shoreline  
**Fiscally Constrained 20-Year Project List**



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### Options to Increase Revenue

Like all Washington State cities, the City of Shoreline has **limited dedicated transportation funding options**, many of which the City is already using. Expected future collections for the identified dedicated transportation funding options are included below; the potential impact on funding shortfalls depends on the City's final capital plan.

**Transportation Benefit District** sales tax and vehicle licensing fees are independent taxing districts created by ordinance. This is a flexible source of funding that can be applied for either capital or programmatic expenditures. The City of Shoreline uses both the sales and use tax and vehicle licensing fees options. While the City is levying the maximum allowable sales and use tax rate, the vehicle licensing fee (VLF) could be increased from the current \$40 up to \$100. The fee could be raised to \$50 without voter approval; any increase above \$50 would require a vote of the people. Since the 2019 increase to \$40, VLF revenues have averaged \$1.5 million. Based on the estimated number of registered vehicles in the City of Shoreline provided by the Washington State Department of Licensing, increasing the **VLF to \$50 would increase annual revenues to approximately \$2 to \$3 million**.<sup>6</sup> With voter approval, the maximum \$100 per vehicle fee from a VLF would raise **\$4 to \$6 million annually**.

**Local Improvement Districts (LIDs)** are special purpose financing mechanisms that can be created by cities to fund capital improvements in specific areas. LIDs generate funds by implementing proportionate special assessments on property owners that benefit from improvements. LID revenues are limited in their use to specific capital projects that benefit owners in the special purpose area for which they were created. Cities are authorized to form LIDs under RCW 35.43 without voter approval; however, LID formation is a complex process and must first be demonstrated to be financially feasible. Additionally, if the City receives protests from "property owners who would pay at least 60% of the total cost of the improvement"<sup>7</sup> the LID would be dissolved.

The City does not currently use LIDs. **The potential amount LIDs could generate is dependent on the planned projects** within the area. To generate LID revenue in the future, the City would have to identify specific projects that fit the general requirements of a LID on a case-by-case basis.

**Commercial Parking Tax** is levied on commercial parking lots, either collected from businesses or from customers at the time of sale. The City of Shoreline currently has no commercial parking lots. Cities are not restricted in the amount that can be levied, but use of revenues is restricted to transportation. As a City with more than 8,000 residents, the City of Shoreline would need to develop and adopt a program connected to the City's other transportation planning efforts and identify the geographic boundaries in

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<sup>6</sup> The Washington State Department of Licensing estimated 59,805 registered vehicles in the City of Shoreline with an expectation that this estimate is a lower than expected total because of data issues within DOL's database. However, even after accounting for the 1% administration fee for DOL, Shoreline's collected vehicle license fees are only two thirds of what would be expected. This difference could be from individuals not renewing.

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



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

Example jurisdictions with commercial parking taxes include the cities of Mukilteo, SeaTac, Seattle, and Tukwila. SeaTac levies the tax on a per transaction basis whereas the other three levy a percent of sales. Rates range from 8%-25%. The Washington State Department of Revenue (DOR) data suggest that sales for parking lots and related personal service industries run from \$0 to \$200,000<sup>9</sup>. Applying the low and high area example rates suggests that **a commercial parking tax would raise \$0 to \$40,000 annually.**

**Red Light and School Speed Zone Enforcement Cameras** create infractions for failing to stop at red lights or for speeding by photographing cars in individual intersections. The Washington State Supreme Court is responsible for setting traffic infraction penalties 46.63.110(1)), which currently lists a \$48 fine for failure to stop. Jurisdictions can increase the fee, up to \$250 per infraction. Based on infraction rates and the percentage of people that pay their penalties, the City of Shoreline could generate **approximately \$150,000 in annual revenue per camera.** Revenues need to be balanced against the cost of buying, installing, and maintaining the units.

**Business License Fees** are charged to businesses operating within the City's bounds. As a code city, Shoreline's ability to levy business licenses is controlled by RCW 35A.82.020. Currently, the City collects \$40 per year for businesses earning \$2,000 or more in revenues annually. Since 2017, the City also collects business and occupation (B&O) tax for those businesses with gross receipts of \$500,000 or more annually.

The City could move to levying business license fees on a sliding scale dependent on gross receipts or employment (head tax). As business generates economic activity for the City, there is a trade-off between encouraging increased business activity in a city and charging businesses for the ability to conduct business within a jurisdiction's borders; as MRSC suggests, "fees charged should be fair and bear a reasonable relation to the costs." Increased revenues could be earmarked for transportation purposes, although these fees are not restricted in use and could always be reappropriated by Council action or financial policy.

In addition to transportation specific revenue options, the City has other revenue and financing options that can be used for transportation. Some of these options create additional revenues for the City but others are revenue neutral, suggesting a reduction of spending in other places.

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

<sup>9</sup> The Washington State Department of Revenue provides total taxable retail sales by North American Industry Classification System codes. However, data are suppressed when the number of businesses is low enough to provide identifiable data (typically less than 4 businesses). For Parking Lots and Garages (NAICS 812930) the data are suppressed, but by moving up a level of specification to NAICS cluster 8129 and running reports for the other six-digit industry groupings, data suggest that sales run from \$0 to \$200,000.



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**Limited Tax General Obligation (LTGO) Bonds and Unlimited Tax General Obligation (UTGO) Bonds** are financing tools cities can levy. Debt bears additional costs through interest, and any use of bonding capacity for transportation projects reduces the remaining bonding capacity available for other city projects. LTGO bonds will impact the General Fund, while UTGO bonds will have an additional tax burden.

Cities, TBDs, and LIDs may issue general obligation bonds, by special election or council decision, to finance projects of general benefit to the jurisdiction. In addition to the principal and interest costs of issuing debt, there are usually costs associated with issuing bonds, including administrative time, legal and underwriting costs, and insurance costs. The Washington State Constitution limits the amount of debt municipalities can incur to 5.0% of the City's assessed value of taxable properties; the Washington State Legislature has statutorily limited the debt carrying capacity further to 2.5% of the assessed value. Taking on additional bond debt will affect cities' credit rating, so best practices suggest using less than two-thirds of the debt capacity to maintain credit rating.

LTGO bonds can be used for any purpose, but funding for debt service must be made available from existing revenue sources. UTGO bonds can be used only for capital purposes, and replacement of equipment is not permitted.

Redirecting unrestricted funds currently used for other purposes (e.g., using REET 1 – a 0.25% real estate excise tax a city can impose - for transportation purposes) could provide around **\$30 million (2021\$)** from 2023-2044.

In addition to the above funding options, it is important to note that the City of Shoreline is an active regional partner that routinely secures grant funding for projects (approximately \$2 million per year). Regional partnerships and attracting outside funding through federal, state, and regional grants should continue to be a funding source that supports implementation of Shoreline's multimodal transportation system.

### **Implementation**

The Transportation Element will guide local and regional transportation investments and define the City's future transportation policies, programs, and projects for the next 20 years. The Transportation Element helps the City assess the relative importance of transportation projects and programs; as Shoreline growth takes place and the need for improved and new facilities is warranted, scheduling the planning, engineering, and construction of projects becomes key. The Transportation Element establishes a methodology for prioritizing projects to be included in the future Transportation Improvement Plan (TIP) and Capital Improvement Plan (CIP).

Since the City operates within a finite set of resources, it is important to develop a transparent, equitable, and data-driven process for prioritizing implementation of the transportation projects over the next 20 years. Building on the project evaluation criteria, the City developed the project prioritization metrics and performance measures presented in **Table T-14** to understand and communicate the City's progress toward implementing priority projects, as well as overall progress in achieving the City's transportation Vision and Goals.

Following these criteria over time will ensure that Shoreline's transportation system realizes the vision that is outlined in the Transportation Element.







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**Table T-14: Project Prioritization Metrics and Performance Measures**

Goal	Project Prioritization Metrics	Performance Measures <i>Reported every two years unless otherwise noted</i>
<p><b>Safety</b></p> 	<p><b>Safety Metrics</b></p> <p>Location of improvement has a <b>collision history</b> (auto and/or pedestrian/bike):</p> <ul style="list-style-type: none"> <li>At least <b>one injury collision</b> within the past five</li> <li>At least <b>one pedestrian or bike/auto collision</b></li> <li><b>Two or more pedestrian or bike/auto collisions</b></li> </ul> <p>Location of improvement is along a street with <b>speed limit</b>:</p> <ul style="list-style-type: none"> <li>≤ 25 mph</li> <li>≤ 30 mph</li> <li>≤ 35 mph</li> </ul> <p>Location of improvement has a <b>street classification</b></p> <ul style="list-style-type: none"> <li>Collector Arterial</li> <li>Minor Arterial</li> <li>Principal Arterial</li> </ul>	<p><b>Safety Performance Measures</b></p> <p>Report number of <b>injury and fatal collisions</b> citywide through the <b>Annual Traffic Report</b>.</p>
<p><b>Equity</b></p> 	<p><b>Equity Metrics</b></p> <p><b>Equity Priority Areas based on the aggregated score of the following metrics:</b></p> <ul style="list-style-type: none"> <li>Improvement is within an area of concentrated need based on <b>Age</b>: <ul style="list-style-type: none"> <li>Under 18 years</li> <li>60 years or older<sup>10</sup></li> </ul> </li> <li>Improvement is within an area of concentrated need based on <b>income</b></li> <li>Improvement serves a concentrated <b>community of color</b></li> </ul>	<p><b>Equity Performance Measures</b></p> <p>Report number of newly constructed or renovated <b>multimodal projects</b> in <b>Equity Priority Areas</b> and number of <b>public engagement activities</b> for each of the projects.</p>

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



<sup>11</sup> Eligibility threshold for King County Housing Authority residents is 80% of median income. U.S. Department of Housing and Urban Development (HUD) defines 50%-80% of median income as "Low Income".



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Goal	Project Prioritization Metrics	Performance Measures <i>Reported every two years unless otherwise noted</i>
	<p><i>Top 20% of population density of households of people of color.</i></p> <p><i>Improvement serves a concentrated community with <b>disabilities</b></i></p> <p><i>Improvement serves a concentrated community of <b>limited English speakers</b></i></p>	
<p><b>Multimodality</b></p> 	<p><b>Climate Resiliency<sup>12</sup> - Multimodality Metrics</b></p> <p><i>Improvement is located along an <b>existing or proposed transit route.</b></i></p> <p><i>Improvement is located within a <b>¼ mile radius</b> of a <b>bus stop.</b></i></p> <p><i>Improvement is located within a <b>½ mile radius</b> of an <b>existing or planned BRT stop or light rail station.</b></i></p> <p><i>Improvement connects to an existing or proposed location of a <b>shared-use mobility hub or park and ride.</b></i></p>	<p><b>CR-Multimodality Performance Measures</b></p> <p><i>Report number of newly constructed <b>multimodal projects</b> along an <b>existing or proposed transit route.</b></i></p> <p><i>Report number of newly constructed <b>multimodal projects</b> within a <b>¼ mile radius</b> of a <b>bus stop.</b></i></p> <p><i>Report number of newly constructed <b>multimodal projects</b> within a <b>½ mile radius</b> of an <b>existing or planned BRT stop or light rail station.</b></i></p> <p><i>Report number of newly constructed <b>multimodal connections</b> to an existing or proposed location of a <b>shared-use mobility hub or park and ride.</b></i></p>
<p><b>Connectivity</b></p> 	<p><b>Climate Resiliency - Connectivity Metrics</b></p> <p><i>Improvement is located within a <b>¼ mile radius</b> of a <b>school.</b></i></p> <p><i>Improvement is located within a <b>¼ mile radius</b> of a <b>park.</b></i></p>	<p><b>Climate Resiliency - Connectivity Performance Measures</b></p> <p><i>Report number of newly constructed <b>pedestrian and/or bicycle projects</b> within a <b>¼ mile radius</b> of a <b>school.</b></i></p> <p><i>Report number of newly constructed <b>pedestrian and/or bicycle projects</b> within a <b>¼ mile radius</b> of a <b>park.</b></i></p>



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



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



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Goal	Project Prioritization Metrics	Performance Measures <i>Reported every two years unless otherwise noted</i>
	<i>shared-use mobility hubs, trailheads, gateways, park frontages.</i>	



# Utilities Element

## 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 also provides 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, along 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 AND POLICIES

- Goal U 1** 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, aesthetic, public health and safety, and climate change; and
  - financially sustainable.

**Policy U 1.1** Coordinate with utility providers to ensure that the utility services are provided equitably and at reasonable rates citywide, and that those services meet service levels identified or recommended in the Capital Facilities Element.

**Policy U 1.2** Where found to be safe and appropriate, promote recreational use of utility corridors, such as trails, sport courts, and similar facilities.

**Policy U 1.3** 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.



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- Policy U 1.4** 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.
- Policy U 1.5** When located adjacent to overhead utilities, encourage planting of vegetation and trees that will be a compatible size to limit the need for future topping and trimming.
- Policy U 1.6** Support service providers' climate change mitigation efforts.
- Policy U 1.7** Support conservation efforts by service providers.
- Policy U 1.8** Promote low-carbon, renewable, and alternative energy resources and energy conservation.
- Policy U 1.9** Provide access to sustainable, safe, high-quality water and adequate water supplies for emergencies.
- Policy U 1.10** Support the growth of distributed energy resources managed by property owners.
- Policy U 1.11** Support service providers' evaluation of the potential for renewable, recoverable natural gas in existing systems.
- Policy U 1.12** Minimize impacts of telecommunication facilities and towers on surrounding uses and protect community aesthetics by planning for well-sited and well-designed wireless facilities.

### **Goal U 2 Facilitate the provision of appropriate, reliable utility services, whether through City-owned and operated services, or other providers.**

- Policy U 2.1** Continue to explore alternative service provision options for future water service provision in Shoreline, including examining future options in the Seattle Public Utilities and North City Water District service areas.
- Policy U 2.2** 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.
- Policy U 2.3** Advocate for the timely expansion, maintenance, operation, and replacement of utility infrastructure in order to meet anticipated demand for growth identified in the Land Use Element.
- Policy U 2.4** Monitor solid waste collection providers for adequacy of service and compliance with service contracts.
- Policy U 2.5** Support recycling, composting, and waste reduction efforts throughout the community.
- Policy U 2.6** Increase the electrification of space and water heating for new and existing buildings.



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### Utilities Element – Goals and Policies

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**Policy U 2.7** Support the provision of reliable, high-quality cable, satellite, and high-speed internet service throughout the community, promoting equitable access for households of all income levels, and increasing the service area on the western side of the city.

**Policy U 2.8** 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.

**Policy U 2.9** Encourage and work with telecommunication providers to develop networks which employ technologies that increase interconnectivity between different networks.

**Policy U 2.10** 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.

**Policy U 11** Manage the placement of all communication antennas, antenna support structures, buildings, and associated equipment to promote efficient service delivery and avoid unnecessary proliferation.

**Policy U 2.12** Coordinate with natural gas utilities for ongoing maintenance and improvements of existing natural gas service throughout the community.

**Goal U 3** Coordinate with utility providers to ensure utility planning and capital improvement plans consider the City's anticipated growth and the Land Use Element of this plan, with particular focus in high activity areas and Countywide Centers.

**Policy U 3.1** Continue hosting annual utility coordination meeting.

**Policy U 3.2** Coordinate with other jurisdictions and governmental entities in the planning and implementation of multi-jurisdictional utility facility additions and improvements.

**Policy U 3.3** 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.

**Policy U 3.4** 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, environment, or of service delivery.

**Policy U 3.5** Promote the undergrounding of telecommunication lines in coordination with the undergrounding of other utilities and capital facility systems.



# 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

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.

This element covers all public facilities, except transportation system which is discussed in the Transportation Element, and the park system which is discussed in the Parks, Recreation, Open Space, and Arts Element. While specifics on the current inventory and plans for improvements of these two systems are discussion in their respective elements, this Capital Facilities Element does include discussions of financial planning for these networks. More specific funding strategies will also be identified in the individual elements.

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 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, meaning they have capital expenditure costs. Data regarding the projected needs of indirect services such as water, sewer, fire protection, and schools were provided by the local service providers.

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





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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 AND POLICIES**

**Goal CF 1** 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.

**Policy CF 1.1** Advocate and partner with non-City service providers to prioritize capital facility improvements where deficiencies in infrastructure and services have been identified.

**Policy CF 1.2** Actively partner with providers to prioritize deficiencies that pose a threat to public safety or health, or impediments to meeting identified service levels.

**Policy CF 1.3** Work with service providers to ensure that their individual plans have funding policies that are compatible with this element.

**Policy CF 1.4** 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 this Plan.

**Policy CF 1.5** Prioritize funding for improvements to critical City services, such as police, surface water, transportation, and wastewater, over other non-critical infrastructure improvements.

**Policy CF 1.6** Explore all new and existing available funding and financing mechanisms, such as utility rates, bonds, impacts fees, grants, and local improvement districts for funding capital facilities.

**Policy CF 1.7** Evaluate proposed public capital facility projects to identify net costs and benefits, including impacts on transportation, stormwater, parks, environmentally critical area buffer zones, tree canopy, 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.

**Policy CF 1.8** Utilize financing options that best facilitate implementation of the Capital Improvement Plan (CIP) in a financially prudent manner.

**Goal CF 2** 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.

**Policy CF 2.1** 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:



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**Park Facilities:** As established by the adopted 2024 Parks, Recreation, Open Space, and Arts (PROSA) Plan and as provided in the Capital Facilities Supporting Analysis section.

**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.

**Transportation:** 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.

**Wastewater:** Consistent with the level of service recommended in the most recently adopted Comprehensive Sewer Plan.

**Policy CF 2.2** 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:

**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.

**Fire Protection and Emergency Services:** The City is wholly within the boundaries of the Shoreline Fire Department, an independent special purpose fire protection district. The City neither sets nor controls the level of service standards for the Fire Department. The Fire Department is charged with providing fire and rescue services to the area. The Fire Department has established benchmark performance standards following the guidelines established by the Center for Public Safety Excellence.

**Policy CF 2.3** Evaluate and establish designated levels of service to meet the needs of existing and anticipated development.

**Policy CF 2.4** 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.

**Policy CF 2.5** Identify deficiencies in capital facilities based on adopted levels of service and facility life cycles, and determine the means and timing for correcting these deficiencies.

**Policy CF 2.6** Resolve conflicts between level of service standards, capital improvement plans, and service strategies for interrelated service providers.



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**Policy CF 2.7** Work with all outside service providers to determine their ability to continue to meet service standards over the 20-year timeframe of this Plan.

**Goal CF 3** 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.

**Policy CF 3.1** The City’s 6-year Capital Improvement Plan (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.

**Policy CF 3.2** Obtain and maintain an inventory that includes locations and capacities of existing City-managed and non-City-managed capital facilities.

**Policy CF 3.3** 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.

**Policy CF 3.4** Coordinate with public entities that provide services within the City’s planning area in development of consistent service standards.

**Policy CF 3.5** Identify, construct, and maintain infrastructure systems and capital facilities needed to promote the full use of the zoning potential throughout the City.

**Policy CF 3.6** 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.

**Policy CF 3.7** 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.

**Policy CF 3.8** Work collaboratively with school districts to plan for existing and future community needs, including new and expanded schools.

**Goal CF 4** 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.



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**Policy CF 4.1** 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.

**Policy CF 4.2** Increase tree canopy coverage to support climate resilience, stormwater management and water quality improvement in Shoreline's receiving waters.

**Policy CF 4.3** Support coordinated planning for public safety and emergency management services, programs, and infrastructure.

**Policy CF 4.4** Increase the resilience of capital facilities by preparing for climate change and disasters.

*See the Natural Environment Element for more about climate*

**Policy CF 4.5** Track technological innovations to take advantage of opportunities to enhance services or create new utilities, possibly including supporting Electric Vehicle (EV) charging infrastructure.

**Goal CF 5** **Facilitate, support, and/or provide citywide utility services that are:**

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

**Policy CF 5.1** Maximize on-site mitigation of development impacts to minimize the need for additional capital facility improvements in the community.

**Policy CF 5.2** Promote the co-location of capital facilities, when feasible, to enhance efficient use of land, reduce public costs, and minimize disruption to the community and natural environment.

**Policy CF 5.3** 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.

**Policy CF 5.4** 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.

**Policy CF 5.5** Encourage the use of ecologically sound site design in ways that enhance provision of public services and minimize impact on the natural environment.

**Policy CF 5.6** Support local efforts to minimize inflow and infiltration, and reduce excessive discharge of surface water into wastewater systems.

*When water enters the wastewater system in any manner other than the pipes inside of our houses or businesses, it is called Inflow and Infiltration.*



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**Goal CF 6** Maintain and enhance capital facilities that will create a positive economic climate, and ensure adequate capacity to move people, goods, and information.

**Policy CF 6.1** Provide and encourage opportunities for public participation in the development or improvement of capital facilities.

**Policy CF 6.2** Solicit and encourage community input in evaluating whether the City should seek to fund large communitywide capital facility improvements through voter-approved bonds.



# Shoreline Master Program Element Goals and Policies



## **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; and while cities and counties are the primary regulators, the State has authority to review local shoreline management programs and permit decisions.

The SMA, and the City’s Shoreline Master Program, apply to all “shorelines of the state.” Shorelines of the state include all “shorelines” and “shorelines of statewide significance” within Washington. Shorelines, as defined by the SMA, are all water areas together with the lands underlying them, which meet certain flow or acreage criteria. Shorelines of statewide significance are certain water areas that the Legislature has determined to have a unique character warranting special status and protection. Within the City of Shoreline there are only shorelines of statewide significance - the approximately 3.5 miles of Puget Sound coastline. No other water areas within Shoreline meet the criteria set forth in the SMA.

In addition to the actual water areas, the SMA and the City’s Shoreline Master Program apply to shorelands. Shorelands are the area 200 feet landward of the ordinary high watermark (OHWM) of all waters subject to the SMA’s provisions.

The Shoreline Master Program, referenced in this Element’s Supporting Analysis section, contains the background data and analysis that describe the shorelines and applicable development regulations of the city, and provides the foundation for the following goals and policies.

## **GOALS AND POLICIES**

**Goal SMP 1 Provide for economically productive uses that are particularly dependent on their shoreline location or use.**

**Policy SMP 1.1** Plan for economic activity that is water-dependent, water-related, or that provides an opportunity for a substantial number of people to enjoy the shoreline and water.

**Goal SMP 2 Increase public access to publicly owned areas of the shoreline.**

**Policy SMP 2.1** Provide for public access to publicly owned shoreline areas, except where deemed inappropriate due to safety hazards, inherent security problems, conflicts with adjacent uses, or environmental impacts such as erosion or habitat impairment.



**Goal SMP 3 Develop public and private recreation opportunities that are compatible with adjacent uses and that protect the shoreline environments.**

**Policy SMP 3.1** Provide for the preservation and enlargement of public and private recreational opportunities and recreational facilities along the shoreline, including but not limited to, parks and recreational areas, wherever appropriate.

**Goal SMP 4 Provide inter-connected, efficient, and safe transportation networks to and around the shoreline to accommodate vehicles, transit, pedestrians, and cyclists to improve public access.**

**Policy SMP 4.1** Provide for a safe and adequate circulation system, including existing and proposed major thoroughfares, transportation routes, terminals, and other public utilities and facilities within the shoreline jurisdiction that benefit permitted uses and public access to shoreline without degrading the environment or aesthetic values of the area.

**Goal SMP 5 Regulate land use patterns to locate activity and development in areas of the shoreline that will be compatible with adjacent uses and sensitive to existing shoreline environments, habitat, and ecological systems and future conditions resulting from climate change.**

**Policy SMP 5.1** Include protections for the natural environment and adjacent uses in the Shoreline Development Code, Point Wells Subarea Plan, Saltwater Park master planning efforts, and other regulatory framework for development along the shoreline.

**Goal SMP 6 Conserve and protect the natural resources of the shoreline including, but not limited to, scenic vistas, aesthetics, and vital estuarine areas for fisheries, and wildlife protection with a focus on planning for climate change resilience and adaptation.**

**Policy SMP 6.1** Through the use of best available science, develop and implement siting criteria, design standards, and best management practices that promote the long term enhancement of unique shoreline features, natural resources, and fish and wildlife habitat.

**Goal SMP 7 Identify, preserve, protect, and restore shoreline areas, buildings, and sites having historical, educational, scientific, and/or cultural values, including important historic, cultural, and environmental values to tribes.**

**Policy SMP 7.1** Educate citizens about historical, cultural, tribal, and scientific significance of shoreline structures, amenities, and functions.



**Goal SMP 8** Protect properties in the shoreline jurisdiction, including those owned by the City of Shoreline and others, from losses and damage created by flooding and landslides along the coast and sea-level rise.

**Policy SMP 8.1** Seek equitable regional solutions to flooding and landslide hazard problems through coordinated planning with local, state, and federal agencies and organizations, other appropriate interests, and the public.

**Policy SMP 8.2** Increase resilience by planning for, mitigating and adapting to potentially altered environmental conditions along the coastline resulting from climate change.

**Policy SMP 8.3** Projected sea level rise should be considered in determining the shoreline buffer areas or setbacks in which development is not permitted, and provide those regulations be implemented for such policy.

**Goal SMP 9** Increase shoreline resilience by improving water quality, reducing the impacts of flooding events and restoring natural areas, vegetation, and habitat functions.

**Policy SMP 9.1** Seek funding for restoration projects within the shoreline jurisdiction.

**Policy SMP 9.2** Require development proposals to address habitat restoration and water quality.

**Policy SMP 9.3** Promote fish passage and nutrient transfer in discussions with other municipalities that border the Puget Sound and BNSF railroad.