



Natural Environment Element Supporting Analysis



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BACKGROUND AND CONTEXT

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

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

This supporting analysis informs the goals and policies of the natural environment element of the comprehensive plan to achieve Shoreline's vision for a sustainable future.



CRITICAL AREAS

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

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

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

Drinking water comes from surface systems, which originate in the Cascade Mountains and flow predominantly through the Tolt River, and is distributed by the Shoreline Water District and Seattle Public Utilities.

Olympic View Water and Sewer District (Olympic View) is located north of the city limits, providing water and sewer service to the Town of Woodway and a portion of City of Edmonds. There are two wellhead protection areas within the district. These wellhead protection areas are also identified as CARAs by the City of Edmonds. The buffer for the outermost wellhead protection zone of Olympic View's Deer Creek Springs extends approximately 300-feet south of 244th Street SW, between Greenwood Avenue N and approximately 530-feet east of I-5 (approximately 15.7 acres in size). This area within city limits has been identified to be further evaluated as part of the City's update to the critical areas code, anticipated within 6-months after the adoption of this Comprehensive Plan (June 2025). Regulations will be included in the critical areas code, as determined necessary pursuant to the GMA.

Wetlands

Wetlands perform valuable functions that include surface and flood water storage, water quality improvement, groundwater exchange, stream base flow augmentation, and biological habitat support. The approximate location and extent of wetlands are inventoried in a wetland data layer maintained by the City of Shoreline geographic information system (GIS) and depicted in the Water Features Map at the end of this chapter ([Figure NEA-2](#)).

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

Under the Shoreline Municipal Code, wetlands are designated using a tiered classification system (from Type I to Type IV) based on size, vegetative complexity, and the presence of threatened or endangered



species. All wetlands, regardless of size, are regulated under the Shoreline Municipal Code. When a development is proposed on a site with known or suspected wetlands, a wetland evaluation is required to verify and classify wetlands and delineate boundaries and buffer areas. The State Department of Ecology mandates minimum wetland buffer areas based on typology and other factors.

Geologically Hazardous Areas

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

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

The approximate location and extent of geologic hazards are inventoried in a data layer maintained by the City of Shoreline geographic information system (GIS) and depicted in Critical Area Geologic Features Map at the end of this chapter (Figure NEA-3).

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

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

What is a Landslide?

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

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



Flood Hazard Areas

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

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

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

FEMA’s National Flood Hazard Layer (NFHL) Viewer is a publicly available, interactive web map that can show the classification of Shoreline’s surface waterbodies. Any area with a 1% or higher change of experiencing a flood each year is considered to have high risk and are identified as special flood areas. These special flood areas have at least a one-in-four chance of flooding during a 30-year mortgage. This impacts property owners with a federally backed mortgage by requiring them to buy flood insurance.

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

The approximate location and extent of flood hazards are inventoried in a data layer maintained by the City of Shoreline geographic information system (GIS) and depicted in the Water Related Critical Areas Map at the end of this chapter (Figure NEA-2).

Fish and Wildlife Habitat Conservation Areas

Fish and wildlife habitat conservation areas are lands identified for maintaining populations of species in appropriate habitats within their natural geographic network, so that the habitat available is sufficient to support viable fish and wildlife populations long-term. Fish and wildlife habitat conservation areas include areas with which State and Federal designated threatened, endangered, and sensitive species have a primary association as well as priority species and

Areas of Shoreline with Zone AE:

- Small portions of Puget Sound shoreline
- Ronald Bog

Areas of Shoreline with Zone A:

- Boeing Creek
- Hidden Lake



habitats listed by the Washington State Department of Fish and Wildlife (WDFW), including corridors which connect priority habitat, and those areas which provide habitat for species of local significance, which have been or may be identified in the City of Shoreline Comprehensive Plan. Streams and their associated buffers are also considered fish and wildlife habitat conservation areas, even if priority species are not present.

The approximate location and extent of fish and wildlife habitat areas are inventoried in a data layer maintained by the City of Shoreline geographic information system (GIS) and depicted in the Water Related Critical Areas Map at the end of this chapter ([Figure NEA-2](#)).

Lakes

There are three lakes in the city: Echo Lake, Ronald Bog, and Twin Ponds. Like most small urban lakes, Shoreline’s lakes contain pollutants and contaminated runoff, including fertilizers and pesticides from lawns and gardens, oils, greases, heavy metals from vehicles, and fecal coliform bacteria. As urban development occurs, the process by which the nutrient level and vegetation in these lakes increases has accelerated. To combat this rapid acceleration, Ronald Bog and Twin Ponds have been historically dredged, but will eventually revert to bogs. The approximate location of these lakes are inventoried in a data layer maintained by the City of Shoreline geographic information system (GIS) and depicted in the Water Related Critical Areas Map at the end of this chapter ([Figure NEA-2](#)).

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

Streams, Creeks, and Drainage

There are six watersheds within the City of Shoreline boundary: Boeing, McAleer, Lyons, Thornton, Puget Sound Drainages, and West Lake Washington. McAleer, Lyons, Thornton, and West Lake Washington watersheds all eventually flow into Lake Washington. Boeing and the Puget Sound Drainages flow directly into Puget Sound. Each of these watersheds have numerous small streams and creeks, with the primary ones being Boeing Creek, Thornton Creek, McAleer Creek, and Lyons Creek. The approximate location and extent of these watersheds are inventoried in a data layer maintained by the City of Shoreline geographic information system (GIS) and depicted in the Drainage Basins Map at the end of this chapter ([Figure NEA-5](#)).

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



CLIMATE CHANGE

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

The ramifications of climate change touch every aspect of life: human health, infrastructure, coastal areas, ecosystems, water quality and availability, food systems, wildlife habitats, weather, and the vitality of farms and forests. Further, climate change impacts will be felt first and worst by frontline communities. The effects of climate change exacerbate historic and current inequities. For over a decade, the Washington State Department of Ecology has strategized how best to address these challenges head-on.

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

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

The City of Shoreline has been proactive in addressing climate change and adopted a climate action plan back in 2013. In December 2022, City Council adopted the [2022 Climate Action Plan \(CAP\)](#). The CAP outlines key actions the City will take to reduce community-wide greenhouse gas emissions and prepare our community for the impacts of climate change. In 2023, the City released its first progress report detailing the actions taken by the City Council, City staff, and the Shoreline community, making progress toward the City's overall Climate Action Plan goals - [2023 Year in Review](#).

Three main goals of Shoreline's Climate Action Plan:

Goal 1: Reduce Emissions

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

Goal 2: Enhance Ecosystem Health & Sequestration

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

Goal 3: Increase Resilience & Preparedness

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



SUSTAINABILITY

Shoreline residents, elected and appointed officials, and staff place a priority on sustainable land use and building practices, resilience of natural systems and communities and reducing the City’s greenhouse gas emissions. Recent actions have focused on confronting and lessening the effects of the climate crisis. The city has actively engaged in a number of environmental initiatives related to sustainability and climate change summarized in the following section.

Federal, State, and County Programs:

United States Conference of Mayor’s Climate Protection Agreement¹

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

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

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

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

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

The Green City Partnerships Program³

The Green City Partnership program is a collaborative initiative aimed at enhancing urban green spaces and promoting ecological resilience within cities in the greater Puget Sound area.

Through the Green City Partnership, cities work together to identify priority areas for restoration, such as parks, natural areas, and greenbelts. These areas are often degraded or underutilized due to urban development or invasive species encroachment.

¹ (The United States Conference of Mayors, 2024)

² (Forterra, Land for Good, 2024)

³ (Forterra, Land for Good, 2024)



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

King County-Cities Climate Collaboration⁴

The King County-Cities Climate Collaboration (K4C) is a partnership of local governments working together to accelerate climate action. It is a combination of knowledge, resources, and advocacy power to shape policy and programs that address the climate crisis in King County and across the State.

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

Partners work together to reduce harmful greenhouse gas emissions by sustainably increasing mobility, investing in renewable energy, promoting clean energy use in buildings and vehicles, and expanding farm and forest protection. Shoreline staff and elected officials are active participants in the K4C.

Tree City USA⁵

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

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

⁴ (King County, 2024)

⁵ (Arbor Day Foundation, 2024)



Shoreline became a recognized City by Tree City USA in 2013. To qualify for this designation, the City adopted Ordinance 617, creating a Tree Board, and Ordinance 627, a street tree ordinance. In 2013, Shoreline also received a \$10,000 Community Urban Forestry Assistance Grant from the Washington Department of Natural Resources (WA DNR) to create an Urban Forest Strategic Plan (UFSP). In 2023, after almost ten years of Citywide growth and changes, an update of the plan was needed. After a thorough review by the community, staff, the Tree Board, and City Council, completed strategies were identified, and new strategies were created. These changes were integrated into the existing UFSP, and in the fall of 2023, the City Council approved the updated [Urban Forest Strategic Plan](#).

City Programs:

Climate Action Plan, 2022

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

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

Sustainable Transportation

Transportation is Shoreline’s largest source of greenhouse gas emissions and most of these emissions come from gasoline powered vehicles (55%). The City of Shoreline is taking steps to reduce emissions by increasing the availability, safety, and connectivity of multi-modal transportation options such as public transit, walking, and bicycling. The City is building pedestrian improvements through the voter-approved sidewalk program, grant-supported multimodal corridors and transit projects, as well as frontage improvements for developers. Bicycle improvements are considered during these design efforts as part of a complete streets approach. The City also works with transit agencies advocating for a complete network with safe, convenient, and reliable service; and bringing new transit options to the community. The City promotes the use of transportation options through public events and programs such as Commute Trip Reduction in coordination with major employers, and transit-supportive land use. Current efforts the City is pursuing include:

- 1. Updating and Implementing the Transportation Master Plan:** Guided by community feedback, the Transportation Master Plan will help create a transportation network that is safe and convenient for all users and all forms of travel. The plan provides guidelines for:
 - a.** Improving safety, especially for walking and biking.
 - b.** Making transportation options more accessible for people to get to where they need to go whether they choose to walk, bike, use transit, drive carshare, or a combination of these.
 - c.** Planning for how and what the City needs to keep city-wide travel efficient as Shoreline's population grows, including transit-supportive land use policies and options to establish shared use mobility hubs.



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- 2. Implementing a Bike and Scooter Share Pilot Program:** In August 2024, the City launched a two-year pilot program for a scooter and bike share mobile app service. This new program supports our commitment to sustainable transportation by creating a travel option that can be used for a portion or all of your trip instead of a drive alone trip.
- 3. Electrifying the City Fleet:** The City set a goal to replace all light and medium-duty vehicles and off-road equipment in our City fleet with electric alternatives by 2030. As of 2023, 24% of our light and medium-duty vehicles and 23% of our off-road equipment are electric or hybrid. These vehicles not only produce low to zero carbon emissions but are also more cost-effective for the City to operate.
- 4. Promoting and Facilitating a Switch to Electric Vehicles:** The City conducted an electric vehicle charging feasibility study to identify areas where charging may be needed, engaged residents and property owners of affordable and multifamily housing to discuss opportunities and barriers, and engages local utilities to explore strategic partnerships in advancing electric vehicle charging and promote EV use.

Buildings & Energy Programs

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

Energize Shoreline

Energize Shoreline is a program that provides free educational workshops about heat pump technology and exclusive savings on heat pumps for Shoreline residents. The 2024 pilot program proved to be a success with the installation of heat pumps across a wide variety of homes, as well as increasing resident awareness around heat pump technology and available rebates.

Clean Buildings

In 2021, City Council approved [an ordinance that bans fossil fuels](#) in new commercial and large multi-family construction projects for space heating and most water heating. As a result, Shoreline became the second city in the Pacific Northwest region to adopt a policy that helps accelerate the transition to all-electric buildings by eliminating most fossil fuel uses from new commercial and large multi-family development.

Deep Green Incentive Program

Shoreline developed the Deep Green Incentive Program (DGIP), a tiered program that offers various incentives to developments that achieve various green building certifications. This program took effect on April 25, 2017 via [Ordinance No. 760](#) and was amended in April 2019 through [Ordinance No. 839](#). Two key incentives of this program are expedited permit review and waived/reduced building permit review fees. The DGIP encourages the highest standard for green building within the city to address greenhouse gas emissions from new buildings.

Zero Waste

According to the Environmental Protection Agency (EPA), Municipal Solid Waste (MSW) landfills are the third-largest source of human related methane emissions in the United States, accounting for roughly 14%



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of these emissions in 2021.⁶ On a local scale, roughly 70% of the waste that Shoreline and other communities send to the King County landfill could have been recycled, composted, repaired, reused, or kept out of the landfill some other way. Greenhouse gases are released at every stage of a product or service's life cycle, from raw material extraction to manufacturing, transportation, use, maintenance, and disposal. The majority of these emissions happen outside Shoreline's borders, impacting community health and harming ecosystems globally. Although Shoreline lacks direct control over all emissions, it can promote their reduction by implementing policies, making sustainable purchasing decisions, and offering education and resources to help the community recognize the effects of their consumption. There is huge opportunity to reduce landfill waste and to therefore reduce greenhouse gas emissions. The City of Shoreline has a number of programs to help reduce personal and city produced waste including:

Reducing Single-Use Food Serviceware:

As of June 1, 2024, food service businesses must use reusable tableware and condiment containers for on-site dining and compostable materials for takeout and to-go orders.

Shoreline Tool Library:

In fall 2023, Shoreline and Lake Forest Park received nearly \$100,000 to pilot a Shoreline Tool Library and Reuse Center (Tool Library) through [King County's Re+ City Grant program](#). We have partnered with [Seattle REconomy](#) to launch a full circular economy marketplace—a single location that houses a suite of complementary reuse and repair services, including a tool library, reclaimed material store, and space for hosting repair and educational events.

Expanding Special Item Recycling:

The City piloted programs at multifamily properties and City facilities focused on recycling specialty items like Styrofoam, [batteries and plastic bags](#). To date, we've partnered with more than a dozen multifamily to install free onsite specialty recycling stations for their tenants. The City has also established a longstanding battery recycling program where Shoreline residents can safely dispose of household batteries for free at [public drop-off locations](#) throughout the city.

Increasing Access to Recycling and Composting:

We've implemented programs to help Shoreline residents compost more and recycle better. [Apartment and condos](#) can get free compost service, recycling assistance, and resident education supplies and materials from the City. Since 2022, more than 2,000 residential units at nearly 20 multifamily properties have composted more than 150,000 lbs. of kitchen food scraps, pizza boxes, and other food-soiled paper products, ensuring these materials get turned into nutrient-rich soil instead of going to the landfill.

Reducing Contamination in Recycling and Composting :

In partnership with the City's local waste hauler, we developed a contamination monitoring plan to help ensure our recycle and compost waste streams are clean and materials can be processed into new products. By reducing contamination, we keep the value of recycled and composted materials high, which in turn contributes to more robust domestic recycling markets and a more circular economy.

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



Healthy Ecosystems

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

Soak It Up

The City of Shoreline offers technical and financial assistance to Shoreline residents, schools, and businesses to support the installation of rain gardens and native landscaping on private property.

Communi-Trees

Communi-trees a City program aimed at growing and maintaining trees for a healthy Shoreline. Shoreline residents, schools, churches, and businesses can receive a free tree through Communi-trees. Trees provide a wide range of benefits. They clean our air, create shade, relieve stress, and make our community more beautiful.

Natural Yard Care Workshops

The City of Shoreline provides Natural Yard Care workshops to help community members create beautiful, productive gardens without pesticides, herbicides, and other garden chemicals. Over the years many gardening topics have been covered, such as landscaping, lawn care, food production, choosing native plants, and rainwater capture and mitigation.

Community Volunteer Programs

The City of Shoreline offers several ongoing volunteer programs that connect people to and support our local environment. These include Green Shoreline Partnership restoration work parties; Adopt-a-Drain volunteer program, where volunteers care for nearby storm drains in an effort to reduce pollution in local waterways; and King County Lake Stewardship at Echo Lake, where volunteers collect water quality samples to measure the lake’s long-term health trends.

Resilient Communities

As climate change progresses, its effects are growing in frequency, severity, and reach. Shoreline is grappling with the region’s rising temperatures, intensified heatwaves, prolonged wildfire seasons, heightened wildfire risks and smoke exposure, as well as increased instances of localized flooding due to intense rainfall. Climate change exacerbates existing social and racial disparities, disproportionately impacting communities already vulnerable to these environmental changes and lacking adequate resources for adaptation. The 2022 Climate Action Plan focuses on addressing the impacts of climate change on vulnerable community members. The city has a number of programs related to community resilience, including:

Environmental Mini Grants

The City of Shoreline offers grants up to **\$5,000** per application to individuals, community groups, schools, churches, and business owners for projects that benefit our environment and community. Projects are prioritized that address one or more of the City’s focus areas, including preparing the community for climate change impacts, preventing and reducing waste, protecting and restoring our natural habitats, and using less fossil fuels in our cars and buildings.



Sustainability Report, 2023

In August 2022, Shoreline City Council adopted [Resolution 494](#) to formally recognize climate change as an emergency threatening our community’s health and well-being. The resolution directs all City departments to help reduce greenhouse gas emissions and increase resilience to climate change impacts – like hotter temperatures, wildfire smoke, and flooding – projected to worsen over the next ten years. The City of Shoreline produces an annual report that outlines key actions taken to support the implementation of the Climate Action Plan. The annual report highlights the progress the City has made towards the outlined strategies in the CAP:

1. Transportation and Mobility

Strategy 1: Reduce communitywide driving

Strategy 2: Accelerate electric vehicle adoption

2. Buildings and Energy

Strategy 1: Electrify space and water heating for new and existing buildings

Strategy 2: Increase energy efficiency of new and existing buildings

Strategy 3: Increase renewable energy generation and access

Strategy 4: Support affordable green buildings that conserve water and protect habitat

3. Zero Waste

Strategy 1: Reduce per capita waste generation, especially food waste

Strategy 2: Increase diversion rates and access to recycling and composting services

4. Ecosystems and Sequestration

Strategy 1: Maintain and increase tree canopy and urban forest health

Strategy 2: Increase soil sequestration in natural and landscaped areas

5. Community Resilience and Preparedness

Strategy 1: Ensure that new buildings, land use decisions, and public infrastructure improvements increase resilience to current and future climate impacts

strategy 2: Strengthen community and municipal emergency preparedness in consideration of predicted climate impacts such as extreme heat, flooding, wildfire smoke, and drought

Strategy 3: Increase community awareness of climate change impacts and mitigation and support community-based efforts that increase resilience



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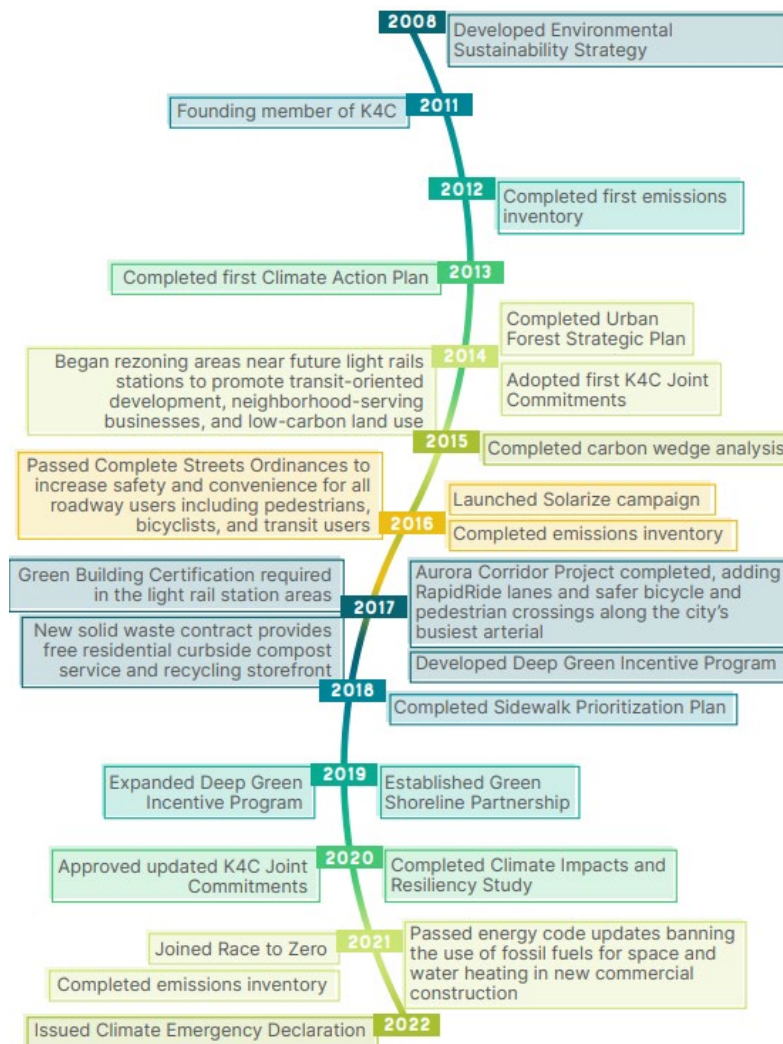


Figure NEA-1 - History of Sustainability in Shoreline, as depicted in Shoreline's 2022 Climate Action Plan.

Vegetation Protection

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

Residents characterize the city as a wooded community; this is often cited as a key reason for locating in the area. Large evergreen trees can be seen rising above residential neighborhoods, on hilltops, and even on the periphery of Aurora Avenue. As the city becomes more urbanized, it is a priority to maintain and enhance the tree canopy, and in 2013, the City became recognized as a Tree City. The City has also developed Vegetation Management Plans for each park and will track tree canopy over time to gauge the effect of policies related to tree retention and replacement.



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

The tree canopy is inventoried in a data layer maintained by the City of Shoreline geographic information system (GIS) and depicted in the Tree Canopy Coverage Map at the end of this chapter (Figure NEA-4).

Habitat Protection

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

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

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

WDFW provides management recommendations for priority species and habitats that are intended to assist landowners, users, and managers in conducting land use activities in a manner that incorporates the needs of fish and wildlife. Management recommendations are developed through a comprehensive review and synthesis of the best scientific information available. The City has reviewed the PHS management recommendations developed by WDFW for species identified in Shoreline, and used them to guide the development of critical areas regulations that fit the existing conditions and limitations of Shoreline's relatively urbanized environment.



Water Quality, Drainage, and Groundwater

Shoreline has six separate drainage basins: Lyons, McAleer, Thornton, and Boeing Creek, and Puget Sound (north and south). Along the western half of the city, the Boeing Creek Basin drains directly into Puget Sound. The Middle Puget Sound basins drain into Puget Sound via small creeks and surface water systems. The McAleer Creek Basin in the northeastern portion of the city drains into Echo Lake and Lake Ballinger, and eventually into Lake Washington. The approximate southeastern portion of the city drains to Lake Washington via Thornton Creek. Small portions of the city at the north and northeastern edges drain into Lake Washington through small creeks and surface water systems. See [Figure NEA-5](#) for a map of these drainage basins.

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

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

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

Air Quality

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



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

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

EMERGENCY MANAGEMENT

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

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

HAZARDS AND MITIGATIONS

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

Seismic Activity

Washington experiences earthquakes almost daily, with the majority being too minor to be noticeable or cause harm. However, infrequent but substantial earthquakes pose a significant threat to the essential infrastructure we rely on in our daily lives, including buildings, roads, bridges, dams, and utilities. Due to its geological context, Washington ranks second in the United States for the risk

Shoreline's Emergency Management Plans

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

- [Regional Coordination Framework for Disasters and Planned Events Agreement](#)
- [City of Shoreline Hazard Mitigation Annex](#)
- [Comprehensive Emergency Management Plan](#)
- [Debris Management Plan](#)
- [Disaster Recovery Plan](#)



of encountering these sizable and destructive earthquakes. The following zones pose the most frequent and significant risk:

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

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

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

Severe Weather

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

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

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



Critical infrastructure is more likely to be impacted or damaged as a result of severe weather. Trees that are overgrown or have blown down can damage overhead power lines, resulting in downed lines cutting power to residents. Power outages could also result in disruption to the water systems. Sanitation and water systems could experience contamination or overflow problems.

Wildland Fire

Before the 20th century, the dry, inland forests of Washington and Oregon were subject to dynamic fire regimes driven by both lightning ignitions and intentional burning practices within Indigenous cultures. The frequent occurrence of fires played a crucial role in the ecosystem by clearing grasses, shrubs, small trees, and dead leaves—potential fuel for future fires. It also contributed to forest health by fostering the prevalence of species resilient to fire across the landscape. However, the adoption of fire suppression practices by the U.S. Forest Service in the 1900s significantly reduced the frequency of fires across all severity levels⁷. Coupled with other impacts from land use, this shift led to the creation of denser and less diverse modern forests that are less equipped to withstand the challenges posed by climate change and ecological disturbances.

Wildland fires in Washington State and surrounding states have become increasingly more common and severe. The direct risk of wildland fire to Shoreline is low as the City is not near the Wildland Urban Interface (WUI)⁸; however, the air pollution caused by wildland fires in the summer months impact residents across the state. Decreases in air quality due to wildland fires are further discussed in the ‘Air Quality’ section above. Specific areas, such as Richmond Beach Saltwater Park, the Highlands neighborhood, and Innis Arden, may be vulnerable fires because they are highly vegetated areas with limited ingress and egress for emergency vehicles.

Volcanic Eruption

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

Hazardous Material

Three major rights-of-way traverse Shoreline and are used to transport hazardous material. These are the BNSF railroad, which is located along the western shore of the city; State Highway 99/Aurora Avenue N, which runs in the north-south direction through the middle of the city; and Interstate 5, which is parallel and east of Aurora Avenue N. Although the identity and quantity of what is being transported is unknown, Shoreline has a similar vulnerability for spillage as the rest of King County, which has one of the highest

⁷ Forest History Society, U.S. Forest Service Fire Suppression

⁸ Washington State Department of Natural Resources, Wildland Urban Interface, Interactive Map



probabilities in the state due to the large amounts of industry and port facilities in the area. Hazardous materials may be explosive, flammable, combustible, corrosive, reactive, poisonous, or radioactive, as well as solid, liquid, or gaseous. Releases can affect both human and ecological health. The severity depends on the type and amount of chemical released, and the effects range from minor to catastrophic.

Tsunami/Seiche

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

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

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



NATURAL ENVIRONMENT MAPS
 Figure NEA-2 – Critical Area Water Features

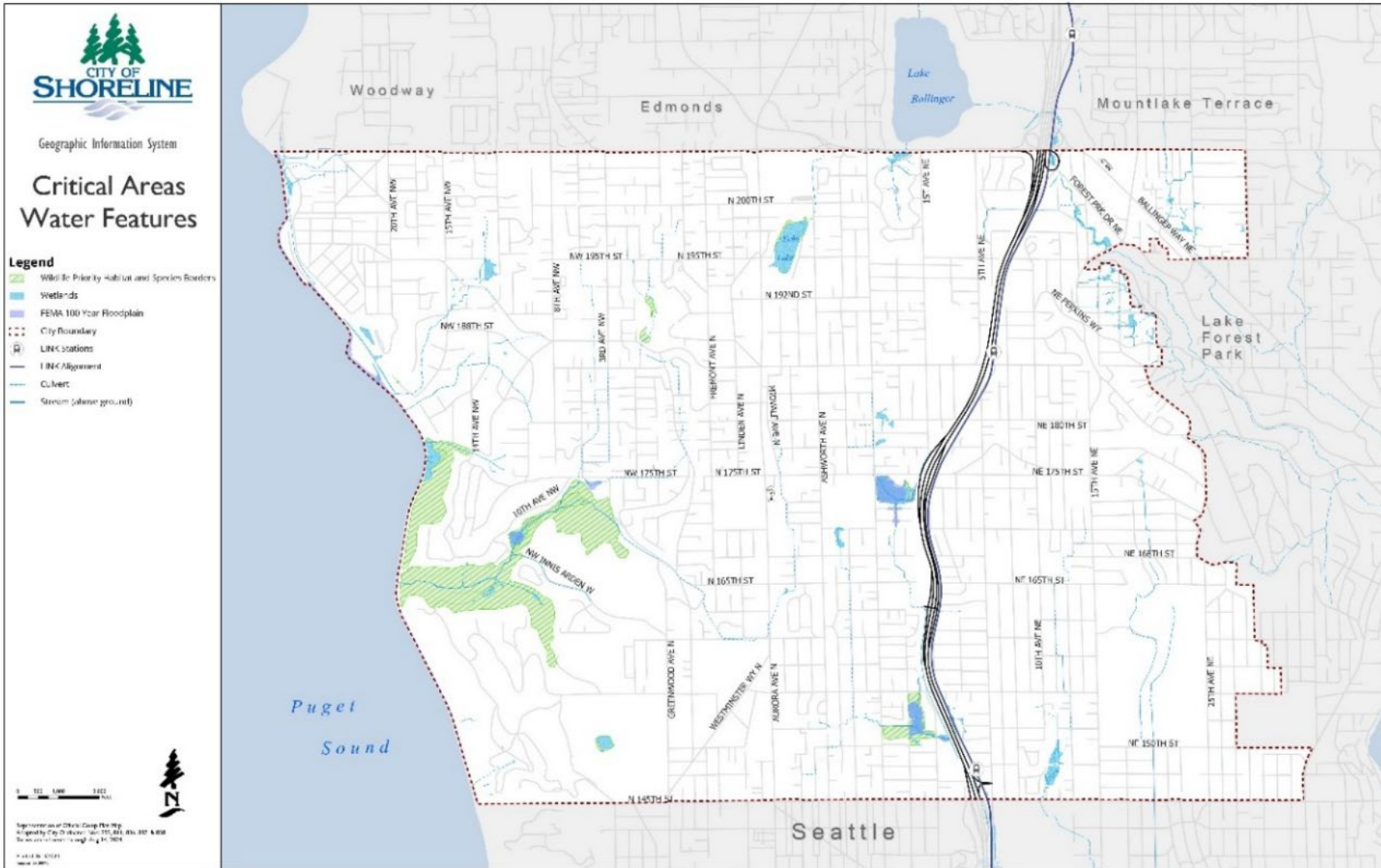
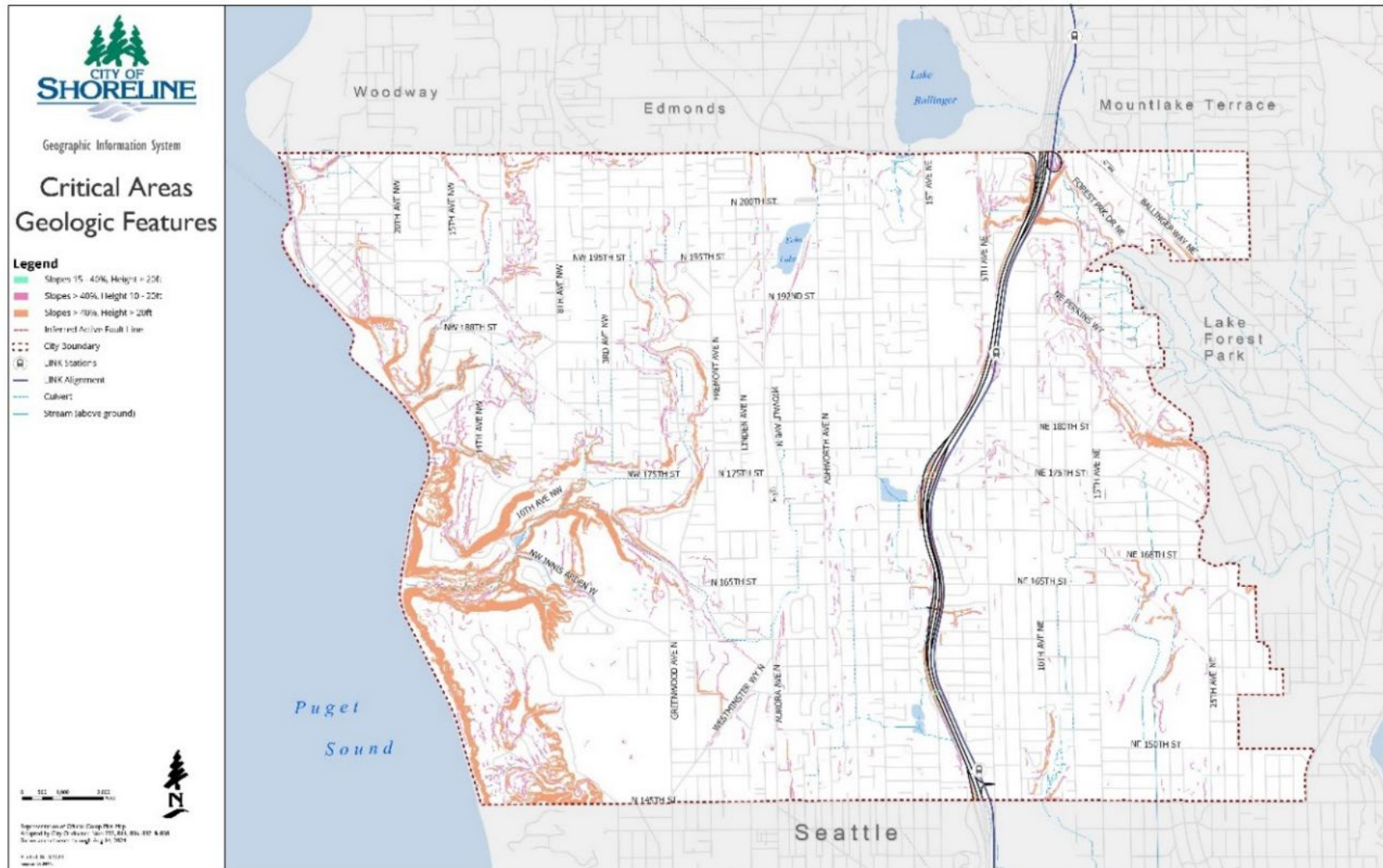




Figure NEA-3 – Critical Area Geologic Features





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Figure NEA-5 – Drainage basins





Land Use Element

Supporting Analysis



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BACKGROUND AND CONTEXT

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

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



EXISTING CONDITIONS

Existing Land Use

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

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

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

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

Figure LUA-1
Inventory of Existing Land Uses

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



Population

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

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

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

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

Residential and Employment Growth Targets and Capacity

The King County Countywide Planning Policies (CPPs) establish residential and employment growth targets for all the municipalities in King County, as well as growth targets for the unincorporated portions of the county. The State Office of Financial Management develops growth targets for each county based on its forecast for statewide growth over the next 20 years. In King County, the County and cities work collaboratively to allocate the targets to smaller areas based on City policies and policies in the CPPs. For the 20-year period 2024-2044, Shoreline has a growth target of 13,330 new housing units and 10,000 new jobs. Due to economic fluctuations, over portions of the 20-year period, the city may see more or less growth than this target. With this Comprehensive Plan update, Shoreline must demonstrate capacity to accommodate these housing and job targets.

Residential and Job Growth Capacity

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

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



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

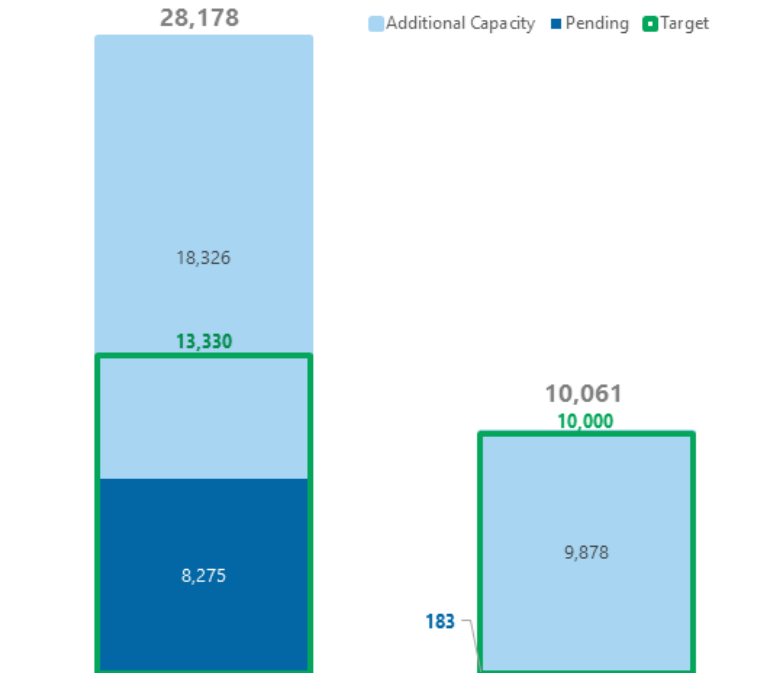


Figure LUA-3 – Employment and Housing Unit Growth Target Analysis.

GROWTH STRATEGY

Identify Growth Areas

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

Allocate Households/Jobs to Growth Areas

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

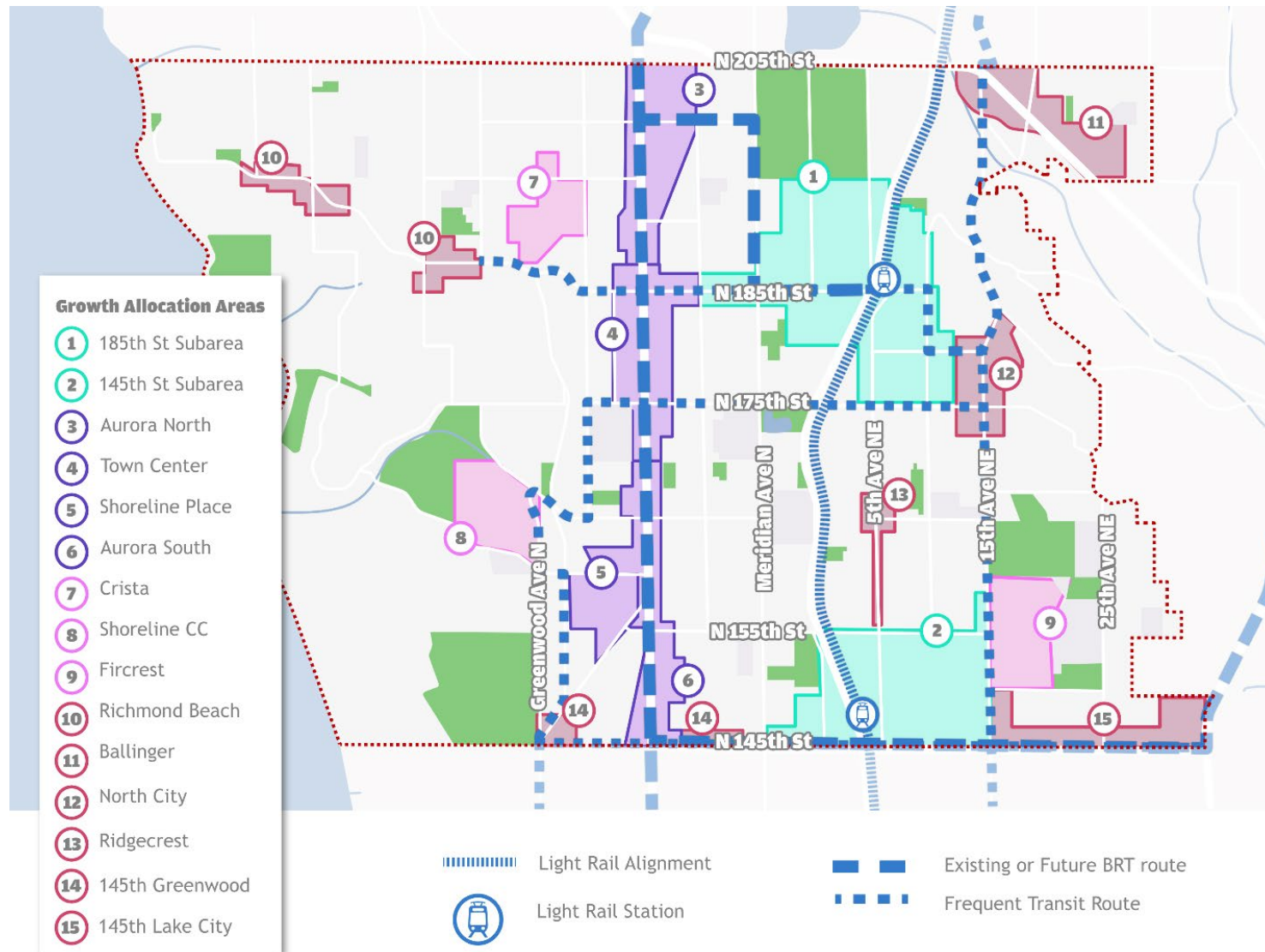


Figure LUA-4 – Allocated job and housing growth by growth areas.

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



Figure LUA-5 – Growth Allocation Areas





Growth Allocation Methodology

Divide Growth Areas into TAZs

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

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

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

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

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

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

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

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



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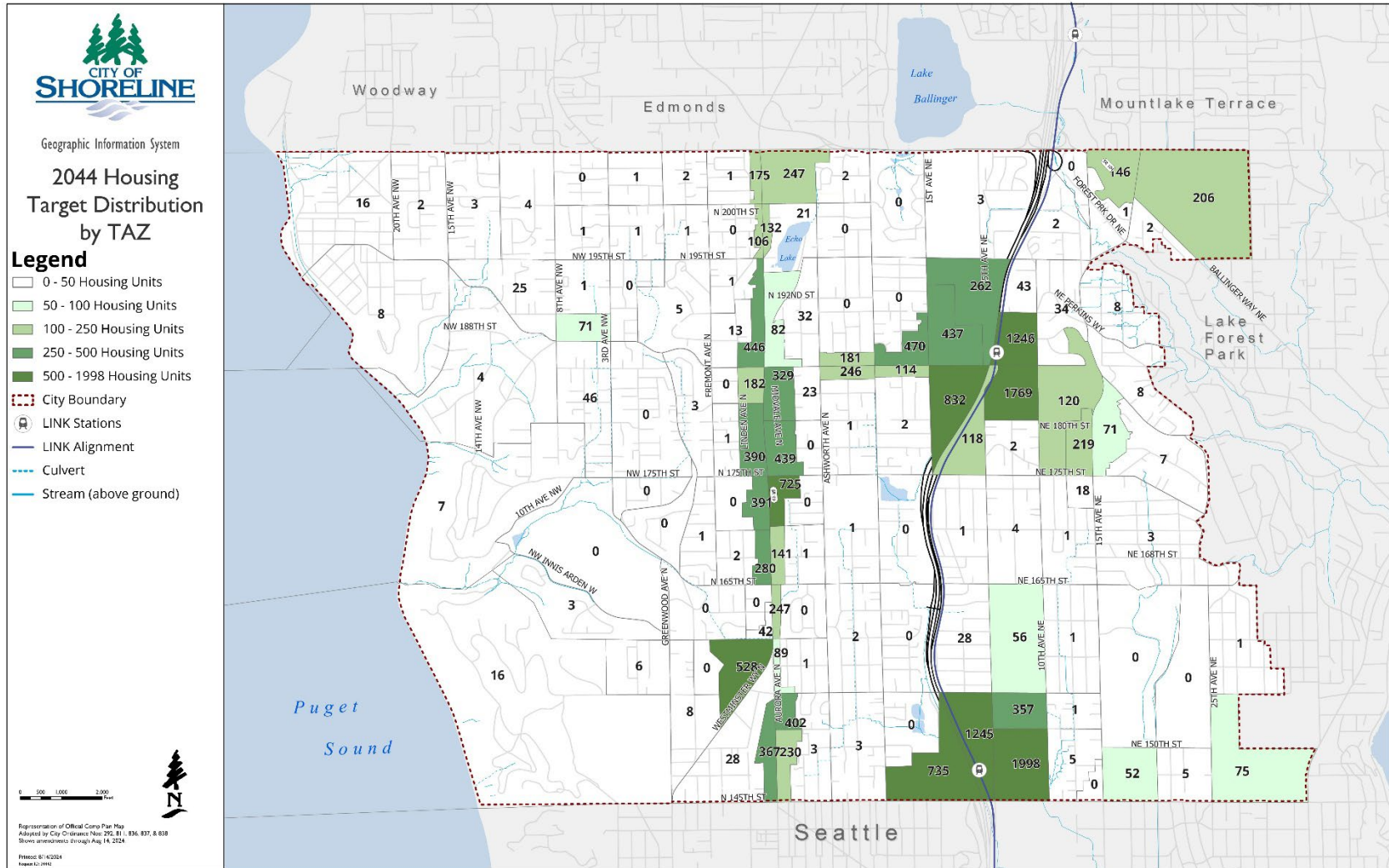
Spread Low-Density Household Growth

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

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



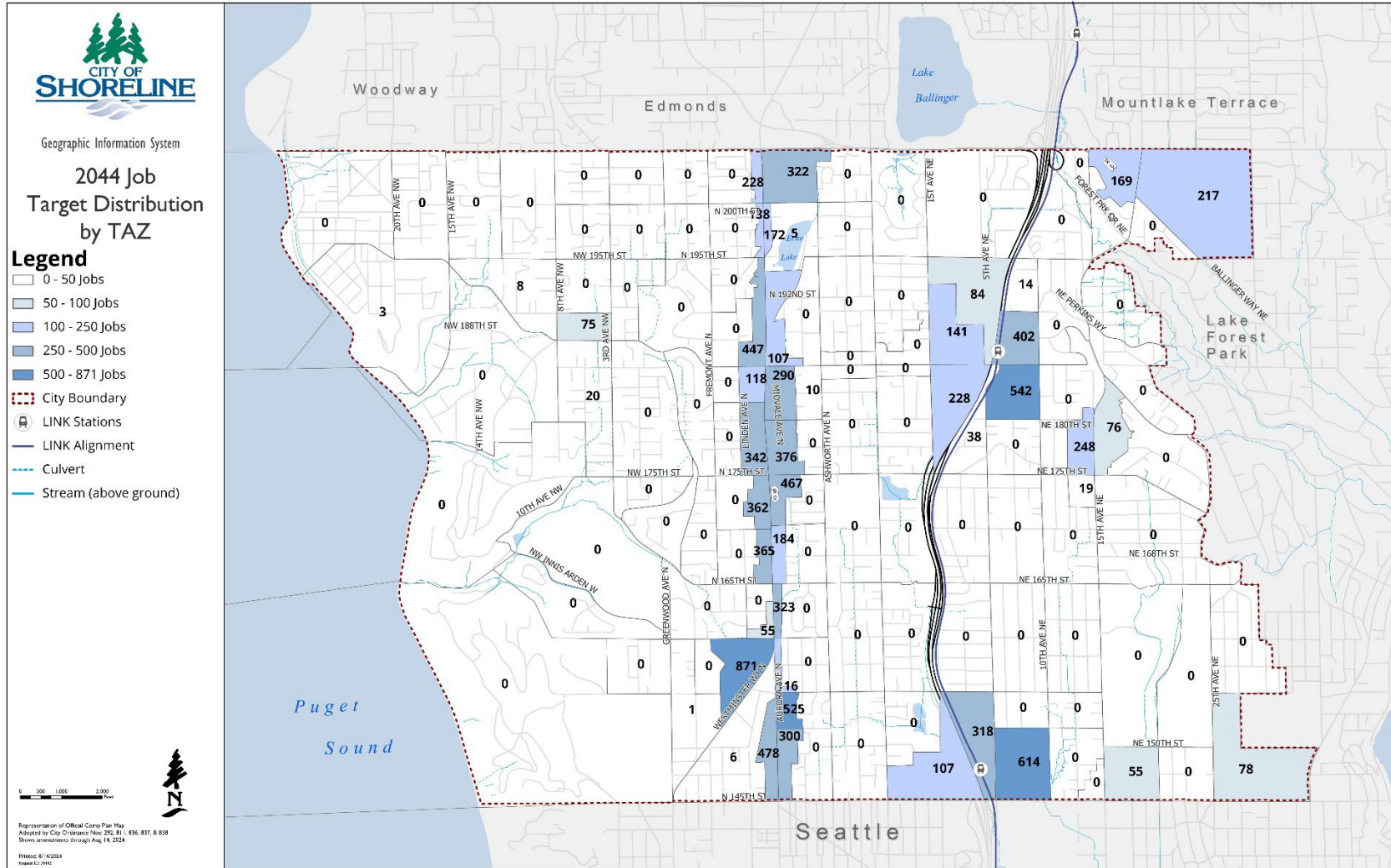
Figure LUA-6 – Housing Capacity by TAZ





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Figure LUA-7 – Job Capacity by TAZ





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SUBAREA PLANS

Town Center

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

Southeast Neighborhoods

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

185th Street Station

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

145th Street Station

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

ESSENTIAL PUBLIC FACILITIES

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

The GMA defines essential public facilities as those “that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities as defined in RCW 47.06.140, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020.” Factors that make these facilities difficult to site include the number of jurisdictions affected or served by the facility; the size of the facility; and the facility’s potential adverse



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impacts, such as noise, odor, traffic, and pollution generation. The facilities can be either desirable or undesirable to jurisdictions. Some of the facilities are privately owned and regulated by public entities. Facilities also can be owned by the State and used by residents from throughout the state, such as universities and their branch campuses.

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



Housing Element

Supporting Analysis



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BACKGROUND AND CONTEXT

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

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



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PSRC VISION 2050 and King County Countywide Planning Policies

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

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

Shoreline has worked to meet all of these state, region and county requirements in the updates to the comprehensive plan. The goals and policies for Shoreline’s housing element are informed by the supporting analysis. Much of this data is a “snapshot” or point-in-time data. The City will continue to monitor these and other data points to inform City actions and policy direction to meet Shoreline’s housing needs.

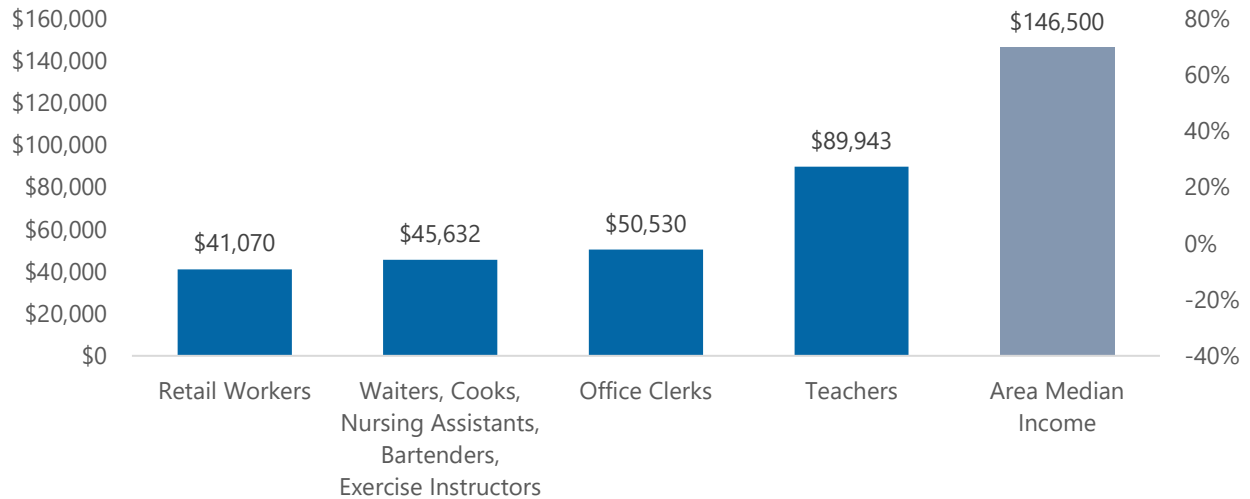
Definition and Measure of Housing Affordability

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

For additional context, Figure 1 below shows sample salaries for major job sectors in Shoreline in 2023. Shoreline’s minimum wage in 2023 is \$15.74. Shoreline has not adopted a higher minimum wage than the Washington State minimum.



Figure 1. Wages for Major Sectors in Shoreline, 2023



Sources: Washington Employment Security Department; Leland Consulting Group.

Growth Targets & Land Capacity

Shoreline’s growth targets for the 2044 Comprehensive Plan update are summarized below in Figure 2. A full reporting on the City’s land capacity to meet these targets is described in Appendix H-3 - Land Capacity Methodology and Adequate Provisions Checklist. As shown below, the City’s 2044 growth target is 37,372 housing units and 26,932 jobs, and as described below in the Land Capacity Analysis section of this supporting analysis, the City has adequate land capacity to meet these citywide targets without making any changes to its current land use or zoning designations. However, the City is proposing changes to land use and zoning designations to comply with recent state legislation including House Bills 1220, 1110 and 1337.

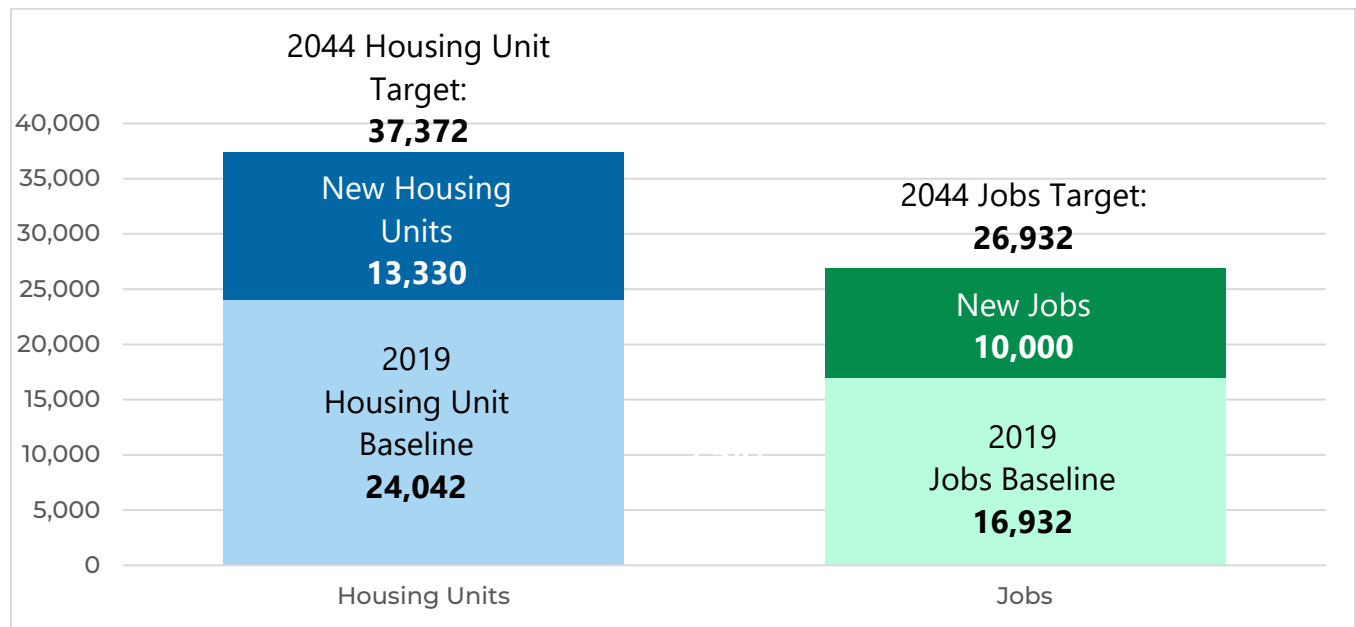


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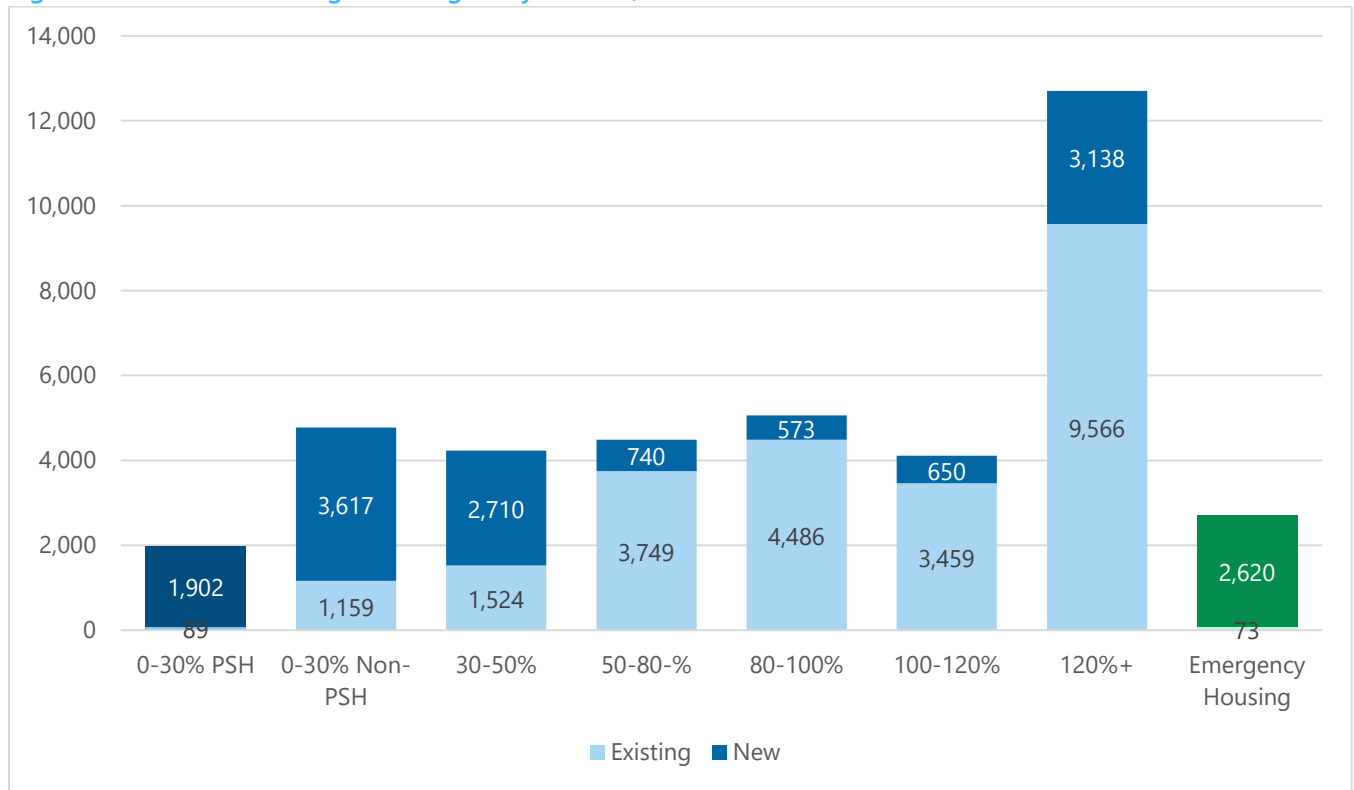
Figure 2. Net New Housing and Job Targets in Shoreline



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



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



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

Housing Needs Assessment

Housing Inventory

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

Over the last decade, there has been significant new multifamily construction adjacent to the light rail station areas within the City’s mixed-use residential zones (MUR) and along Aurora Avenue within the Town Center (TC) and Mixed Business (MB) zones. New townhome construction has also occurred, particularly along N 185th St between Town Center and the Shoreline North/185th light rail station.



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Housing Types & Sizes

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

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

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

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

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

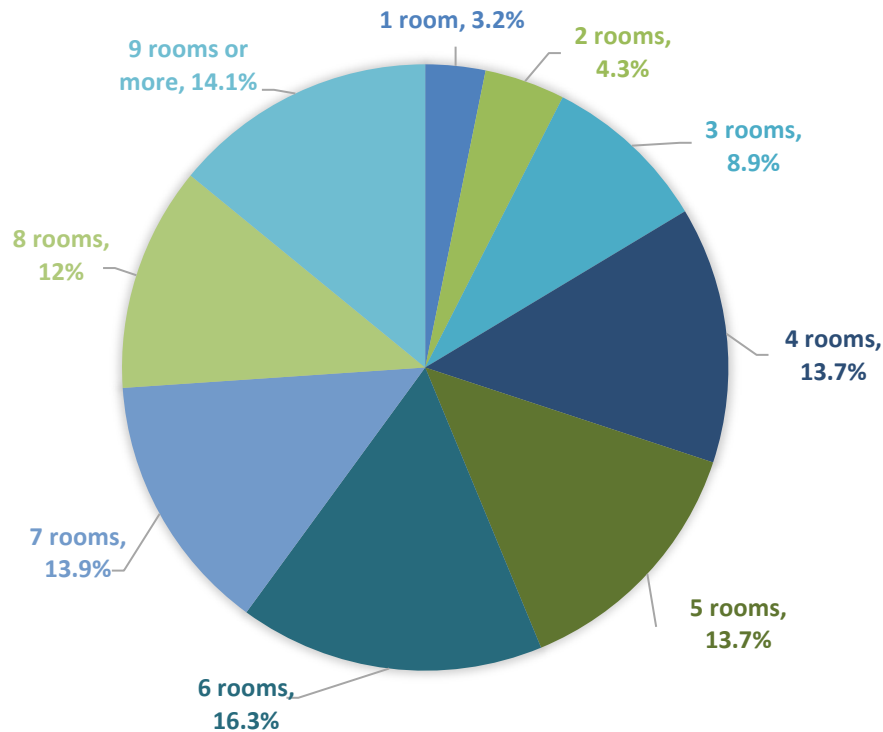
Figure 5. Housing by Year Structure Built, 2022

Year Built	Units	%
Total housing units	23,505	23,505
2020 or later	110	0.5%
2010 to 2019	1,618	6.9%
2000 to 2009	1,530	6.5%
1990 to 1999	1,573	6.7%
1980 to 1989	2,756	11.7%
1970 to 1979	3,277	13.9%
1960 to 1969	4,415	18.8%
1950 to 1959	5,305	22.6%
1940 to 1949	1,941	8.3%
1939 or earlier	980	4.2%

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



Figure 6. Housing by Number of Bedrooms



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

Figure 7. Condition of Housing Stock

Condition of Housing	Units	%
Lacking complete plumbing facilities	11	0.0%
Lacking complete kitchen facilities	220	1.0%
No telephone service available	93	0.4%

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

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

Special Housing Inventory

Shoreline has a number of housing units for people with specialized housing needs. Housing for extremely low-income households in Shoreline includes the Compass at Ronald Commons a 60-unit development, half of which are set-aside for households with income below 30% AMI. Twenty seven of those units are subsidized rents and the remaining three are at 30% of the area median rent (AMR). The other 30 units are set at 50% AMI and 50% AMR. St. Margaret’s Place is a recently constructed 100-unit



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permanent supportive housing (PSH) development for single adults who are existing homelessness or at risk of becoming homeless. Half of the units at St. Margaret’s are for people at or below 30% AMI and the other half of the units are for people at or below 50% AMI. The King County Housing Authority also operates eight properties in Shoreline, all of which serve seniors and people with disabilities. Lake City Partners Ending Homelessness operates The Oaks Aurora Enhanced Shelter which serves 60 single adults with shelter and supportive services. Vision House operates a transitional housing program for families in Shoreline. Compass Housing Alliance operate the Shoreline Veteran’s Center providing permanent supportive housing and case management for 25 veterans. There are approximately 120 licensed adult family homes operating in Shoreline.

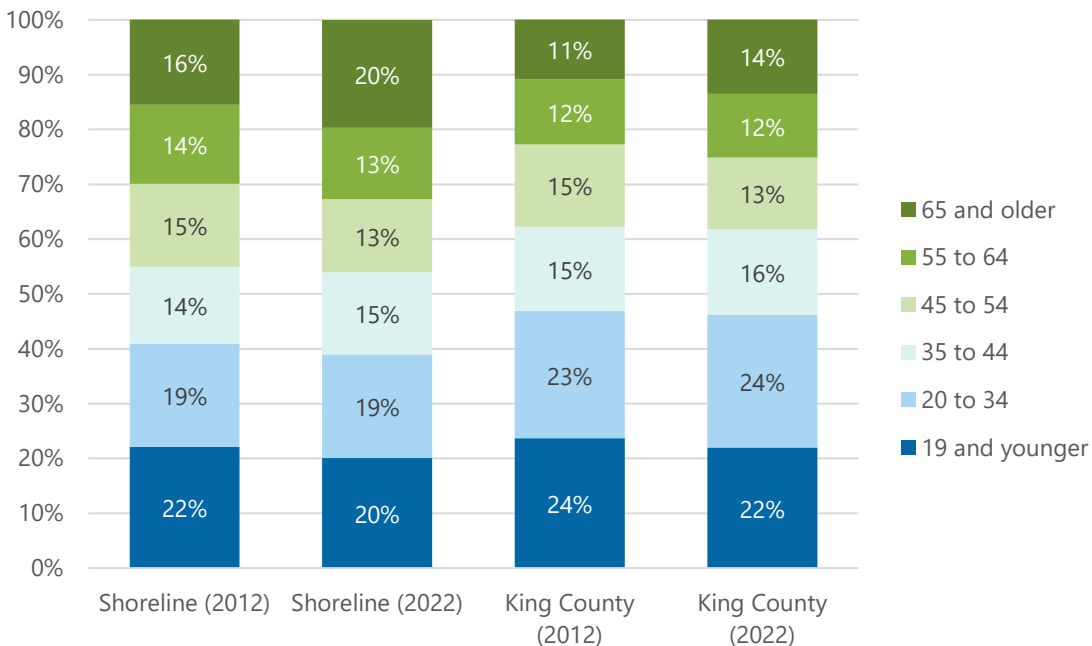
Community Profile

Population Age

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

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

Figure 8. Population Distribution by Age in Shoreline and King County, 2012-2022



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



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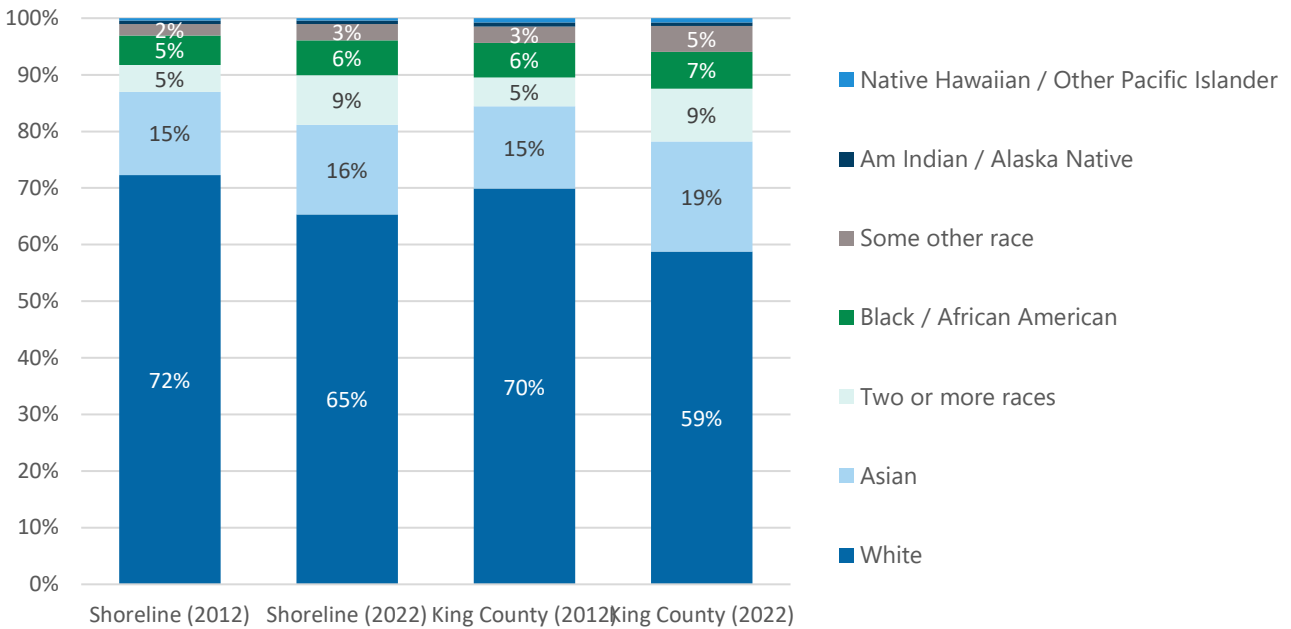
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Race & Ethnicity

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

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

Figure 9. Race and Ethnicity in Shoreline and King County, 2012-2022

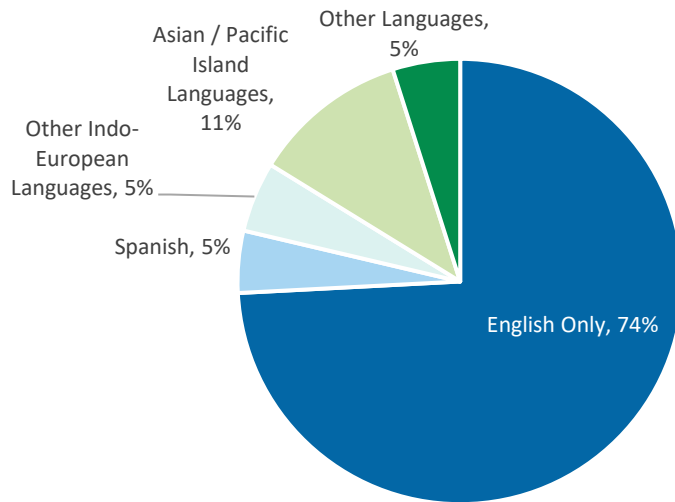


Source: US Census ACS 2022 & 2012 5-Year Estimates, Table DP05.

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



Figure 10. Languages Spoken by Shoreline Residents over Five Years Old, 2022



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

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

Household Characteristics

As of 2022, there were 22,706 households in Shoreline, up from around 21,218 in 2012 (an increase of just over 7%). The majority of households in Shoreline (65%) are family households, defined as “a householder and one or more other people living in the same household who are related to the householder by birth, marriage, or adoption. A family household may also contain people not related to the householder.”¹ Of these, just over half are married couples. About 27% of Shoreline households have children under 18. The city has a higher share of family households than King County, but the share of family households and families with children under 18 is similar to the statewide figures.

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

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

¹ US Census ACS, Households and Families: 2020, 2020 Census Briefs



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Figure 11. Selected Household Characteristics in Shoreline, King County, and Washington, 2022

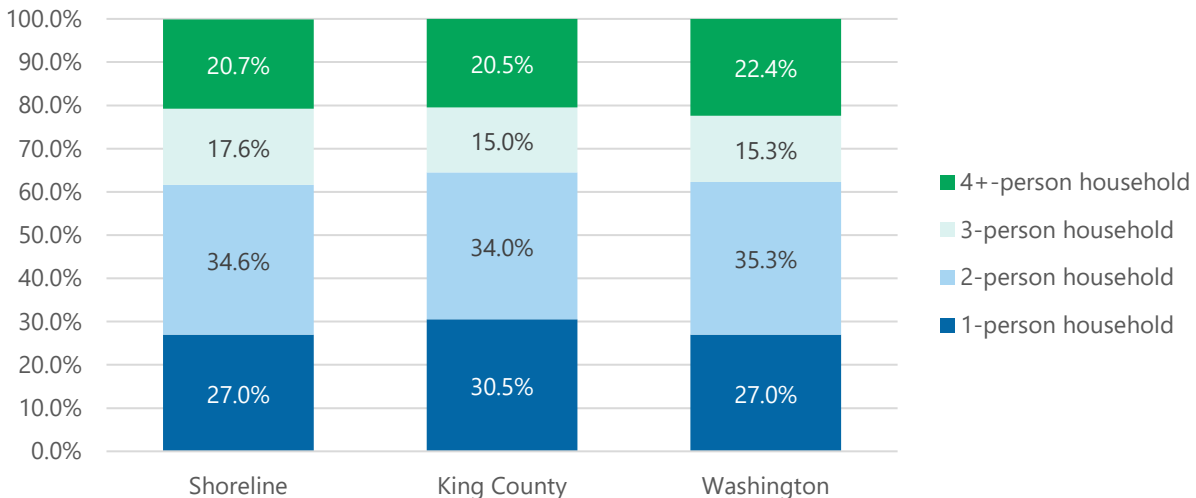
	Shoreline		King County		Washington	
	Total	%	Total	%	Total	%
Total Households	22,706		916,270		2,979,272	
Family Households	14,770	65%	537,292	59%	1,910,770	64%
Married-couple family	11,871	52%	429,956	47%	1,482,230	50%
Other family	2,899	13%	107,336	12%	428,540	14%
With own children under 18 years	6,028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

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

Household size

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

Figure 12. Share of Households by Size in Shoreline, King County, and Washington, 2022



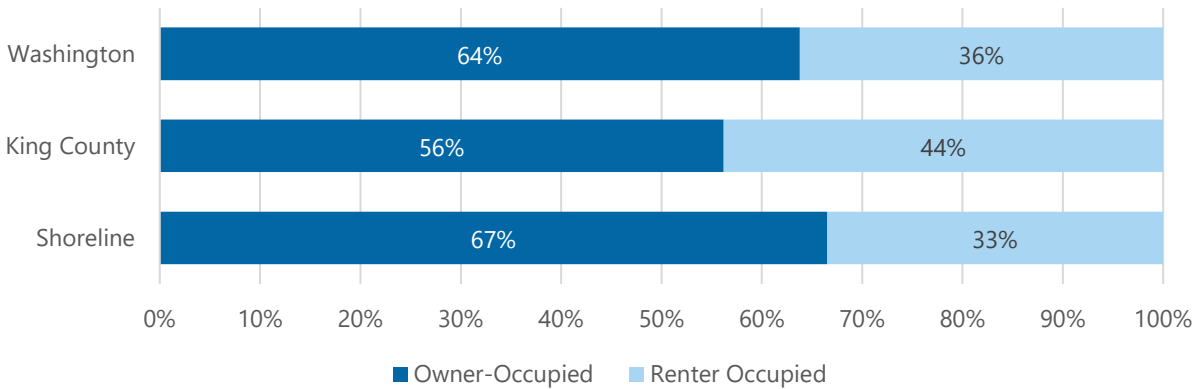
Source: US Census ACS 2022 5-Year Estimates, Table S2501.

Household tenure

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



Figure 13. Housing Unit Tenure in Shoreline, King County, and Washington, 2022



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

Figure 14 below shows selected changes over the past decade in Shoreline’s households. Household size has increased slightly for both renter and owner households, a trend seen nationally as increasing housing prices have caused more people to share housing. The share of households with children in the city has remained constant, while single-person households have decreased. The share of senior single-person households has increased over the past decade.

Figure 14. Selected Household Trends in Shoreline, 2012-2022

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

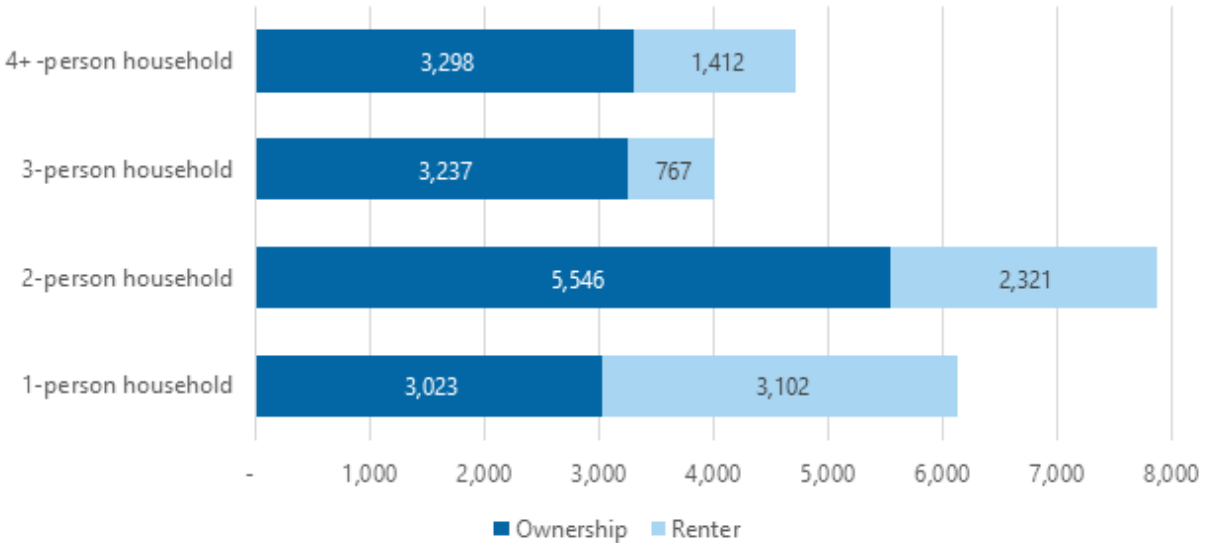
Source: US Census ACS 2022 5-Year Estimates, Tables DP04 and S2501.

Renters also tend to have smaller household sizes in the city, as shown in Figure 15 below. About 41% of renter households are one-person households, compared with 20% of owner households. Out of Shoreline’s nearly 23,000 households, 35% have two people.



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Figure 15. Shoreline Household Size by Tenure, 2022

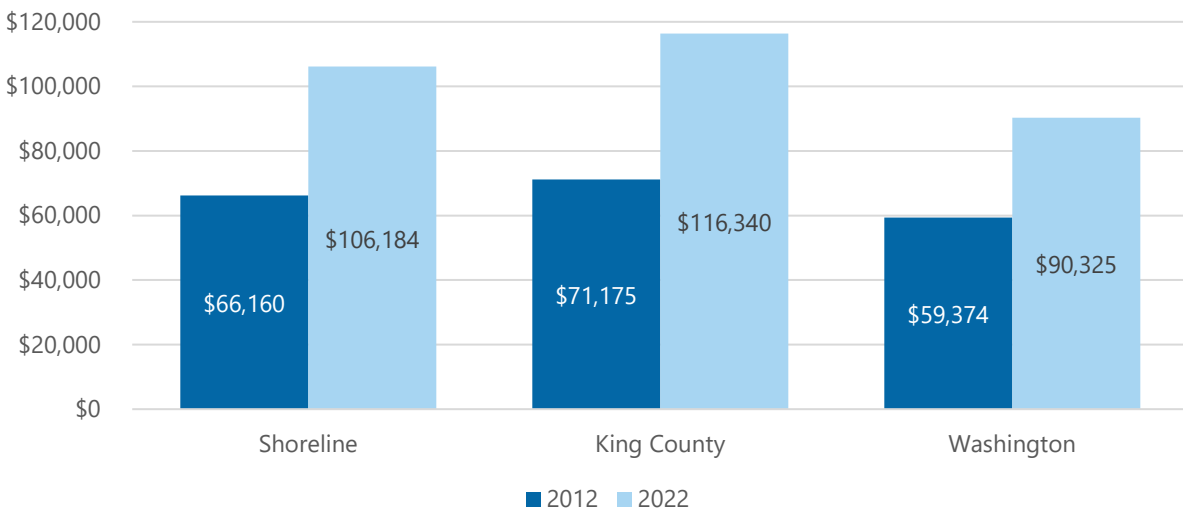


Source: US Census ACS 2022 5-Year Estimates, Table S1901.

Household income

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

Figure 165. Median Household Income in Shoreline, King County, and Washington, 2012-2022



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

The chart below in Figure 17 shows the breakdown of household incomes in Shoreline by income bands, compared with King County. While there is a higher share of King County households making over



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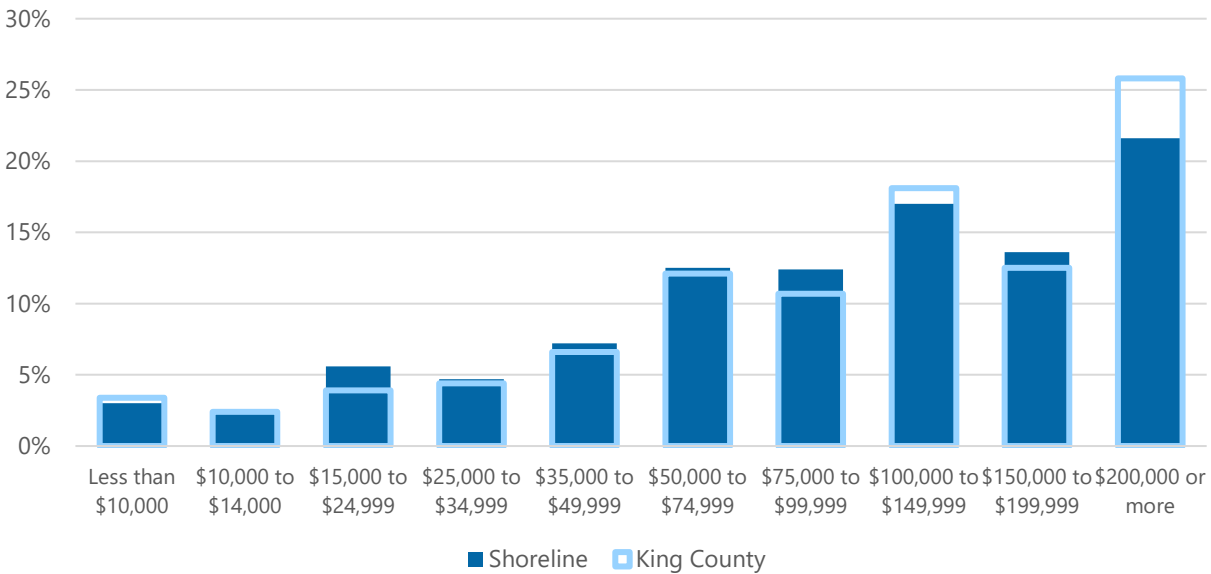
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\$200,000, over one fifth of Shoreline households are in that top income bracket. In Shoreline, nearly 65% of households make \$75,000 per year or more while just 23% make less than \$50,000.

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

Figure 176. Household Income Bands in Shoreline and King County, 2022



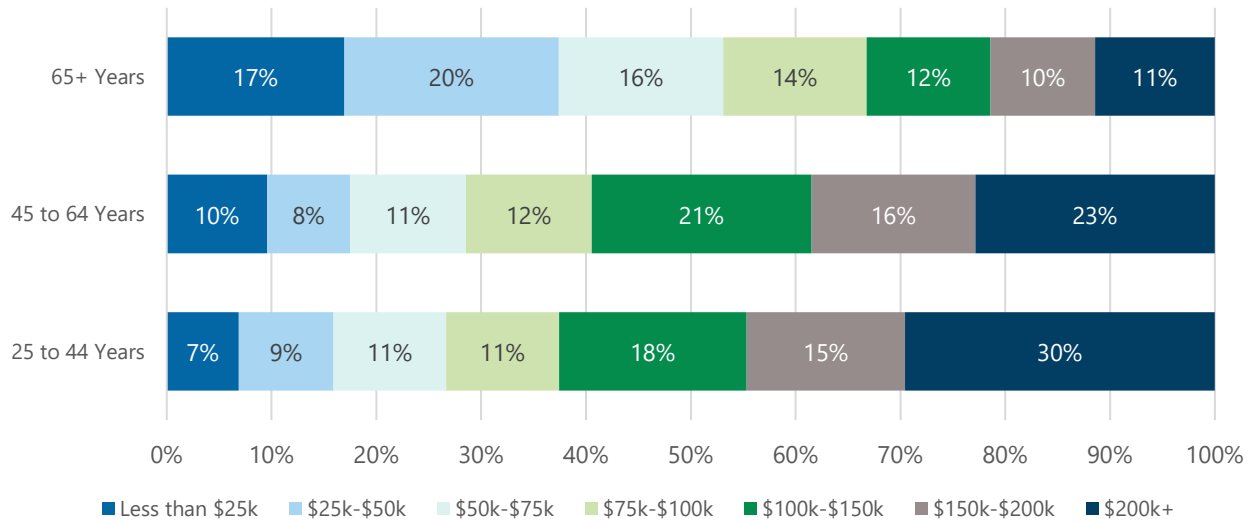
Source: US Census ACS 2022 5-Year Estimates, Table S1901.

As noted previously, Shoreline residents are older than regional and statewide averages. This can introduce compounding challenges to housing affordability. As shown in Figure 18 below, older households earn considerably less than younger households in Shoreline. Nonetheless, most older households are homeowners, as shown in Figure 18. Given the rising housing prices in the city discussed further in the Housing Affordability section of this report, these households would likely be unable to afford their current housing units if they had to buy them today and may also face challenges if they need or wish to move and stay within the community.



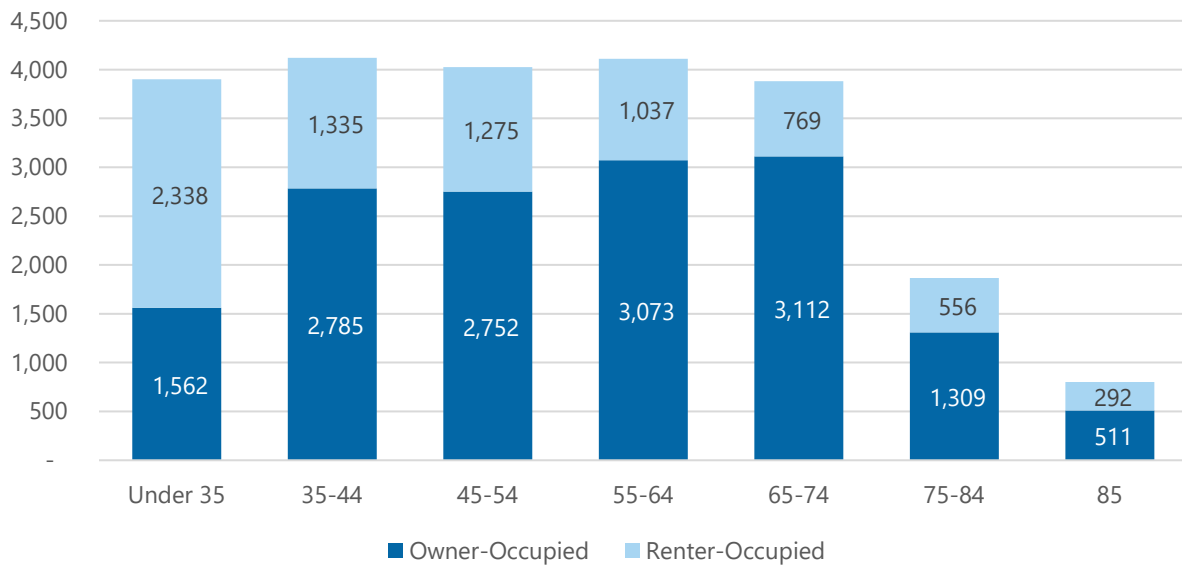
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Figure 7. Age and Household Income in Shoreline, 2022



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

Figure 19. Age and Tenure of Households in Shoreline (2022)



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



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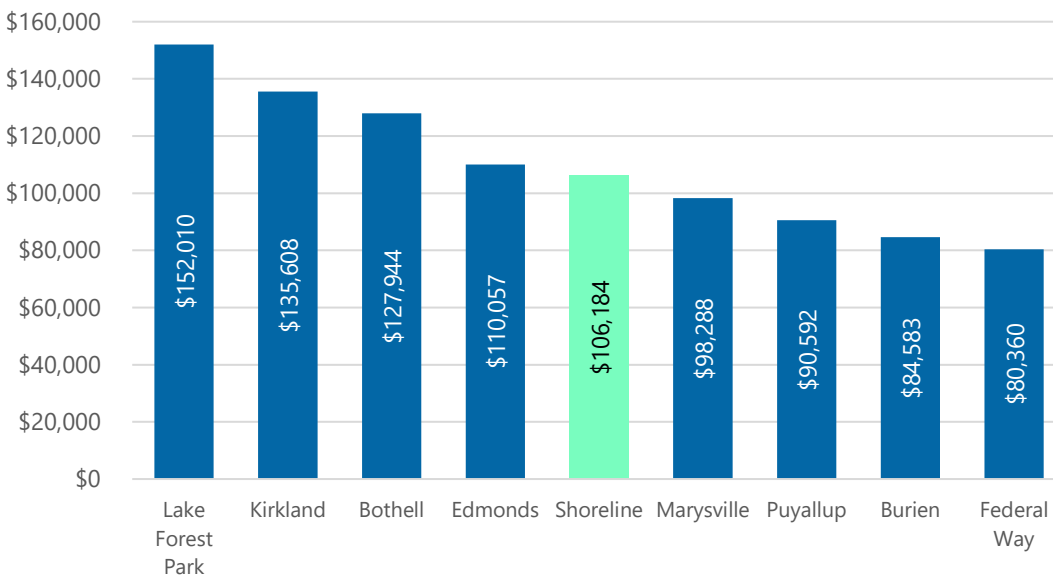
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Peer Communities

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

As shown in Figure 20 below, the median household income in Shoreline is higher than in peer cities including Burien, Puyallup, Marysville, and Federal Way, but is lower than in Kirkland, Lake Forest Park, Bothell, and Edmonds. The share of households in Shoreline making over \$200,000 per year is twice that of Puyallup, Marysville, or Federal Way.

Figure 208. Median Household Income in Shoreline and Peer Cities, 2022



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

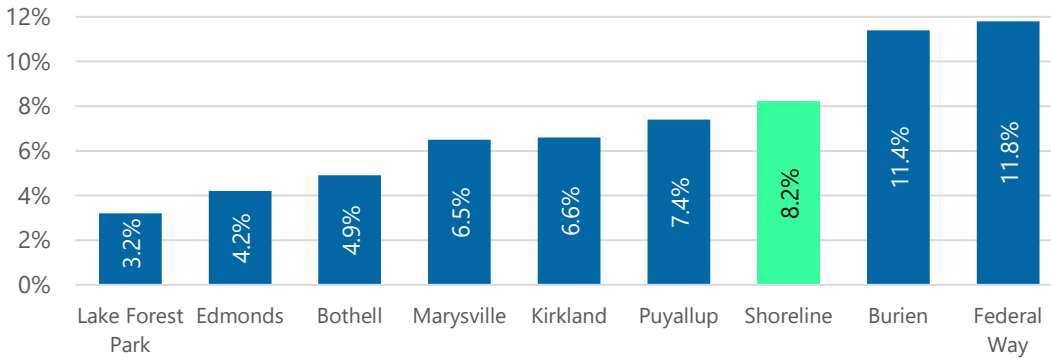
As shown in Figure 21 below, although Shoreline has the fifth highest median income among peer cities, it also has the third highest poverty rate at 8.2 percent. Just Burien and Federal Way have higher poverty rates. The wide variety of incomes among Shoreline residents is reflected in the need for housing units serving those making less than 50% AMI and those making more than 120% AMI.



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Figure 219. Poverty Rates in Shoreline and Peer Cities, 2022



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

Special Needs Housing

According to the US Department of Housing and Urban Development (HUD), a quarter of the households in Shoreline have a member with one or more disability (*note that the total share of households in Figure 22 below is above 100 percent, indicating that there are households in which household members have multiple disabilities*). The most common type of disability reported is an ambulatory limitation. The high share of households that include a disabled member indicate that there is likely a need for a wider variety of accessible housing types in Shoreline. Although many disabled and older residents would prefer to remain in the community, there may also be a need for assisted living facilities to assist those who need more consistent care.

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

Figure 2210. Disability Status among Shoreline Households, 2020

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

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



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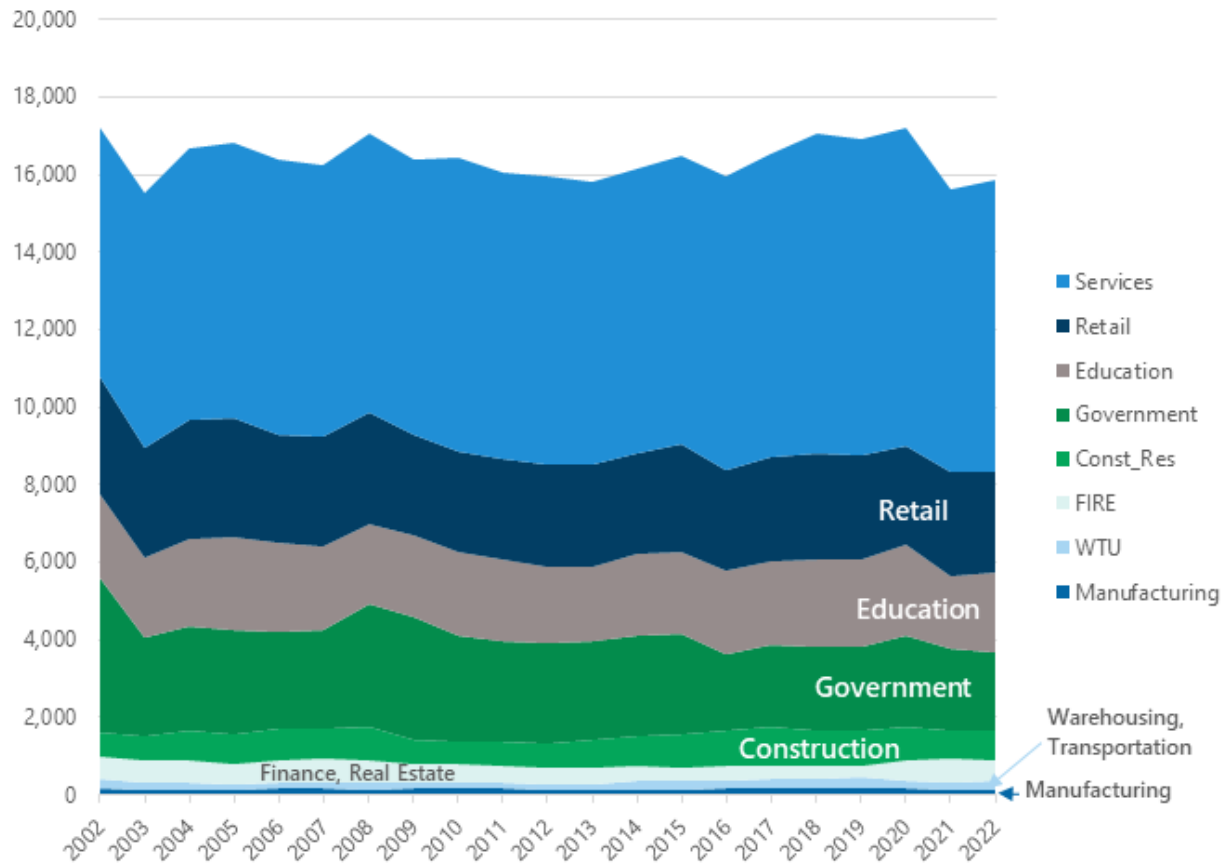
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Workforce Profile

Local Workforce Characteristics

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

Figure 23. Covered Employment in Shoreline by Sector, 2002-2022



Source: PSRC Covered Employment Estimate.

As of 2021, just under 30 percent of jobs in Shoreline required at least a Bachelor’s degree, while 18 percent required just a high school degree (or equivalent). Nearly 59 percent of jobs paid at least \$3,333 per month (approximately \$40,000 per year), an income far below the median household income required to afford (rent or own) most homes in Shoreline. This indicates people who work in Shoreline may not be able to afford to live in Shoreline and would need to commute to the city or endure greater housing cost burden if they do live in the city.



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Jobs to Housing Ratio

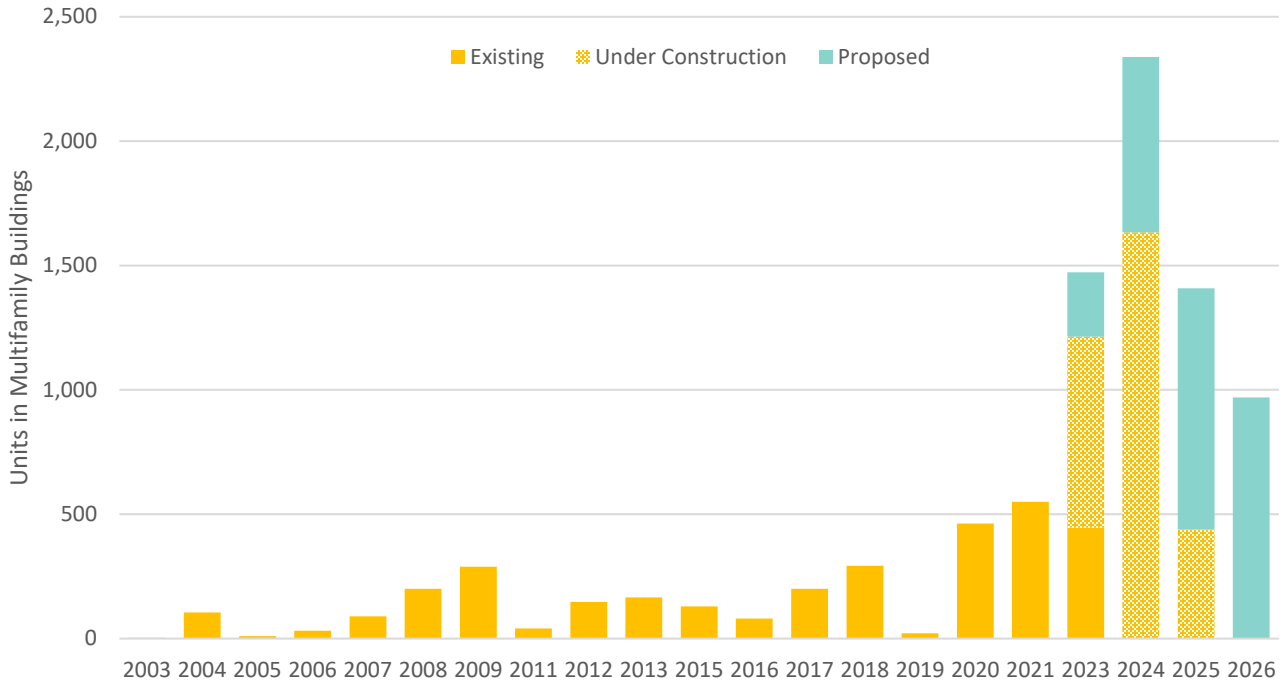
According to PSRC, as of 2022, there were 23,505 housing units and 15,851 jobs in Shoreline, a ratio of 0.67 jobs per housing unit. PSRC has stated a region goal for cities to move towards a ratio of 1.0. This indicates that in order to align with regional policy goals, Shoreline should focus on increasing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

Housing Market Conditions

Multifamily Rental Housing Trends

A summarized in Figure 24 since 2003, 3,264 new multifamily housing units have been built in Shoreline. There are currently 2,839 units under construction and 2,904 proposed units expected to be completed by 2026. In total, there are approximately 6,650 multifamily units in Shoreline, nearly half of which have been built since 2003.

Figure 24. Multifamily Construction and Development Pipeline, 2003-2026



Source: CoStar.

Rents have risen consistently in Shoreline over the past several years, reaching an average of \$1,911 per unit in 2024. Rents vary by the number of bedrooms, with studios renting on average for \$1,547 and



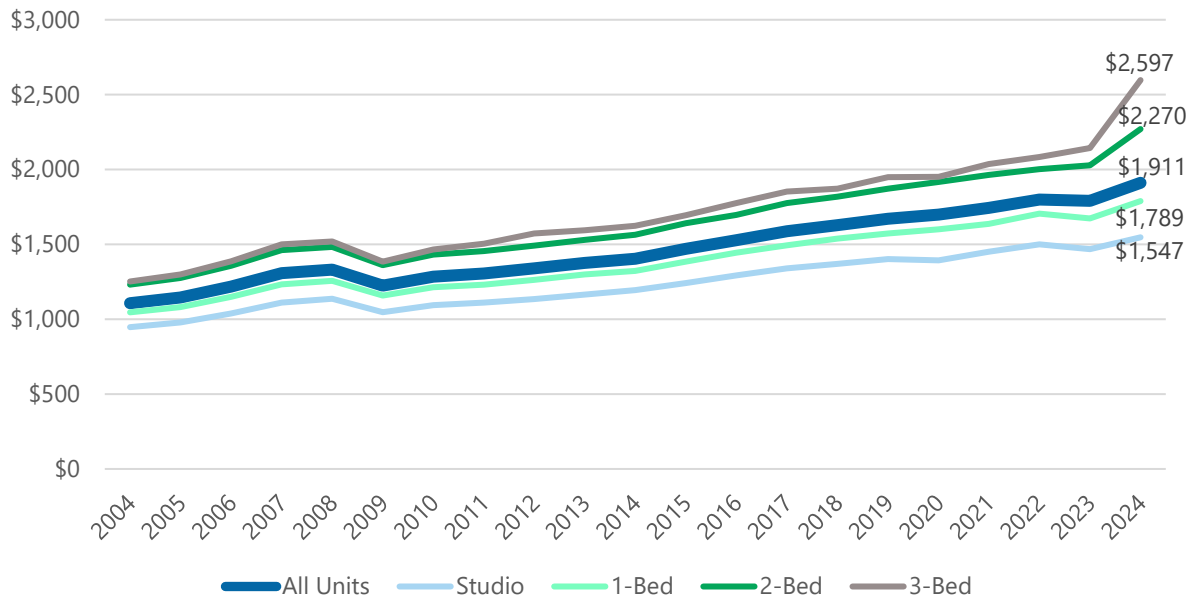
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three-bedroom units for \$2,597. As shown in Figure 25 between 2004 and 2024, rent grew by nearly 73% in Shoreline – an average of 2.8% per year.

Figure 25. Market Asking Rent by Unit Type in Shoreline, 2004-2024



Source: CoStar.

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

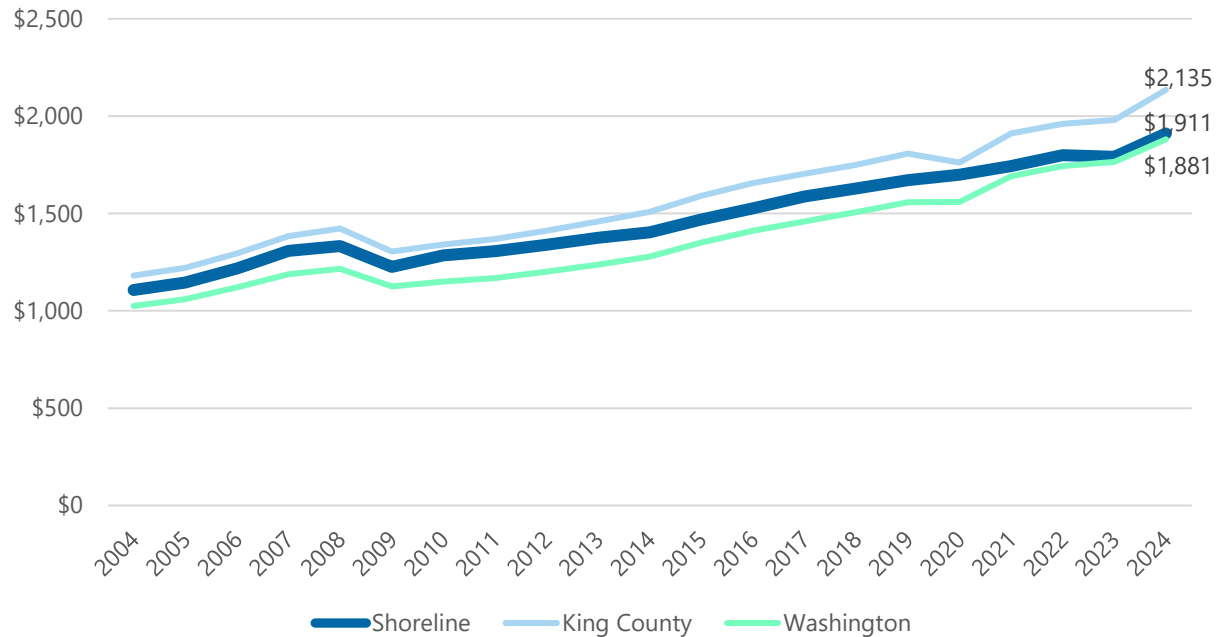


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Figure 26. Market Asking Rent per Unit in Shoreline, King County, and Washington, 2004-2024



Source: CoStar.

As seen in Figure 27 since 2004, the vacancy rate in Shoreline has been a bit more volatile than the vacancy rate in King County and Washington, likely due to the fact that it is a smaller housing market. The construction of new housing units since 2017 has also likely resulted in spikes in the vacancy rate. In 2023, when the vacancy rate in Shoreline reached 13%, 1,022 new multifamily units were added to the city's housing market. As these new units get absorbed, the vacancy rate is likely to settle to a level closer to the county and statewide rates. A vacancy rate of 5-6% percent typically indicates a balanced rental market, with enough vacant units to enable tenants' freedom of movement.

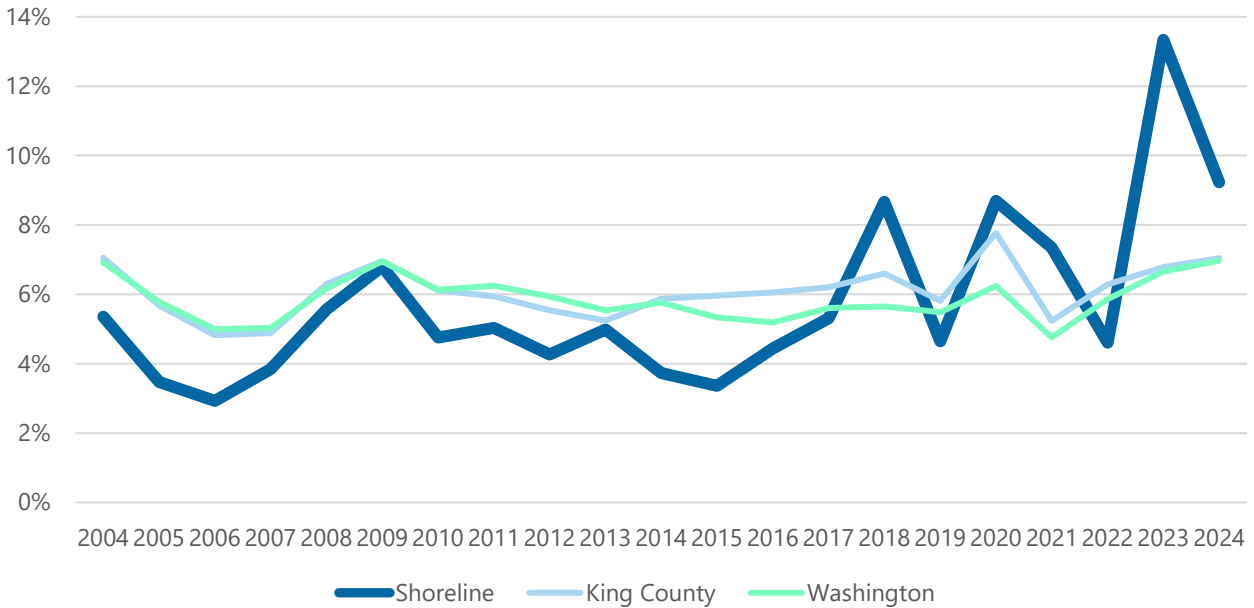


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Figure 27. Multifamily Vacancy Rates in Shoreline, King County, and Washington, 2004-2024



Source: CoStar.

Single Family Home Trends

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

Figure 28. Permitting Activity in Shoreline, 2012-2022

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

Source: US Census Bureau Building Permit Database.



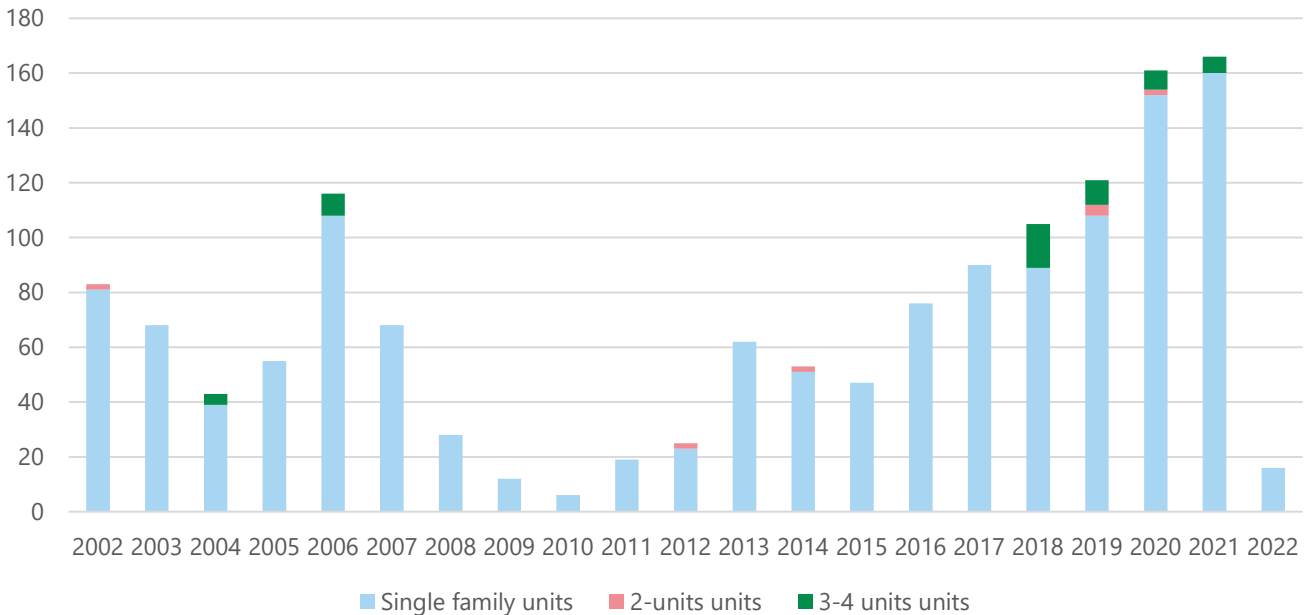
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Over the past few years, there has also been a rise in permitting activity for middle housing, that is attached or clustered housing that falls in the middle of the housing spectrum between detached homes and mid-rise apartment buildings. Between 2018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

Figure 11. Units Permitted in Single Family and Middle Housing Structures, 2002-2022



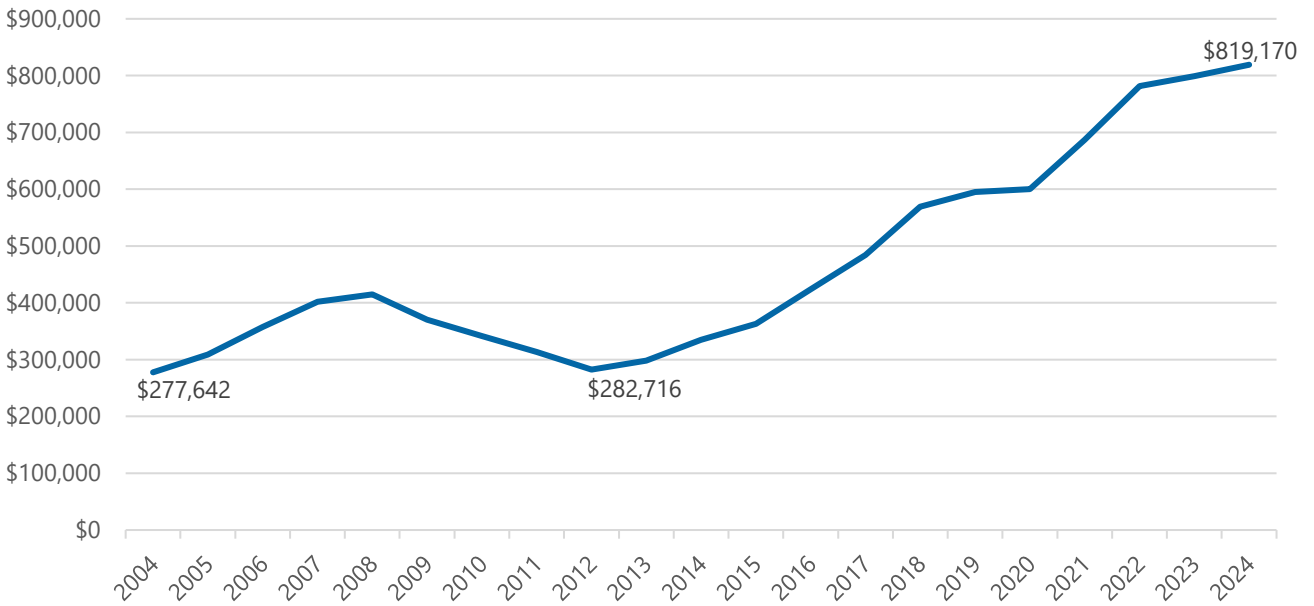
Source: US Census Bureau Building Permit Database.

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



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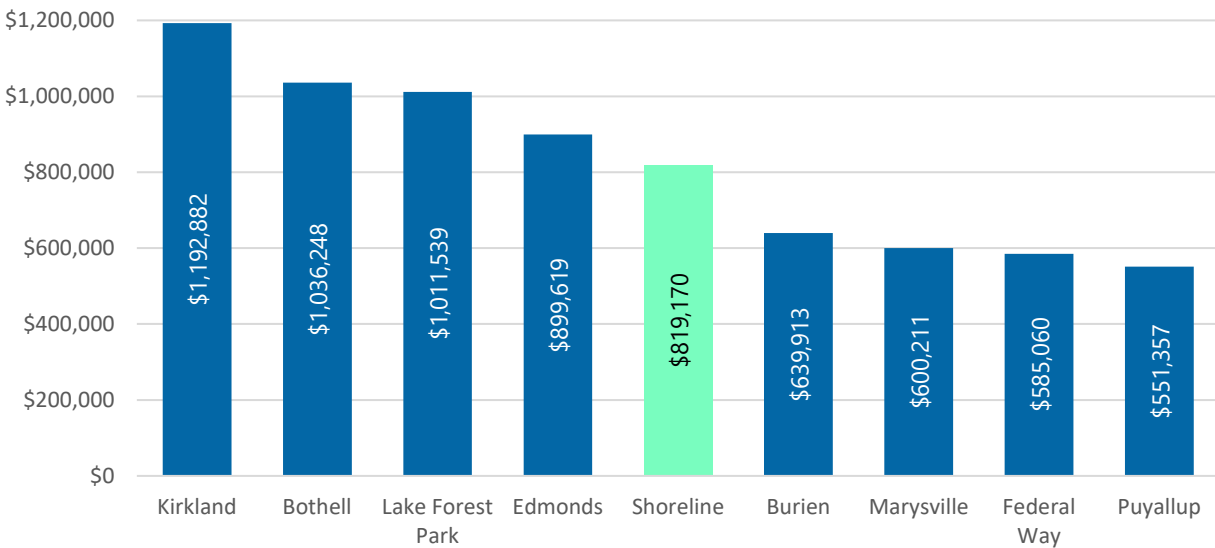
Figure 30. Typical Home Values in Shoreline, 2004-2024



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

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

Figure 31. Typical Home Values in Shoreline and Peer Cities, 2024



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



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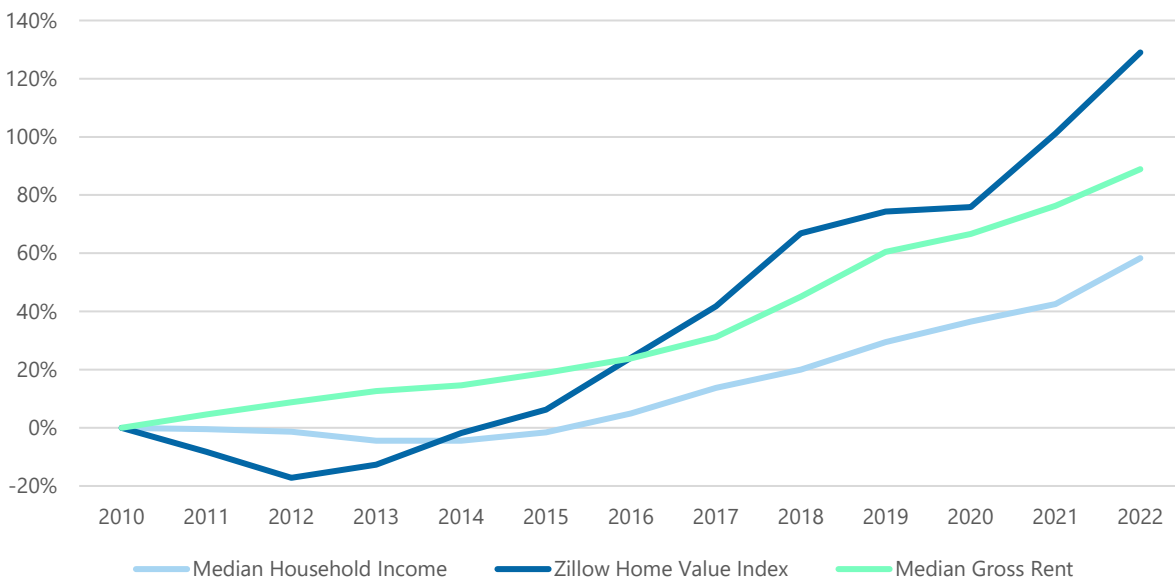
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Housing Affordability

Housing Affordability has become a major concern for renters and homeowners nationwide, especially in markets like the Seattle metro area that have seen significant job growth and in-migration that has outpaced housing construction. Figure 32 below shows home value, rent, and household income growth since 2010. While the typical home price has risen 129% and the median gross rent has grown 89% since 2010, median household income in Shoreline has risen just 58%. In other words, increases in housing costs have outpaced income growth for many Shoreline residents.

Figure 32. Growth of Household Income and Housing Costs in Shoreline, 2010-2022



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

Figure 33 below outlines this discrepancy of income versus home prices further, showing that a household earning the median household income of \$106,000 annually earns approximately half of the amount of income needed to purchase a median priced home at \$819,000.

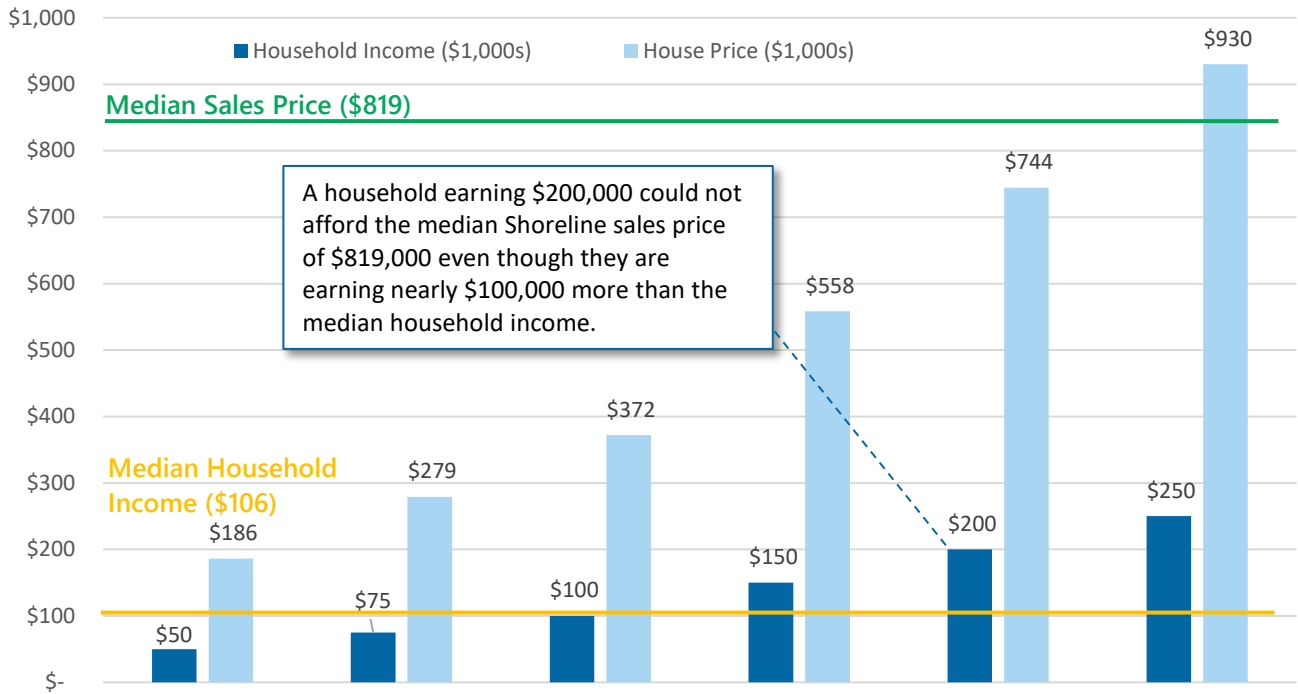


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Figure 33. Housing Affordability in Shoreline



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

Household Cost-Burden

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

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

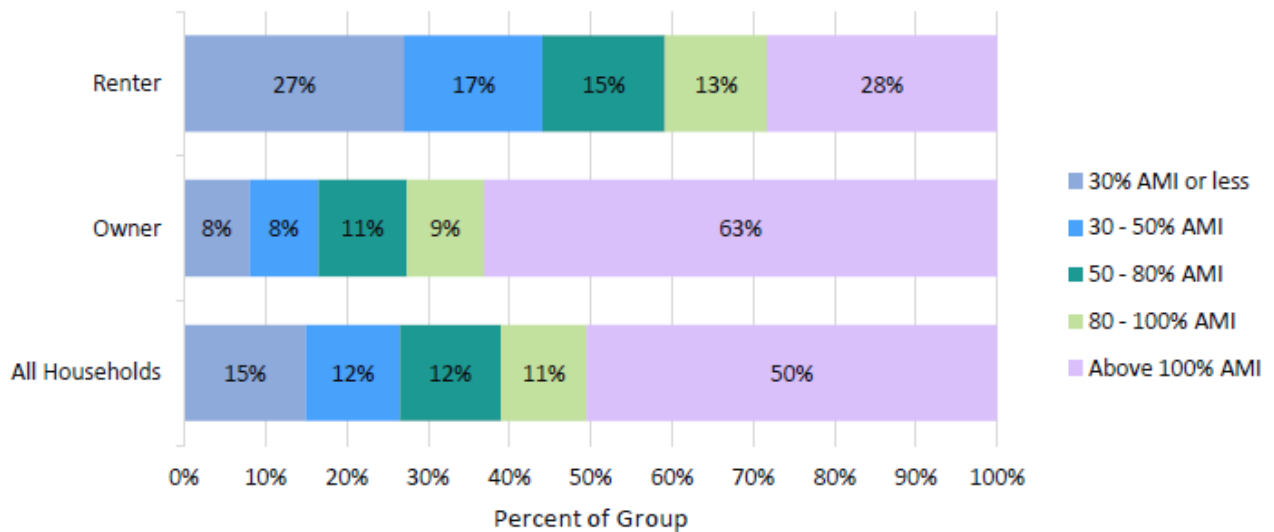


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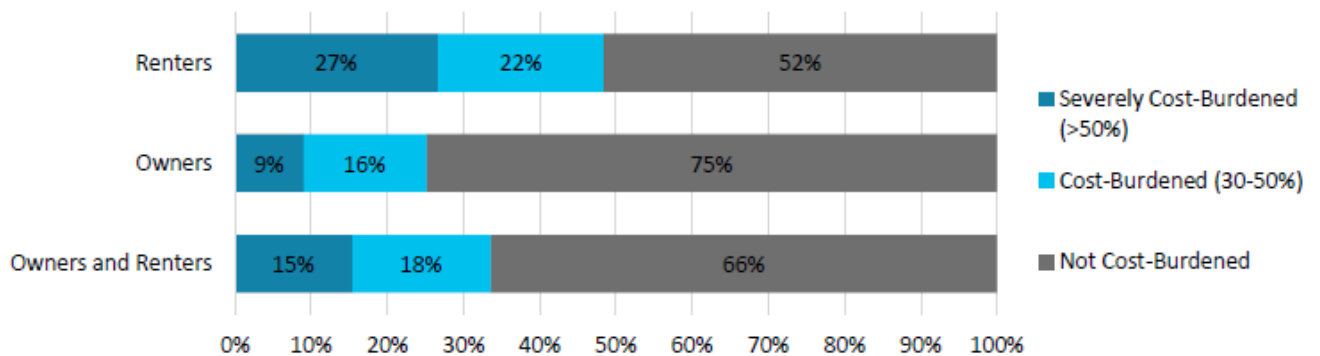
Figure 34. Income Bands by Tenure in Shoreline



Source: Shoreline Racial Equity Analysis.

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

Figure 35. Cost Burden by Tenure in Shoreline

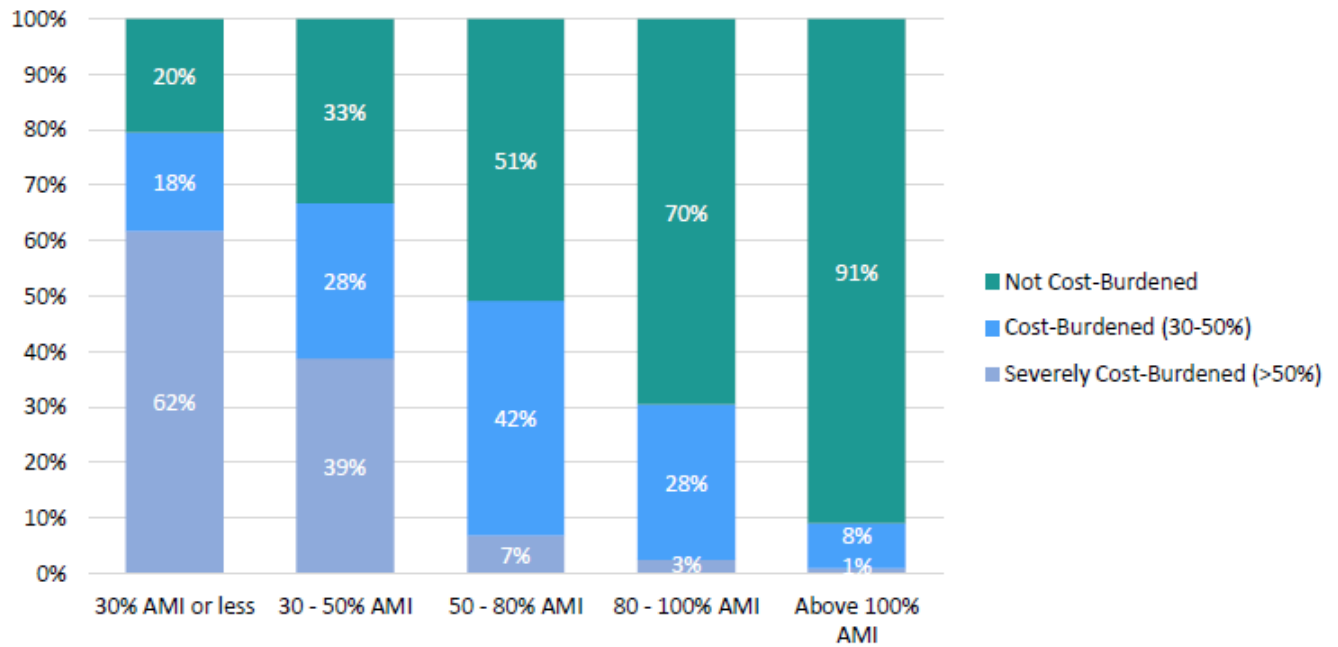


Source: Shoreline Racial Equity Analysis.

Unsurprisingly, lower income households experience higher rates of cost burden.



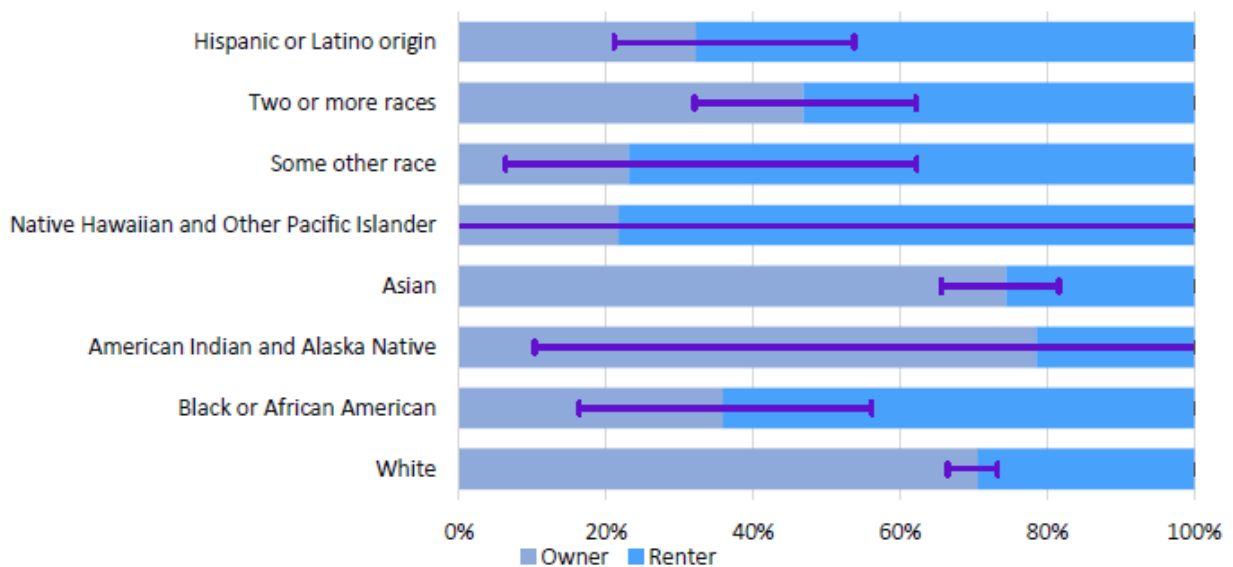
Figure 36. Cost Burden by Income Band in Shoreline



Source: Shoreline Racial Equity Analysis.

As shown below in Figure 37, Hispanic, Native Hawaiian/Pacific Islander, and Black/African American households are significantly more likely to rent than own, which could potentially increase the risk of displacement for these groups.

Figure 37. Tenure by Race and Ethnicity in Shoreline



Source: Shoreline Racial Equity Analysis.



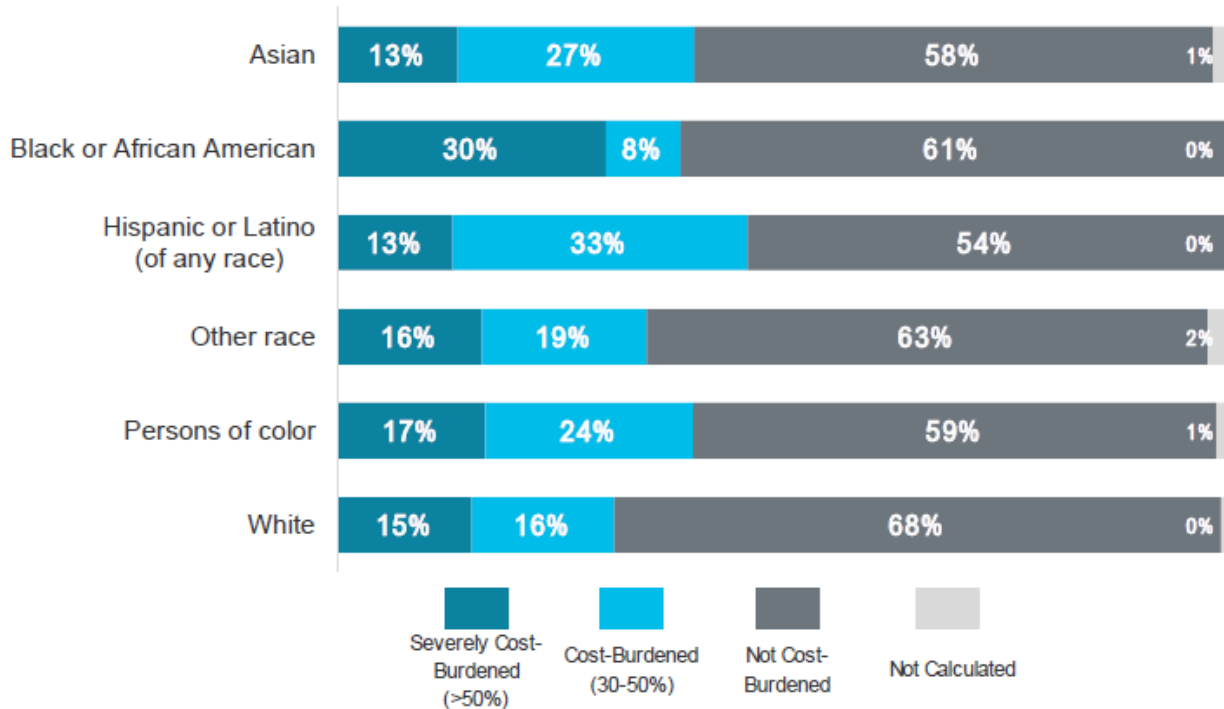
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However, despite these divides, rates of cost burden are relatively similar across racial groups, with white households slightly less cost burdened than households of color in Shoreline. Among households of color, 41% are cost burdened, compared with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

Figure 38. Housing Cost Burden by Race and Ethnicity in Shoreline



Source: Shoreline Racial Equity Analysis.

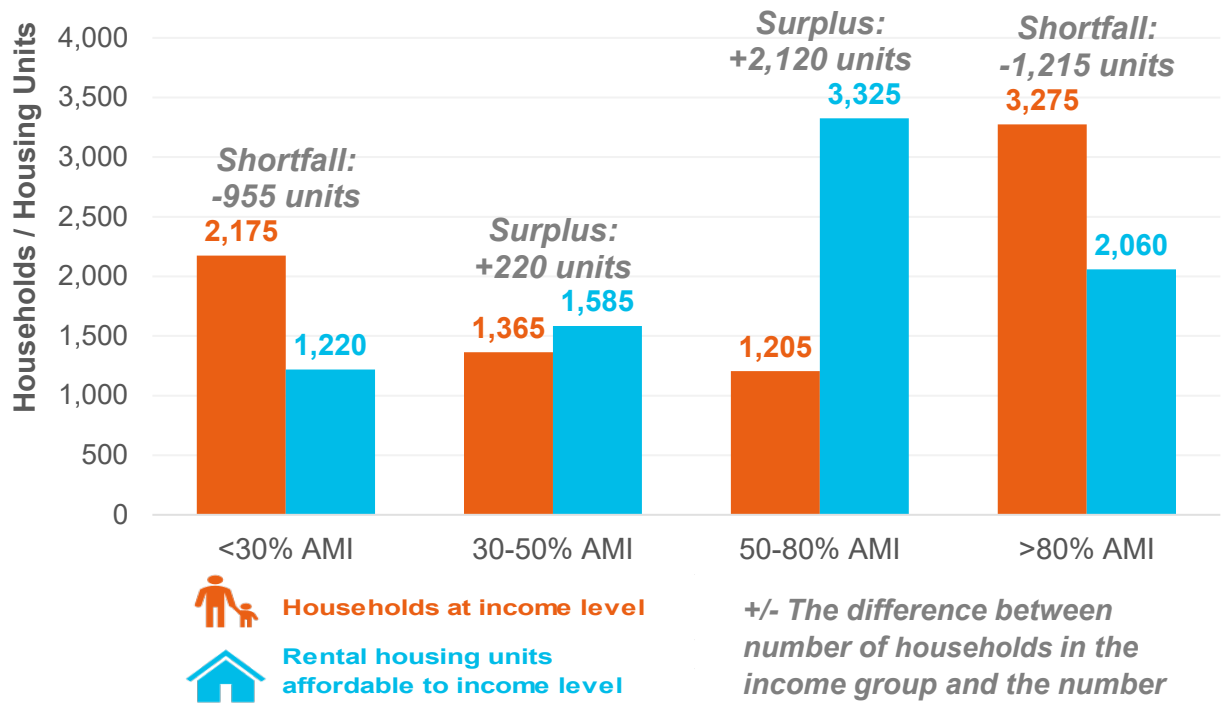
Gap Analysis

Figure 39 below indicates the gap of available rental units in Shoreline based on the most recent US Housing & Urban Development Comprehensive Housing Affordability Strategy (CHAS) dataset.

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



Figure 39. Shoreline Renter Households by Income Compared to Rental Units by Affordability, 2019



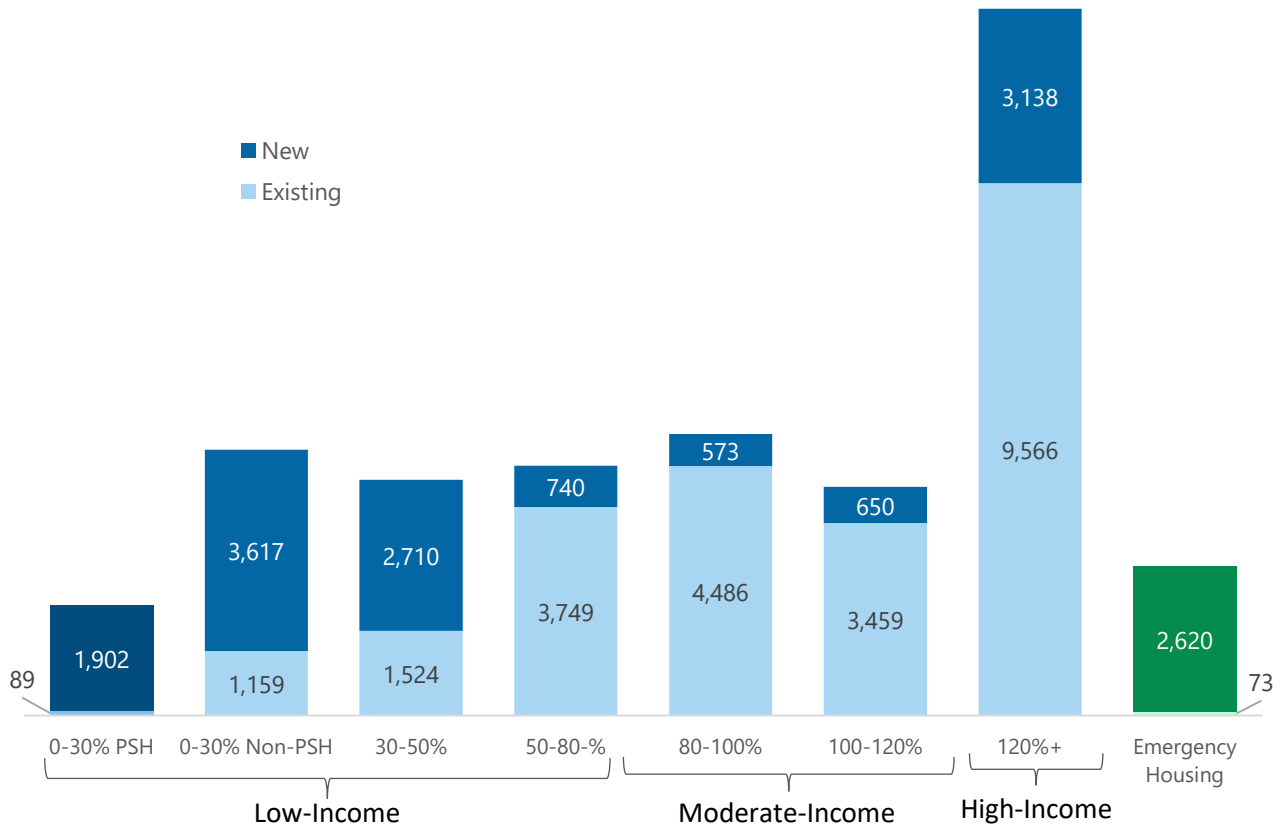
Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 15C) & US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 14B)

Land Capacity Analysis Summary

HB 1220 requires jurisdictions to analyze their housing capacity by what household income level the new units can serve. Each county establishes income-based targets for each city within the county, and the cities must then demonstrate that they have sufficient land capacity for the number of units allocated in each income band, as well as capacity for emergency housing units. Shoreline’s existing and target housing units for the 2019-2044 period are shown below in Figure 40.



Figure 40. Shoreline Existing and Target Housing Units by Income Band, 2019-2044



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

The full methodology and detailed results of this analysis are found in Appendix H-3. As shown below in Figure 38, this analysis shows that Shoreline has sufficient overall housing capacity to meet its growth targets. The GMA requires that cities show sufficient capacity for low- and moderate-income households – the 0-80% AMI and 80-120% AMI categories. Shoreline has a significant surplus in both of these zone categories, satisfying the requirements of HB 1220.

As shown above, Shoreline has a deficit of capacity in the 120% AMI category. Statute does not require that this deficit be addressed through zoning, and as noted previously, there is an overall surplus of zoned capacity for housing. However, the targets reflect an expectation for a larger influx of higher-income households into the city in the coming decades brought on by the increase in regional housing demand. Traditionally, these households have been served by single-family detached housing units at the higher end of the housing market. Due to the lack of available land for additional, new construction of single-family detached housing in Shoreline, these households may increase demand for existing housing stock that is currently serving lower-income levels, subsequently increasing their costs. In order to alleviate this cost pressure, and also due to the overall lack of single-family detached housing, households across the income spectrum may be forced to look to housing options in the other zone categories, such as duplexes, fourplexes, and higher-end apartments or condominiums, rather than in



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the more traditional single-family development patterns which have served higher-income households in the past.

Figure 41. Shoreline Housing Targets and Capacity by Income Band

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

Source: Washington Department of Commerce, Leland Consulting Group

Adequate Provisions

In addition to this analysis by income band, HB 1220 also requires cities to show that their housing element “[m]akes adequate provisions for existing and projected needs of all economic segments of the community.” This analysis requires a comparison of the historic rate of housing production to the rate of housing production needed to meet housing targets by income band for low- and moderate-income households. The results of this analysis are shown below in Figure 42, using historic production data from the City, Census building permit survey, and PSRC’s Income-Restricted Housing Inventory. Similar to the analysis above, the income levels are correlated with housing types based on the analysis of housing prices affordable to various income levels in Shoreline. As shown below, there is not an overall barrier to production of low- or moderate-income units in Shoreline.

Figure 42. Historic and Target Housing Production Trends in Shoreline

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

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



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When there is no overall shortfall, Commerce also requires a sub-analysis of low-income housing production trends serving households earning below 50% AMI. The results of this analysis are shown below in Figure 43. As shown, there is a shortfall of unit production for 0-50% AMI housing and Emergency Housing in the City.

Figure 43. Historic and Target Housing Production for Low-Income Households in Shoreline

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

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

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

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

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

The adequate provisions checklist and potential actions to remove barriers to housing production are found in Appendix H-3.



Racially Disparate Impacts

Introduction

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

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

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

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

Key Findings

- Shoreline has the second highest number of properties with racially restrictive covenants in King County, after Seattle. This legacy of exclusion continues to impact demographic patterns and property values in the city today. The western portion of the city, including Richmond Beach, Innis-Arden, and The Highlands, is still predominantly white.
- Shoreline is less diverse than King County, with smaller shares of Asian and Hispanic/Latino residents. The shares of Black/African American and multiracial residents increased slightly between 2009 and 2021.
- In Shoreline, 29 percent of residents have limited English proficiency. Among those who speak a language other than English, 43 percent speak an Asian or Pacific Island language.
- Hispanic/Latino households have the highest level of cost burden among racial and ethnic groups in Shoreline, with 46 percent spending more than 30 percent of their income on housing, compared with 31 percent of white households.
- Black/African American, Native Hawaiian/Pacific Islander, Other Race, and multiracial households are more likely to rent than own their homes, which increases displacement risks for these groups.
- The renter cost burden in Shoreline is driven by a shortage of rental units at the high and low ends of the market. To meet current demand for rental units, the city needs to add 955 new units priced below 30 percent AMI and 1,215 new units priced above 80 percent AMI. This does not account for the future need driven by population growth.



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- The Meridian Park neighborhood adjacent to Aurora Avenue has a high concentration of BIPOC households as well as a higher displacement risk than much of the rest of the city. However, PSRC considers it a moderate- to high-opportunity area.

Historical Context

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

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

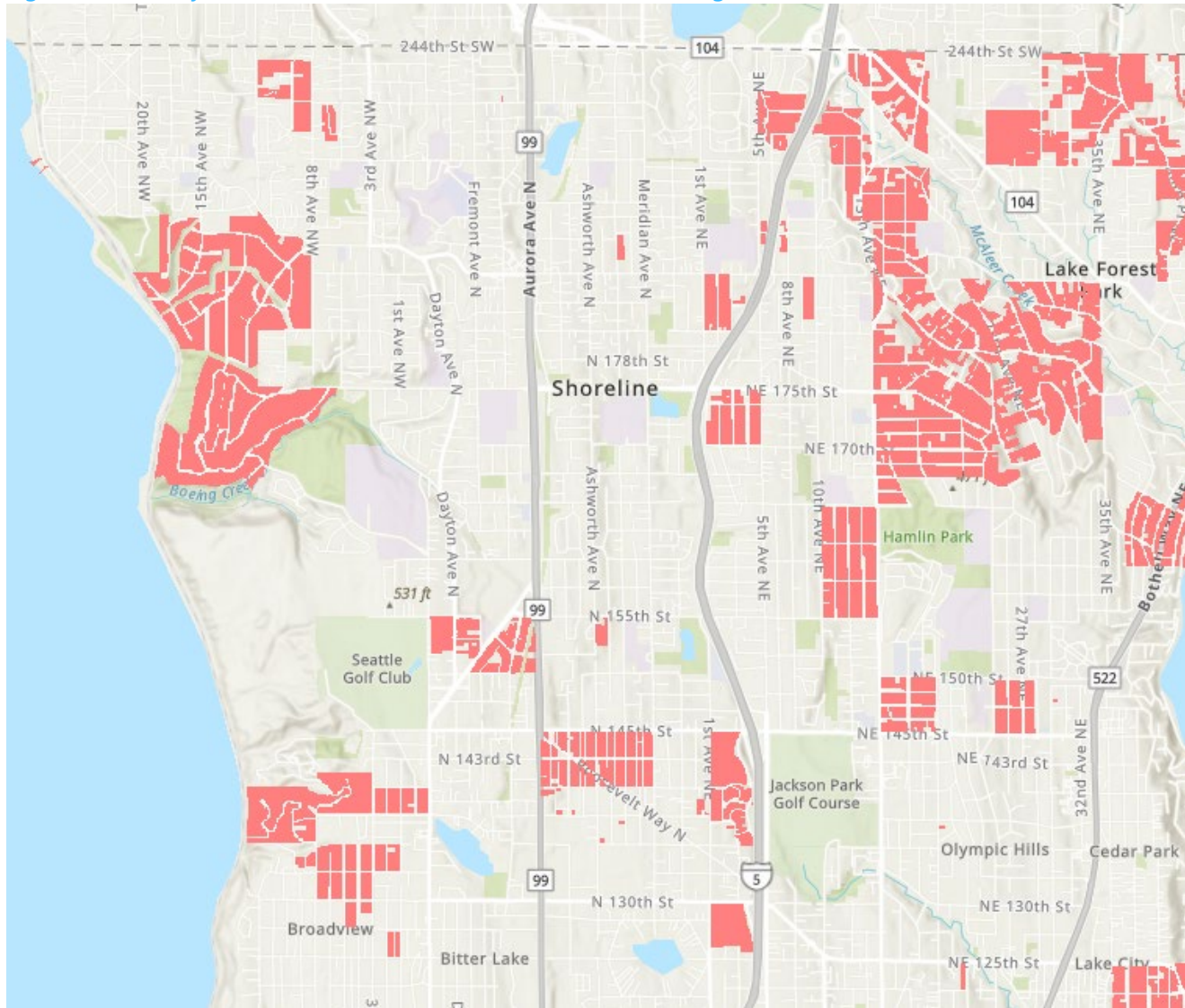
This section contains a historic review of some of the known policies and programs that caused racially disparate impacts in Shoreline as a starting point in understanding present-day conditions.

Throughout the United States, racial covenants were used to exclude certain races and religious groups from residing in specific neighborhoods, creating exclusive areas for white, Christian residents. These deed restrictions were legally enforceable from 1927 to 1968. According to the Washington State Racial Restrictive Covenants Project, Shoreline had the second highest number of racially restricted properties in King County, after Seattle, with a total of 2,951 restrictive covenants. The Innis Arden neighborhood has a particularly high concentration of these restrictions. While other neighborhoods have diversified over time, this area remains predominantly white. It also has some of the highest residential property values in the city, as shown in Figure 44 below.



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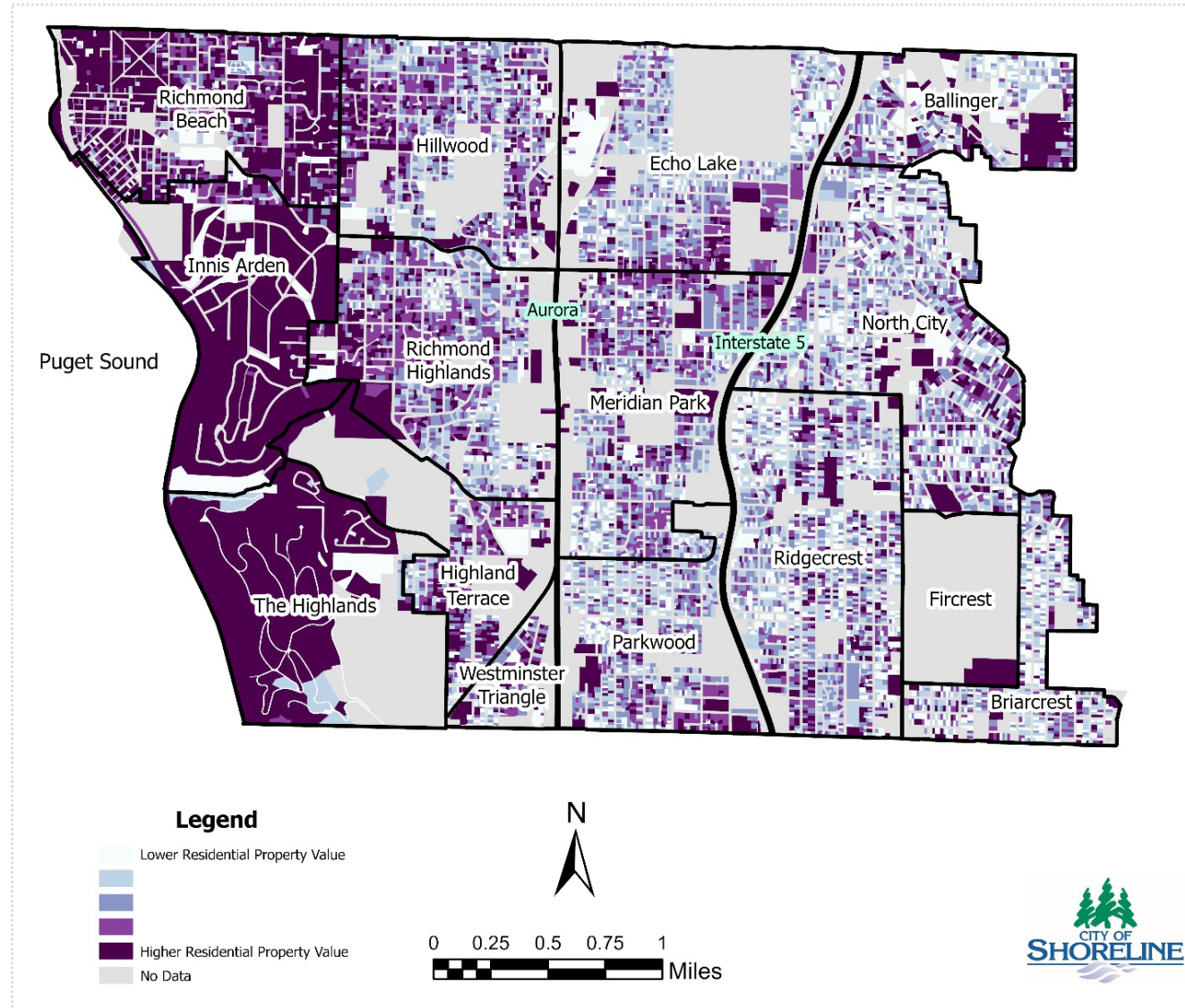
Figure 44. Racially Restricted Parcels in Shoreline and Surrounding Areas



Source: Washington State Racial Restrictive Covenants Project.



Figure 45. Residential Property Values in Shoreline

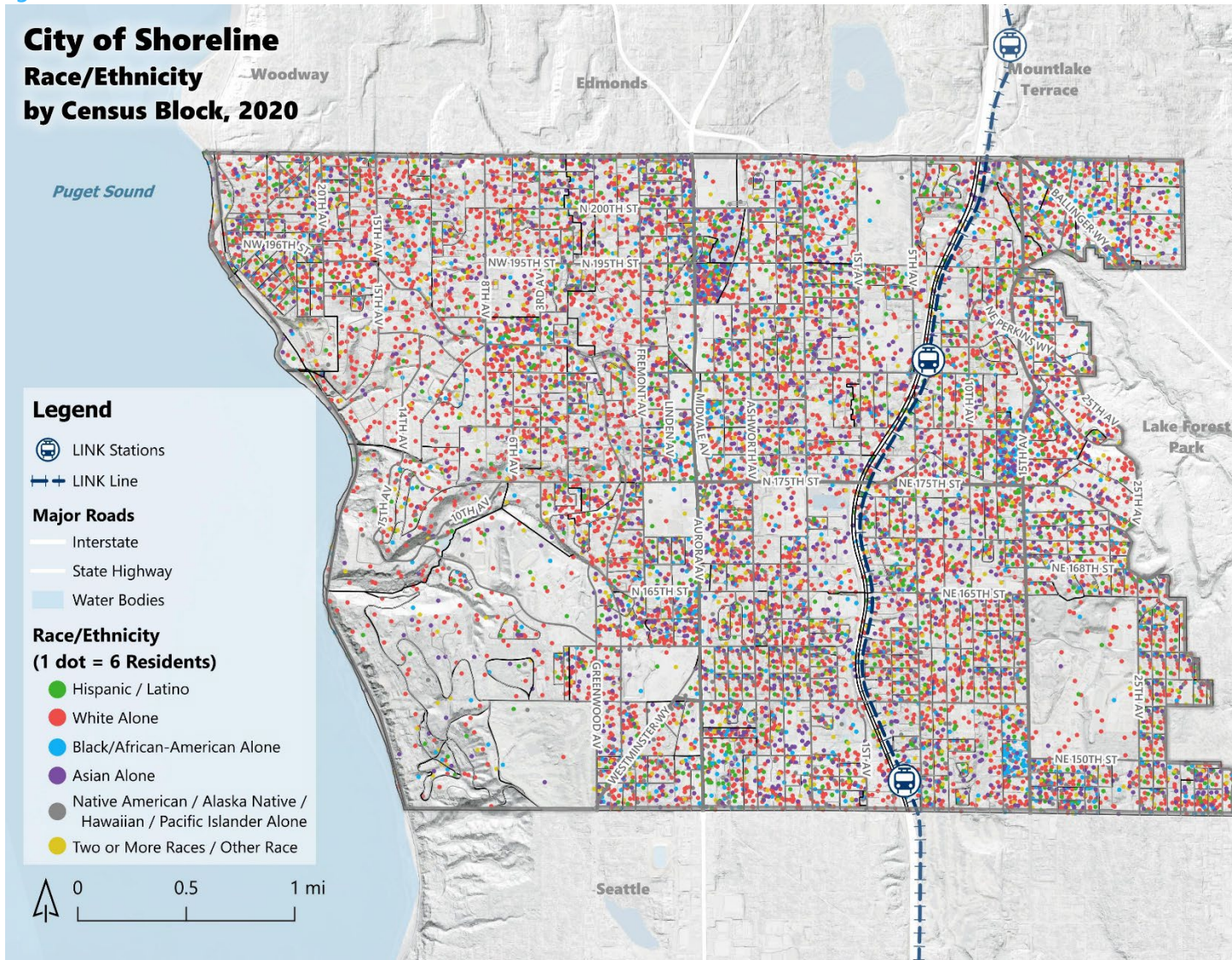


Source: City of Shoreline



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Figure 46. Distribution of White Residents in Shoreline



Source: US Census, City of Shoreline



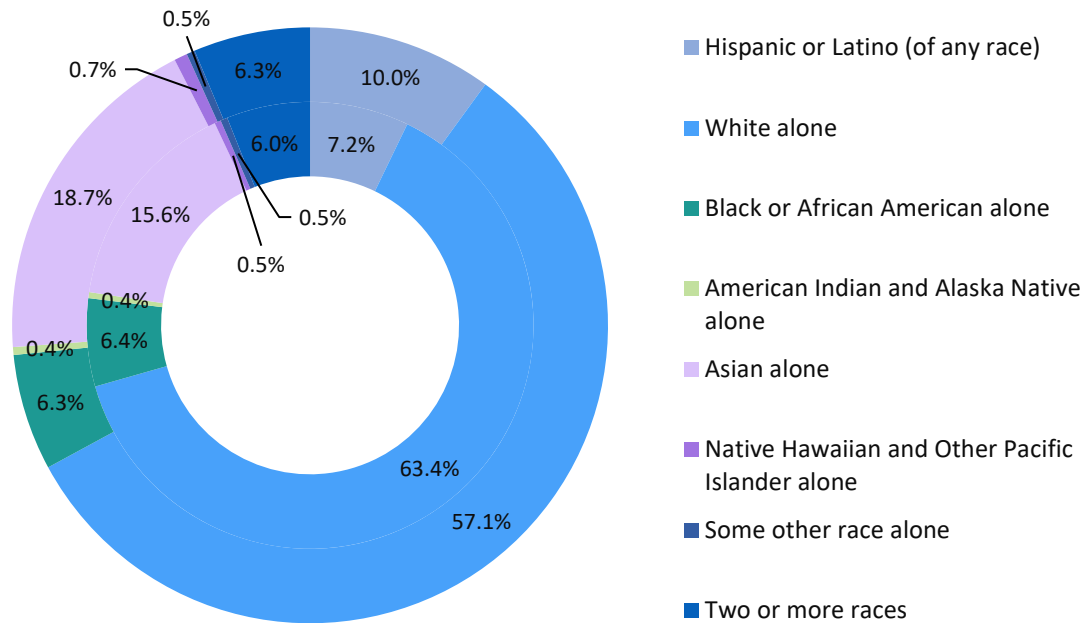
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The combination of racially restrictive covenants and redlining impacted the ability of Black veterans to fully access homeownership loan benefits through the Servicemen’s Readjustment Act of 1944 (GI Bill), which enabled white veterans to buy housing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

Figure 47. Race and Ethnicity of Populations



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



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Assessing Racially Disparate Impacts

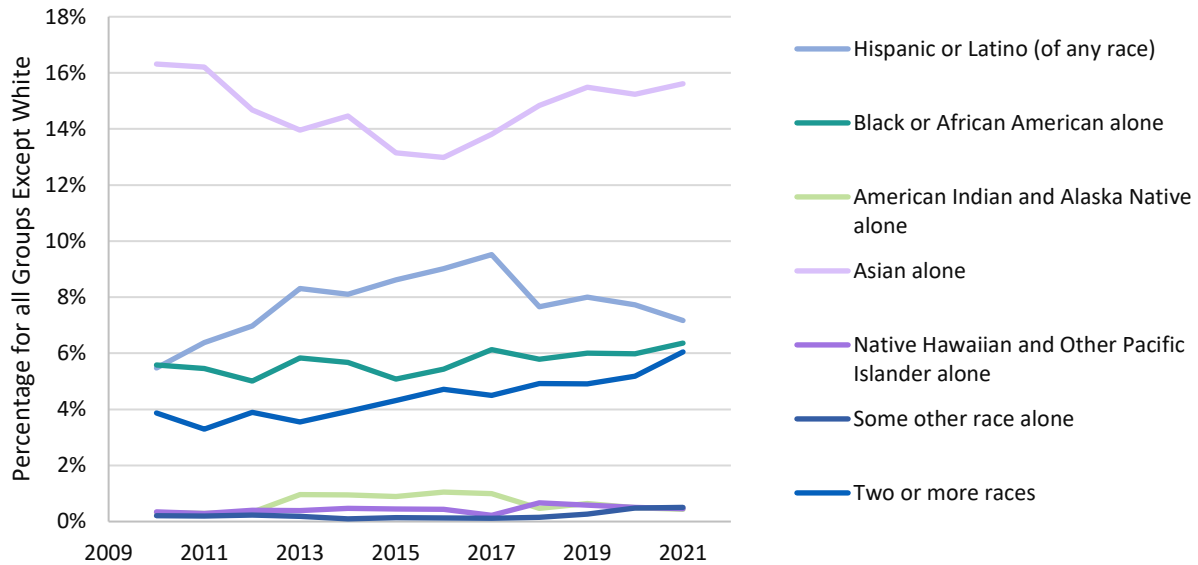
Between 2015 and 2020, Shoreline became slightly more diverse. The City gained nearly 1,500 Asian residents and over 600 Black/African American residents. At the same time, however, the number of American Indian/Alaska Native and Hispanic/Latino residents declined. Over the same period, King County’s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

Figure 48. Change in Population by Race/Ethnicity, Shoreline and King County

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

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

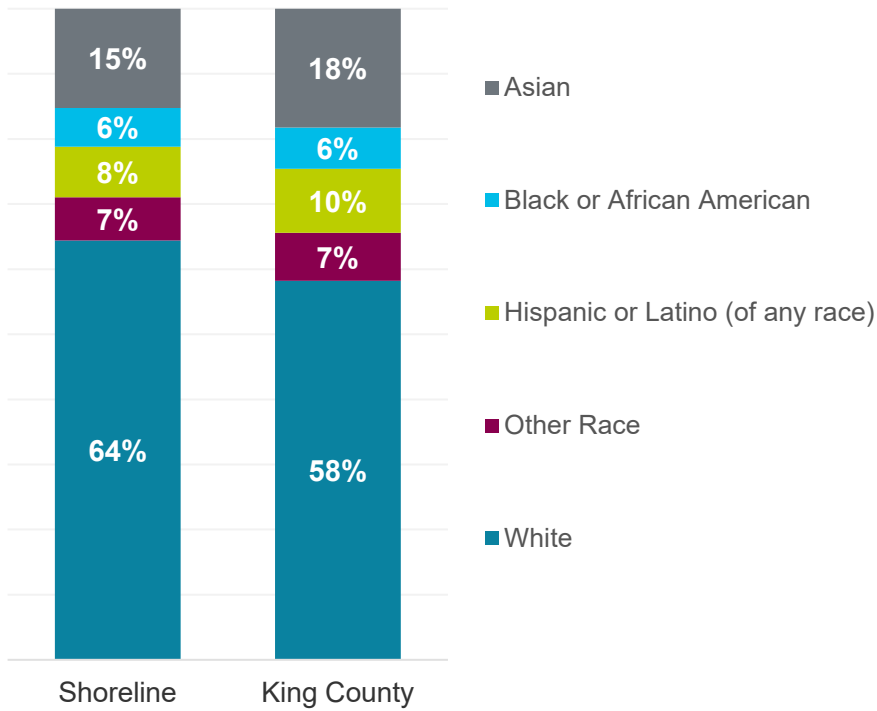
Figure 49. Race and Ethnicity in Shoreline: All Groups Except White



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



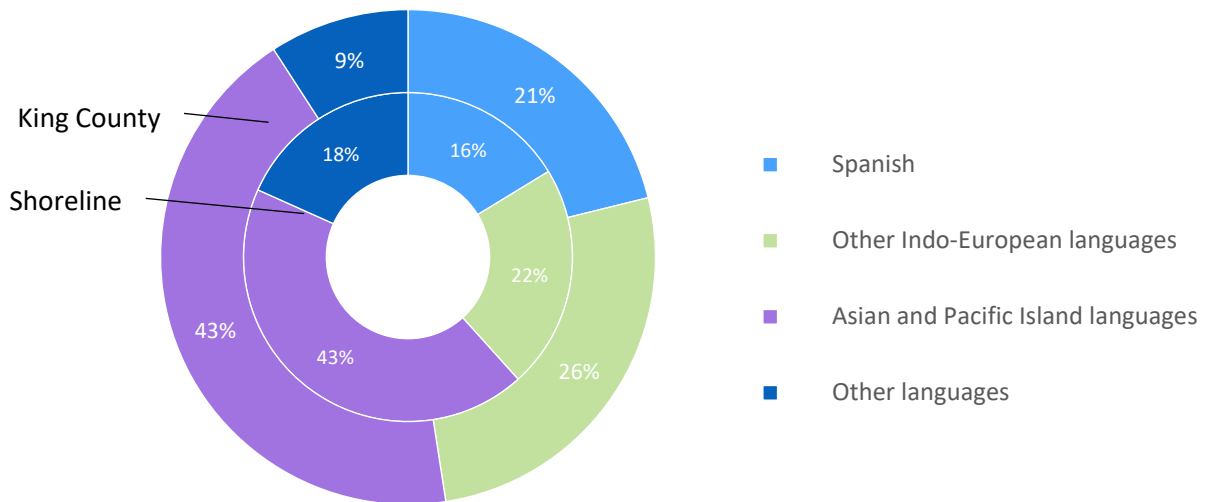
Figure 50. Racial Composition of Shoreline and King County (2020)



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

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

Figure 51. Languages Spoken Other Than English



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



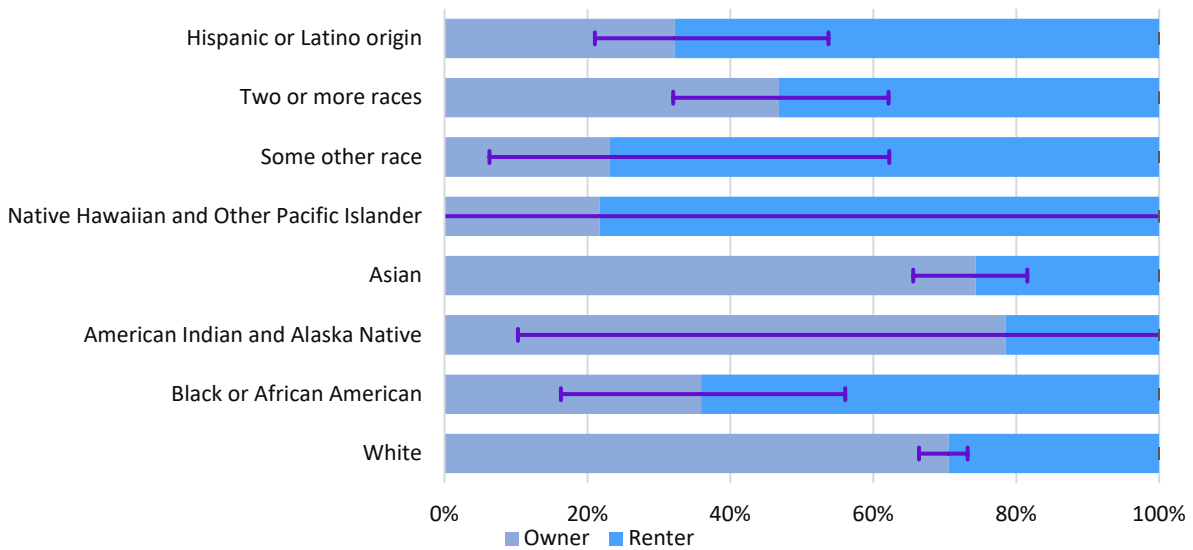
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Shoreline is home to over 14,000 homeowner households and 8,000 renter households. Of the homeowner households, 25 percent are cost burdened, with 16 percent spending between 30 percent and 50 percent of their income on housing costs and nine percent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

Figure 52. Proportion of Owners and Renters by Race and Ethnicity



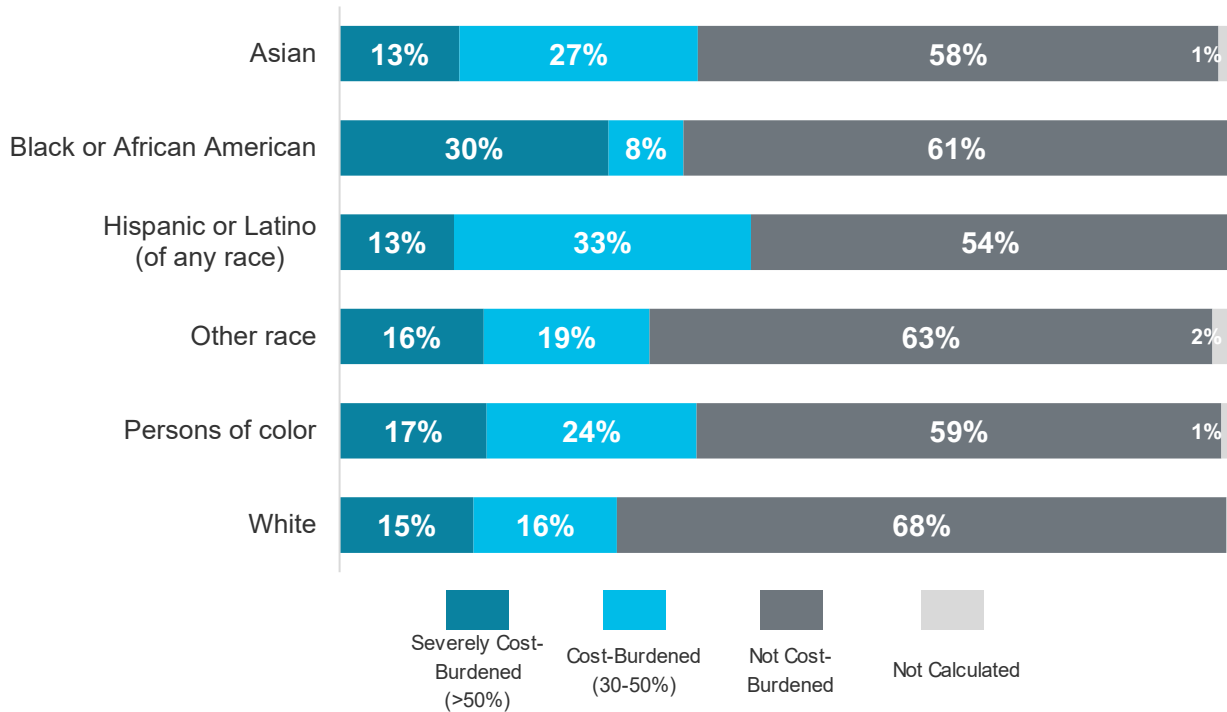
Source: US Census Bureau, 2021 ACS 5-Year Estimates, Table S2502.

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



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Figure 53. Cost Burden for Shoreline Households by Race and Ethnicity



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

Figure 54. Shoreline Households by Race, Ethnicity, Tenure, and Cost Burden

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

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



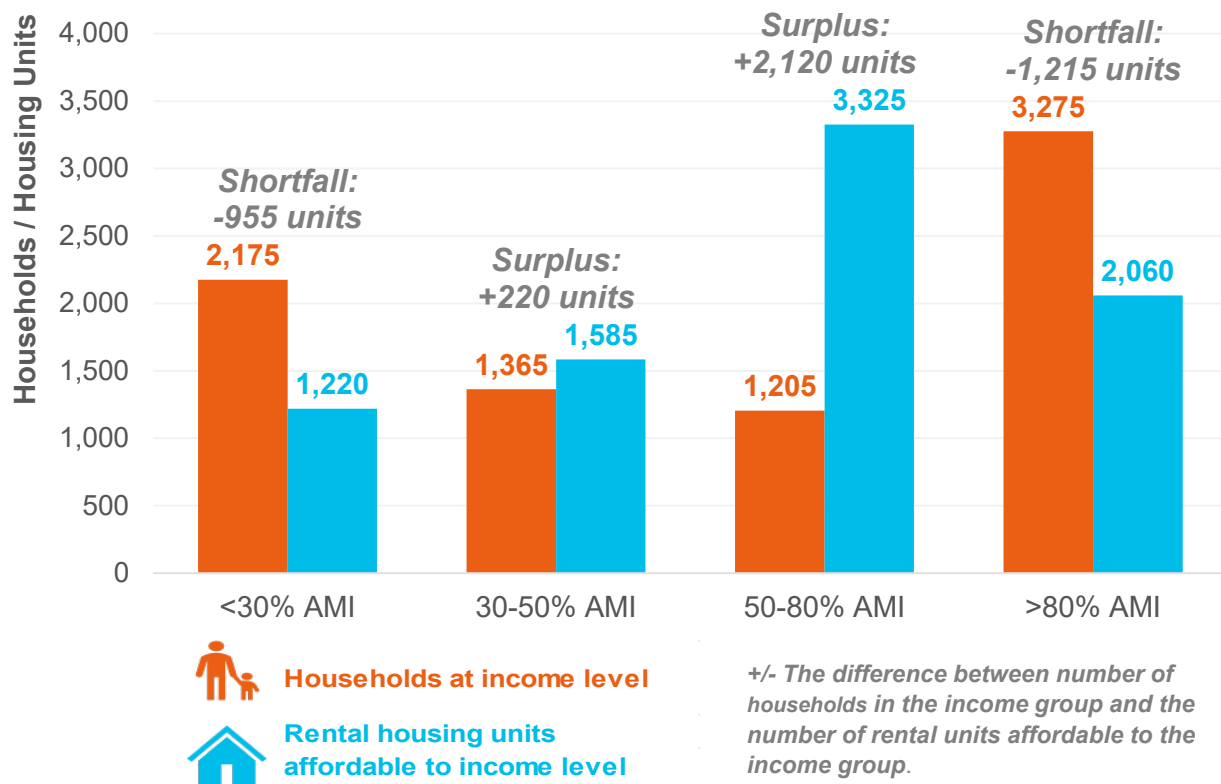
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The renter cost burden in Shoreline is driven by a shortage of rental units at the high and low ends of the market (greater than 80 percent AMI and less than 30 percent AMI). Figure 55 below shows the current number of households compared with the number of units affordable to households in each income level. When there are shortages of units corresponding to a given income level, those households will rent units affordable to a different income level. For instance, the lack of housing at greater than 80 percent AMI indicates that there are likely renters at that income level renting units in the 50 to 80 percent range, making it harder for households in that income range to find housing. Alternatively, the shortage of housing units at the less than 30 percent AMI range indicates that households at that income level are likely cost burdened due to having to rent more expensive apartments.

Figure 55. Shoreline Renter Households by Income Compared to Rental Units by Affordability, 2019



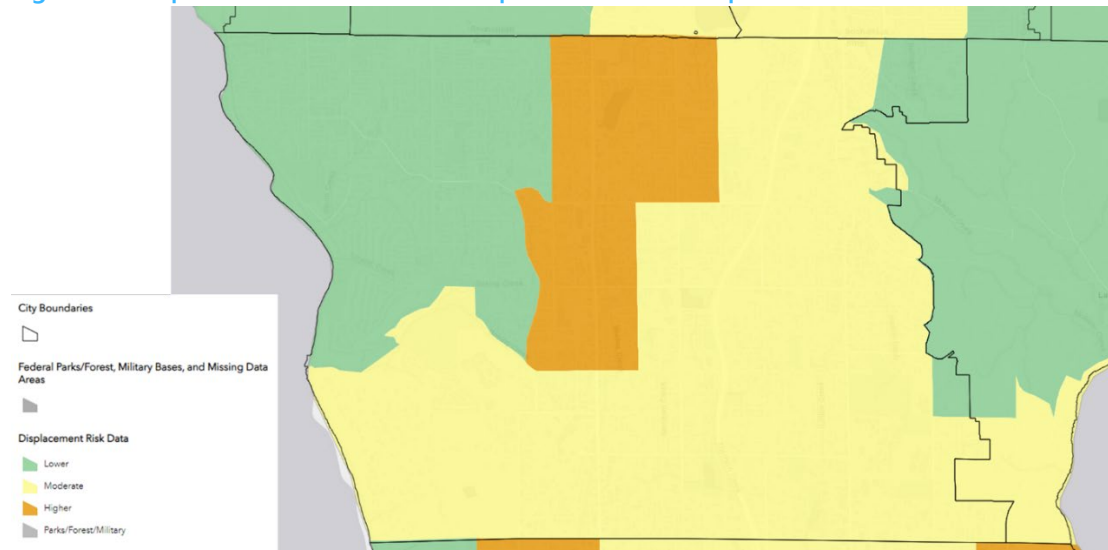
Sources: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 15C) & US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 14B).

Figure 56 below shows the PSRC Displacement Risk Map for the city of Shoreline. PSRC uses indicators including demographics, transportation, neighborhood characteristics, housing, and civic engagement to identify communities vulnerable to displacement. The western and southern portions of the city have a moderate displacement risk while the central portion along Aurora Avenue N has a higher displacement risk. The northwestern portion of the city, where there was a high concentration of restrictive covenants has the lowest displacement risk.



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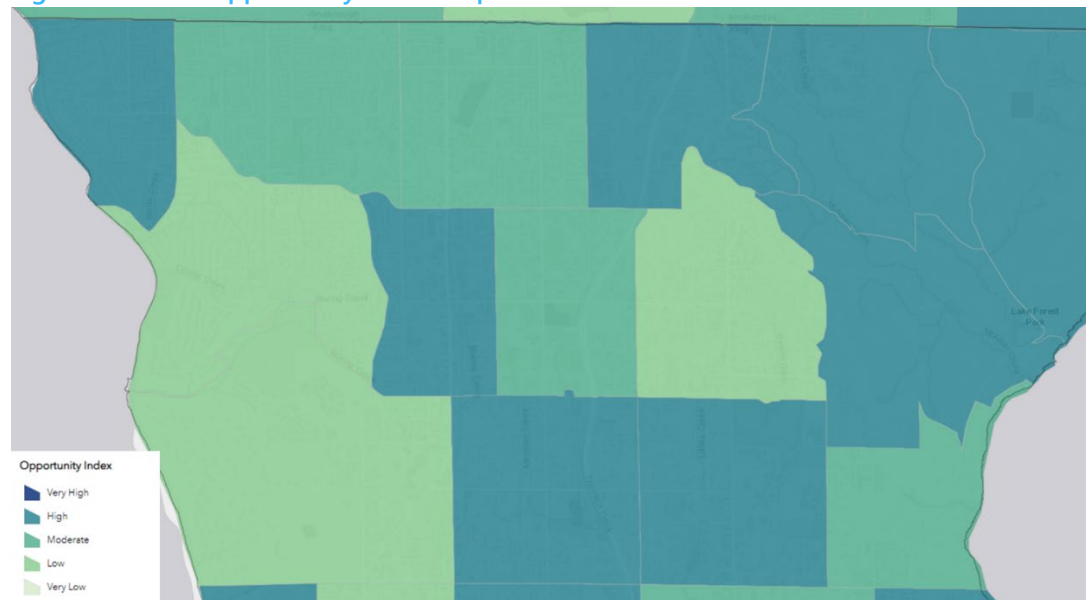
Figure 56. Department of Commerce Displacement Risk Map for Shoreline



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

Figure 57 below shows PSRC’s Opportunity Index map for Shoreline. The Opportunity Index is based on measures of positive life outcomes, including education, economic health, housing and neighborhood quality, mobility and transportation, and health and environment. The dark blue areas are those with the high index scores (there are no Census tracts in Shoreline with a score of “Very High”), while the lighter green areas are considered lower opportunity. The Innis-Arden neighborhood is considered lower-opportunity because of housing and health metrics, while most of the Richmond Highlands neighborhood is higher opportunity due to strong economics, housing, health, and transportation metrics.

Figure 57. PSRC Opportunity Index Map for Shoreline



Sources: PSRC Opportunity Index.



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

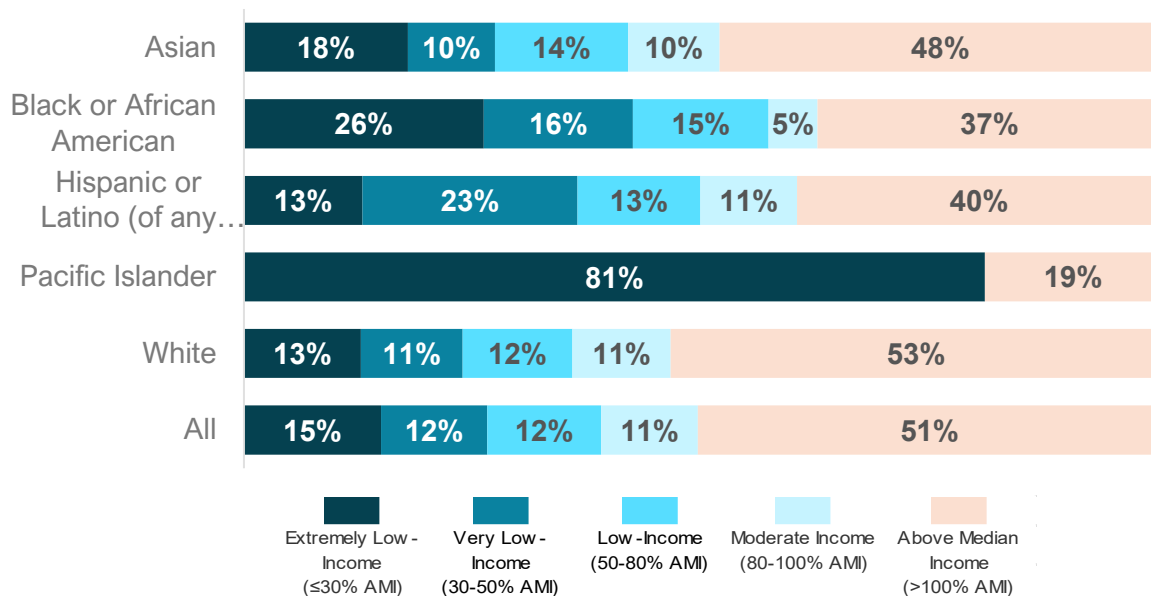
Figure 58. Shoreline Count of Households by Income and Race

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

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

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

Figure 59. Shoreline Distribution of Households by Income and Race or Ethnicity



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

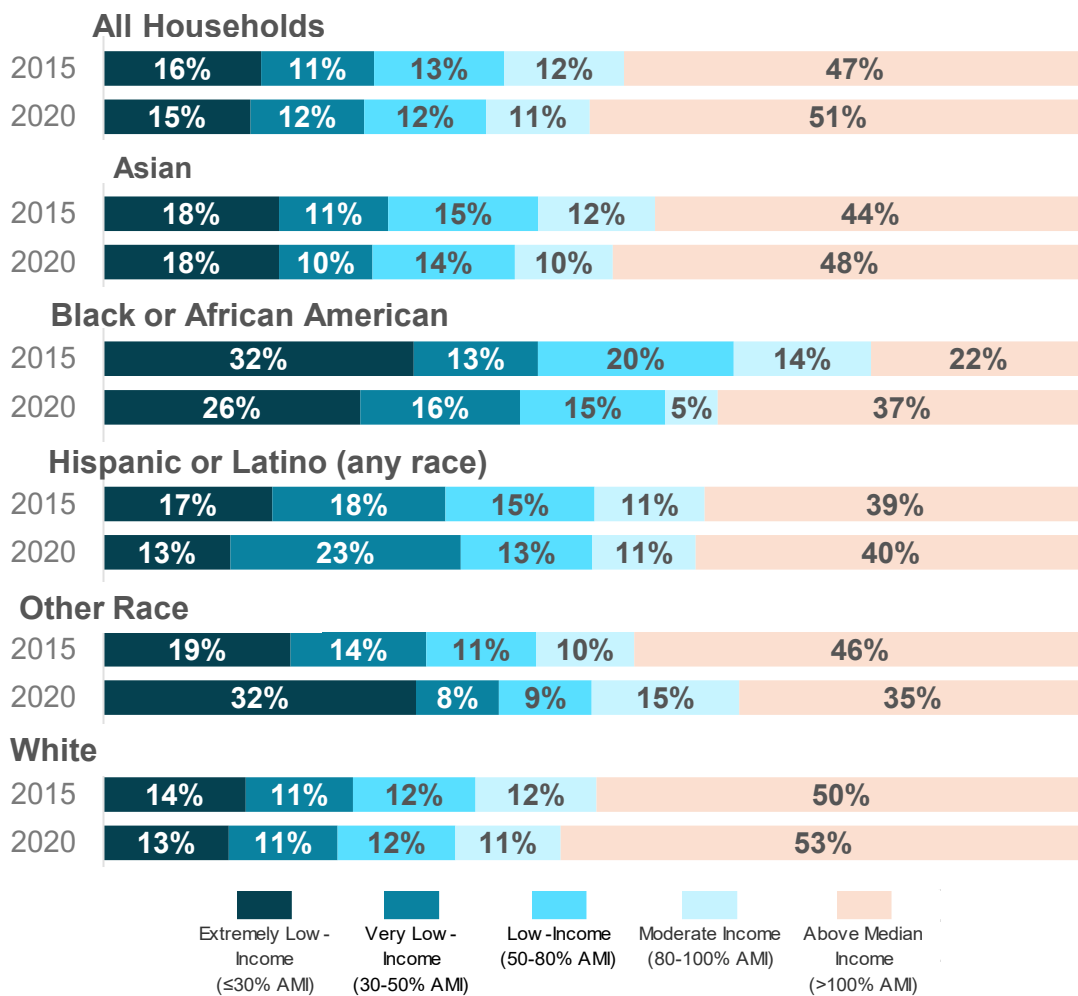


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Between 2015 and 2020, the percentage of households making above the median income in Shoreline increased from 47 percent to 51 percent. With the exception of households identifying as Other Race, the share of households making more than 100 percent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

Figure 60. Shoreline Percentage of All Households by Income Category and Race (2010-2014 vs. 2015-2019)



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

Policy Evaluation

Based on the above analysis, there is room for improvements to policies in Shoreline to reduce racially disparate impacts, and the data was used to inform the next steps of the racially disparate impacts assessment process – evaluating and revising policies that reinforce historical patterns of segregation,



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displacement, and inequitable outcomes. Taking a proactive approach in shaping policy to address these challenges will benefit all Lynden households as the city seeks to build a more equitable future.

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

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



Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
GOALS							
Goal H I Provide sufficient development capacity to accommodate the 20 year growth forecast and promote other goals, such as creating demand for transit and local businesses through increased residential density along arterials; and improved infrastructure, like sidewalks and stormwater treatment, through redevelopment.	New Development	This goal benefits developers and the City. This goal benefits community members if redevelopment is constructed for affordable housing programs as designated by community vetted needs.	A	This goal approaches supporting anti-displacement policy by joining state growth forecasts with planning for adequate infrastructure to serve existing and new households within a service area. This goal only approaches supporting anti-displacement policy by using vague terminology and not connecting infrastructure improvements to anti-displacement measures. <i>Recommendation:</i> To make this goal more actionable and implementable for anti-displacement regulatory purposes, goal language should use consistent desired housing type verbiage to ensure the benefits of housing development are distributed equitably.	Revised Goal (H I): Provide sufficient development capacity to meet 2044 regional growth and address other housing goals, such as creating demand for transit and local businesses through increased residential density along arterials; and improved infrastructure, like sidewalks and stormwater treatment, through redevelopment and inclusionary zoning. New Goal (In addition to H I): Implement anti-displacement regulations, with consideration given to the preservation of historical and cultural communities as well as investments in low, very low, extremely low, and moderate-income housing; equitable development initiatives; inclusionary zoning; community planning requirements; tenant protections; land disposition policies; and consideration of land that may be used for affordable housing.	Changed language from "promote other Goals" to "address other housing goals" in order to describe the goal's intent more accurately and to distribute the benefits of the policy more equitably. "Inclusionary zoning" was included at the end of the goal to enforce the intention to include permanent affordable units within new residential development along arterials .	Ensure the benefits of investment and development are equitably distributed.
Goal H II Encourage development of an appropriate mix of housing choices through innovative use and well-crafted regulations.	New Development	This goal benefits community members and developers.	A	This goal approaches addressing exclusion in housing by encouraging development of a mix of housing types. Allowing additional permitted uses in the City's single family housing regulations reduces exclusion when different family sizes, incomes, disabilities, and needs have housing choices on the market available to them. However, the term "appropriate" is vague and broad. Who will the housing be appropriate for? <i>Recommendation:</i> To make this goal more actionable and implementable for anti-displacement regulatory purposes, goal language should use consistent housing type verbiage to ensure the benefits are distributed equitably amongst different income level households.	Revised Goal (Goal H II): : Encourage development of a wider variety of housing types at all affordability levels through innovative land use, well-crafted regulations, and marketable development incentives.	Changed "an appropriate mix of housing choixes" to "a wider variety of housing types" to described the goal's intent more accurately and to distribute the benefits of the policy more equitably.	Ensure the benefits of investment and development are equitably distributed.
Goal H III Preserve and develop housing throughout the city that addresses the needs of all economic segments of the community, including underserved populations, such as households making less than 30% of Area Median Income.	New Development	This goal benefits community members of all economic segments. This goal may burden developers if affordable housing incentives are not created or marketed by the city.	S	This goal supports anti-displacement policy by encouraging development for all economic segments of the community, and specifically identifying households making less than 30% of Area Median Income. Identifying this income bracket will help guide subsequent policies that specifically address affordable housing production at this income bracket.			Increase affordable housing production.



Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
Goal H IV “Protect and connect” residential neighborhoods so they retain identity and character, yet provide amenities that enhance quality of life.	Amenity Access	This goal benefits existing neighborhoods and households if “protecting” and “retaining” the character of residential neighborhoods includes equitable distribution of amenities.	A	This goal approaches supporting anti-displacement policy by protecting residential neighborhood character and providing amenities that enhance quality of life. Protecting residential character can help homeowners and renters retain housing stability and preventing displacement. Although, preservation and “identity” language must be evaluated carefully to ensure the narrative of the policy does not enforce exclusionary practices towards BIPOC populations or specific income levels. <i>Recommendation:</i> The Washington State Department of Commerce guides cities to adopt incentives, strategies, actions, and regulations that encourage equitable development and mitigate displacement. Policies that encourage or promote development of new amenities should include “equitable distribution” language to ensure that the benefits of new development are planned with equity in mind.	Revised Goal (G H IV): “Protect and connect” residential neighborhoods so they maintain scale and form and character based on community needs, yet provide equitable distribution of amenities that enhance quality of life.	Changed “provide amenities” to “provide the equitable distribution of amenities” to describe the intent more accurately and to distribute the benefits of the policy more equitably. Changed “character” to “scale and form” to make the policy clearer and avoid an exclusionary narrative pertaining to maintaining specific “household” types like single family residential in a community.	Ensure the benefits of investment and development are equitably distributed.
Goal H V Integrate new development with consideration to design and scale that complements existing neighborhoods, and provides effective transitions between different uses and intensities.	Design Standards	This goal benefits existing neighborhoods and households by considering how the design, scale, and form of new development may impact existing households and neighborhoods. This goal may burden developers if design guidelines increase the overall construction costs of the project.	A	This goal approaches supporting anti-displacement policy by considering how design and scale of new development may impact existing neighborhoods. However, this goal does not specify how redevelopment can also impact existing neighborhoods by increasing displacement risk through rising housing costs. This goal also does not consider the impact of new development on the general needs of the community, such as amenities, facilities, and green space. Complimentary designs and impact analyses could be required by the City to protect the function and form of existing neighborhoods. <i>Recommendation:</i> Add language to clarify applicable factors to be reviewed during new development or redevelopment projects.	Revised Goal (H V): Integrate new development and redevelopment with consideration to design and scale that complements and maintains the needs of existing neighborhoods, and provides effective transitions between different uses and intensities.	Included “and maintains the needs of existing neighborhoods” to clarify that new development and redevelopment could impact amenities, facilities, green space, home values, and communal space of existing neighborhoods. Included “redevelopment” to clarify that redevelopment projects will also need to be examined for unintentional impacts to existing neighborhoods.	Protect Existing Communities.



Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
Goal H VI Encourage and support a variety of housing opportunities for those with special needs, specifically older adults and people with disabilities.	Older Adults and Special Needs	This goal benefits communities at higher risk of displacement, especially those communities that rely on fixed incomes and require additional accommodations.	A	This goal approaches supporting anti-displacement policy by supporting actions to create or maintain housing opportunities specifically for those with "special needs". Older adults and people with disabilities are often more vulnerable to displacement risks due to sometimes unpredictable economic and physical pressures. This goal encourages the city to keep implementing and monitoring "special needs" housing at the forefront of housing planning priorities. However, language of the goal does not specify what type of housing opportunities should be supported. This lack of specification may make it harder to prioritize and select the most efficient housing programs and projects related to senior and disability needs. <i>Recommendation:</i> Add language to include key housing opportunity categories for the City to prioritize.	Revised Goal (H VI): Encourage a variety of healthy, safe, and affordable housing opportunities for those with special needs, specifically older adults, and people with disabilities.	Included "healthy, safe, and affordable" to make the intent of the goal clearer and more actionable.	Protect existing communities.
Goal H VII Collaborate with other jurisdictions and organizations to meet housing needs and address solutions that cross jurisdictional boundaries.	Public and Private	This goal benefits the community by creating platforms to share specific wants and needs of City residents. This goal also benefits the City by pooling resources, funding, and technical assistance.	A	This goal approaches supporting anti-displacement policy by encouraging collaboration of multiple parties to pool resources, funding, and technical assistance across borders. Developing partnerships and frequent communication lines with surrounding jurisdictions will inform the City of adjacent housing decisions, projects, and programs that may affect housing within Shoreline's borders. However, collaboration should not stop at other jurisdictions and organizations. Community organizations, landowners, developers, and non-profits will also be vital partnerships to meet housing needs and identify housing solutions. <i>Recommendation:</i> Add language to include all applicable and important partnerships to meet housing needs.	Revised Goal (H VII): Collaborate and partner with community organizations, other jurisdictions, landowners, developers, and non-profits to meet housing needs and address solutions that cross jurisdictional boundaries.	Replaced "collaborate with other jurisdictions and organizations" with "collaborate and partner with community organizations, other jurisdictions, landowners, developers, and non-profits" to capture the full spectrum of public and private partnerships required to meet the community's housing needs.	Ensure the benefits of investment and development are equitable distributed.
Goal H VIII Implement recommendations outlined in the Comprehensive Housing Strategy.	Regulations	This goal benefits community members and developers for recommended policies under the Housing Element include benefits and incentives to both parties.	A	This goal approaches supporting anti-displacement policy by implementing all recommendations outlined in the Housing Element of the Comprehensive Plan, but it does not account for the implementation and monitoring procedures required to ensure the success of the recommendations. <i>Recommendation:</i> Add language to reference policies that support using specified measures to track implementation and performance of policies. Ensure policies are working as intended to address racially disparate outcomes, exclusion, displacement, and displacement risk.	New Goal (to replace H VIII): Develop implementation strategies, performance measures, and on-going monitoring procedures that account for all city housing action plans to ensure the success of recommendations outlined in the Comprehensive Housing Strategy.	New goal language clarifies the need for implementation strategies and on-going monitoring. Continuation of monitoring, implementation, and community engagement will capture how the City continues to change and grow, and will help continue to address Shoreline's changing housing needs and challenges.	Begin to undo racially disparate impacts, exclusion, and displacement.



Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
Goal H IX Develop and employ strategies specifically intended to attract families with young children in order to support the school system.	Public Facilities	This goal benefits demographics that currently have higher percentages of families with young children. This policy burdens other household family sizes that may not inherently benefit from proposed strategies.	C	This goal challenges supporting anti-displacement policy because the language is exclusionary to other household sizes. <i>Recommendation:</i> This goal should be moved to the Land Use Element of the Comprehensive Plan to remain consistent with Land Use goals pertaining to public facilities (i.e., school system). A new goal should replace H IX to support all types of household sizes and encourage a variety of amenities associated with healthy neighborhoods.	New Policy (To replace H IX): Increase the availability of healthy, equitable, and affordable housing for people in all demographic groups and at all income levels. Promote a balance of housing and amenities needed by residents at the neighborhood level, such as childcare, availability of fresh food, education, recreational opportunities, and medical care.	New goal language now encompasses more of the recommended policies and policy topics below.	Ensure the benefits of investment and development are equitably distributed.
POLICIES							
H1 Encourage a variety of residential design alternatives that increase housing choice.	Design Standards	This policy benefits all community members and developers.	A	This policy approaches addressing exclusion in housing by encouraging a variety of residential design alternatives. Having an alternative menu of permitted residential designs, such as middle housing types, will provide housing for different family sizes and incomes. However, language of this policy is unclear as "residential design alternatives" is not defined and the desired location of these alternative designs is not specified. <i>Recommendation:</i> To make the policy more actionable, additional language should use consistent desired housing type verbiage and desired location specifications to ensure the benefits of development are distributed equitably.	Revised Policy (H1): Allow and incentivize a wider variety of housing types at all affordability levels in all residential areas.	Changed "encourage a variety of residential design alternatives" to "allow and incentivize a wider variety of housing types at all affordability levels" to describe the policy intent more accurately and to distribute the benefits of the policy more equitably. The housing market and developers are inclined to build affordable housing when they receive value and profit from the project. The word "incentivize" is included to off-set value lost when developers integrate affordability on their own (i.e., grants available to affordable housing developers, density bonuses, etc.)	Ensure the benefits of investment and development are equitably distributed.
H2 Provide incentives to encourage residential development in commercial zones, especially those within proximity to transit, to support local businesses.	Amenity Access	This policy benefits developers who can expand housing construction opportunities in commercial areas or public transit areas. This policy benefits households that can afford the costs of homeowner or rental units near amenities. This policy may burden existing neighborhoods within or near new construction and redevelopment areas.	C	This policy could challenge the jurisdiction's ability to meet housing needs from the unequitable distribution of benefits and burdens to neighborhoods adjacent to new residential development in commercial zones. New residential development can gentrify existing neighborhoods and increase home values near highly desired amenities, such as transit and local businesses. As discussed in Appendix C, new residential development near amenities can increase the likelihood of economic displacement risk. <i>Recommendation:</i> Anti-displacement policies will be needed to mitigate and reduce the impacts of redevelopment and upzoning in existing neighborhoods, especially for BIPOC communities and low-income households.	New Policy (To replace H2): Encourage the development of a wider variety of housing types in areas with existing infrastructure capacity, services, and transit, while balancing the need to address disinvestment in historically disinvested neighborhoods.	Clarified that a "wider variety of housing types" is appropriate in areas with existing infrastructure. Acknowledged that underinvestment in existing neighborhoods also needs to be addressed. This policy would require consistency with capital facilities element policies to increase infrastructure capacity in historically disinvested neighborhoods where greater density and housing diversity is needed.	Ensure the benefits of investment and development are equitably distributed.



Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
H3 Encourage infill development on vacant or underutilized sites.	New Development	This policy benefits landowners and developers. However, redevelopment has the potential to burden existing neighborhoods and increase average City rental prices.	A	Removing barriers to development of affordable housing will help increase affordable housing unit accessibility and attainability in the City. At the same time, this policy does not specify the type of infill development that is encouraged. This policy could be supporting more market rate housing or single-family residences in existing neighborhoods, which in turn increases the likelihood of economic displacement (i.e., increased property taxes and home values in the surrounding areas). <i>Recommendation:</i> An accompanying anti-displacement policy could be adopted to ensure building scale and form are consistent in neighborhoods.	Policy Revision (H3): Encourage infill development on vacant or underutilized sites by working with developers, state agencies, regional partnerships, and non-profits to identify locations, funding opportunities, and implementation strategies. New Policy (In addition to H3): In neighborhoods of naturally occurring affordability, maintain the scale and form of buildings in established residential neighborhoods through adoption of context-sensitive regulations.	The revised policy now includes action items (partnerships) to provide a pathway to achieve infill development on vacant or underutilized sites. The new policy provides a building design solution to infill development, tailored to the needs of the community, and supports allowing existing residents to stay in their homes as much as possible.	Protect existing communities.
H4 Consider housing cost and supply implications of proposed regulations and procedures.	Regulations	This policy benefits existing community members by reviewing potential regulatory changes for unintended impacts. This policy could burden developers, applicants, and landowners if proposed regulations and procedures reduce cost burdens for the homeowner or renter, but increase development cost burdens for the applicant.	A	This policy encourages an additional process toward evaluating the potential impacts of policy changes, such as allowing specific types of units within a neighborhood, before implementing new regulations and procedures. Considerations for the regulatory effects upon a neighborhood's displacement risk is important to preserve neighborhood stability. This policy approaches supporting anti-displacement policy by encouraging a cost/benefit analysis of proposed regulations and procedures, but it does not specify the kinds of implications considered. <i>Recommendation:</i> An additional anti-displacement policy could be considered to provide a specific anti-displacement and equitable regulatory lens to a proposed regulations and procedures cost/benefit analysis.	Policy Revision (H4): Review <i>broader housing market impacts, housing costs, and housing supply implications of proposed regulations and procedures.</i> New Policy (In addition to H4): <i>Use measures to track implementation and performance to ensure policies are working as intended to address racially disparate outcomes, exclusion, displacement, and displacement risk.</i>	The revised policy acknowledges the effect the private side of development has on the housing landscape. The new policy compliments H4 by providing a follow-up procedure to ensure that implications considered have resulted in expected outcomes.	Begin to undo racially disparate impacts, exclusion and displacement.
H5 Promote working partnerships with public and private groups to plan and develop a range of housing choices.	Public and Private	This policy benefits all community members and developers but could burden specific racial communities if they are not included in promoted partnerships.	A	This policy approaches supporting anti-displacement policy by promoting public and private partnerships that would expand the City's resource base and pool housing solutions. This policy only approaches supporting anti-displacement policy because it is repetitive of other policies in the Housing Element. Repeating policy narratives reduces the opportunity to address a wider range of City housing equity concerns and solutions. <i>Recommendation:</i> This policy is similar to H20. To reduce repetitive policy language in the next Comprehensive Plan periodic update, this policy can be replaced to include more actionable, anti-displacement prescriptive language.	New Policy (To replace H5): Adopt incentives, strategies, actions, and regulations that increase the supply of housing for households with extremely low-, very low- and low-incomes by private or public developers.	Expanded policy language with specific income levels and actions to make the policy more actionable.	Increase affordable housing production.



Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
H6 Consider regulations that would allow cottage housing in residential areas, and revise the Development Code to allow and create standards for a wider variety of housing types.	Cottage Housing	This policy benefits all community members and developers.	A	<p>Allowing cottage housing in residential areas may provide more affordable housing options for low-income households. However, creating standards for a wider variety of housing types seems non-related and secondary to cottage housing.</p> <p><i>Recommendation:</i> This policy could be split into two different policies (from where the comma separates “areas,” from “and”). The second policy should be specific to what type of housing types the City should pursue (i.e., missing middle housing).</p>	Policy Revision (H6): Adopt regulations that would allow cottage housing in all residential areas.	The second section of the policy has been removed to make the intent of the policy clearer. Additional policies have been recommended to encourage new regulations that support diverse housing types (see H1).	Increase affordable housing production.
H7 Create meaningful incentives to facilitate development of affordable housing in both residential and commercial zones, including consideration of exemptions from certain development standards in instances where strict application would make incentives infeasible.	Affordable Housing Incentives	This policy benefits community members who will have more access to affordable housing options, and for developers who will be able to gain affordable housing incentives through development standard exemptions. This policy may burden existing neighborhoods if new development is exempted from development standards that protect existing neighborhoods.	A	<p>Zoning and regulations can restrict the types of homes built in a community. Minimum lot size requirements, prohibitions on multi-family units, and building height limitations are just some examples of regulatory restrictions. Research has connected zoning to racial segregation, creating disparities in housing outcomes. Amending zoning standards to allow more housing types and expand affordable housing choices is an important planning tool to undo past harm.</p> <p><i>Recommendation:</i> To make this policy more supportive of anti-displacement housing policies, the City could consider drafting a new policy that ensures exempted development standards are not protecting disproportionately impacted communities from housing exclusion and displacement.</p>	New Policy (In addition to H7): Explore establishing a development standard exemption review process that examines proposed exemptions for potential harms to communities already being disproportionately impacted. New Policy (In addition to H7): Use measures to track implementation and performance to ensure policies are working as intended to address racially disparate outcomes, exclusion, displacement, and displacement risk.	New policies create a procedure for cities to review and monitor housing policies, and specifically development standard exemption considerations when affordable housing developers would like to utilize an established/promoted City housing incentive.	Increase affordable housing production.
H8 Explore a variety and combination of incentives to encourage market rate and non-profit developers to build more units with deeper levels of affordability.	Affordable Housing Incentives	This policy could burden extremely low, very low, or low income households. Affordability to specific household incomes is not specified.	C	<p>This policy challenges supporting anti-displacement policy because the language is broad and unclear. The term “deeper levels of affordability” does not define what affordability is or whose housing units are affordable. This policy may challenge City efforts to provide units that meet the needs of low-income households. If this policy is implemented without regard to other housing needs (i.e., non-single-family residences), this policy may serve as a barrier to meeting these needs.</p> <p><i>Recommendation:</i> This policy could be revised to include language such as “low income” and specific AMI brackets. This policy should also specify what types of units would be encouraged through City sponsored development incentives.</p>	<p>Revised Policy (H8): Explore a variety and combination of incentives and mandates to encourage market rate and non-profit developers to build housing units that serve the diverse income needs of the City.</p> <p>New Policy (In addition to H8): Adopt incentives, strategies, actions, and regulations that reduce barriers and promote access to affordable homeownership for extremely low, very low, low-income, and moderate income households.</p>	Several recommended policy revisions include the terms, “extremely low-, very low- and low-incomes”. This policy uses the phrase “diverse income needs” to also include new housing considerations for moderate- and above-income households, as those families will also need long term housing options. The new policy also compliments revisions to H8 by reducing homeownership barriers to affordable housing units.	Increase affordable housing production.



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H9 Explore the feasibility of creating a City housing trust fund for development of low income housing.	Funding	This policy benefits all community members and developers, if taxes that increase risk of displacement are not required to create the trust fund.	A	This policy approaches supporting anti-displacement policy because housing trust funds help generate revenue for affordable housing production and preservation, thus increasing affordable housing options and availability for community members at higher risk of displacement in the City. However, the phrase "explore the feasibility" can promote the narrative that this policy is not urgent or does not need to be prioritized. <i>Recommendation:</i> Remove "explore" and replace with "create" to make the policy more actionable.	Revised Policy (H9): Create an Affordable Housing Trust Fund for development of low income housing.	Changed "explore the feasibility" to "create an affordable housing trust fund" to make the intent of the policy more clear and actionable.	Increase affordable housing production.
H10 Explore all available options for financing affordable housing, including private foundations and federal, state, and local programs, and assist local organizations with obtaining funding when appropriate.	Funding	This policy could burden the City for there are many actionable elements of the policy that may make it more difficult to measure its implementation success.	A	Incentives, strategies, actions, and regulations that finance affordable housing are essential for maintaining long term affordable housing options. However, the verbiage "when appropriate" indicates that these actions are not a City priority or that consulting local organizations is not always an "appropriate" action. This policy approaches supporting anti-displacement policies because the verbiage may be exclusionary of the local community. Due to historic and present mistrust of government, BIPOC communities more commonly seek assistance through familiar social groups and cultural institutions. Gaining more active participation of the local community is key in reducing racially disparate impacts. In addition, this policy is similar to H27 and H28. Funding policies should have separate intents to cover more diverse housing goals and actions. <i>Recommendation:</i> The City could consider including policy language that specifically encourages collaboration with local organizations, because these organizations are more likely to have more clear definitions of housing needs in their community groups.	Revised Policy (H10): Explore all available options for financing affordable housing and assist and partner with local organizations to obtain funding.	Removed "including private foundations and federal, state, and local programs" and "when appropriate" to decrease repetitive language and make the intent of the policy clearer.	Increase affordable housing production.



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H11 Encourage affordable housing availability in all neighborhoods throughout the city, particularly in proximity to transit, employment, and/or educational opportunities.	Amenity Access	This policy does not inherently burden existing communities, but it could be strengthened to promote more benefits to communities through equitable affordable housing development.	A	This policy approaches supporting anti-displacement policy by encouraging new affordable housing development in neighborhoods with proximity to transit, employment, and/or educational opportunities. However, this policy repeats verbiage found in H32. Anti-displacement policies should have well-rounded verbiage that considers all components of equitable and desirable neighborhoods. <i>Recommendation:</i> As discussed in Appendix E and Chapter 3: Patterns, new development can increase the risk of displacement and exclusion by reducing available green space, open spaces, and parks. These desired neighborhood elements could be included in housing policy to ensure new development is consistently preserving shared outdoor spaces that residents rely on for health and wellness.	New Policy (To replace H11): Create and sustain affordable housing that provides equitable access to parks and open space, safe pedestrian and bicycle networks, clean air, soil and water, healthy foods, high-quality education, affordable and high-quality transit options and jobs.	This new policy includes encouraging affordable development near transit, employment, and education, but also specifies the need for other important elements of an equitable and healthy neighborhood; parks and open space, safe pedestrian and bicycle networks, healthy foods, and clean air, soil, and water. The new policy strengthens the intent of H11.	Ensure the benefits of investment and development are equitably distributed.
H12 Encourage that any affordable housing funded in the city with public funds remains affordable for the longest possible term, with a minimum of 50 years.	Affordable Housing Incentives	This policy benefits households at higher risk of displacement and homelessness.	S	This policy is supportive of anti-displacement policy by requiring a minimum affordability term of 50 years (as required by the State). The City also has a number of other affordable housing methods. For example, a ground lease of City-owned property is available for subject affordable housing projects. The City can require the affordability requirement to be longer term in specific project agreements.			Increase affordable housing production.
H13 Consider revising the Property Tax Exemption (PTE) incentive to include an affordability requirement in areas of Shoreline where it is not currently required, and incorporate tiered levels so that a smaller percentage of units would be required if they were affordable to lower income households.	Affordable Housing Incentives	This policy benefits low income households and developers that receive 8, 12, or 20 year tax exemptions on affordable unit development.	A	This policy supports increasing affordable housing covenants throughout the City, providing additional affordable housing accessibility to low-income households. The policy also promotes a tiered implementation approach to encourage MFTE in Subarea Plans and other future impacted areas of the City to mitigate impacts from major development projects (i.e, Light Rail). However, this policy only approaches supporting anti-displacement policy by using the term "consider". "Consider" implies that the City may not complete this action. If the action does not take place then affordable housing covenants will continue to be restricted to certain neighborhoods, excluding other neighborhood populations from their benefits. <i>Recommendation:</i> To make this policy more actionable, the City should remove the term "consider".	Revised Policy (H13): Revise the Property Tax Exemption (PTE) incentive to include an affordability requirement in areas of Shoreline where it is not currently required, and incorporate tiered levels so that a smaller percentage of units would be required if they were affordable to lower income households.	Removed "consider" to make the policy more actionable. Property Tax Exemption Programs are not available in most areas of the city. As discussed in Appendix C, the Hillwood and Echo Lake neighborhoods currently do not have apartments under a Property Tax Exemption program. In addition, there are several multi-family developments outside the upcoming station areas that are interested in the MFTE program but can not register because they are not eligible based on the program's current requirements.	Increase affordable housing production.



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H14 Provide updated information to residents on affordable housing opportunities and first-time home ownership programs.	Community Engagement	This policy benefits the public by ensuring they receive continuous education for available housing resources. This policy may burden those who are not considered "residents" or who are not connected to traditional City outreach methods.	A	Establishing public outreach and education programs for available housing programs will help community members utilize resources available to them. This policy only approaches supporting anti-displacement policy by not providing clear actions to deliver updated information to residents. How will information be distributed? How has the community received and responded to information distributed through traditional outreach methods in the past? Who has reported that they have not received notification of affordable housing opportunities in the past? <i>Recommendation:</i> Establishing public outreach methods that reach the most people can be challenging for cities. The City could consider partnering with cultural institutions, neighborhood organizations, and community centers to reach more residents that could benefit from affordable housing resources, and those who have been excluded from resources in the past.	Revised Policy (H14): Establish partnerships with cultural institutions, faith groups, neighborhood organizations, community centers, and other community resources to inform residents on affordable housing opportunities and first-time home ownership programs.	Changed "provide updated information" to "Establish partnerships with cultural institutions, neighborhood organizations, community centers, and other community resources" to make the policy more actionable.	Begin to undo racially disparate impacts, exclusion and displacement.
H15 Identify and promote use of surplus public and quasi-publicly owned land for housing affordable to low- and moderate-income households.	New Development	This policy benefits community members who rely on affordable housing and developers who are interested in affordable housing projects.	A	Land disposition policies support the conversion of underutilized and surplus public land for other uses, guided by state law. State law has identified affordable housing as a public benefit and allows cities to sell or lease land at a reduced cost, or donate it altogether, for development of affordable housing. This policy supports increasing affordable housing production. <i>Recommendation:</i> Add language to clarify first steps before lands are promoted by the City.	Revised Policy (H12): Identify, inventory, and promote use of surplus public and quasi-publicly owned land for housing affordable to low- and moderate-income households.	Although the existing policy language of H15 supports anti-displacement policy, this policy can be improved by adding the term "inventory". It will be important for the City to create an inventory of surplus land feasible for affordable housing development. A regularly updated inventory will keep the City informed of development opportunities, and create a shareable marketing tool to educate developers on buildable lands in Shoreline.	Increase affordable housing production.
H16 Educate the public about community benefits of affordable housing in order to promote acceptance of local proposals.	Community Engagement	This policy benefits the City in implementing required actions and changes to pursue affordable housing, and community members who desire to provide input on proposed housing developments in the City.	A	Available resources are not always shared or made easily available to community members. A lack of knowledge about fair housing is common and a need for education is strongly encouraged. Fair housing education is therefore supported by this policy. This policy helps support anti-displacement policies by initiating public education on the communal benefits of supporting affordable housing, reducing public opposition to affordable housing projects, and decreasing pre-development process timelines. <i>Recommendation:</i> Add language to acknowledge and plan for interactions between different cultures and languages.	Revised Policy (H16): Educate the public about community benefits of affordable housing in order to promote acceptance of local proposals. Ensure that materials are sensitive to the unique cultures, values, and lived experiences of intended audiences to achieve participation and buy-off. Develop materials in requisite languages if necessary.	Some additional language to further describe how educational materials should be prepared has been included in the revised policy. Language and other cultural considerations strengthens the reach of this policy to more diverse groups.	Begin to undo racially disparate impacts, exclusion and displacement.



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H17 Advocate for regional and state initiatives to increase funding for housing affordability.	Funding	This policy benefits the City, the community, and developers.	A	This policy is similar to H32. Repetitive language reduces the opportunity to have more actionable policy types and topics. <i>Recommendation:</i> Additional policies for specific anti-displacement actions could replace H17. For example, this policy could be replaced with “Increase affordable housing options for all residents in areas that are within easy access to job centers or transit”.	New Policy (To replace H17): Use local, regional, and national resources to generate more revenue for housing production and preservation, particularly for households with extremely low-, very low- and low-incomes.	Adjusted the reasoning for the policy and emphasized this by bringing the reasoning to the front of the policy.	Increase affordable housing production.
H18 Consider mandating an affordability component in Light Rail Station Areas or other Transit-Oriented Communities.	Amenity Access	This policy benefits existing neighborhoods in proximity to the proposed Light Rail Stations.	A	Remove word “consider”. This REA and Public Engagement Summary (see Appendix E) has revealed data and community vetted higher risks of displacement associated with construction of the two proposed Light Rail Stations. This policy approaches supporting anti-displacement policy by suggesting an affordable housing mandate but does not encourage it by using the word “consider”. To make this policy more actionable, the word “consider” should be removed. <i>Recommendation:</i> In addition, revised zoning regulations and incentives for affordable housing and green space preservation could be included in the affordable housing mandates, to prevent burdening BIPOC households near the proposed Light Rail Stations.	Revised Policy (H-18): Mandate a housing affordability and transit subsidy component in Light Rail Station Areas or other Transit - Oriented Communities to mitigate higher risks of displacement. New Policy (In addition to H-18): Adopt zoning that incentivizes new development more equitably across all neighborhoods to prevent disproportionately burdening BIPOC households.	Removed the caveat (the “consider” statement), because it promotes disinvestment and conflicts with the intent of the policy. Consideration for including a “transit subsidy” component will also aid in the protection of existing communities by offering cost burdened households incentives to live near and utilize the transit system. The new policy provides distinction between housing challenges faced between different neighborhoods. In some neighborhoods the low cost of land and proximity to amenities could lead to displacement. In others, because land is “well utilized” and not underused they are not impacted by development.	Protect Existing Communities and Households.
H19 Encourage, assist, and support non-profit agencies that construct, manage, and provide services for affordable housing and homelessness programs within the city.	Public and Private	This policy benefits households at higher risk of displacement and homelessness.	S	Public and private efforts can help to preserve existing affordable housing inventory and allow residents to stay in housing they can afford. Renters, who are primarily BIPOC, can benefit from this policy.			Protect Existing Communities and Households.



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H20 Pursue public-private partnerships to preserve existing affordable housing stock and develop additional units.	Public and Private	This policy benefits extremely low, very low, and low income households.	A	<p>Public and private efforts can help to preserve existing affordable housing inventory and allow residents to stay in housing they can afford. Renters, who are primarily BIPOC in the community, can benefit from this policy. This policy approaches supporting anti-economic and physical displacement policies by pursuing existing affordable housing preservation and developing additional affordable units. However, this policy is similar to housing policies H31 and H32 and could be expanded to provide additional, specific anti-displacement actions.</p> <p><i>Recommendation:</i> Add specific action language of affordable housing preservation, such as “adopt incentives, strategies, actions and regulations”. The City could also consider adding the term “affordable” for additional unit development. For example, “. . . and development of additional affordable units”. Expiring affordable housing covenants can decrease affordable units available. It is important to consider the continuation of creating additional affordable units alongside market rate units.</p>	New Policy (To replace H20): Dedicate resources to preserve existing housing for low-income households including addressing problems of substandard housing and expiring affordable housing covenants.	Preserving affordable housing stock and developing additional units is already supported by other policy recommendations in this evaluation. Specific examples of actions and tools that reduce displacement risk strengthens the implementation of this policy.	Preserve existing affordable housing.



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H21 Initiate and encourage equitable and inclusive community involvement that fosters civic pride and positive neighborhood image.	Community Engagement	This policy burdens historically excluded and segregated racial groups from Shoreline neighborhoods.	C	<p>The term “civic pride” has historically related to how a community promotes or defends communal identity and autonomy. As discussed in Chapter 1: History, some Shoreline neighborhoods have historically enforced racially exclusive covenants to prohibit BIPOC communities from buying homes. This was often done with the intention to retain White communal identity and autonomy. Terms such as “civic pride” therefore can perpetuate exclusionary and racially disparate housing policies. “Positive neighborhood image” is also unspecific and can be misinterpreted as coded language that communicates exclusionary messages. While the pride of a community may be important, it should be recognized that the GMA does not support the idea that neighborhoods should remain unchanged over time. Neighborhoods should evolve and change to adapt to the changing needs of residents. Community equity and wellness should be prioritized in housing policies instead.</p> <p><i>Recommendation:</i> This policy is challenging the City’s anti-displacement policy efforts. “Civic pride” and “positive neighborhood image” should be removed. The City could consider revising this policy to include historically excluded racial groups in community involvement. For example, “.. community involvement that encourages participation of all community racial groups”.</p>	New Policy (to replace H21): Initiate and encourage equitable and inclusive community involvement, especially with communities disproportionately impacted by housing challenges. Engage communities in developing, implementing, and monitoring policies that reduce and undo harm to these communities. Prioritize the needs and solutions expressed by these disproportionately impacted communities for implementation.	Acknowledged that underinvestment in existing neighborhood engagement also needs to be addressed.	Begin to undo racially disparate impacts, exclusion and displacement.



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H22 Continue to provide financial assistance to low-income residents for maintaining or repairing health and safety features of their homes through a housing rehabilitation program.	Older Adults and Special Needs	This policy benefits older adults and households reliant on a fixed or limited income.	S	This policy supports anti-displacement policies by emphasizing the importance of providing financial assistance to low-income households and supporting long term residency. However, as discussed in Appendix E, some community members feel disconnected from housing resources, and may not be informed of their existence. This indicates that setting up these programs is not enough to ensure their success. Additional outreach and educational programs should be established to ensure residents are informed of their community's resources and can utilize them before they are displaced from their homes. The new policy recommended for H21 and the revised policy recommendation for H14 includes language to support creating new outreach programs that reach more community groups, and specifically previously excluded groups.			Begin to undo racially disparate impacts, exclusion and displacement.
H23 Assure that site, landscaping, building, and design regulations create effective transitions between different land uses and densities.	Design Standards	This policy benefits all community members and developers, if landscaping, building, and design regulations continue neighborhood character and do not contribute to gentrification of the community.	A	As discussed in Appendix E, some engagement participants felt that new multi-family housing and large apartment complexes sometimes do not provide landscaping and design standards that are harmonious with the intended character and aesthetics of Shoreline neighborhoods. Community members have shared that important community values such as green space, tree preservation, and communal spaces are not being included in new housing developments. This policy approaches supporting anti-displacement policies by assuring that landscaping and design regulations are creating transitions between different land uses, such as multifamily and single-family households. But the policy does not specify how that assurance is made. <i>Recommendation:</i> Clear guidelines should be implemented to avoid unintentional displacement. Criteria that are desired in residential areas should also be specified to avoid displacement and exclusionary impacts of new development adjacent to existing neighborhoods.	Revised Policy (H23): Assure that site, landscaping, building, and design regulations create effective transitions between different building forms, land uses, and densities. New Policy (In addition to H23): <i>Create and sustain affordable housing that provides equitable access to parks and open space, aesthetic quality, safe pedestrian and bicycle networks, clean air, soil and water, healthy foods, high-quality education, affordable and high-quality transit options and jobs.</i>	Strengthen outcomes of Policy H23 by adopting a complimentary new policy that emphasizes desired and equitable neighborhood qualities when adopting land use and density transition regulations. Specified that "building forms" should be considered in conjunction with land uses and densities. Development of missing middle housing in existing neighborhoods will require additional review of transitions between homes to reduce displacement risk.	Ensure the benefits of investment and development are equitably distributed.



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H24 Explore the feasibility of implementing alternative neighborhood design concepts into the City’s regulations.	Housing Diversity	This policy benefits all community members and developers, if neighborhood design concepts continue neighborhood character and do not contribute to gentrification of the community.	C	This policy is broad and unclear. Alternative neighborhood design does not signify to the reader what types of neighborhood designs are intended, and where those neighborhood designs would be implemented. This policy challenges anti-displacement policy by not specifying the intent of the alternative neighborhood design. Vague narratives can continue a disparate distribution of benefits and burdens in the community when new housing is built. <i>Recommendation:</i> Replace policy with language capturing the City's intent of allowing a wide-range of housing types in Shoreline neighborhoods.	New Policy (To replace H24): Adopt incentives, strategies, actions and regulations that encourage equitable development through the delivery of a wide-range of housing types and at multiple price points to mitigate displacement city-wide.	Replaced previous policy to describe the intent of the original policy more accurately and to encourage increasing City affordable housing production.	Increase affordable housing production.
H25 Encourage, assist, and support social and health service organizations that offer housing programs for targeted populations.	Public and Private	This policy could burden specific racial groups if encouraged and assisted programs are meant for those in "targeted" populations, and not for those in a specific racial group.	C	This policy language is repetitive of Policy H31. Terminology and verbiage impacts the policy narrative and furthers harmful biases about groups of people and communities. This policy challenges implementing anti-displacement policies by using the word “targeted” to describe populations that would utilize housing programs. “Targeted” is unclear in its meaning, and could be implemented as an unintentional exclusionary practice. <i>Recommendation:</i> Replace “targeted” with a state legislative term, “low, very low, extremely low, and moderate-income housing” or “BIPOC communities”.	Revised Policy (H25): Encourage, assist, and support social and health service organizations that offer housing programs for households in need, particularly for households with extremely low-, very low- and low-incomes. New Policy (In addition to H25): Adopt an ordinance to require developers, public funds, or a combination of the two to provide relocation funds for displaced tenants at or below 50% of the county median income.	Removed the vague term (the “targeted” statement), because it promotes exclusion and conflicts with the intent of the policy. Acknowledged that housing programs should be invested in particularly for households with extremely low-, very low- and low-incomes. The new policy captures the wider range of assistance distributed for residents that may have experienced displacement from condemnation, redevelopment, environmental contamination, or city- initiated code enforcement.	Ensure the benefits of investment and development are equitably distributed.



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H26 Support development of emergency, transitional, and permanent supportive housing with appropriate services for people with special needs, such as those fleeing domestic violence, throughout the city and region.	Older Adults and Special Needs	This policy benefits community members experiencing economic, physical, or cultural displacement pressures.	A	As discussed in Appendix E, community members that have experienced homelessness in the past shared that they remain vulnerable to homelessness in the present due to economic displacement risk factors. While temporary emergency housing is important for persons experiencing homelessness, providing long term housing and services is vital to lowering rates of repeated or long-term homelessness. Services may not just be financial and employment based, but can also be emotional or pertain to any other number of services. This policy is supportive of investments in low, very low, extremely low, and moderate-income housing, tenant protections, and equitable community planning. However, this policy does not provide clear descriptions of the criteria that is desired in housing services for people with special needs, and therefore approaches meeting the intent of anti-displacement policies. <i>Recommendation:</i> Provide clear description of criteria that is desired in services for people with special needs.	Revised Policy (H26): Support development of emergency, transitional, and permanent supportive housing with services for people with special needs, such as those fleeing domestic violence or households experiencing displacement, throughout the city and region. New Policy (In addition to H26): Strive to increase class, race and age integration across the city by equitably dispersing affordable housing opportunities. Discourage neighborhood segregation and the isolation of special need populations.	Added "households experiencing displacement" to distribute the benefits of the policy more equitably. The new policy focuses on specific anti-exclusion and anti-displacement solutions tailored to the needs of the community and supports allowing residents to stay in their homes as much as possible	Ensure the benefits of investment and development are equitable distributed.
H27 Support opportunities for older adults and people with disabilities to remain in the community as their housing needs change, by encouraging universal design or retrofitting homes for lifetime use.	Older Adults and Special Needs	This policy benefits older adults and households reliant on a fixed income.	A	Does universal design hold the same benefits as pre-approved building plans? As discussed in Appendix E, seniors have indicated that tax increase protections and long-term and quality affordable housing options are leading components to maintaining residency in Shoreline. This policy is approaching supporting anti-displacement policies by supporting older adults through home rehabilitation programs and encouraging permit streamlining, but does not include actions that directly respond to specific housing issues vetted by the community. <i>Recommendation:</i> Additional policy could be developed to compliment H27 and include tax increase protection programs and construction incentives of long-term affordable housing.	New Policy (In addition to H27): Improve strategies and regulations that protect housing stability for renter households by establishing tax deferral education programs, rental assistance, and tenant opportunity to purchase programs.	Additional policy to compliment intent of H27. The new policy includes specific, actionable tenant protection programs identified as needed by the community. The policy now focuses on solutions tailored to the needs of the community and supports allowing residents to stay in their homes as long as possible.	Protect Existing Communities and Households.



Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
H28 Improve coordination among the County and other jurisdictions, housing and service providers, and funders to identify, promote, and implement local and regional strategies that increase housing opportunities.	Cross-Jurisdictional Support	This policy benefits the City by pooling resources and strategies from multiple organizations and jurisdictions that effect housing outcomes. This policy may burden the community if community members are not given the opportunity to provide input.	A	Cross jurisdictional coordination allows jurisdictions of similar sizes and needs to pool resources, share solutions, and address shared issues. Partnering cities and counties can also share a representative to advocate for funding and grant opportunities at the state level. This policy is supportive of City investment in low, very low, extremely low, and moderate-income housing and equitable development initiatives. However, the policy is repeating policy language in H30. Repetitive language reduces opportunities to diversify policy action that covers more housing needs. This policy is therefore approaching meeting housing needs. <i>Recommendation:</i> Coordination with the County and neighboring jurisdictions (i.e., City of Seattle) is repetitive of Policy H30. Policy H28 could focus on coordination amongst landowners, developers, and housing and service providers to inform the City of current barriers to permitting affordable housing, and specifically long term affordable housing options.	Revised Policy (H28): Improve coordination among landowners, developers, and housing and service providers to inform the City of current barriers to permitting affordable housing, and specifically long term affordable housing options.	Policy H30 encourages regional collaboration and solutions. Changed “County and other jurisdictions” to “landowners, developers” to remove repetitive policy language and to consider the perspectives of local development participants.	Begin to undo racially disparate impacts, exclusion and displacement.
H29 Support the development of public and private, short-term and long term housing and services for Shoreline’s population of people who are homeless.	Public and Private	This policy benefits community members at higher risk of displacement, members that are currently displaced, and members that are currently experiencing homelessness.	A	As discussed in Appendix E, community members that have experienced homelessness in the past shared that they remain vulnerable to homelessness in the present due to economic displacement risk factors. While temporary emergency housing is important for persons experiencing homelessness, providing long term housing and services is vital to lowering rates of repeated or long-term homelessness. This policy is supportive of investments in low, very low, extremely low, and moderate-income housing, tenant protections, and equitable community planning.	Revised Policy (H29): Support the development of public and private, short-term, and long term housing and services for Shoreline’s population of people who are homeless. Consider donating vacant and underutilized public parcels for the creation of housing and services for homelessness.	The revised policy provides language that can be implemented in conjunction with H15 and H12 (see Table 4.1).	Increase affordable housing production.
H30 Collaborate with King and Snohomish Counties, other neighboring jurisdictions, and the King County Housing Authority and Housing Development Consortium to assess housing needs, create affordable housing opportunities, and coordinate funding.	Cross-Jurisdictional Support	This policy benefits the City by pooling resources and strategies from multiple organizations and jurisdictions that effect housing outcomes. This policy may burden the community if community members are not given the opportunity to provide input on who is addressing housing needs and whom is given housing solutions.	S	Cross jurisdictional coordination allows jurisdictions of similar sizes and with similar needs to pool resources, share solutions, and address shared issues. Partnering cities and counties can also share a representative to advocate for funding and grant opportunities at the state level. This policy is supportive of City investment in low, very low, extremely low, and moderate-income housing and equitable development initiatives.			Increase affordable housing production.



Housing Goal or Policy	Topic	Benefit or Burden	Evaluation Score	Evaluation (Why?)	Revision or New Policy	Rationale	RDI Category
H31 Partner with private and not-for-profit developers, social and health service agencies, funding institutions, and all levels of government to identify and address regional housing needs.	Public and Private	This policy benefits the City by pooling resources and strategies from multiple organizations and jurisdictions that effect housing outcomes. This policy may burden the community if community members are not given the opportunity to provide input on who is addressing housing needs and whom is given housing solutions.	A	Public and private efforts can help to preserve existing affordable housing inventory and allow residents to stay in housing they can afford. Renters, who are primarily BIPOC, will benefit from this policy. However, this policy is only approaching the support of anti-displacement policy by emphasizing regional level needs. Individual cities have specific housing needs and challenges. While understanding the region's housing challenges and solutions is an important piece of the puzzle, emphasis on addressing local housing needs should be included in the Housing Element. <i>Recommendation:</i> Housing Policy H32 is similar to H31 in the emphasis of regional level collaboration. H31 should be revised to include local housing needs as well.	Revised Policy (H31): Partner with private and not-for-profit developers, social and health service agencies, funding institutions, and all levels of government to identify and address local and regional housing needs. New Policy (In addition to H31): Initiate and encourage equitable and inclusive community involvement, especially with communities disproportionately impacted by housing challenges. Engage communities in developing, implementing, and monitoring policies that reduce and undo harm to these communities. Prioritize the needs and solutions expressed by these disproportionately impacted communities for implementation.	Changed "regional housing needs" to "local and regional housing needs" to emphasize the importance of collaborative partnerships addressing specific local housing issues, as well as regional housing needs. Local housing needs are likely to have more specific challenges and solutions than examining housing actions through a broader regional lens.	Begin to undo racially disparate impacts, exclusion and displacement.
H32 Work to increase the availability of public and private resources on a regional level for affordable housing and prevention of homelessness, including factors related to cost-burdened households, like availability of transit, food, health services, employment, and education.	Public and Private	This policy benefits community members at higher risk of displacement, members that are currently displaced, and members that are currently experiencing homelessness.	A	Public and private efforts can help to preserve existing affordable housing inventory and allow residents to stay in housing they can afford. Hispanic or Latino renters, who are primarily cost burdened in Shoreline, can benefit from this policy.	Revised Policy (H32): Work to increase the availability of public and private resources on a regional level for affordable housing and prevention of homelessness, including factors related to cost-burdened households, like availability of transit, food, health services, employment, job training, and education. Work with partner agencies and neighboring jurisdictions to pursue funding for the collaborative development of impactful programs and strategies.	The new policy strengthens H32 by clarifying support for increasing the ability of all residents to live in the neighborhood of their choice. Providing resources for affordable housing and prevention of homelessness is important, but it does not specifically address anti-displacement policy. The new policy supports establishing amenities and partnerships that encourage a resident's ability to live in different city neighborhoods.	Ensure the benefits of investment and development are equitably distributed.
H33 Support and encourage legislation at the county, state, and federal levels that would promote the City's housing goals and policies.	Cross-Jurisdictional Support	This policy benefits all community members and developers.	A	Supporting legislation at the county, state, and federal level can help the City implement housing goals and policies. However, this policy only approaches helping establish anti-displacement policies. Housing goals and policies could be written to prioritize new development, permit streamlining, or single family residences. There is no specific emphasis or consideration for anti-displacement or exclusion measures in this policy. <i>Recommendation:</i> Add "anti-displacement policies" to "housing goals and policies", so that it will read as "the City's housing goals and anti-displacement policies".	Revised Policy (H33): Promote the City's housing goals and anti-displacement policies by supporting legislation at the county, state, and federal levels.	Adjusted the reasoning for the policy and emphasized this by bringing the reasoning to the front of the policy. Removed "encourage" as it seemed duplicative of "support". Changed "policies" to "anti-displacement policies" to make intent of the policy more clear and actionable.	Begin to undo racially disparate impacts, exclusion and displacement.



Economic Development Element Supporting Analysis

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BACKGROUND AND CONTEXT

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

Employment Growth Targets

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

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



2018-2023 Economic Development Strategic Plan

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

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

POPULATION AND EMPLOYMENT

Overview

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

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

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

Figure EDA-1
Demographics and Household Income

	SHORELINE	KING COUNTY	SEATTLE-TACOMA-BELLEVUE MSA
2022 POPULATION	58,673	2,254,371	4,001,701
MEDIAN AGE	41.8	37.2	37.3
LABOR FORCE POPULATION (POPULATION, AGES 15-64)	37,903	1,609,621	2,744,540
% OF TOTAL POPULATION	65%	71%	69%
MEDIAN HOUSEHOLD INCOME	\$106,184	\$116,340	\$106,909

Source: US Census Bureau 2022 ACS 5-Year Estimates

Population Trends and Forecasts

Population growth and household creation within the city generate demand for new residential and commercial development. Population growth, income growth, and job creation within local and extended trade areas provide much of the support for new commercial and retail development. In



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In addition, increasing proportions of the population possess a Bachelor’s degree or higher, a trend that indicates changing household preferences, and often increased spending power, that retailers and other companies track when considering locating a business. Household creation is discussed in the Comprehensive Plan Housing Element Supporting Analysis. Population and income growth trends and forecasts are summarized in the following tables.

Figure EDA-2
City of Shoreline and Region

Historic Population Growth						Annual Percent Change			
	1990	2000	2010	2020	2022	1990-2000	2000-2010	2010-2020	2020-2022
Shoreline	52,109	53,296	53,007	58,608	58,673	0.20%	-0.10%	1.10%	0.10%
King County	1,507,319	1,737,034	1,931,249	2,269,675	2,254,371	1.50%	1.10%	1.80%	-0.30%
Seattle-Tacoma-Bellevue MSA	2,559,164	3,043,878	3,439,809	4,018,762	4,001,701	1.90%	1.30%	1.70%	-0.20%

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

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

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

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

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

Regional population forecasts conducted by the Puget Sound Regional Council in its 2023 Land Use Vision – Implemented Targets (LUV-it) predict Shoreline to grow by roughly 35,000 new residents by 2050, a slightly faster growth rate than the Central Puget Sound Region, as a whole. However, it is



important to note that Shoreline’s population had been stagnant since 1990 until the recent, rapid growth brought about by new residential construction, primarily in close proximity to Shoreline’s new light rail stations. Though a lack of access to financing has slowed construction, it is possible that this pace of growth could continue when markets improve, and with it, Shoreline’s growth could outpace these official growth forecasts.

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

	2020	2030	2040	2050	Projected Ann. Growth		
					2020-2030	2030-2040	2040-2050
Shoreline	57,848	69,711	81,500	93,252	2.1%	1.7%	1.4%
Central Puget Sound Region (MSA plus Kitsap County)	4,295,551	4,827,504	5,356,612	5,885,483	1.2%	1.1%	1.0%
King County	2,268,624	2,526,407	2,782,579	3,038,738	1.1%	1.0%	0.9%

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

The data presented above support the following key considerations:

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

Employment

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



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Figure EDA-4
City of Shoreline Employment by Sector

	1995		2000		2010		2022		Avg. Ann. Growth		
	#	% of Total	#	% of Total	#	% of Total	#	% of Total	1995-2000	2000-2010	2010-2022
Construction/Resources	570	4.20%	514	3.20%	558	3.40%	756	4.80%	-2.00%	0.90%	3.00%
FIRE*	***	***	673	4.30%	478	2.90%	517	3.30%	***	2.90%	0.70%
Manufacturing	189	1.40%	144	0.90%	160	1.00%	95	0.60%	-4.80%	1.10%	-3.40%
Retail	3,531	26.20%	2,685	17.00%	2,629	16.00%	2,566	16.20%	-4.80%	0.20%	-0.20%
Services	4,720	35.00%	6,432	40.70%	7,551	46.00%	7,533	47.50%	7.30%	1.70%	0.00%
WTU**	451	3.30%	380	2.40%	156	1.00%	279	1.80%	-3.10%	-5.90%	6.60%
Education	2,133	15.80%	2,335	14.80%	2,126	13.00%	2,063	13.00%	1.90%	-0.90%	-0.30%
Government	1,811	13.40%	2,656	16.80%	2,751	16.80%	2,041	12.90%	9.30%	0.40%	-2.20%
TOTAL	13,499	100%	15,820	100%	16,409	100%	15,851	100.0%	3.40%	0.40%	-0.30%

Source: Puget Sound Regional Council "Covered Employment" Database

*Finance, Insurance, and Real Estate

** Wholesale Trade, Transportation, and Utilities

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

Figure EDA-5

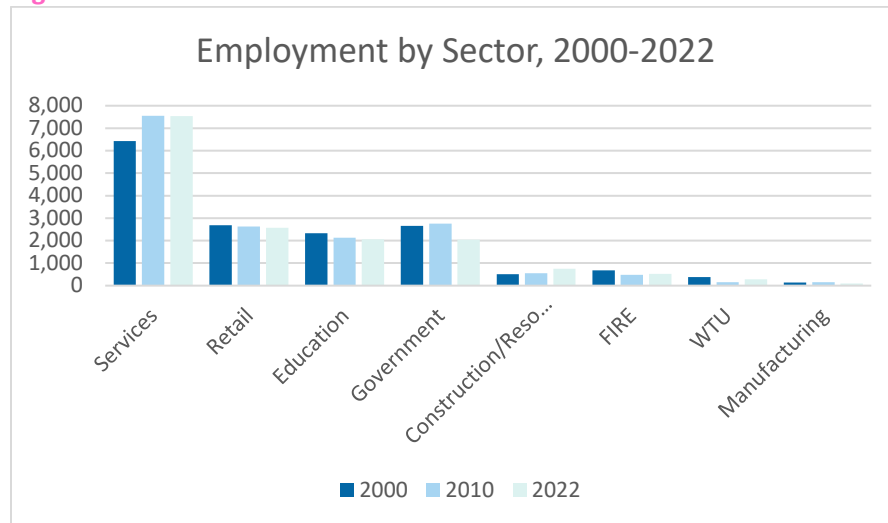
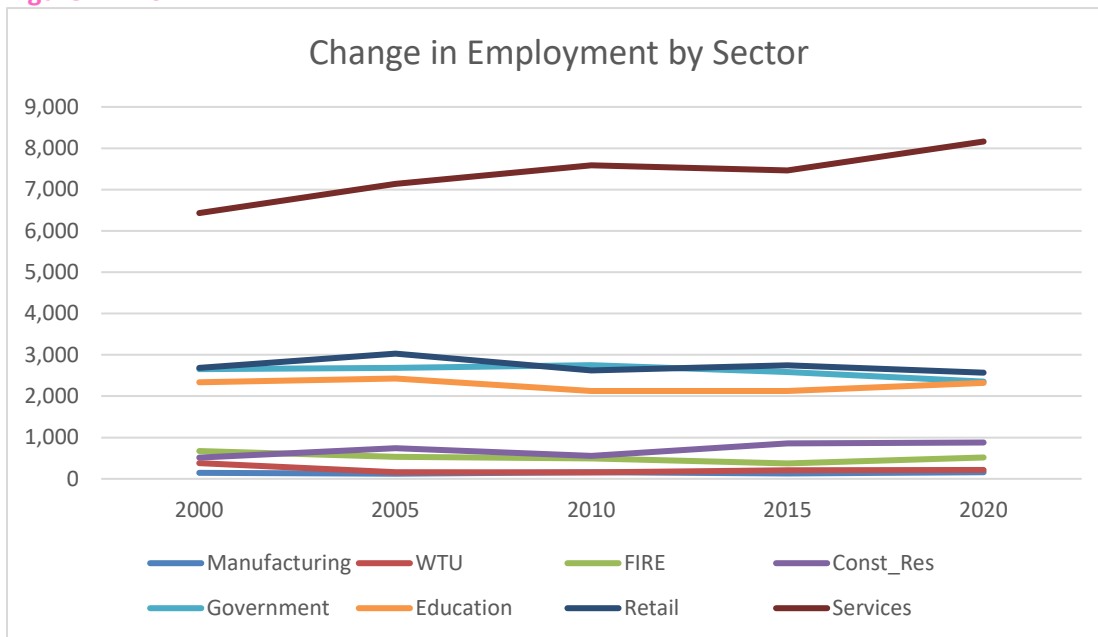




Figure EDA-6



Key considerations from employment data:

- Non-government employment in Shoreline is predominantly oriented toward services and retail. These two sectors comprised nearly 64% of total employment as of 2022.
- Employment growth has been concentrated in WTU and Construction/Resources, which were the fastest growing sectors between 2010 and 2022.
- The other non-government sector in which employment grew in the last decade was FIRE. Despite growth, this sector accounts for only 4.8% of total employment.
- Total employment in Shoreline shrank by around 550 jobs between 2010 and 2022 due primarily to declines in the Manufacturing and Government sectors. Over the previous decade (2000 to 2010), the city gained just 600 jobs.

Peer Comparison: Household Characteristics

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



Figure EDA-7
Peer Cities Selected For Comparison

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

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

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

Figure EDA-8
Shoreline and Peer Cities Income and Employment

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

Source: US Census Bureau ACS 2022 5-Year Estimate

Peer Comparison: Jobs-Housing Balance

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



Figure EDA-9
Shoreline and Peer Cities

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

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

The peer comparisons presented above support the following key considerations:

- Despite being of similar size, the economic characteristics of the peer cities vary considerably. Shoreline has the second highest median income and the third lowest unemployment and poverty rates among peer cities.
- Shoreline and Marysville share the characteristics of “bedroom communities” in that both cities have substantially more residents than jobs. However, Shoreline has a lower jobs-housing mismatch and better transportation access than many suburban bedroom communities.
- There are currently only 0.67 jobs for every housing unit in the city, down from 0.72 in 2010. In order to meet regional goals, Shoreline will need additional job growth and employment-supporting development.

REVENUE BASE

Sales Tax and Property Tax

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



Figure EDA-10
Shoreline and Peer Cities Taxable Retail Sales

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

Source: Washington State Department of Revenue

Figure EDA-11
Shoreline and Peer Cities Assessed Valuation

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

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

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

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



REAL ESTATE MARKET CONDITIONS

Retail

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

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

Figure EDA-12
City of Shoreline Retail Leakage

	Demand	Supply	Unmet Demand (Demand – Supply)	% of Dollars Spent Elsewhere
Electronic Shopping & Mail-Order Houses	\$389,079,845	\$307,109,312	\$81,970,533	21%
Other General Merchandise Stores	\$63,517,080	\$21,182,069	\$42,335,011	67%
Gasoline Stations	\$41,376,589	\$24,852,558	\$16,524,031	40%
Full-Service Restaurants	\$20,019,390	\$6,360,560	\$13,658,830	68%
Limited-Service Eating Places	\$18,436,404	\$6,707,984	\$11,728,420	64%
Other Motor Vehicle Dealers	\$6,194,302		\$6,194,302	100%
Furniture Stores	\$4,336,607		\$4,336,607	100%
Clothing Stores	\$8,107,825	\$4,459,801	\$3,648,024	45%
Beer, Wine, & Liquor Stores	\$2,313,862		\$2,313,862	100%
Bars/Drinking Places (Alcoholic Beverages)	\$2,507,126	\$520,058	\$1,987,068	79%
Electronics & Appliance Stores	\$4,196,934	\$2,577,380	\$1,619,554	39%
Shoe Stores	\$1,436,088		\$1,436,088	100%
Health & Personal Care Stores	\$14,588,066	\$13,337,295	\$1,250,771	9%

Source: STI Market Outlook via Placer.ai

Office

The office market nationwide has seen significant challenges since the beginning of the COVID-19 pandemic in 2020. The trend toward remote work has not shown any signs of a full reversal, leaving office space in many cities vacant. While high-end new office space has fared better, investors and developers are still hesitant to build significant new space. Although Shoreline currently has few large office concentrations or multi-tenant office buildings, there could be an opportunity to add high-end,



flexible, or creative office space near high-frequency transit in the future. An inventory of selected buildings offering office space for lease in Shoreline provides an indication of the nature and strength of the local office market (see Figure EDA-13).

Figure EDA-13
City of Shoreline Selected Commercial Buildings

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

Source: CoStar

Residential

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

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

Unexpectedly Fast Growth

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

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



Figure EDA-14
City of Shoreline Newly Issued Building Permits

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

Source: US Census Bureau Building Permit Database

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

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

Source: CoStar

The data support the following key considerations:

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

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

ECONOMIC DEVELOPMENT INITIATIVES

Beginning in early 2020 when it became apparent local small business would be significantly impacted by the pandemic, the City of Shoreline administered a number of measures intended to assist Shoreline small businesses, including email, postcard, and other communications initiatives, Business and Occupation (B&O) tax deferrals, promoting local businesses open for modified COVID-safe practices such as expanded pickup and delivery services, developed and implemented interim Outdoor Dining regulations to reduce barriers to expanded outdoor dining, managed emergency relief grants such as the Shoreline Small Business Support Program (SBSP) which awarded \$775,490 in economic relief grants



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of up to \$20,000 to 45 Shoreline businesses. To cultivate ongoing relationships and better understand local business needs considering the widespread economic effects of the pandemic, the City contracted with the Shoreline Chamber of Commerce for outreach to small businesses to better understand their needs, including the identification of challenges or opportunities for growth that the City could facilitate in the economic recovery. By establishing a systematic program of information-gathering and networking with Shoreline businesses, the City added fundamental strength at the core of its economic development strategy, as existing businesses are the lifeblood of a local economy. One of the key recommendations of the Chamber's outreach was to bring in expert resources to provide ongoing advising to Shoreline small businesses which was implemented when the City entered into a contract with the Small Business Development Centers of Washington. In just one year alone, the Shoreline SBDC year alone reported the following from the select few clients who opted to make their results public:

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

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

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

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

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

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



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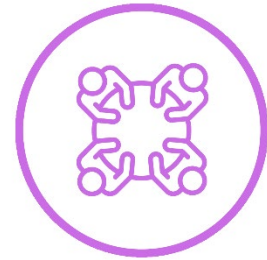
- **Growing a Media Production Industry**
- **Promoting Shoreline to Investors**
- **Serving Home-based Businesses**
- **Increasing Inventory of Business Spaces**
- **Expanding Events & Festivals**
- **Supporting the Community College**
- **Attracting Artists & Trendsetters**
- **Continually Improving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

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



Community Development Element

Supporting Analysis



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BACKGROUND AND CONTEXT

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



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NEIGHBORHOODS

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

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

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

Shoreline’s Neighborhoods:

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

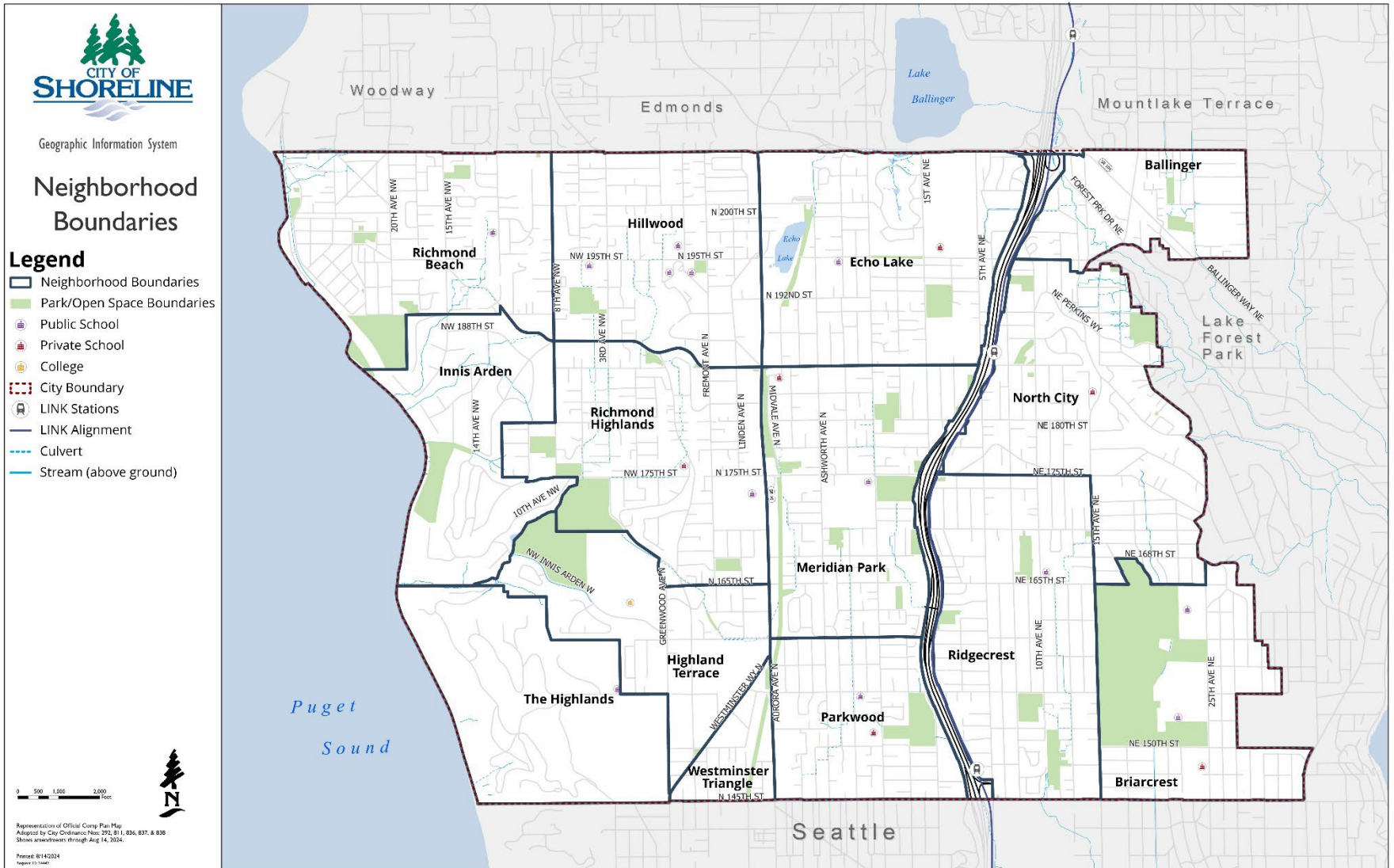
Neighborhood Programs and Grants:

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



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Figure CDA-1 – Shoreline’s 14 Neighborhoods





URBAN DESIGN

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

- Compatible new homes in neighborhoods;
- Transition buffers between residential and commercial land uses;
- Tree and view preservation;
- Functional and aesthetic improvements to the Aurora Corridor; and
- Basic design review for single-family, multi-family, and commercial development.
- Creating connection and placemaking in the public realm
- Preservation and conservation of historic resources

The urban design of a community is also closely tied to its land use and housing regulations, natural environment, and transportation choices. More details on how each of these

The urban design of a community can greatly influence the feeling of connectivity and safety of a city, and quality design, including all the factors noted above, can contribute to the livability of Shoreline and increase the resiliency of the community as a whole. A description of how certain design practices impact the community of shoreline has been included below.

Form-Based Development

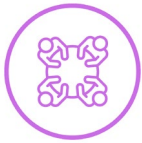
In addition to the goals and policies of this Comprehensive Plan that guide the look and feel of development, Shoreline is also establishing design guidelines within the City’s development regulations that are more form-based in nature. Form-based codes place a greater emphasis on the physical form of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

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

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

Quality Design

In addition to how a community is designed, design *quality* is important to Shoreline because citizens want anticipated new development to enhance the community. Frequently, development becomes more acceptable if it is well-designed. Design describes more than appearance, it also means the way a



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development functions and relates to surrounding properties. Examples are similar building form, comparable landscaping, collective open and public space, shared driveways, and connections for pedestrians that provide continuous protection from weather.

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

Public Places and Connections

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

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

Historic Landmarks

The city's history gives it context, perspective, and uniqueness. Different parts of the city have their own individual mixture of past events, people, and buildings. Most people are familiar with historic buildings and districts, such as the Ronald School, Firland Sanitarium, the North City Tavern, the Stone Castle in Highland Terrace, and post-WWII housing in Ridgecrest and Innis Arden. However, in Shoreline there are also other less obvious places that are reminders of the past, such as the unique 1800s platting of Richmond Beach; the Interurban Rail right-of-way, which is now a pedestrian and bicycle trail; and a piece of the red brick North Trunk Road, now called Ronald Place, near Aurora Avenue N and N 175th Street. The early development of the area hinged on transportation corridors. The building of the Great Northern Railroad (1891), the construction of the Interurban electric railway (1906), and the engineering of the North Trunk Road (ca 1912 - 1913) greatly influenced where the first communities were established. Other local historic events included the construction of The Highlands and Seattle Golf Club (1908), the development of fruit and poultry farms, and the pre- and post-WWII expansion of Highway 99 (Aurora Avenue N).

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

The City signed an interlocal agreement with King County in 1995 for landmark designation and protection services. The KC Historic Preservation Program provides technical expertise and support to the City, and the King County Landmarks Commission serves as the Shoreline Landmarks Commission with a special



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member representing Shoreline when decisions within its jurisdiction are on the agenda. Applications for new historic landmarks or certificates of appropriateness to modify existing landmarks are processed through the City, and routed to King County for consideration by the Landmarks Commission. This process could use improvement, and the City may want to consider budgeting for this type of project so the cost does not have to be passed onto the applicant.

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

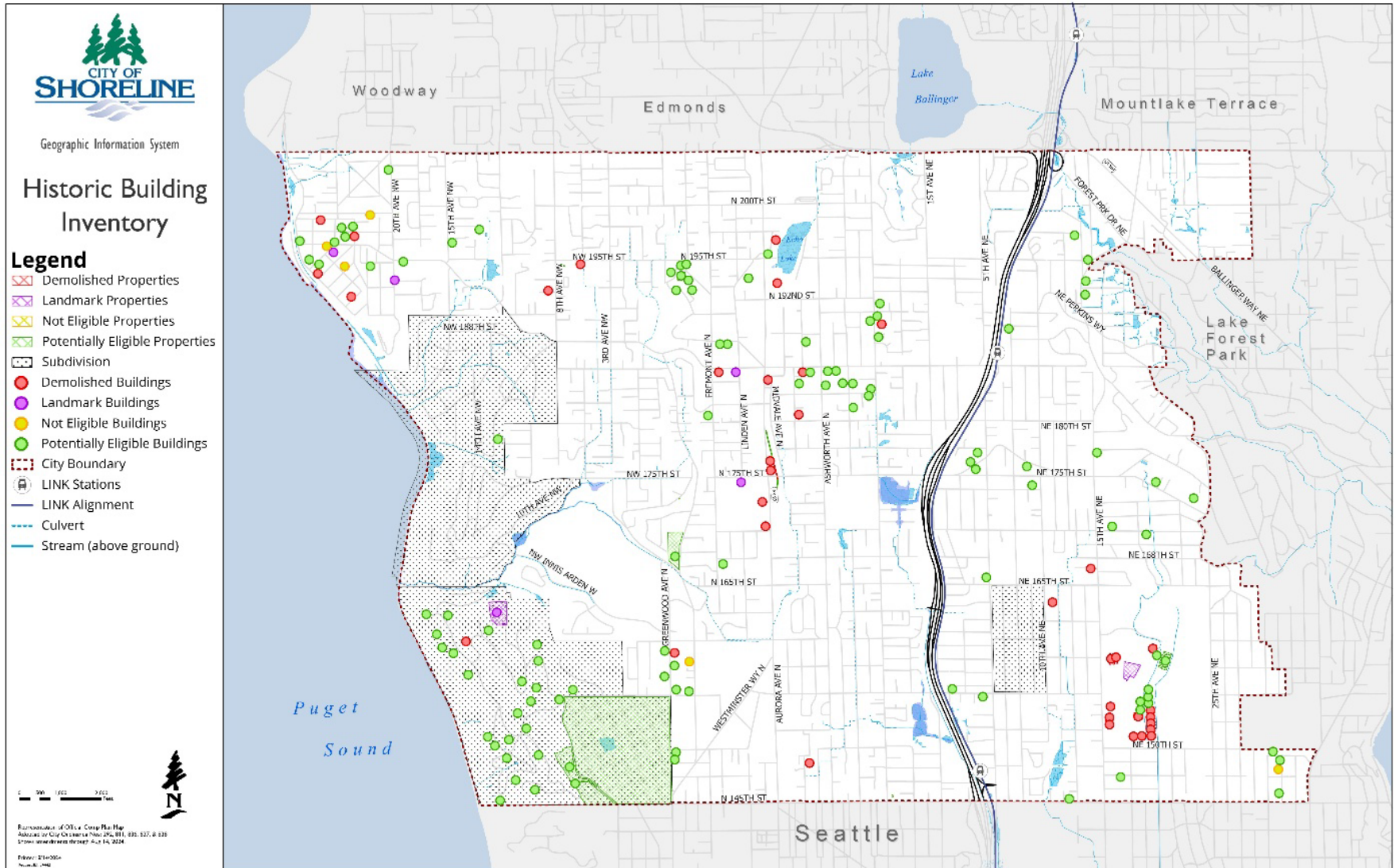
Shoreline's inventory was completed, with a limited scope, over 15 years ago. There are likely many additional properties that should be considered for historic significance. A more complete and updated inventory would also allow the City to evaluate properties of historic significance to determine whether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

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



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



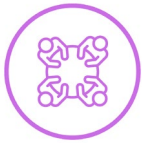


Figure CDA-3 – Inventory Table of the City’s Historic Buildings

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



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Map #	Inventory #	Historic Name	Status	Date Built	Dates Modified	Date Demolished
25	193	Robinson Water Tower	Demolished	1910		2004
26	46	Firlands Sanitorium-Fire House	Modified	1921	unknown	
26	46	Firlands Sanitorium-Ward B	Modified	1920	unknown	
26	46	Firlands Sanitorium-Powerhouse	Modified	1913	unknown	
26	46	Firlands Sanitorium-Kitchen	Modified	1914	unknown	
26	46	Firlands Sanitorium-Summer House	Modified	1920	unknown	
26	46	Firlands Sanitorium-Admin Bldg	Modified	1914	unknown	
26	46	Firlands Sanitorium-Green House	Modified	1913	unknown	
26	46	Firlands Sanitorium-Powersouse	Modified	1913	unknown	
26	46	Firlands Sanitorium-Hospital	Modified	1914	unknown	
26	46	Firlands Sanitorium-Ward C	Modified	1929	unknown	
27	1152	Clifford House	Existing	1925		
28	1153	Patterson House	Existing	1929		
29	1154	Bailey House	Existing	1928		
30	194	Casey House	Existing	1919		
31	296	Erickson Home	Existing	1923		
32	1155	Echo Lake Tavern	Modified	1928	2009 & 2011	
33	297	Weiman House	Demolished	1920		2005
34	1156	Craftsman House	Existing	1928		
35	1157	Taylor House	Demolished	1920		1996-1999
35	1157	Taylor House	Demolished	1920		1996-1999
36	1158	Echo Lake Garden Tracts House	Existing	1916		
37	1159	Lago Vista Cottage	Existing	1929		
38	1160	Conover House	Existing	1935		
39	1161	Lago Vista General Store/Gas	Modified	1927		



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Map #	Inventory #	Historic Name	Status	Date Built	Dates Modified	Date Demolished
40	1162	Coulter House	Modified	1924	2005	
41	394	North City Tavern	Existing	1930		
42	1163	Chittenden's Terrace House 1	Modified	1933	2006	
43	1164	Miller House	Existing	1933		
44	1165	Chittenden's Terrace House 2	Existing	1933		
45	1166	Shingley House	Existing	1934		
46	1167	Seattle Navel Hospital	Demolished	1940		2007
46	1167	Seattle Navel Hospital	Demolished	1940		2005
46	1167	Seattle Navel Hospital-Chapel	Existing	1944		
46	1167	Seattle Navel Hospital	Demolished	1940		2005
46	1167	Seattle Navel Hospital	Modified	1940	unknown	
46	1167	Seattle Navel Hospital	Demolished	1940		2007
46	1167	Seattle Navel Hospital	Modified	1940	unknown	
46	1167	Seattle Navel Hospital	Demolished	1940		2005
46	1167	Seattle Navel Hospital	Demolished	1940		2005
46	1167	Seattle Navel Hospital	Demolished	1940		2007
46	1167	Seattle Navel Hospital	Demolished	1940		2005
46	1167	Seattle Navel Hospital	Modified	1940	unknown	
46	1167	Seattle Navel Hospital	Modified	1940	unknown	
46	1167	Seattle Navel Hospital	Modified	1940	unknown	
46	1167	Seattle Navel Hospital	Modified	1940	unknown	
46	1167	Seattle Navel Hospital	Demolished	1940		2007
46	1167	Seattle Navel Hospital	Demolished	1940		2005
46	1167	Seattle Navel Hospital	Demolished	1940		2005
46	1167	Seattle Navel Hospital	Demolished	1940		2007
46	1167	Seattle Navel Hospital	Demolished	1940		2005
46	1167	Seattle Navel Hospital	Existing	1940	unknown	
46	1167	Seattle Navel Hospital	Modified	1940	unknown	



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Map #	Inventory #	Historic Name	Status	Date Built	Dates Modified	Date Demolished
47	1168	Craftsman House c. 1925	Demolished	1921		2001
48	1169	Ridgecrest Subdivision	Existing	1941		
49	1170	Bessie B Cafe	Demolished	1930		2005
50	1171	Fletcher House	Existing	1921		
51	1172	Wyatt House	Existing	1917		
52	1173	Russell House	Existing	1916		
53	1174	Jersey Summer Homes House	Existing	1921		
54	1175	Robbins House	Existing	1933		
55	1176	Litchfield House	Demolished	1923		2007
56	93	County Road No 917	Existing	1911		
56	93	County Road No 917	Demolished	1911		2005
56	93	County Road No 917	Modified	1911	unknown	
57	1177	Aurora Cold Storage	Demolished	1941		2005
58	1178	Cobbler's Cottage	Demolished	1931		2005
59	1179	Cox's Garage	Demolished	1937		2005
60	197	Richmond Highlands Masonic Hall	Landmark	1922		
61	1180	Swanson House	Existing	1922		
62	1181	RoseHaven	Existing	1927		
63	41	Ronald Grade School	Landmark	1912	2011-2012	
64	1182	Auto Cabins-Rear cabin(s)	Existing	1943		
64	1182	Auto Cabins - Craftsman house	Existing	1914		
64	1182	Auto Cabins - 1 cabin	Existing	1930		
64	1182	Auto Cabins - 1 cabin	Existing	1930		
64	1182	Auto Cabins - covered parking	Existing	1930		
65	1183	Parker's	Demolished	1930	2003	2012
66	202	Ronald school Cafeteria/Aud	Modified	1918		



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Map #	Inventory #	Historic Name	Status	Date Built	Dates Modified	Date Demolished
67	1184	Hazel Memorial Park - Church	Existing	1937		
67	1184	Hazel Memorial Park	Existing	1912	unknown	
68	48	Carlsen Hill Spring/Tree-Sign	Existing	1904		
69	1186	Innis Arden, Divisions 1-3	Existing	1941		
70	1187	Innis Arden Ranch House	Existing	1949		
71	1188	Fish Farmhouse	Modified	1903	2008	
72	1189	Wytel House	Demolished	1918		2001
73	1190	Fisher/Singer House	Existing	1933		
74	1191	Fish/Fessenden House	Existing	1920		
75	1192	Brinton House	Existing	1931		
76	295	Stone Castle	Existing	1908		
77	1193	Rehnstrom House	Existing	1936		
78	1194	Pease House	Existing	1926		
79	1195	Casson House	Existing	1926		
80	1196	Mills House	Modified	1926	2010	
81	1197	Keene House	Demolished	1924		2003
82	87	Lago Vista Spring w/Marker	Existing	1910		
83	1185	Lago Vista Club House	Existing	1930		
101	N/A	Todd House	Existing	1910		
102	N/A	Glenkerrie/A.S. Kerry Home	Existing	1911		
103	N/A	Greenway/A. Scott Bullitt Home	Existing	1916		
104	N/A	Sunnycrest/J.D. Hoge Home	Modified	1922	1997	
105	N/A	T.D. Stimson Home	Modified	1924	1994	
106	N/A	C.W. Stimson Home	Modified	1924	2001-2003	
107	N/A	Langdon C. Henry, Sr. Home	Existing	1927		
107	N/A	L.C. Henry, Sr. Home - Gar/Liv	Existing	1927		
108	N/A	Edward I. Garrett Home	Existing	1936		
109	N/A	William Allen Home	Existing	1931		
110	N/A	D.D. Fredrick Home	Modified	1931	1970s	



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Map #	Inventory #	Historic Name	Status	Date Built	Dates Modified	Date Demolished
111	N/A	Langdon C. Henry, Jr. Home	Modified	1937	1989	
112	N/A	Norcliffe/C.D. Stimson Home	Modified	1909	2001-2006	
112	N/A	Norcliffe/Stimson-Gatehouse	Modified	1909	2001-2006	
113	N/A	Trafford-Huteson Home	Existing	1909		
114	N/A	Stewart Home/Braeburn	Modified	1913	1985	
115	N/A	Boeing Home	Landmark	1915		
115	N/A	Boeing Home -guesthouse	Modified	1915	1987	
116	N/A	Georgian Hill/Arnold Home	Modified	1915	1999	
117	N/A	Annwood/Stedman Home	Existing	1915		
118	N/A	Colindown/Downey Home	Modified	1921	2005-07	
119	N/A	Belfagio/Ballinger Home	Modified	1922	2007	
120	N/A	Paul Mandell Henry Home	Existing	1927		
121	N/A	Greenwood Home	Modified	1927	unknown	
122	N/A	Remmington-Greene Home	Modified	1928	2002-03	
123	N/A	Baillargeon Home	Modified	1928	2004-05	
124	N/A	Jerome Home	Existing	1928		
125	N/A	Bogle Home	Modified	1932	2005-06	
126	N/A	Florence Henry Memorial Chapel	Existing	1911		
127	N/A	The Highlands School	Existing	1922		
128	94	Seattle Golf Club - clubhouse	Modified	1908	1927	

LIVABILITY AND HUMAN SERVICES

The City of Shoreline is dedicated to supporting its residents in many aspects of life. The City’s Human Services Program promotes individual and community well-being by providing support to increase self-sufficiency, reduce negative impacts of adverse life events, and giving opportunities for people to reach their full potential. In 2024, the Shoreline City Council approved an updated [Shoreline Human Services Strategic Plan](#). While the City has supported human services since shortly after incorporation, it had been some time since a comprehensive review of programs and services had been completed. The development of the plan was also in response to the results of the City’s [resident satisfaction survey](#) which is undertaken every two years. The importance of human services has been shown in the most recent satisfaction surveys conducted in 2020, 2022, and 2024. Based on the survey analysis, the major services



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that are recommended as the top priorities for investment over the next two years to raise the City’s overall satisfaction rating are:

- Overall response to homelessness, and
- Overall quality of human services.

The plan recommended that the City focused its human services funding on three areas of service: homelessness and housing, basic needs and behavioral health. Further, in terms of financial investment, the plan recommended that the City hire a Housing and Human Services Manager and increase funding to human services. These recommendations are included in the 2025-2026 biennial budget.

For more information on the programs and services the City provides, visit the [Human Services Program webpage](#) on the City’s website. The Human Services Program is part of the City’s Community Services Division that supports and directs services to connect individuals, families, neighborhoods, businesses, and non-profit organizations to the information and resources they need to build a stronger community and enhance quality of life in Shoreline. For more information on the services, partnerships, and programs the City offers through the Community Services Division, please visit their [website](#).

Culturally-Sensitive Services

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

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

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

- **Increase the capacity of City staff to promote service equity and inclusion**
Provide mandatory staff training on institutionalized racism, working with diverse populations, and evaluating City policies and procedures.
- **Increase access to City information and services by diverse communities**

Translation Services:

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



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

- **Increase community-based support for diverse communities**
Provide technical assistance and support to community groups and organizations serving diverse populations to promote multicultural and anti-racist efforts.

Basic Needs

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

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

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

Community Groups and Regional Partnerships

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

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

Basic Needs Programs:

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



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



BACKGROUND AND CONTEXT

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

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

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

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

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



Utilities Element

Supporting Analysis



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BACKGROUND AND CONTEXT

The Utilities Element summarizes estimates of existing and future demand for utility services. Where possible, current utility consumption trends are used to indicate likely future consumption, however, future demand is difficult to predict as new and innovative technologies are developed consistently. In some instances, where utility providers are private corporations, specific information on utility consumption and demand are considered to be proprietary, and are therefore not disclosed. The Utilities Element gauges the ability of existing and planned utility facilities to meet future demand.

This Supporting Analysis section presents basic information regarding the general location, proposed location, and capacity of all existing and proposed utilities, including electrical, natural gas, telephone, and cable. Publicly operated utilities such as water, wastewater, and stormwater utilities are discussed in the Capital Facilities Element. Further information is available from individual utilities, or in the planning documents of the various service districts. Utilities addressed here and in the Capital Facilities Element have a broad impact on the future of the community. In many cases, utilities are needed to meet the basic needs of daily living and ensure health and safety, and contribute to a high quality of life.

When considering the future provision of utility services, a number of issues must be considered: legal requirements, aesthetic and environmental impacts, administration, costs, and revenues. In order to address these issues, the community, through its utility providers, must identify the type and quality of utilities needed to serve local residents and determine how these services can best be provided.



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EXISTING CONDITIONS

The City maintains a number of franchise agreements with utility providers, which allow for the existence of support facilities, such as cable, electrical wire, and natural gas pipe within the City's rights-of-way (streets). Non-City managed utility services are controlled by franchise agreements between the utilities and the City. The status of the franchise agreements is noted in the listing of current providers.

Electrical Service

Electrical service is provided within the City of Shoreline by Seattle City Light. The City has a non-exclusive franchise agreement with Seattle City Light through August 31, 2029 (Ordinance #686). Based on current forecast projections detailed in their 2022 Integrated Resource Plan and 2024 Progress Report, Seattle City Light will need to expand their resource profile in order to accommodate the projected electric demands of its service area. The 2024 Progress Report outlines several avenues for this expansion.

Natural Gas Service

Puget Sound Energy provides natural gas service to the residents of the City of Shoreline. The City maintains a franchise agreement (Ordinance #860) with Puget Sound Energy through July 31, 2034.

Existing Natural Gas Service and Facilities

Puget Sound Energy is a power and natural gas utility serving King and four other Counties. Puget Sound Energy purchases gas from other regions and manages the distribution of natural gas to customers within its service area. This involves pressure regulation, and the development and maintenance of distribution lines.

Natural gas is currently supplied to most areas within the City through 136 miles of natural gas mains. Gas flows through the system under high pressure in the main located along 5th Avenue NE and along Fremont Avenue N, from N 185th Street down to N 155th Street, over to Dayton Avenue N, then down Dayton Avenue N to N 150th Street, over to Fremont Avenue N, and down to N 145th Street. Puget Sound Energy serves approximately 11,500 customers in the City of Shoreline.

Washington State Utilities and Transportation Commission (WUTC) does not define natural gas as an essential service. Therefore, Puget Sound Energy is not required to provide services.

Planned Natural Gas Services and Facilities

Extension of service is based on individual requests and the results of a market analysis to determine if revenues from an extension will offset the cost of construction. Overall, Puget Sound Energy does not foresee any problems that would limit the supply of natural gas to the City in the future.

Telecommunications

As telecommunication technologies have evolved, merging of these technologies has occurred, resulting in multiple communication services migrating into consolidated networks. This typically involves the merging of previously distinct media, such as telephone, video, and data communications being transmitted over fiber optic or other infrastructure. This section describes both the current infrastructure used to provide telecommunication services in Shoreline, as well as future services and facilities (as they can best be described now, given the rapid changes in how telecommunication services are provided and regulated).



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Existing Telephone Services and Facilities

Local telephone service in Shoreline, referred to as Public Switched Telephone Network (PSTN), is provided by CenturyLink east of Meridian Avenue N and south of N 160 Street/NW Innis Arden Way, and by Zply west of Meridian Avenue N and north of N 160 Street/NW Innis Arden Way. The City does not have franchise agreements with CenturyLink or Zply for local telephone service.

CenturyLink and Zply collectively provide telephone service to about 15,000 customers in the City of Shoreline. Of these 15,000 customers, 12,000 are residential and 3,000 are commercial. CenturyLink and Zply do not provide estimates of local capacity due to the proprietary nature of this information.

In addition to the PSTN telephone service provided in Shoreline, Voice over Internet Protocol (VoIP) telephone service, also known as digital telephone service, is locally available. This service is provided by Xfinity (Comcast), which provides service throughout the entire city. CenturyLink and Zply also provide this service in addition to their PSTN services. CenturyLink provides this through their Digital Subscriber Line [DSL] internet service; and Zply, provides this service in the same areas as their PSTN telephone service. VoIP telephone uses technology that allows phone calls to be made over an Internet Protocol (IP) network, such as the Internet.

Finally, mobile (cellular) telephone services are widely available in Shoreline and are operated by many different cellular networks, including Verizon, Cingular Wireless (AT&T), Sprint Communications, and T-Mobile USA, among others. Mobile telephones make and receive telephone calls over a radio link by connecting to a cellular network provided by a mobile phone operator, allowing access to the public telephone network.

Future Telephone Services and Facilities

Washington Utilities Trade Commission (WUTC) regulations require CenturyLink and Zply to provide adequate PSTN telecommunications service on demand, and Section 480-120-086 of the Washington Administrative Code (WAC) requires CenturyLink and Zply to maintain adequate personnel and equipment to handle reasonable demand and traffic. Because CenturyLink and Zply provide service on demand, there are no limits to future capacity. Additionally, VoIP telephone service should only be restricted by bandwidth constraints on fiber optic networks that provide this digital service.

Existing Cable Television Service

Land-line Cable Television service is provided in the city by CenturyLink and Xfinity (Comcast). The City maintains franchise agreements with these providers for use of the City's rights-of-way to maintain and operate their cable network. The City is also served by two satellite Cable Television providers – Dish Network and Direct TV. The franchise agreements for land-line cable television services expire on June 16, 2025 and November 17, 2030, respectively.

Comcast serves the entire city of Shoreline. Dish Network and Direct TV serve all of Shoreline, depending on the geography and satellite line-of-site access of individual properties.

Future Cable Television and Broadband Services and Facilities

Although the demand for cable television is likely to continue to increase as population grows, access to cable television in Shoreline is extensive, and thus, growth in cable subscribers is likely to increase at the same pace as population growth. However, the demand for broadband services, whether they be cable



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television, VoIP telephone or data/internet services, is likely to continue to grow as networks are bolstered with additional bandwidth. This growth will most likely occur relative to data/internet service, as more content becomes accessible online, and as we continue to communicate and interact online. These broadband services can be provided over fiber optic networks, cable networks, or DSL telephone networks.

Fiber Optic Facilities

The City maintains franchise agreements with Zayo Group, Astound Broadband, and Version Access Transmission Services for their fiber optic data networks in Shoreline. Given that these networks utilize City streets and rights-of-way, franchise agreements are required for these service providers. These franchise agreements expire on July 24, 2026; April 21, 2025; and January 29, 2033, respectively.

UTILITY ISSUES

Equitable Funding

Most utility services are financed by rates, which the customers pay directly to the providers. In some cases, taxes are used to support services provided by public entities. For example, Seattle City Light provides electricity to the community. Utility taxes are collected by the City of Seattle for these services; however, Seattle's utility tax revenues go into Seattle's general fund and do not directly support the operation of the utility. The utility taxes Shoreline residents pay to Seattle Public Utilities do not necessarily help maintain infrastructure and provide service within Shoreline.

The City has established goals to explore becoming a service provider of water services within Shoreline to ensure that taxes collected fund the maintenance and enhancement of infrastructure. In some situations, such as cable service, utility rates paid by customers to different providers for similar service is significantly different. These rate differentials may be the result of different capital improvement programs or administrative systems.

Environmental and Aesthetic Impacts from Utility Improvements

When utility facilities are renovated, expanded, or created they have an impact on the community. One example of a utility project that could impact a community is the addition of transmission towers. Such infrastructure can have aesthetic impacts on neighborhoods, and a community must consider how it should address and mitigate such facilities.

Opportunities for Cooperation

The utilization of multiple providers to serve the utility and capital facility needs of the community raises a number of issues about coordination with the City and among service providers. Trenching activities can often be consolidated through coordination, reducing the cost and impact of these activities. In some cases, cooperative use of utility facilities can benefit the community. The use of the Seattle City Light right-of-way for a trail facility is an example of a beneficial cooperative arrangement.

Adequacy of Service

The community has a legitimate interest not only that utility services are available, but also in the quality of those services and the opportunities for enhancing those services. These concerns may include the



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unavailability of electrical capacity to serve increasing growth and demand, and the quality of television, internet, and/or telephone (including cellular) service.

The City may face difficulties in ensuring adequate services and facilities from providers it does not directly control. This issue can be addressed through contracts or interlocal agreements with individual agencies for services, or through the decision to have the City provide the service directly. Lack of infrastructure needed to provide these services may result in permitting delays or moratoriums if services are required for concurrency.

In order to ensure that the community receives service at the desired levels of service, the City may need to consider changes to its service contracts, interlocal agreements, or possibly expand City services in order to serve existing and planned growth at desired levels, and meet concurrency requirements.

NON-CITY MANAGED CAPITAL FACILITIES PLANS

For capital facility plans from service providers other than the City of Shoreline, the reader is referred to the current comprehensive and/or capital facility plans of the responsible agencies.

GENERAL FACILITIES	NON-CITY MANAGED FACILITIES AND UTILITIES
Historical Museum	Water Seattle Public Utilities Water Division North City Water District
Public Schools Shoreline School District	Wastewater Highland Sewer District
Libraries King County Library District	Solid Waste King County Solid Waste Division Recology
Postal Buildings U.S. Postal Service	Electricity Seattle City Light
Public Housing King County Housing Authority	Natural Gas Puget Sound Energy
Human Services Washington Department of Health Washington State Department of Social and Health Services (DSHS)	Telecommunications and Cable Comcast Frontier CenturyLink Zply Verizon Cingular Wireless (AT&T) Sprint Communications T-Mobile USA
Public Safety Shoreline Police (King County Sheriff’s Office) Shoreline Fire Department King County Corrections King County District Court	



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Community College

Shoreline Community College

Transportation

King County Metro

Community Transit

Sound Transit

Washington State Department of

Transportation

Land Reserves

Washington Department of Natural Resources



Capital Facilities Element

Supporting Analysis



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BACKGROUND AND CONTEXT

Capital facilities in Shoreline that are addressed in this section are placed in two categories: City-managed facilities and non-City managed facilities. City-managed facilities are defined as those that are owned and operated, or managed by the City. Non-City managed facilities are defined as those public capital facilities that are not owned and operated by the City, are facilities and services for which the City has an interlocal or franchise agreement, or services and facilities that are provided to city residents through independent districts.

This Element provides an inventory of both City-managed and non-City-managed public facilities and services. This includes surface water; transportation; park, recreation and cultural resources; police; fire; emergency operations center; public schools; water; wastewater; and solid waste. Transportation, park, recreation, and open space facilities are addressed in their respective elements of this Comprehensive Plan. Other utility facilities such as electrical, natural gas, and telecommunication services are discussed in the Utilities Element Supporting Analysis section of the Plan.

The Growth Management Act (GMA) requires that the Capital Facilities Element provide an inventory of public facilities, including their locations and capacities. The GMA also requires a forecast of future needs for capital facilities, and identification of the proposed capacities of new or expanded capital facilities, as well as facility locations if listed in the six-year plan.

For facilities funded by the City, the GMA requires the preparation of a six-year plan for financing new or expanded capital facilities. Shoreline’s six-year plan, known as the Capital Improvement Plan (CIP) is included at the end of this supporting analysis. The six-year plan must consider financing within project funding capacities, clearly identify the sources of public moneys for these improvements, and ensure that these improvements are consistent with the Land Use Element. Finally, the GMA requires the City to reassess the Land Use Element or revise the adopted level of service if funding falls short of meeting future



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capital facility needs. The King County Countywide Planning Policies further state that capital facility investment decisions place a high priority on public health and safety.

This element will address the requirements of the Growth Management Act as well as help answer important questions, such as:

- What kind of services and facilities does the community want and need to serve existing and future residents, and which services and facilities are most important?
- When should these services and facilities be provided, and how should they be funded?
- If needed in the near-term, where should such facilities be located?
- How can the need for new facilities be limited, and their impacts on the community be addressed?
- What is the City’s role in ensuring and providing services and facilities, and how should the City work with other providers to facilitate good service?

Shoreline is served by an extensive system of publicly funded and operated capital facilities, from schools and parks to utility systems and transportation facilities. Many of these facilities, such as water towers and roads, help meet the basic needs of residents. Some, such as fire stations and stormwater detention ponds, make the community safer. Community resources like schools and libraries foster learning and educational development, which help make the City a better place to live. Others, such as parks and museums, enhance the quality of life of the City’s residents.

The community benefits from these investments on a daily basis, and in order to sustain and improve on the benefits that the community currently enjoys, the City must identify how it and other public service providers can best maintain existing facilities, and create new facilities to serve the needs and desires of local residents and future development.

When Shoreline residents incorporated the City in 1995, it was in large part to receive better, more efficient services for their tax dollars. This concept was further supported in the framework goals and policies adopted in the 1998 Comprehensive Plan. One way for the City to provide more efficient services could include unifying some of the water and wastewater utilities with City operations, creating one-stop shopping for city residents and businesses. Early City Councils realized that consolidating utility services in Shoreline would reduce inefficiencies associated with multiple governmental entities operating in the same city.

Over the coming years, many public facilities will need to be replaced, refurbished, or expanded, and new facilities created in order to serve existing and new residents. Some of these facilities are provided directly by the City. In other cases, separate providers deliver services and plan for and fund capital improvements to meet the mission of their district or service area. A few of these facilities serve not only the needs of Shoreline, but also the larger region.

All of these projects will be competing for limited public resources. For projects that the City controls, citizens must prioritize which projects will proceed and how to fund them. At the development stage, the community may be able to influence where these facilities will be located, and how to address the impacts of new or expanded facilities on adjacent areas and the community.



EXISTING CONDITIONS

This section identifies the primary capital facilities that exist within the city, and are identified as City-Managed Facilities or Non-City-Managed Facilities. The facility, provider, and an inventory including the name, size, and location of each facility are provided, if the information is available. Some third-party service providers must prepare a comprehensive service plan that includes a capital facility element. These plans are incorporated into this Capital Facility Element by reference. Each plan has been reviewed for consistency with the general policies and Land Use Element. A brief description of services provided at the facility is also presented to explain the use of structures.

In addition, if currently identified plans for expansion available, they are provided as a part of the existing conditions information, including the type of facility, the proposed size of the facility, and the location and timing of expansion. In some cases, this information is currently unknown or proprietary.

The City maintains a number of franchise agreements with utility providers allowing for the existence of support facilities, such as sewer mains within the City's rights-of-way (streets). Many of the services referred to in this element are evaluated by the City through franchise and interlocal agreements.

CITY-MANAGED BUILDINGS, FACILITIES, AND SERVICES

This section addresses existing public capital facilities owned or largely operated and managed by the City of Shoreline, including buildings, stormwater, wastewater, transportation, parks, and recreation facilities.

Current City-Managed Facilities

The City of Shoreline offices provide a wide variety of services and functions, which are provided at a variety of facilities. The City of Shoreline Civic Center, which includes the City Hall building at 17500 Midvale Avenue N, provides approximately 62,000 square feet of office space where governmental services are available. These services include, but are not limited to, customer response, administration, permitting, environmental and human services, road and park maintenance, and neighborhood coordination. The campus also includes a 21,000 square foot auditorium, a 75-car elevated parking structure, and a one-acre public park and plaza.

In addition, the City owns and maintains approximately 28,765 square feet of facilities to support the park system, including the Spartan Recreation Center, the Shoreline Pool, the Richmond Highlands Recreation Center, Kruckeberg Botanic Garden, the Richmond Beach Saltwater Park Pedestrian Bridge, numerous park shelters, and outdoor restrooms.

The City operates a maintenance facility at Hamlin Park, located at 16006 15th Avenue NE. This location serves as a storage yard for various City vehicles, including a street sweeper and road maintenance equipment, as well as offices for street and park maintenance crews. The City is evaluating the relocation and expansion of this facility as part of possible utility acquisitions.

Stormwater Facilities

The Surface Water Master Plan, currently being updated in 2024, provides a detailed discussion of the stormwater facilities in Shoreline. The plan responds to both state and federal requirements for managing surface water in the city. The plan reviews current and anticipated regulatory requirements, discusses current stormwater management initiatives, identifies flooding and water quality programs, and discusses



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the resources needed for the City to fully implement the plan. Management of surface waters in the city is funded through the City's Surface Water Utility. The plan also provides a detailed inventory of the existing stormwater facilities and necessary capital facility upgrades.

Wastewater Facilities and Services

Ronald Wastewater District (RWD) was formed in 1951 and was the primary wastewater service provider for the City of Shoreline. In 2020, the City assumed jurisdiction and ownership of the Ronald Wastewater District's service areas, assets, facilities, responsibility, property, and equipment. The City of Shoreline provides wastewater services the majority of the City, with the exception of the Highlands neighborhoods, which is served by the Highlands Sewer District.

There are 27 known lots scattered individually throughout the District with onsite sewage disposal systems. Many of the lots have sewer available, but the property owners have not chosen to connect for a variety of reasons.

Existing City of Shoreline Services and Facilities

The City of Shoreline presently owns, operates, and maintains a domestic wastewater collector and interceptor system consisting of 16 lift stations, 21 individual grinder pumps, and approximately 194 miles of 6- to 30-inch diameter sanitary sewer mains, not including private sewers. Sewer service is generally provided to customers by gravity flow through the City system, or by gravity flow to City owned and operated lift stations.

The Shoreline Wastewater Utility only provides wastewater collection. The wastewater collected from within the City is treated at two facilities, King County Wastewater Division's West Point Treatment Plant and the City of Edmonds Treatment Plant, under contract arrangements. The Highlands Sewer District discharges wastewater flow into the City's wastewater system. The existing collection system is detailed in the 2021 Comprehensive Wastewater Plan developed by Ronald Wastewater District, prior to the City's assumption of RWD.

Planned City of Shoreline Services and Facilities

Currently the City maintains a 10-year capital improvement program for its original sewer system and the old Lake City Sewer District system. The Capital Improvement Program includes an ongoing infiltration and inflow monitoring and reduction program. The City would re-evaluate the capital improvement plans as part of the unification process.

The 2021 Comprehensive Wastewater Plan identify three Lift Stations that are scheduled for upgrades within the ten years following the plans creation. No plans for new main line extensions were identified in the 2021 Plan, and it was stated that any upgrades would be due to future identified 'problem areas' or as a result of planned development.

Transportation Facilities

The Transportation Master Plan, currently being updated in 2024, and Transportation Element of this Plan provide a detailed discussion of the transportation facilities in Shoreline. The City prepares and adopts a six-year Transportation Improvement Plan (TIP) each year. The TIP lists street and non-motorized projects, and can include both funded and unfunded projects. It is prepared for transportation project scheduling, prioritization, and grant eligibility purposes. Since 1990, Washington State law (RCW 82.02.050) has



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allowed jurisdictions to establish transportation impact fee (TIF) programs to fund capacity projects needed to support growth. The City of Shoreline adopted a TIF program in 2014. As part of the new Transportation Element and Transportation Master Plan (TMP), the City is updating its TIF program. A full list of the projects is included below and is subject to change. The TIF projects are mapped online here: <https://shoreline.maps.arcgis.com/apps/webappviewer/index.html?id=6856eb415f054a1daaa0dff0444f5a>

ID	Location	Project Description	Cost Estimate
1	148th Street Non-motorized Bridge	TE Fiscally constrained list: non-motorized bridge crossing of Interstate 5 (based on Council's selection of a preferred alignment during the feasibility study phase) to the Shoreline South/148th Station.	\$37,800,000
2	175th Corridor: Stone Avenue N to Wallingford	TE Fiscally constrained list: Planned improvements include reconstruction of the existing street to provide two traffic lanes in each direction, median and turn pockets, bicycle lanes (some integrated into the sidewalk), curb, gutter, and sidewalk with planter strip where feasible, illumination, landscaping, retaining walls, and various intersection improvements.	\$30,497,000
3	175th Corridor: Wallingford to Meridian		\$10,637,000
4	175th Corridor: Meridian to I-5		\$21,914,000
5	Dayton Ave N & Carlyle Hall Rd	TE Fiscally constrained list: Realign intersection geometry and signalize.	\$4,648,391
6	1st Ave NE & N 155th St	TE Fiscally constrained list: Redesign as urban compact roundabout.	\$1,292,528
7	25th Ave NE & NE 150th St	TE Fiscally constrained list: Redesign as urban compact roundabout.	\$1,257,192
8	Shared-use mobility hub: Aurora Ave N & N 185th St	TE Fiscally constrained list: Construction of a shared use mobility hub	\$1,250,000
9	N 175th St from Fremont Ave N to Stone	TE Fiscally constrained list: Extend multimodal improvements from Fremont Ave N to Stone Ave; improve to bike LTS 1 and fill sidewalk gaps and accommodate frequent bus service.	\$9,994,582
10	NE 185th Street (between Fremont Avenue N and Midvale Avenue NE)	TE Fiscally constrained list: 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.	\$12,163,666
11	N/NE 185th Street (between Midvale Avenue N and 5th Avenue NE west of I-5)		\$87,611,805



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ID	Location	Project Description	Cost Estimate
12	15th Ave NE from NE 180th St to Hamlin Park	Transportation Element Project List: Improve to bike LTS 2 and accommodate frequent bus service	\$40,226,805
13	Ashworth Ave N from N 175th St to N 185th St	Transportation Element Project List: Improve to bike LTS 2 and fill sidewalk gaps	\$17,115,575
14	NW Richmond Beach Rd from 8th Ave NW to Dayton Ave N	Transportation Element Project List: Improve to bike LTS 2 and accommodate frequent bus service	\$10,940,389
15	10th Ave NE from NE 185th St to NE 190th St	Transportation Element Project List: Improve to bike LTS 2 and fill sidewalk gaps	\$17,024,934
16	15th Ave NE from NE 195th St to 24th Ave NE	Transportation Element Project List: Improve to bike LTS 1, fill sidewalk gaps, and accommodate frequent bus service	\$64,036,849
17	N 200th St from SR 99 to Ashworth Ave N	Transportation Element Project List: Improve to bike LTS 2 and accommodate local bus service	\$8,542,174
18	Fremont Ave N from N 170th St to N 185th St	Transportation Element Project List: Improve to bike LTS 2 and fill sidewalk gaps	\$10,008,119
19	Linden Ave N from N 185th St to N 175th St	Transportation Element Project List: Improve to bike LTS 2 and fill sidewalk gaps	\$6,673,976
Total Capital Cost			\$393,634,986

Parks and Recreation Facilities

There are a number of public parks and recreation facilities within the community. These facilities are discussed in more detail in the 2024 Parks, Recreation, Open Space, and Arts (PROSA) Plan and Parks, Recreation, Open Space, and Arts Element of this Plan. The Parks Capital Facilities Plan (CFP) identifies existing and anticipated capital needs for the City’s parks and recreation facilities over the next 20 years with estimated costs in today’s dollars. Many items identified were included in the prior CFP, and others were identified through the PROSA planning engagement processes including public outreach and level of service analysis. Staff have applied key criteria from the PROSA Decision Making framework, including guiding principles, social inequity and community needs maps, to determine initial prioritization categories. This prioritization will be revisited before decisions are made to incorporate current data regarding Community needs and social inequity. Other factors, such as the availability of funding for specific needs or interdependence with other City projects, may drive timing for projects identified and result in potentially lower priority items being funded before higher priority items. The parks CFP is updated periodically, the most recent version can be found in the Parks Recreation Open Space and Arts (PROSA) plan adopted by the City.



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Category	Park	Project	Cost	Priority
DVPT	Aquatics facility	Acquire and develop new facility (33% of \$66,000,000)	\$21,780,000	High
DVPT	Aurora Corridor	Acquire park property	\$2,500,000	High
DVPT	Echo Lake Park	Safe Parks Project	\$15,000	High
DVPT	Firlands Way North	Develop park features in conjunction with transportation plan	\$500,000	High
DVPT	Hamlin Park	Develop accessible ADA pathway	\$500,000	High
DVPT	Landbank Park Land	Develop passive park uses	\$2,000,000	High
DVPT	Light Rail Station 185th Street	Install gathering area	\$75,000	High
DVPT	Light Rail Station Subarea - 148th	Acquire park property	\$20,000,000	High
DVPT	Light Rail Station Subarea - 185th	Acquire park property	\$3,000,000	High
DVPT	Multiple	Support implementation of UFSP to	\$100,000	High
DVPT	Multiple Parks	Develop 19 picnic areas based on Community Needs Maps	\$760,000	High
DVPT	Multiple Parks	Install 3 picnic pavilions based on Community Needs Maps	\$750,000	High
DVPT	Multiple parks	Develop 12 new playgrounds per community needs maps	\$2,400,000	High
DVPT	Multiple Parks	Initiate Environmental Stewardship Programs at new park property	\$50,000	High
DVPT	Multiple parks	Develop 27.36 miles of multi-purpose trails	\$1,350,000	High
DVPT	Multiple parks	Implement Minimum Amenity Plan	\$200,000	High
DVPT	Multiple parks	Design amenities for undeveloped parks & open spaces	\$1,300,000	High
DVPT	Multiple parks	Develop undeveloped parks & open spaces based on designs	\$10,000,000	High
DVPT	North Hillwood Neighborhood	Acquire and develop park property	\$4,500,000	High
DVPT	Ronald Bog & James Keogh Connector	Complete ROW connector between these two parks	\$200,000	High
DVPT	Rotary Park	Acquire and develop new and acquired park property	\$3,000,000	High
DVPT	South Shoreline Interurban Trail (Westminster)	Acquire and develop park property	\$4,250,000	High
DVPT	Southwest Parkwood Neighborhood	Acquire and develop park property	\$2,500,000	High
DVPT	TBD - Park on Eastside of I-5	Develop ADA playground	\$500,000	High
DVPT	West Ballinger/NE North City Neighborhood	Acquire and develop park property	\$2,500,000	High
DVPT	Westminster	Develop active park uses including	\$750,000	High
DVPT	195th Street Ballinger Commons	Develop trail West from Ballinger Way	\$57,000	Medium
DVPT	Ballinger Open Space	Install vehicular wayfinding signage	\$15,000	Medium
DVPT	Cedarbrook Elementary School	Negotiate JUA and develop park under JUA	\$2,000,000	Medium
DVPT	Cromwell Park	Develop skate park	\$400,000	Medium
DVPT	Darnell Park	Install interpretive trail and	\$200,000	Medium
DVPT	Echo Lake	Develop small hand-carry craft launch	\$250,000	Medium
DVPT	Echo Lake	Acquire property	\$1,500,000	Medium
DVPT	Hamlin Park	Install trail wayfinding map and marker	\$50,000	Medium
DVPT	Hamlin Park	Install wayfinding and interpretive signage	\$152,000	Medium
DVPT	Hillwood Park West Entrance	Complete Development	\$400,000	Medium
DVPT	Interurban Trail	Install bike repair stations	\$50,000	Medium



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DVPT	Interurban Trail (185th-175th) Park at Town Ce	Implement Park at Town Center Phase 1	\$250,000	Medium
DVPT	Interurban Trail (205th-200th)	Develop park greenway	\$400,000	Medium
DVPT	Light Rail Station 145th Street	Install gathering area	\$75,000	Medium
DVPT	Multiple parks	Install performance stage/space as identified in Community Needs	\$750,000	Medium
DVPT	Multiple parks	Develop 6 skate dots per community needs maps	\$300,000	Medium
DVPT	Multiple parks	Expand existing sport courts for multipurpose use as identified in	\$1,650,000	Medium
DVPT	Multiple parks	Develop 6 sports court as identified in Community Needs maps	\$1,800,000	Medium
DVPT	Paramount Open Space Park	Acquire and develop park property	\$3,000,000	Medium
DVPT	Ronald Bog	Install environmental interpretive trail and signage	\$200,000	Medium
DVPT	Sunset School Park	Develop enclosure around portable	\$25,000	Medium
DVPT	TBD	Develop 1 adult turf and lighted soccer field	\$8,000,000	Medium
DVPT	TBD	Develop 2 youth soccer fields per community needs maps	\$3,000,000	Medium
DVPT	TBD	Develop 2 baseball fields per community needs maps	\$1,000,000	Medium
DVPT	Twin Ponds	Install trail wayfinding map and	\$500,000	Medium
DVPT	Twin Ponds Park	Install picnic shelter	\$129,373	Medium
DVPT	Aldercrest Annex	Negotiate JUA and develop amenities	\$2,000,000	Low
DVPT	Ballinger Open Space	Develop nature boardwalk trail	\$300,000	Low
DVPT	Boeing Creek Open Space	Develop trail	\$300,000	Low
DVPT	Boeing Creek Open Space	Install trail wayfinding map and	\$15,000	Low
DVPT	City Hall Park or Park at Town	Develop based on conceptual plan	\$1,500,000	Low
DVPT	Cromwell Park	Light pathway	\$25,000	Low
DVPT	Cromwell Park	Install picnic shelter and park furnishings	\$400,000	Low
DVPT	Fircrest	Develop Public Access Agreement and park space	\$500,000	Low
DVPT	Kayu Kayu Ac Park	Negotiate BNSF access agreement		Low
DVPT	Kruckeberg Botanic Garden	Implement master plan, replace	\$4,000,000	Low
DVPT	Paramount Open Space Park	Develop trail	\$162,000	Low
DVPT	Paramount School Park	Design and improve entry	\$100,000	Low
DVPT	Richmond Beach Saltwater Park	Develop plan for Cottage Space Usage	\$300,000	Low
DVPT	Richmond Beach Saltwater Park	Implement plan for Cottage Space Usage	\$5,000,000	Low
DVPT	Shoreline Community Center	Develop community center	\$9,672,000	Low
DVPT	Shoreline Community Center	Acquire property	\$8,000,000	Low
DVPT	Shoreline Recreation Center	Develop recreation center	\$16,120,000	Low
DVPT	Shoreline Recreation Center	Acquire property	\$10,000,000	Low
DVPT	Shoreview Park	Install picnic shelter	\$129,373	Low
DVPT	Shoreview Park	Convert soccer field	\$2,609,819	Low
DVPT	TBD	Develop Adventure Park high ropes course	\$250,000	Low
DVPT	TBD	Develop climbing structure	\$250,000	Low
DVPT	TBD	Develop Adventure Park zipline	\$250,000	Low
DVPT	TBD	Develop BMX fee ride bike park	\$500,000	Low
DVPT	Twin Ponds	Improve entry	\$100,000	Low
DVPT	Twin Ponds	Develop trail	\$182,000	Low
Subtotal			\$174,298,565	



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Current Police Facilities

The Shoreline Police Department is located at City Hall, at 17500 Midvale Avenue N, within a portion of the building that was added in 2017. Police services are provided to Shoreline through a year-to-year contract with King County in three major areas:

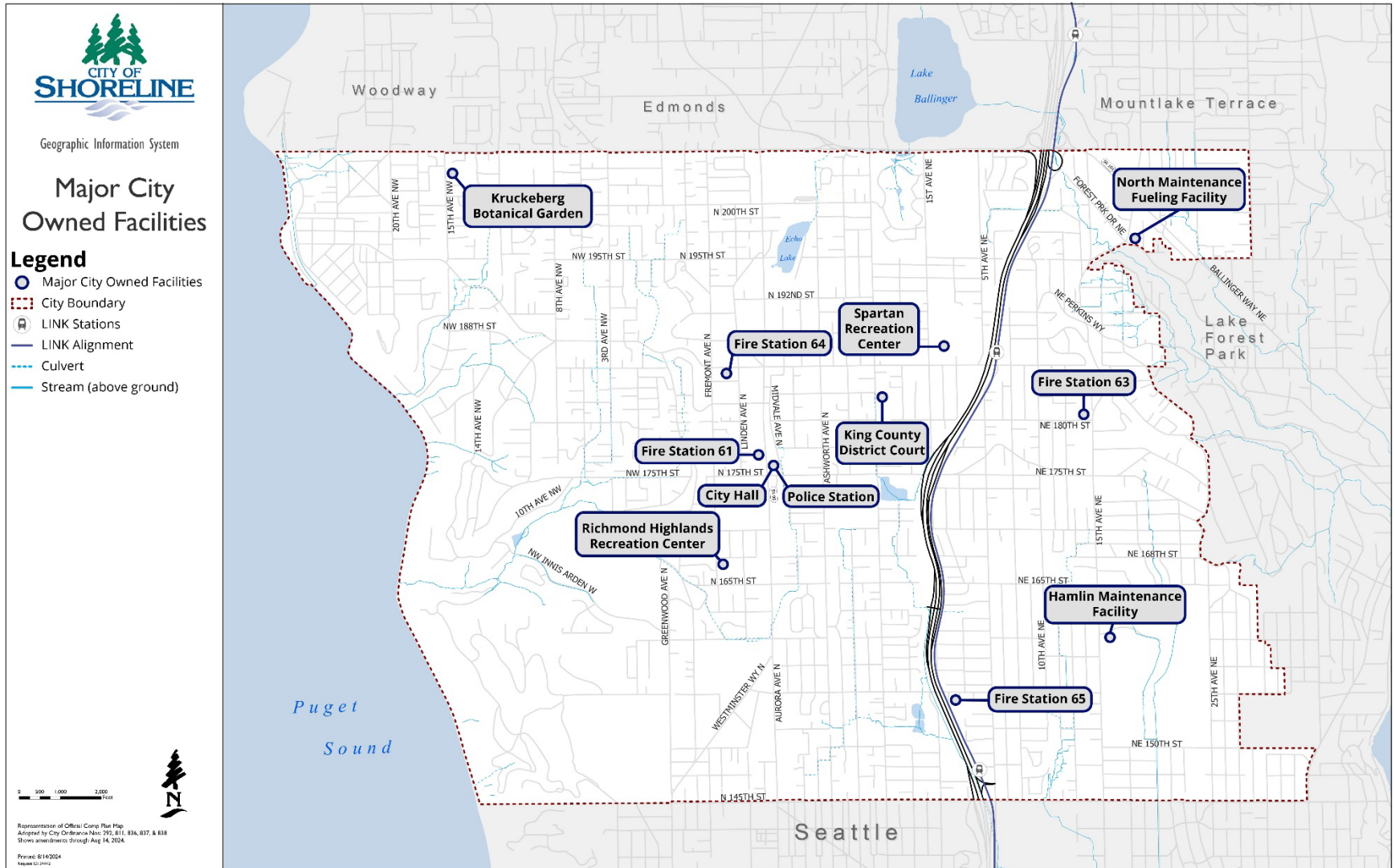
- **City Services:** staff is assigned to and works within the city. In 2024, there were 50 commissioned FTEs and 3 non-commissioned FTEs dedicated to the city.
- **Regional Services:** staff is assigned within the King County Sheriff's Office, and deployed to the city on an as needed basis (e.g., criminal investigations and special response teams).
- **Communications:** The City contracts with King County for dispatch services through the King County 911 Communications Center.

There are no City-managed jail cells located within the city. The Shoreline Police maintain two holding cells at precinct and contracts with South Correctional Entity (SCORE) for jail facilities.



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Figure CFA-2





NON-CITY-MANAGED BUILDINGS, FACILITIES, AND SERVICES

There are additional public capital facilities and services available to Shoreline residents. These include facilities and services that are provided through contracts between the City and private or public utility districts and entities, or between individual residents and utilities or district service providers. These include fire, wastewater, water, public schools, and solid waste facilities and services. Facilities and services, such as electrical, natural gas, and telecommunications, which are specifically characterized as “utilities” by the Growth Management Act, are addressed in the Utilities Element.

Shoreline District Court

The Shoreline District Court, located at 18050 Meridian Avenue N, is supportive of police services provided to the City through an interlocal agreement with King County. The District Court provides City-managed court services for the prosecution of criminal offenses committed within the incorporated city limits. The District Court serves several other jurisdictions as well. No known changes are planned for the Shoreline District Court facility or services.

Current Fire Facilities

Shoreline Fire Department (SFD) is an independent special purpose district that provides fire and rescue services to the District’s 13 square miles of predominantly urban areas. Services include fire protection, fire prevention and code enforcement, basic life support (BLS) emergency medical service (EMS), advanced life support (ALS) EMS in cooperation with King County EMS, public education in fire prevention and life safety, and technical rescue including high/low angle, confined space, and trench rescue. The current service area includes all of the City of Shoreline as well as Lake Forest Park, Kenmore, and the Town of Woodway.

The Shoreline Fire Department maintains three stations located at 17525 Aurora Avenue N, 145 NE 155th Street, and 1410 NE 180th Street.

Capital resources for SFD consist of the previous listed fire stations, fire apparatus (vehicles used for fire and rescue work), staff vehicles, and the related equipment, tools, and associated personal protection equipment needed to safely and legally provide fire and rescue services. Current inventories of all SFD resources are listed in the Shoreline Fire Department Capital Facilities and Equipment Plan, which can be found [here](#).

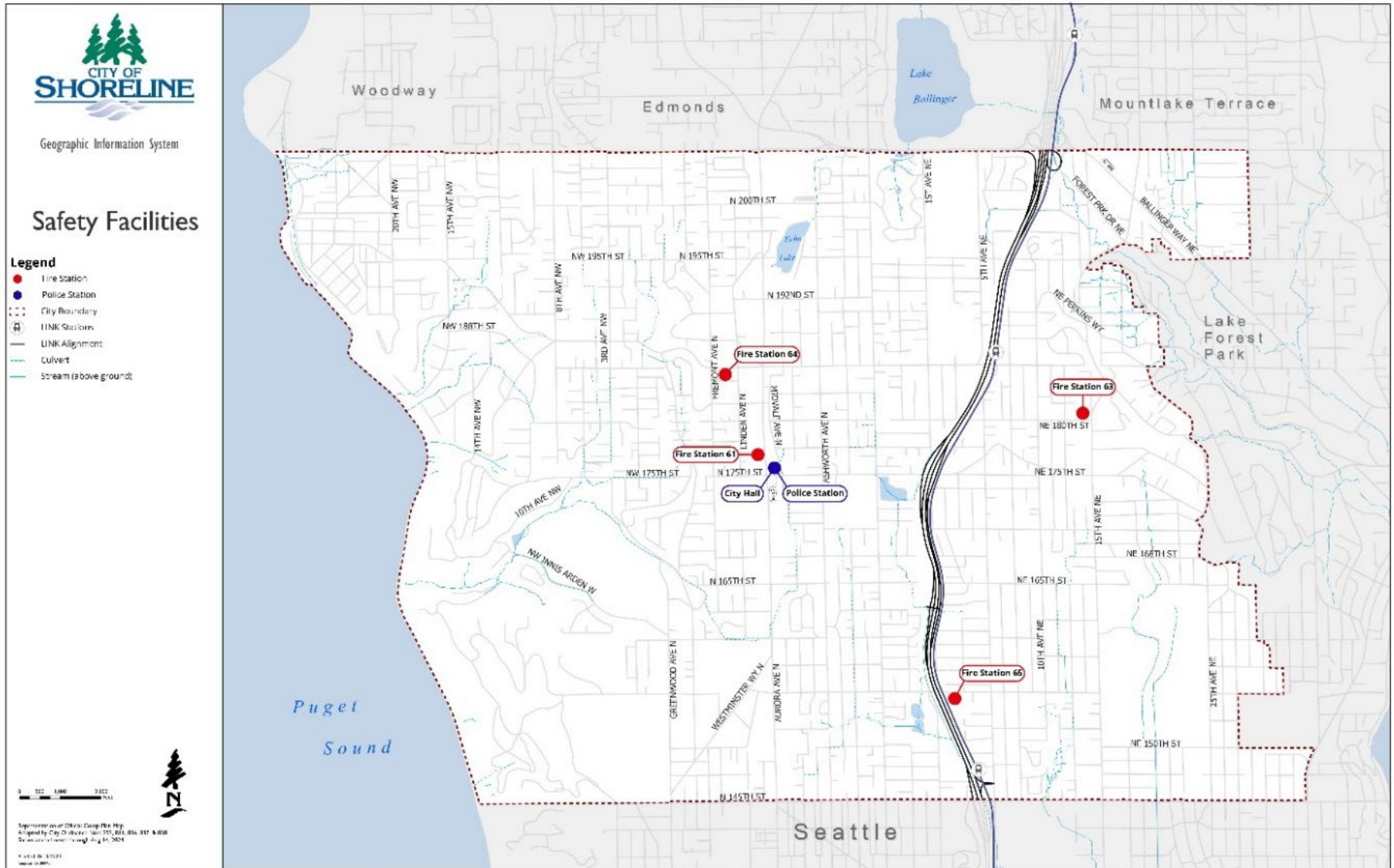
City of Shoreline Emergency Operations Center (EOC)

RCW 38.52.070 authorizes and directs the City to assume responsibility of emergency management for their jurisdiction. The City has established its Emergency Operations Center at City Hall. More information can be found through the City’s [Office of Emergency Management](#).



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Figure CFA-3





Public School Facilities

Public school services are provided by Shoreline Public School District #412. Within the District, which includes the cities of Shoreline and Lake Forest Park, there are 15 public schools, a transportation center, and a District Office and conference center facility.

Current Public School District Facilities

School District #412 encompasses a 16 square mile area, bounded by Puget Sound on the west, Lake Washington to the east, the Seattle city limits to the south, and the King/Snohomish County line to the north.

The School District operates 1 preschool/daycare (early learning) center, 1 K-8 and home school center, 9 elementary schools, 2 middle schools, 2 high schools, the Shoreline Center (described in detail in the following section) and 2 additional surplus properties located within the city. In addition to these facilities, the School District maintains a Transportation Center located adjacent to the Ridgecrest Elementary School site, and a warehouse with a central kitchen located adjacent to Hamlin Park. These facilities are listed in Table CFA-1.

Figure CFA-1:
Shoreline School District Facilities

Name of Facility	Location
Early Learning Centers:	
Shoreline Children’s Center	1900 N 170th Street
Pratt Early Learning Center	1900 N 170th Street
K-8 School & Home School Centers:	
School, Home Education Exchange	2800 NE 200th Street
Elementary Schools:	
Briarcrest Elementary	2715 NE 158th Street
Brookside Elementary	17447 37th Ave NE, Lake Forest Park, WA 98155
Echo Lake Elementary	19345 Wallingford Avenue N
Highland Terrace Elementary	100 N 160th Street
Lake Forest Park Elementary	18500 37th Ave NE, Lake Forest Park, WA 98155
Meridian Park Elementary	17077 Meridian Avenue N
Parkwood Elementary	1815 N 155th Street
Ridgecrest Elementary	16516 10th Avenue NE
Syre Elementary	19545 12th Avenue NW



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Middle Schools:	
Einstein Middle School	19343 3rd Avenue NW
Kellogg Middle School	16045 25th Avenue NE
High Schools:	
Shorecrest High School	15343 25th Avenue NE
Shorewood High School	17300 Fremont Avenue N
Other Facilities:	
The Shoreline Center	18560 1st Avenue NE
Transportation Center	124 NE 165th Street
Warehouse and Central Kitchen	2003 NE 160th Street
Cedarbrook (closed)	2000 NE Perkins Way
Sunset Elementary (closed)	17800 10th Avenue NW
North City Elementary (closed)	816 NE 190 th Street

Shoreline Center

The Shoreline Center is located at 18560 1st Avenue NE, in the former Shoreline High School campus. The facility is owned by the Shoreline School District. It comprises approximately 209,000 square feet of enclosed space located on 35 acres of land. The City maintains and operates portions of the facility under an interlocal agreement.

The Shoreline Center accommodates several organizations and services, including the Shoreline School District offices, the Shoreline Conference Center, the Shoreline – Lake Forest Park Arts Council, the Shoreline PTA Council, the Shoreline Public Schools Foundation, the Shoreline Senior Center, as well as the Shoreline Chamber of Commerce. A football field, gymnasium, and soccer fields are also located on the campus.

The Shoreline School District does not have any specific plans for substantial changes to the Shoreline Center building.

Planned School District Facilities

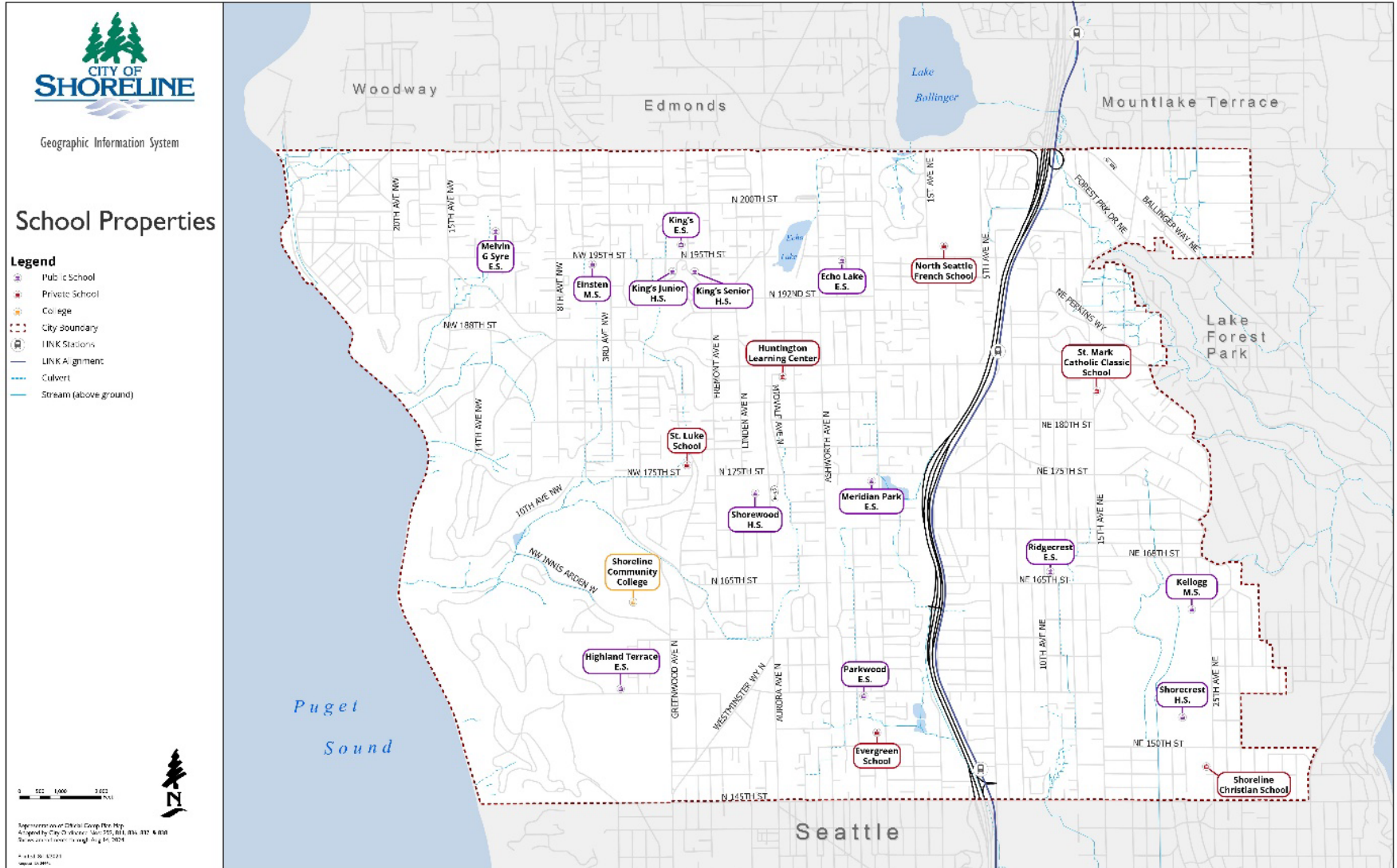
Generally, the School District can take the following steps to expand capacity at individual sites:

- Site a portable at an affected school. The District owns several portables for this purpose; if all are being utilized, the District could purchase or lease more;
- Alter/shift special program assignments to available space to free up space for core programs: gifted programs, special education, arts, activities, and others.
- Boundary adjustments: the areas from which individual schools draw may be adjusted; in more extreme cases, the district boundary could be modified; and/or
- Expansion of affected schools (if feasible without eliminating required playfields or parking).



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Figure CFA-4





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Water

The City of Shoreline is served by two public water utilities and maintains franchise agreements with each entity:

- Seattle Public Utilities (SPU), which serves the portion of the city located generally west of I-5, expires December 31, 2027.
- Shoreline Water District (SWD), now North City Water District, which serves the portion of the city generally east of I-5, expires June 20, 2026.

SPU is a direct provider of water, servicing about 58% of the city’s population. The other 42% of the city is serviced by the SWD, which purchases water wholesale from SPU.

Existing Water System

The water system provides water conveyance and fire flow service to hydrants, single- and multi-family residences, commercial customers, and fire suppression systems. This water is supplied by Seattle Public Utilities via the 60+inch transmission main located along 8th Avenue NE. The Seattle Public Utilities’ primary sources of water are the Cedar and Tolt Rivers.

Existing Seattle Public Utilities (SPU) Water Services and Facilities

Seattle Public Utilities (SPU) facilities in the City of Shoreline, constructed through 1994, include approximately 606,000 feet of 1-inch diameter to 66-inch diameter pipe, 879 fire hydrants from 2- to 8-inches in diameter (785 hydrants are 6 inches in diameter), and the following 4 major facilities:

- Richmond Highlands Tanks at the Southwest corner of N 195th Street & Fremont Avenue N;
- Foy Standpipe at the northeast corner of Dayton Avenue N and N 145th Street;
- Foy Pump Station at the northeast corner of 5th Avenue NE and NE 145th Street; and
- North Pump Station located east of 8th Avenue NE on NE 185th Street.

The earliest portion of the water distribution system included 27,882 feet of waterline, which was built in 1933. The water system is now distributed throughout the SPU service area in Shoreline. In 1995, an estimated 2,640 feet of new pipe was built, generally to replace existing water mains. The water system has approximately 17,000 feet of 3-inch and less diameter pipe, in addition to 2,907 feet of 4-inch pipe.

Planned Seattle Public Utilities Water Service and Facilities

The capital expenditures that SPU has identified are included in their plan update. The actual capital facility upgrades for Shoreline would be re-evaluated by the City as part of the potential acquisition process.

North City Water District Services and Facilities

The North City Water District’s administrative offices are located at 1519 NE 177th St, Shoreline. The maintenance facility is located south of the administrative offices, at 15555 15th Avenue NE. The District was formed in 1931, and has operated as Shoreline Water District since 1991, and change its name North City Water District in 2014. The majority of the system was constructed between 1948 and 1975. In 1982, 27 cities, water districts, and associations signed 30-year contracts to buy some or all of their water from SPU on a wholesale basis; North City Water District was one of these districts. The contract signed by North City Water District in 1982 was effective until January 1, 2012. In November 2001, North City Water District was one of nine associations that signed a new 60-year water service agreement with SPU; this



new contract extends to January 1, 2062. This contract allows North City Water District to acquire all of its water from metered connections from SPU's Tolt Transmission Pipeline.

The North City Water District system contains more than 92 miles of water main, ranging in size from 2 to 20 inches. Transmission capability for the system is primarily provided by 12-inch diameter pipelines from the supply stations to various points within the service area. The transmission pipelines are located primarily along the major transportation corridors. Some transmission capability is also provided by looped, 8-inch diameter pipelines in the heavily developed residential areas of the system. Over 50% of the mains were installed between 1966 and 1968.

The North City Water District storage capacity is composed of a 3.7-million-gallon reservoir and a 2.0-million-gallon reservoir. A detailed inventory of the system's existing facilities is included in the District's 2019 Water System Update.

Planned North City Water District Services and Facilities

A comprehensive Water System Plan update was completed by the Shoreline Water District in 2019. It identifies numerous projects including adding a new supply station, upgrading one of the district's reservoirs, installing additional water sampling stations and continuing water quality monitoring.

Wastewater

Existing and Planned Highlands Sewer District (HSD) Services and Facilities

The Highlands Sewer District maintains a sanitary sewer collection system that conveys wastewater from approximately 100 households in the Highlands Neighborhood to the Shoreline Wastewater Utility. There are no known changes to future provision of service within the Highlands Sewer District.

Treatment Facilities Existing King County Department of Natural Resources Wastewater Division (KCDNRWD) and the City of Edmonds Services and Facilities King County maintains a system of interceptor sewers and 3 pumping stations within the City of Shoreline. King County transfers the majority of the flows from within the city via gravity and pumping to the West Point Treatment Plant. The West Point Treatment Plant currently has the capacity to treat up to 133 million gallons of wastewater per day.

The majority of the wastewater flows in the District's sewer pipes are generated by the citizens of Shoreline. Flows are also transferred from areas in Lake Forest Park, Highlands Sewer District, and from Woodway, Mountlake Terrace, and Olympic View in Snohomish County through the District's sewer mains into either King County or City of Edmonds interceptors.

A small area within the City of Shoreline (approximately 2,200 households) is served via gravity and pumping into Snohomish County and to the City of Edmonds Wastewater Treatment Plant. The Edmonds Wastewater Treatment Plant currently has capacity to treat approximately 12 million gallons per day.

In response to increased growth in our region, King County constructed a regional wastewater treatment plant, called Brightwater, operations at which began in September 2011. Brightwater serves portions of King and Snohomish. The facilities include a treatment plant, conveyance (pipes and pumps taking wastewater to and from the plant), and a marine outfall (at Point Wells). The capacity needed to treat future wastewater flows from Shoreline will be accommodated by this facility.



Solid Waste

Existing Solid Waste Collection Services and Facilities

The City of Shoreline is currently served by Recology King County for all residential curbside solid waste recycling, and compost collection, and for commercial solid waste collection. Shoreline maintains an interlocal agreement with King County for use of the Shoreline Recycling and Transfer Station. In addition to solid waste collection, the City also operates a household battery recycling program and works with Recology on special item recycling collection.

Planned Solid Waste Services and Facilities

The City plans to continue solid waste collection through contract services, and to continue its agreement with King County for the use of the Shoreline Recycling and Transfer Station. The facility no longer accepts plastic, glass, cardboard, or mixed paper for recycling. Curbside recycling for these materials is provided by Recology. The City continues to encourage recycling and composting by modeling it in all City-owned facilities, and through environmental education and stewardship.

CAPITAL FACILITY ISSUES

General Growth Projections

According to growth projections, which provide the foundation for the Land Use Element of the Comprehensive Plan, the city could experience an increase of up to approximately 13,330 additional households over the next 20 years. This figure is based on the housing target allocated to the City by King County (see the Land Use Element for additional discussion of the housing target).

For capital facilities planning purposes, the projected growth expected over the 20-year period was allocated on an average basis rather than based on a year-by-year prediction that tries to factor in anticipated economic cycles. Growth will undoubtedly not occur precisely as projected over the next 6-year or even the 20-year period. For this reason, the GMA requires that the Capital Facilities Plan be updated at least every 6 years. This provides local governments with the opportunity to re-evaluate their forecast in light of the actual growth experienced, revise their forecast if necessary, and adjust the number or timing of capital facilities that are needed.

The Capital Facilities Plan is updated annually as part of the City's budget process, thereby ensuring that the plan reflects the most current actual statistics related to growth in Shoreline, and that city-managed capital facilities are slated for upgrade in accordance with both the level of service standards and the City's concurrency policies.

Levels of Service

Level of service is a term that describes the amount, type, or quality of facilities that are needed in order to serve the community at a desired and measurable standard. This standard varies, based not only on the type of service that is being provided, but also by the quality of service desired by the community. A community can decide to lower, raise, or maintain the existing levels of service for each type of capital facility and service. This decision will affect both the quality of service provided, as well as the amount of new investment or facilities that are, or will be, needed in the future to serve the community.



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Level of service standards state the quality of service that the community desires and for which service providers should plan. The adoption of level of service standards indicates that a community will ensure that those standards are met, or can be met at the time development occurs. If such standards cannot be met, the community may decide to decrease the standard, determine how the needed improvements will be paid for, or deny the development. The Growth Management Act only requires communities to adopt level of service standards for transportation facilities; however, some communities may elect to establish service standards for City-managed capital facilities.

For many of the capital facilities in Shoreline, the City is not the direct provider of service. In the instances where the City does not provide the service, it contracts with either districts or other governmental entities. As noted in the inventory, the only capital facilities that the City has direct financial and managerial authority for are City-managed buildings, transportation facilities, and park and recreation facilities. Because the Public Works Department has planning, operational, and managerial responsibility for the City's stormwater management system, this utility has been categorized as a City-managed capital facility.

Capital facilities, such as water or wastewater service are provided through a public or private utility or district, or through a contract for services with another agency. The City may recommend levels of service or "service goals" for these capital facilities and services, but it does not have ultimate authority to affect these services directly, except in its agreements to pay for services. The City may establish minimum levels of service that it wishes to use as a guide to inform providers of the level of service desired by the community, and then it may coordinate with the service provider to reasonably provide that level of service.

Adequacy and Concurrency

According to the GMA, public facilities and services shall be adequate to serve the development at the time the development is first occupied without decreasing the level of service described in the Comprehensive Plan. Adequate public facilities and services, such as water, sewer, and surface water management, are required in order to serve development. Additionally, the GMA mandates concurrency for transportation services to ensure that transportation improvements or strategies are in place at the time of development, or that a financial commitment is made to complete the improvement within 6 years.

Water and sewer service providers have demonstrated the ability to meet current demand at the service levels established in the Comprehensive Plan. The City uses the most current Department of Ecology stormwater manual to assure that new development meets the established service standards for surface water management and requirements of the current National Pollutant Discharge Elimination System permit. The City continues to work with all non-city-managed service providers to determine their ability to continue to meet these service standards over the next 20 years under the Land Use Map identified in Figure LU-1. If the City determines that water providers or the City (for transportation, sewer, and surface water management) will not be able to meet these service standards, the City could choose to:

- modify the Land Use Map through an amendment to the Comprehensive Plan;
- modify the level of service standards through an amendment to the Plan; or
- restrict development until service can be provided at the established levels of service standards.



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Other services, such as police, fire, parks, and schools, are extremely important, and may be generally available at the time of occupancy; however, upgrades may be needed to provide services to new development at the same level or rate as other parts of the community. In these situations, it may take a few years for these full improvements to come on-line. There are other services that may be needed, but are not critical, and barriers to the availability of service may take time to overcome. This situation can happen with services like cable television or natural gas.

The City of Shoreline believes that water, sewer, and surface water management should be included in concurrency requirements even though the Growth Management Act does not specifically list them. The concurrency policies establish minimum standards for service availability for new development.

Coordinating Among Competing Projects

The community will face a number of issues over the coming years that will determine if facilities need to be refurbished, expanded, or developed; and then when, where, and how this will occur.

Many capital projects will be competing for development because not all facilities can be funded and built at the same time. Analysis of the end life cycle and long-term major maintenance for facilities will need to be completed to prioritize projects, establish schedules, and develop capital fundraising strategies. Not only will funding need to be prioritized, but also construction resources and land will need to be carefully allocated.

The competition between projects can be mitigated in some cases by greater coordination and co-location. Enhanced efficiency can also reduce the need for additional construction projects or facilities.

The community must balance a wide range of capital facility needs and desires with available funding. Many of these facilities are provided by public entities other than the City. For capital facility projects that are developed by the City, there will not be adequate resources to complete all capital improvement projects at the same time; therefore, decisions must be made to prioritize projects. The community must clearly identify which projects are most important to meeting their needs. The policies on prioritization provide City officials with guidance when evaluating competing capital projects. The six-year list of Capital Improvement Projects (CIP) is included at the end of this supporting analysis. The list is subject to change and is done so regularly as part of the City's biennial budget process.

Coordination and Public Involvement

The construction of new or renovated facilities within the community requires the involvement of many parties, including the public, local service providers, and other entities. Coordination and public involvement policies identify ways the City can bring all parties within the community together in the process of making these decisions on capital projects.

Mitigation and Efficiency

New facilities have an impact on the community. There are a variety of ways in which the community can address and mitigate impacts of these facilities. In addition, the community can evaluate the impact of new development in the context of need for new facilities. The policies on mitigation and efficiency provide guidance on how and when mitigation should be used to address capital facilities planning.



Inadequate Infrastructure

There are indications that sewer, water, and stormwater facilities will need to be upgraded or replaced in parts of the community. In some cases, these improvements will be necessary because of the advanced age or condition of the pipes/facilities. In other situations, existing systems may be insufficient to meet desired service levels. Addressing these deficiencies may require installation of new infrastructure, including water mains and hydrants, sewer lines, and storm drainage pipe and/or facilities. The City has determined that attracting development is a priority, so identifying options for funding such infrastructure upgrades should also be a priority, since the cost of these improvements could be prohibitively large for developers to assume.

The City is currently dependent upon the service providers to inventory and address deficiencies. For utilities that the City does not directly operate, acquisition, assumption, service contracts, or interlocal agreements can be used to guarantee the future provision of adequate infrastructure and corresponding service. The City has contracts or interlocal agreements with most providers, although some service continues to be provided based upon historical service obligations, such as Seattle Public Utilities services. Without a service contract, the City has limited ability to address inadequate infrastructure if the provider does not intend to do so. In these situations, the City may have problems ensuring adequate infrastructure and may need to look to assume direct provision of service in order to ensure adequate infrastructure.

Equitable Funding

Most utility services are financed by rates, which the customers pay directly to providers. In some cases, taxes are used to support services provided by public entities. Seattle Public Utilities provides water service to portions of Shoreline. Utility taxes are collected by the City of Seattle for these services; however, Seattle's utility tax revenues go into Seattle's general fund, and do not directly support the operation of the utility. The utility taxes Shoreline residents pay to Seattle Public Utilities do not directly help maintain infrastructure and provide service within Shoreline.

In several situations, such as water and cable service, utility rates paid by customers to different providers for similar service is significantly different. These rate differentials may be the result of different capital improvement programs or administrative systems.

Environmental Impacts from Utility Improvements

When capital facilities and utilities are renovated, expanded, or created, they have an impact on the community. These projects raise questions about how the community addresses and mitigates utility facilities. The City relies upon State Environmental Policy Act (SEPA) and adopted development regulations to identify and address most impacts; however, the community may consider additional approaches to mitigate the impact of utility facilities and infrastructure through enhanced development regulations.

Opportunities for Cooperation

The utilization of multiple providers to serve the utility needs of the community raises a number of issues about coordination within the City and among service providers. Activities can often be consolidated through coordination, reducing the cost and adverse impacts of these activities. In some cases, cooperative use of utility facilities can benefit the community. The use of utility corridors like the Seattle City Light right-of-way for a trail facility (Interurban Trail) is an example of beneficial, cooperative arrangements.



Adequacy of Service

The community has expressed a desire to maintain current levels of service. However, the City may face difficulties in assuring adequate services and facilities from providers the City does not directly control. This significant issue in the provision of essential services can be addressed through contracts or interlocal agreements with individual agencies, or through direct provision of service, such as water, sewer, or stormwater management. Lack of needed infrastructure from these services may result in permitting delays or moratoriums if services are required for concurrency.

Siting and Mitigating Environmental Impacts

Large capital projects, whether for City-managed or non-City managed public facilities, can have a significant impact upon the community and neighborhoods where facilities are sited. Such projects can result in impacts to adjacent areas and the community. The community must identify how to best respond to the siting and impacts of new facilities. The impacts of new facilities can be considered through SEPA, but the community may wish to explore additional ways to identify and mitigate the impacts of existing facilities, such as through master planning. In addition, siting criteria can help clarify where certain facilities are inappropriate or beneficial.

These issues apply to all public facilities, including essential public facilities. Under the Growth Management Act, the community cannot restrict the siting of essential public facilities within the city, and has limited control over decisions regarding these projects. The community can, however, establish guidelines that will direct how and where these facilities can be established (See the Land Use Element for discussion of Essential Public Facilities).

Maintaining and/or Improving Services

The community will face challenges in maintaining current services over the coming years. Aging facilities will need to be replaced or refurbished, and additional or expanded facilities will be needed to serve new development.

In addition, community input must be solicited during the preparation of the annual update to the Capital Facilities Plan to identify areas where there is a desire for increased levels of service, and to identify potential projects to include in the 6-year planning period.

Limited Funding Sources

The cost of desired capital facilities, such as sidewalks, exceed current revenue sources, which necessitates conversations about trade-offs, and pros and cons of topics like development and density. Private redevelopment or publicly funded improvement projects are mechanisms to provide desired amenities, but in lieu of these, community members will be faced with either waiting for the City to develop them over a long period of time, or considering alternate funding sources, such as user fees, bonds, local improvement districts, or impact fees.

Impact fees are one method that could be used to pay for capital improvements, such as parks or roads. For development, impact fees can create public benefits, but also raise home sale prices, and thus property taxes for existing homes. A potential trade-off is reduced demand on the general fund for capital improvements that support growth. However, in a built-out community the amount of revenue derived from new and redevelopment will be limited. The community will need to decide if impact fees are an acceptable way to help fund new capital facilities.



CITY OF SHORELINE - CAPITAL IMPROVEMENTS PROGRAM
SIX-YEAR CIP FY2023 - FY2030

GENERAL CAPITAL FUND	PRIOR-YRS	23-24E	2025E	2026E	2027E	2028E	2029E	2030E	CIP TOTAL	PROJECT TOTAL
PROJECT EXPENDITURES										
<u>PARKS MAINTENANCE PROJECTS</u>										
KING COUNTY, TRAILS AND OPEN SPACE REPLACEMENT LEVY	71,099	-	-	-	-	-	-	-	-	71,099
PARK ECOLOGICAL RESTORATION PROGRAM	502,759	572,221	327,018	312,588	323,529	334,852	346,572	358,702	2,575,482	3,078,241
PARKS REPAIR AND REPLACEMENT	3,501,596	974,380	787,444	402,616	422,746	438,381	443,425	448,722	3,917,714	7,419,310
PLAYGROUND REPLACEMENT	944,757	-	-	1,666,000	1,767,000	757,000	959,000	959,000	6,108,000	7,052,757
TURF & LIGHTING REPAIR AND REPLACEMENT	2,890,640	-	1,175,000	-	1,514,000	-	3,029,000	-	5,718,000	8,608,640
<u>FACILITIES PROJECTS</u>										
CITY MAINTENANCE FACILITY	5,445,128	8,667,965	993,269	6,731	13,535,084	-	-	-	23,203,049	28,648,177
CIVIC CENTER/CITY HALL	39,724,544	452,994	-	-	-	-	-	-	452,994	40,177,539
PARKS RESTROOM RENOVATION	446,372	-	201,500	211,575	222,154	233,261	244,924	257,170	1,370,585	1,816,956
FACILITY TECHNOLOGY IMPROVEMENTS	-	-	547,536	-	-	-	-	-	547,536	547,536
FACILITY SECURITY IMPROVEMENTS	-	-	1,545,300	-	-	-	-	-	1,545,300	1,545,300
<u>PARKS DEVELOPMENT PROJECTS</u>										
PROS PLAN ACQUISITIONS	29,457,479	11,782,568	75,000	78,750	82,688	86,822	91,163	95,721	12,292,712	41,750,191
GEN CAP-PARKS BND PROJECT MGMT	234,897	960,707	200,000	200,000	-	-	-	-	1,360,707	1,595,604
PK BND:RICHMOND HIGHLANDS PARK	105,026	5,530,856	-	-	-	-	-	-	5,530,856	5,635,882
PK BND:JAMES KEOUGH PARK	87,102	4,702,101	-	-	-	-	-	-	4,702,101	4,789,203
PK BND BRUGGERS BOG PARK	103,320	5,187,147	-	-	-	-	-	-	5,187,147	5,290,467
PK BND HILLWOOD PARK	106,565	3,781,095	-	-	-	-	-	-	3,781,095	3,887,661
PK BND BRIARCREST PARK	116,739	6,490,092	-	-	-	-	-	-	6,490,092	6,606,831
PK BND SHOREVIEW PARK	95,042	2,091,211	-	-	-	-	-	-	2,091,211	2,186,253
PK BND PARKS PUBLIC ART	4,310	982,704	12,986	-	-	-	-	-	995,690	1,000,000
PK BND: PROS PLN PARKS ACQUISI	3,635,885	295,300	-	-	-	-	-	-	295,300	3,931,185
PK BND: PARK IMPROVEMENTS	-	-	3,719,552	-	-	-	-	-	3,719,552	3,719,552
PK BND WEST ECHO LAKE PARK	-	299,604	-	-	-	-	-	-	299,604	299,604
PK BND 192ND HEMLOCK PARK	-	225,456	-	-	-	-	-	-	225,456	225,456
PK BND WESTMINSTER PARK	-	209,168	-	-	-	-	-	-	209,168	209,168
PARKS MINIMUM AMENITIES	-	-	100,900	103,927	107,045	110,256	113,564	116,970	652,662	652,662
<u>PROJECTS TO BE COMPLETED IN CURRENT BIENNIUM (2023-2024)</u>										
SHORELINE PARK PUBLIC PAVILION	-	357,251	-	-	-	-	-	-	357,251	357,251
PK BND RIDGECREST PARK	74,995	2,746,042	-	-	-	-	-	-	2,746,042	2,821,037
PK BND KRUCKEBERG PARK	86,770	2,650,857	-	-	-	-	-	-	2,650,857	2,737,628
PARKS, RECREATION AND OPEN SPACE UPDATE	191,115	218,850	-	-	-	-	-	200,000	418,850	609,965
POLICE STATION AT CITY HALL	8,983,873	5,205	-	-	-	-	-	-	5,205	8,989,079
<u>NOT PROJECT SPECIFIC</u>										
GENERAL CAPITAL ENGINEERING	1,965,681	463,954	203,399	212,121	209,175	217,703	226,589	235,851	1,768,792	3,734,473
COST ALLOCATION CHARGES	-	12,948	29,887	31,267	31,267	31,267	31,267	31,267	199,170	199,170
CITY HALL DEBT SERVICE PAYMENT	-	1,348,552	664,546	663,946	662,546	677,546	663,250	683,250	5,363,636	5,363,636
TOTAL EXPENDITURES	98,775,693	61,009,229	10,583,337	3,889,520	18,877,234	2,887,087	6,148,755	3,386,655	106,781,817	205,557,510



REVENUES									
REAL ESTATE EXCISE TAX		3,018,854	1,631,574	1,837,206	1,948,216	1,891,264	1,919,078	1,910,278	14,156,470
SOCCER FIELD RENTAL CONTRIBUTION		260,000	160,000	160,000	160,000	160,000	160,000	160,000	1,220,000
INVESTMENT INTEREST		421,902	250,313	158,336	129,635	70,811	62,852	18,903	1,112,752
INVESTMENT INTEREST - PARK BOND		1,992,131							
CABLE - EDUCATION/ GOVT. GRANT		18,158	-	-	-	-	-	-	18,158
FUTURE FUNDING		-	476,892	-	989,590	109,273	1,627,051	315,927	3,518,733
GENERAL FUND CONTRIBUTION		9,951,019	3,161,105	56,731	11,631,765	50,000	50,000	50,000	24,950,620
ROADS CAPITAL FUND CONTRIBUTION		-	-	-	1,000,000	-	-	-	1,000,000
SURFACE WATER UTILITY FUND CONTRIBUTION		1,527,598	-	-	-	-	-	-	1,527,598
WASTEWATER UTILITY FUND CONTRIBUTION		1,047,623	-	-	-	-	-	-	1,047,623
STATE DIRECT GRANT		490,000	-	-	-	-	-	-	490,000
PARK IMPACT FEES		7,872,375	175,000	181,750	82,688	86,822	91,163	95,721	8,585,519
KC TRAIL LEVY FUNDING RENEWAL		588,081	225,000	-	-	-	-	-	813,081
KING CONSERVATION DISTRICT GRANT		-	-	-	-	-	-	-	-
CONSERVATION FUTURES TAX GRANT		7,810,900	-	-	-	-	-	-	7,810,900
KING COUNTY PARKS GRANT		1,098,451	-	-	-	-	-	-	1,098,451
DEPARTMENT OF COMMERCE		611,780	-	-	-	-	-	-	611,780
OPERATING TRANSFER IN		289,670	123,571	128,781	134,218	139,891	145,813	151,993	1,113,937
TOTAL REVENUES		36,998,543	6,203,456	2,522,803	16,076,111	2,508,061	4,055,956	2,702,822	69,075,621
BEGINNING FUND BALANCE		35,930,367	11,919,681	7,539,800	6,173,083	3,371,960	2,992,934	900,135	68,827,961
TOTAL REVENUES		36,998,543	6,203,456	2,522,803	16,076,111	2,508,061	4,055,956	2,702,822	71,067,752
RESTRICTED AMOUNT FOR TURF REPLACEMENT		-	-	-	-	-	-	160,000	160,000
RESTRICTED AMOUNT FOR PARKS BOND	33,727,597	4,497,817	203,478	-	-	-	-	-	4,701,295
TOTAL EXPENDITURES		61,009,229	10,583,337	3,889,520	18,877,234	2,887,087	6,148,755	3,386,655	106,781,817
ENDING FUND BALANCE (NOT RESTRICTED)	2,202,770	7,421,864	7,336,322	6,173,083	3,371,960	2,992,934	900,135	56,302	28,252,601
IMPACT ON OPERATING BUDGET		-	-	-	-	-	-	-	-



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CITY FACILITIES MAJOR MAINTENANCE FUND	PRIOR-YRS	23-24E	2025E	2026E	2027E	2028E	2029E	2030E	CIP TOTAL	PROJECT TOTAL
PROJECT EXPENDITURES										
GENERAL FACILITIES										
CITY HALL LONG-TERM MAINTENANCE	300,209	107,767	812,233	400,000	60,000	260,000	-	-	1,640,000	1,940,209
CITY HALL GARAGE LONG-TERM MAINTENANCE	119,349	35,000	125,000	-	-	-	25,000	-	185,000	304,349
ROOF REPLACE & MAJOR REPAIR	-	-	50,000	30,000	-	-	-	-	80,000	80,000
PARKS FACILITIES										
RICHMOND HIGHLANDS COMMUNITY CENTER LONG-TERM MAINTENANCE	1,641,045	26,067	-	-	-	20,000	-	-	46,067	1,687,111
PROJECTS TO BE COMPLETED IN CURRENT BIENNIUM (2023-2024)										
DUCT CLEANING	10,000	-	-	-	-	-	-	-	-	10,000
SPARTAN RECREATION CENTER	19,254	-	-	-	-	-	-	-	-	19,254
TOTAL EXPENDITURES	2,089,857	168,834	987,233	430,000	60,000	280,000	25,000	-	1,951,067	4,040,923
REVENUES										
GENERAL FUND OPERATING TRANSFER		294,206	117,705	121,236	124,873	128,619	132,478	136,452	1,055,569	
DEPARTMENT OF COMMERCE		-	-	-	-	-	-	-	-	
GENERAL FUND CONTRIBUTION		57,767	782,233	300,000	-	-	-	-	1,140,000	
INVESTMENT INTEREST		13,603	15,486	13,978	14,087	15,745	12,897	15,425	101,221	
PROCEEDS SALE CAPITAL ASSET		-	-	-	-	-	-	-	-	
TOTAL REVENUES		365,576	915,424	435,214	138,960	144,364	145,375	151,877	2,296,790	
BEGINNING FUND BALANCE		540,675	737,417	665,609	670,823	749,783	614,147	734,522	540,675	
TOTAL REVENUES		365,576	915,424	435,214	138,960	144,364	145,375	151,877	2,296,790	
TOTAL EXPENDITURES		168,834	987,233	430,000	60,000	280,000	25,000	-	1,951,067	
LONG-TERM MAJOR MAINTENANCE RESERVES		-	-	-	-	-	-	-	-	
ENDING FUND BALANCE	197,080	737,417	665,609	670,823	749,783	614,147	734,522	886,399	886,399	
IMPACT ON OPERATING BUDGET		-	-	-	-	-	-	-	-	



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ROADS CAPITAL FUND	PRIOR-YRS	23-24E	2025E	2026E	2027E	2028E	2029E	2030E	CIP TOTAL	PROJECT TOTAL
PROJECT EXPENDITURES										
REPAIR AND REPLACEMENT										
Pedestrian / Non-Motorized Projects										
SIDEWALK REHABILITATION PROGRAM	632,526	2,101,386	195,000	296,250	626,250	494,068	449,158	448,889	4,611,001	5,243,527
System Preservation Projects										
ANNUAL ROAD SURFACE MAINTENANCE PROGRAM	19,294,843	2,162,121	2,856,860	2,981,342	1,197,980	3,292,200	1,164,295	3,826,305	17,481,103	36,775,945
TRAFFIC SIGNAL REHABILITATION PROGRAM	2,260,164	356,475	272,992	281,177	222,017	232,129	242,717	253,804	1,861,310	4,121,474
155TH & 5TH SIGNAL IMPROVEMENTS	-	-	150,000	387,250	244,375	1,130,895	-	-	1,912,520	1,912,520
CAPACITY CONSTRUCTION										
Pedestrian / Non-Motorized Projects										
NEW SIDEWALKS PROGRAM	243,536	33,716	65,634	69,064	28,509	30,719	33,099	35,665	296,406	539,942
28TH AVE NE BIKEWAY	-	-	-	-	10,000	22,130	-	-	32,130	32,130
30TH AVE NE SIDEWALKS	-	-	-	-	280,000	984,598	-	-	1,264,598	1,264,598
147TH/148TH NON-MOTORIZED BRIDGE	2,892,941	11,894,909	18,679,600	5,545,535	-	-	-	-	36,120,044	39,012,986
EASTSIDE OFF CORRIDOR BIKE NETWORK	-	-	184,000	-	-	-	-	-	184,000	184,000
MERIDIAN AVE BICYCLE LANES (175TH-200TH)	-	-	100,000	530,180	-	-	-	-	630,180	630,180
NSP 20TH AVE NW NEW SIDEWALKS	322,473	194,617	-	-	-	-	-	-	194,617	517,090
NSP Westminster Way N (N 145th St – N 153rd St)	-	3,730,000	-	481,201	4,990,694	992,334	-	-	10,194,230	10,194,230
NSP 19th Avenue NE (NE 196th St – 244th St SW)	-	461,304	1,983,071	359,636	-	-	-	-	2,804,011	2,804,011
NSP Ballinger Way NE (19th Ave NE – 25th Ave NE)	-	2,715,000	-	-	484,724	5,027,236	999,601	-	9,226,561	9,226,561
NSP Dayton Avenue (N 178th Ln – N Richmond Beach Road)	-	39,731	732,309	5,060,798	979,182	-	-	-	6,812,020	6,812,020
NSP Linden Avenue (N 175th St – N 185th St)	-	-	-	313,725	3,087,649	595,812	-	-	3,997,185	3,997,185
NSP Meridian Avenue N (N 194th St – N 205th St)	-	-	433,038	3,009,832	588,993	-	-	-	4,031,862	4,031,862
NSP 8th Avenue NW (Sunset Park – Richmond Beach Road)	-	478,327	1,858,462	345,178	-	-	-	-	2,681,967	2,681,967
NSP Dayton Avenue (N 155th – N 160th St)	-	-	-	127,866	1,651,931	330,495	-	-	2,110,292	2,110,292
NSP 15th Avenue NE (NE 150th – NE 160th St)	-	-	-	-	801,356	8,311,136	1,652,560	-	10,765,052	10,765,052
Safety / Operations Projects										
145TH CORRIDOR - 99TH TO I5	5,975,482	1,804,099	1,606,000	242,000	-	-	-	-	3,652,099	9,627,581
145TH AND I5 INTERCHANGE	7,484,684	23,098,975	12,796,828	-	-	-	-	-	35,895,803	43,380,487
145TH CORRIDOR - PH.1 ROW/CONS	12,101,882	8,485,327	3,853,111	-	-	-	-	-	12,338,438	24,440,320
145TH CORRIDOR - PH.2/3	-	7,600,000	6,856,413	10,446,155	10,446,398	-	-	-	35,348,966	35,348,966
160TH AND GREENWOOD/INNIS ARDEN INTERSECTION	158,275	391,155	2,510,065	-	-	-	-	-	2,901,220	3,059,495
N 175TH ST - STONE AVE N TO I5	4,924,564	4,521,144	11,077,769	10,333,317	2,650,000	9,012,139	6,985,500	45,493,394	90,073,263	94,997,827
MERIDIAN AVE SAFETY IMPROVEMENTS	269,065	1,465,724	10,000	-	-	-	-	-	1,475,724	1,744,789
TRAFFIC SAFETY IMPROVEMENTS	2,403,523	301,205	162,378	167,249	167,249	167,249	167,249	167,249	1,299,828	3,703,351
RICHMOND BEACH MDBLK XING/RECT	206,680	2,577,937	-	-	-	-	-	-	2,577,937	2,784,617
DRIVEWAY RELOCATION RICHMOND BEACH RD	3,561	-	-	-	-	-	-	-	-	3,561
AURORA DECORATIVE STREET LIGHTS	-	201,930	212,030	-	-	-	-	-	413,960	413,960



PROJECTS TO BE COMPLETED IN CURRENT BIENNIUM (2023-2024)										
1ST AVE NE (N 145TH TO N 155TH)	212,152	2,121,476	5,000	-	-	-	-	-	2,126,476	2,338,628
NSP 1ST AVE NE (N 192ND TO N 195TH)	872,499	6,977	-	-	-	-	-	6,977	879,476	
NSP 5TH AVE NE (N 175TH TO N 182ND)	2,883,132	1,108,732	-	-	-	-	-	1,108,732	3,991,865	
NE 200th ST SIDEWALK (25th Ave NE to 30th Ave NE)	-	3,739	161,000	729,393	-	-	-	894,132	894,132	
RIDGECREST SAFE ROUTES TO SCHOOL	384,362	151,559	-	-	-	-	-	151,559	535,921	
WESTMINSTER AND 155TH IMPROVEMENTS	5,061,084	39,214	-	-	-	-	-	39,214	5,100,298	
TIB:NE 180TH ST SHARED-USEPATH	79,380	369,506	-	-	-	-	-	369,506	448,886	
NOT PROJECT SPECIFIC										
ROADS CAPITAL ENGINEERING	4,828,765	1,461,899	1,062,477	1,264,118	1,215,516	1,257,502	1,301,501	1,347,046	8,910,059	13,738,824
TRANSPORTATION MASTER PLAN UPDATE	1,702,424	675,610	-	-	-	-	-	-	675,610	2,378,034
TRAIL ALONG THE RAIL MASTER STUDY	-	-	-	500,000	-	-	-	-	500,000	500,000
GENERAL FUND COST ALLOCATION OVERHEAD CHARGE	-	304,831	270,187	282,659	299,619	317,596	336,651	356,850	2,168,393	2,168,393
TRANSFERS OUT	-	-	-	-	1,000,000	-	-	-	1,000,000	1,000,000
TOTAL EXPENDITURES	75,197,999	80,858,625	68,094,224	43,753,924	30,972,442	32,198,238	13,332,332	51,929,202	321,138,986	396,336,985



REVENUES										
REAL ESTATE EXCISE TAX		3,018,854	1,631,574	1,837,206	1,948,216	1,891,264	1,919,078	1,910,278	14,156,470	
INVESTMENT INTEREST		284,852	216,067	174,655	132,828	95,996	53,883	41,113	999,394	
GENERAL FUND CONTRIBUTION		196,533	5,376,861	97,651	97,651	97,651	97,651	97,651	6,061,649	
SURFACE WATER UTILITY FUND CONTRIBUTION		166,557	-	-	-	-	-	-	166,557	
OTHER ONE-TIME TRANSFERS IN		-	-	-	-	-	-	-	-	
RESIDENTIAL PARKING ZONE PERMIT		-	-	-	-	-	-	-	-	
BOND PROCEEDS FOR NEW SIDEWALKS		9,095,021	4,711,477	9,700,558	12,531,206	15,177,774	2,667,097	35,665	53,918,798	
BOND PROCEEDS FOR NEW SIDEWALKS (*)		-	-	-	-	-	-	-	-	
VLF BOND PROCEEDS		3,311,516	-	-	-	-	-	-	3,311,516	
VLF BOND PROCEEDS (*)		-	-	-	-	-	-	-	-	
WSDOT Regional Mobility		3,500,000	1,500,000	-	-	-	-	-	5,000,000	
STATE LEGISLATURE		3,300,000	6,700,000	-	-	-	-	-	10,000,000	
CMAQ		292,677	357,323	-	-	-	-	-	650,000	
DEPARTMENT OF ECOLOGY STORMWATER RETROFIT GRANT		-	-	-	-	-	-	-	-	
CONNECTING WASHINGTON		4,417,885	7,187,490	242,000	-	-	-	-	11,847,375	
FEDERAL - STP		16,037,929	4,815,000	975,000	-	6,560,000	-	1,500,000	29,887,929	
FEDERAL EARMARK		1,000	3,999,000	-	-	-	-	-	4,000,000	
FEE IN LIEU		-	1,569,994	-	-	-	-	-	1,569,994	
RAISE GRANT		1,000	2,251,000	11,112,879	6,635,121	-	-	-	20,000,000	
FUTURE GRANTS		-	6,213,220	4,081,531	-	-	-	-	10,294,751	
FUTURE FUNDING		-	6,856,413	3,355,269	3,355,390	1,630,895	6,785,500	45,844,945	67,828,412	
GRANTS FROM PRIVATE SOURCES		-	-	-	-	-	-	-	-	
HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)		2,873,423	100,000	525,000	-	-	-	-	3,498,423	
RESTITUTION - INSURANCE		-	-	-	-	-	-	-	-	
SOUND TRANSIT		13,440,779	956,093	1,022,656	290,000	998,830	-	-	16,708,358	
SEPA RELATED MITIGATION FEES		268,731	5,000	-	-	-	-	-	273,731	
STP GRANT		-	-	432,500	-	-	-	-	432,500	
KC TRAILS LEVY FUNDING		4,750,000	-	-	-	-	-	-	4,750,000	
LIGHT RAIL ACCESS MITIGATION		-	-	-	-	-	-	-	-	
PRIVATE DONATIONS		239,621	1,798,379	-	-	-	-	-	2,038,000	
SAFE ROUTES TO SCHOOL		111,538	-	-	-	-	-	-	111,538	
TRANSPORTATION IMPROVEMENT BOARD		8,718,380	2,130,000	-	-	-	-	-	10,848,380	
TRANSPORTATION ALTERNATIVES PROGRAM (TAP)		1,911,650	159,160	366,944	366,944	-	-	-	2,804,698	
TRANSPORTATION BENEFIT DISTRICT		800,337	824,675	948,908	1,311,180	1,140,439	1,101,007	1,107,071	7,233,617	
TRANSPORTATION BENEFIT DISTRICT (*)		-	1,630,325	825,655	-	-	-	-	2,455,979	
UTILITY REIMBURSEMENTS		-	-	-	-	-	-	-	-	
TRANSPORTATION IMPACT FEES		3,853,215	4,245,436	4,562,969	2,650,000	2,700,000	200,000	200,000	18,411,620	
WSDOT - PEDESTRIAN & BICYCLE SAFETY PROGRAM		-	-	-	-	-	-	-	-	
FRANCHISE UTILITY CONTRIBUTION		-	987,711	1,600,814	-	-	-	-	2,588,525	
TOTAL REVENUES		80,591,501	66,222,198	41,862,194	29,318,536	30,292,849	12,824,216	50,736,722	311,848,216	



BEGINNING FUND BALANCE		10,656,036	10,288,913	8,316,887	6,325,157	4,571,250	2,565,861	1,957,746	10,656,036	
TOTAL REVENUES		80,591,501	66,222,198	41,862,194	29,318,536	30,292,849	12,824,216	50,736,722	311,848,216	
TOTAL EXPENDITURES		80,858,625	68,094,224	43,753,924	30,972,442	32,198,238	13,332,332	51,929,202	321,138,986	
RESTRICTED AMOUNT FOR GRANT MATCHING		100,000	100,000	100,000	100,000	100,000	100,000	100,000	700,000	
RESTRICTED TRANSPORTATION BENEFIT DISTRICT (VEHICLE LICENSE FEES)		-	-	-	-	-	-	-	-	
ENDING FUND BALANCE (NOT RESTRICTED FOR TBD, VLF BONDS OR SIDEWALK BONDS)	10,656,036	10,288,913	8,316,887	6,325,157	4,571,250	2,565,861	1,957,746	665,266	665,266	
IMPACT ON OPERATING BUDGET		5,720	6,090	10,090	11,090	11,090	7,860	7,510		

SURFACE WATER UTILITY FUND	PRIOR-YRS	23-24E	2025E	2026E	2027E	2028E	2029E	2030E	CIP TOTAL	PROJECT TOTAL
			12.5%	8.5%	8.5%	8.5%	8.5%	8.5%		
			\$366.53	\$397.69	\$431.49	\$468.17	\$507.96	\$551.14		

PROJECT EXPENDITURES

CAPACITY										
10TH AVE NE DRAINAGE IMPROVEMENTS	333,864	62,235	627,003	-	-	-	-	-	689,238	1,023,102
25TH AVE NE DITCH IMPROV BETWEEN NE 177TH AND 178TH STREET	156,324	259,454	2,139,433	-	-	-	-	-	2,398,887	2,555,211
25TH AVE. NE FLOOD REDUCTION IMPROVEMENTS	1,031,328	53,854	103,000	107,000	111,000	229,500	475,000	492,000	1,571,354	2,602,683
HERON CREEK CULVERT CROSSING AT SPRINGDALE CT NW	87,556	11,535	36,062	38,544	-	-	-	355,634	441,774	529,330
GREENWORKS PROGRAM	-	-	155,250	803,419	831,538	860,642	890,765	921,941	4,463,555	4,463,555
ECHO LAKE ALGAE MANAGEMENT	-	-	-	160,684	166,308	-	-	-	326,992	326,992
NE 175TH/10TH AVE FLOOD REDUCTION	-	-	-	428,490	443,487	2,122,918	-	-	2,994,895	2,994,895
LIGHT RAIL STATION AREA SYSTEM IMPROVEMENTS	-	-	-	-	166,308	172,128	890,765	-	1,229,201	1,229,201
LINDEN NEIGHBORHOOD FLOOD REDUCTION	-	-	-	-	-	286,881	296,922	2,122,918	2,706,721	2,706,721
N 149TH ST/EVANSTON AVE N BIORETENTION RETROFITS	-	-	77,625	80,342	609,795	-	-	-	767,762	767,762
REPAIR AND REPLACEMENT										
STORMWATER PIPE REPLACEMENT PROGRAM	3,196,548	1,080,615	515,430	642,735	665,231	685,514	712,612	737,553	5,039,690	8,236,238
SURFACE WATER SMALL PROJECTS	3,447,889	1,210,293	1,637,892	535,614	554,351	573,764	593,844	614,628	5,720,386	9,168,274
STREAM HABITAT REPAIR & RESTORATION PROGRAM	-	-	-	-	-	459,009	475,075	491,702	1,425,786	1,425,786
HIDDEN LAKE DAM REMOVAL	3,584,714	1,098,046	5,360,400	-	-	-	-	-	6,458,446	10,043,159
PUMP STATION 30 UPGRADES	30,062	465,027	2,736,535	5,400	-	-	-	-	3,206,962	3,237,024
BARNACLE CREEK	80,348	439,354	2,489,430	-	-	-	-	-	2,928,784	3,009,132
STORM CREEK EROSION REPAIR	128,782	306,740	724,066	-	-	-	-	-	1,030,806	1,159,588
SERPENTINE GRAVITY LINE	-	-	-	-	-	459,009	475,075	7,375,532	8,309,616	8,309,616
16TH AVE NW STORM DRAIN STABILIZATION	-	-	-	-	221,744	229,505	1,187,687	-	1,638,936	1,638,936



PROJECTS TO BE COMPLETED IN CURRENT BIENNIUM (2023-2024)

NE 148TH INFILTRATION FACILITIES	710,446	83,330	-	-	-	-	-	-	83,330	793,775
NW 195TH PLACE AND RICHMOND BEACH DRIVE FLOODING	-	-	-	-	-	-	-	-	-	-
PUMP STATION 26 IMPROVEMENTS	3,509,071	1,090,100	-	-	-	-	-	-	1,090,100	4,599,171
PUMP STATION MISCELLANEOUS IMPROVEMENTS	698,744	187,105	-	-	-	-	-	-	187,105	885,849
SURFACE WATER MASTER PLAN	1,002,272	419,648	-	-	-	100,000	400,000	300,000	1,219,648	2,221,920

NOT PROJECT SPECIFIC

SYSTEM CAPACITY MODELING STUDY	335,049	100,000	-	100,000	100,000	100,000	-	-	400,000	735,049
SURFACE WATER CAPITAL ENGINEERING	3,128,717	433,346	515,669	512,759	397,895	405,664	413,613	421,750	3,100,695	6,229,412
STRATEGIC OPPORTUNITY PROJECTS	-	376,856	931,500	964,103	997,846	1,032,771	1,068,918	1,106,330	6,478,324	6,478,324
CITYWIDE STREAM CHARACTERIZATION & HABITAT STUDY	-	-	200,000	300,000	-	-	-	-	500,000	500,000
BOEING CREEK BASIN RETROFIT STUDIES	-	-	300,000	-	-	-	-	-	300,000	300,000
COST ALLOCATION CHARGES	1,206,672	1,825,480	1,157,746	1,211,188	1,076,280	1,108,568	1,141,825	1,176,080	8,697,166	9,903,838
TRANSFERS OUT	-	1,694,155	-	-	-	-	-	-	1,694,155	1,694,155
TOTAL CAPITAL EXPENDITURES	22,668,386	11,197,170	19,707,041	5,890,277	6,341,783	8,825,873	9,022,101	16,116,067	77,100,312	99,768,698

REVENUES

INVESTMENT INTEREST		383,458	156,080	45,937	45,745	51,703	50,939	87,628	821,490	
DEPARTMENT OF ECOLOGY BIENNIAL STORMWATER CAPACITY GRANT		-	-	-	-	-	-	-	-	
DEPARTMENT OF ECOLOGY LOCAL SOURCE CONTROL GRANT		-	-	-	-	-	-	-	-	
RECREATION & CONSERVATION OFFICE		134,715	-	-	-	-	-	-	134,715	
DEPARTMENT OF ECOLOGY STORMWATER RETROFIT GRANT		-	94,419	366,497	770,261	971,998	298,638	902,164	3,403,977	
DOE STORMWATER PRE-CONSTRUCTION GRANT		-	-	-	-	-	-	-	-	
DOE STORMWATER CONSTRUCTION GRANT		47,600	510,000	-	-	-	-	-	557,600	
ISF EQUIPMENT RENTAL SURFACE WATER		-	-	-	-	-	-	-	-	
KING COUNTY FLOOD ZONE DISTRICT OPPORTUNITY		-	-	-	-	-	-	-	-	
KING COUNTY FLOOD REDUCTION GRANT		324,158	1,819,663	146,752	151,901	869,950	192,996	1,815,317	5,320,736	
KING COUNTY WASTEWATER		-	-	-	-	-	-	-	-	
KING COUNTY WATERWORKS GRANT		-	-	-	-	-	-	-	-	
WA STATE STORMWATER FINANCIAL ASSISTANCE PROGRAM		-	-	-	-	-	-	-	-	
GENERAL FUND CONTRIBUTION		-	-	-	-	-	-	-	-	
PRIVATE DONATIONS		11,858	36,142	-	-	-	-	-	48,000	
OPERATING TRANSFER IN		-	-	-	-	-	-	-	-	
FUTURE BOND FUNDING		-	7,000,000	-	1,000,000	-	3,600,000	-	11,600,000	
FUTURE FUNDING		-	-	-	-	-	-	-	-	
TOTAL CAPITAL REVENUES		901,789	9,616,304	559,186	1,967,906	1,893,651	4,142,573	2,805,110	21,886,519	



Shoreline Draft 2024 Comprehensive Plan
Capital Facilities Element – Supporting Analysis
 November 2024

BEGINNING FUND BALANCE		9,054,368	8,552,011	4,500,727	4,751,222	5,763,179	6,265,250	9,863,629	9,054,368
TOTAL CAPITAL REVENUES		901,789	9,616,304	559,186	1,967,906	1,893,651	4,142,573	2,805,110	21,886,519
TOTAL CAPITAL EXPENDITURES		11,197,170	19,707,041	5,890,277	6,341,783	8,825,873	9,022,101	16,116,067	77,100,312
TOTAL CAPITAL EXPENDITURES - 80% PROJECT COMPLETION		8,957,736	15,765,633	4,712,222	5,073,426	7,060,698	7,217,681	12,892,854	61,680,250
SURFACE WATER FEES		18,272,786	10,722,942	11,692,564	12,749,864	13,902,770	15,159,928	16,530,765	99,031,618
OPERATING GRANTS & OTHER REVENUE		165,498	165,498	165,498	165,498	165,498	165,498	165,498	1,158,486
DEBT SERVICE									
AMOUNT RESTRICTED - LOAN MAINTENANCE FACILITY - RENT		238,172	119,086	119,086	119,086	119,086	119,086	119,086	952,688
2018 SWM REVENUE BONDS (BANNER BANK)		767,464	383,732	383,732	383,732	383,732	383,732	382,916	3,069,039
2016 SWM REVENUE BONDS (STORMWATER PIPE REPL DEBT SERVICE)		316,702	158,351	158,351	158,352	158,351	158,351	158,351	1,266,810
FUTURE SWM REVENUE BONDS - PROJECTED DEBT SERVICE		-	617,415	617,415	705,617	705,617	1,023,145	1,023,145	4,692,356
TOTAL DEBT SERVICE		1,322,338	1,278,585	1,278,584	1,366,787	1,366,787	1,684,314	1,683,499	9,980,894
TOTAL OPERATING EXPENDITURES (less taxes)		8,273,444	6,680,060	5,269,049	6,442,259	5,954,176	5,792,008	5,842,871	44,253,866
UTILITY TAX		1,096,367	643,376	701,554	764,992	834,166	909,596	991,846	
BUSINESS & OCCUPATION TAX		192,545	188,375	205,343	223,846	244,022	266,022	290,012	
ENDING FUND BALANCE	9,054,368	8,552,011	4,500,727	4,751,222	5,763,179	6,265,250	9,863,629	7,663,921	15,215,981
MINIMUM REQUIRED RESERVE (20% OF OPERATING REVENUES)		1,896,817	2,144,588	2,338,513	2,549,973	2,780,554	3,031,986	3,306,153	
DEBT SERVICE/FUND BALANCE RATIO (MINIMUM 1.25)		6.5	3.5	3.7	4.2	4.6	5.9	4.6	
VARIANCE ABOVE MINIMUM REQUIRED RESERVE		6,655,194	2,356,138	2,412,709	3,213,207	3,484,696	6,831,643	4,357,768	
SURFACE WATER MASTER PLAN FUND BALANCE TARGETS:									
MINIMUM OPERATING EXPENDITURE TARGET (120 DAYS)		1,513,521	2,196,184	1,732,290	2,118,003	1,957,537	1,904,222	1,920,944	
VALUE OF SURFACE WATER UTILITY ASSETS		41,414,985	59,964,280	64,643,369	69,908,873	77,626,177	85,506,453	100,446,441	
MINIMUM CAPITAL EXPENDITURE TARGET (2% OF ASSETS)		828,300	1,199,286	1,292,867	1,398,177	1,552,524	1,710,129	2,008,929	
MINIMUM DEBT SERVICE TARGET (ONE NEW DEBT SERVICE PAYMENT)		383,732	383,732	383,732	383,732	383,732	383,732	382,916	
SURFACE WATER MASTER PLAN FUND BALANCE TARGET		2,725,553	3,779,201	3,408,889	3,899,912	3,893,793	3,998,083	4,312,789	
VARIANCE ABOVE/(BELOW) MINIMUM FUND BALANCE TARGET:		5,826,458	721,525	1,342,333	1,863,267	2,371,458	5,865,546	3,351,131	21,341,718
IMPACT ON OPERATING BUDGET		10,000	21,000	21,000	21,000	21,000	1,000	1,000	



WASTEWATER UTILITY FUND	PRIOR-YRS	23-24E	2025E	2026E	2027E	2028E	2029E	2030E	CIP TOTAL	PROJECT TOTAL
			16.0%	13.8%	6.6%	6.2%	6.0%	6.0%		
			\$150.71	\$171.46	\$182.85	\$194.24	\$205.89	\$218.24		
PROJECT EXPENDITURES										
<u>PUMP STATIONS</u>										
LIFT STATION 12	90,984	363,608	1,231,169	-	-	-	-	-	1,594,777	1,685,761
LIFT STATION 15	314	195,186	-	315,000	3,045,000	-	-	-	3,555,186	3,555,500
LIFT STATION 5 REHABILITATION	-	-	-	-	-	65,800	-	-	65,800	65,800
LIFT STATION 7 REHABILITATION	-	-	-	-	-	-	-	-	-	-
LIFT STATION 14 REHABILITATION	-	-	-	-	329,855	407,189	-	-	737,044	737,044
LIFT STATION 3 BACKUP POWER	-	62,000	171,057	-	-	-	-	-	233,057	233,057
LIFT STATION 11 BACKUP POWER	-	62,000	416,277	-	-	-	-	-	478,277	478,277
LIFT STATION 14 BACKUP POWER	-	62,000	381,335	-	-	-	-	-	443,335	443,335
<u>PIPE REPAIR AND REPLACEMENT</u>										
WW REPAIR AND PIPE REPLACEMENT	-	654,501	3,255,389	3,193,021	2,720,000	3,128,000	3,068,433	3,835,542	19,854,886	19,854,886
N 175TH ST PIPE REPLACEMENT	-	775,934	4,640,000	-	-	-	-	-	5,415,934	5,415,934
NE 145TH ST TRUNK SEWER/ST	24,687	80,443	862,523	-	-	-	-	-	942,966	967,653
147TH & 3RD AVE SEWER RELOCATE (WSDOT FISH PASSAGE)	-	150,000	150,000	1,860,000	-	-	-	-	2,160,000	2,160,000
WW SMALL PROJECTS	910	898,801	476,483	495,623	515,171	535,941	654,723	681,074	4,257,816	4,258,726
<u>ENGINEERING ONLY</u>										
HYDRAULIC MODEL	26,264	77,231	40,950	42,595	44,275	46,060	57,298	59,590	367,999	394,264
WASTEWATER CAPITAL ENGINEERING	-	94,135	270,057	282,915	272,973	282,552	292,481	302,769	1,797,882	1,797,882
STORM CREEK REPAIRS	39,694	87,290	435,392	-	-	-	-	-	522,682	562,376
<u>NON-CAPACITY RELATED</u>										
LINDEN MAINTENANCE FACILITY IT UPGRADES	-	-	600,850	-	-	-	-	-	600,850	600,850
LINDEN MAINTENANCE FACILITY EMERGENCY GENERATOR	-	-	-	-	225,000	277,750	-	-	502,750	502,750
LINDEN FACILITY SECURITY IMPROVEMENTS	-	-	152,133	-	-	-	-	-	152,133	152,133
<u>PROJECTS TO BE COMPLETED IN CURRENT BIENNIUM (2023-2024)</u>										
CATHODIC PROTECTION LS'S	78,460	98,917	-	-	-	-	-	-	98,917	177,377
145th CORRIDOR COORDINATION	24,814	447,953	5,081	-	-	-	-	-	453,033	477,847
145TH INTERCHANGE COORDINATION	74,532	956,058	-	-	-	-	-	-	956,058	1,030,590
175TH ST COORDINATION	17,553	2,872	-	-	-	-	-	-	2,872	20,425
LIFT STATION 13	-	59,859	-	-	-	-	-	-	59,859	59,859
O&M RIDGECREST 5	2,500,200	336,661	-	-	-	-	-	-	336,661	2,836,860
<u>NOT PROJECT SPECIFIC</u>										
COST ALLOCATION CHARGES	-	44,152	131,922	138,012	147,176	156,345	165,726	175,669	959,002	959,002
TRANSFERS OUT	-	931,352	1,509,798	2,486,155	2,842,732	2,918,289	3,423,329	3,272,330	17,383,984	17,383,984
TOTAL CAPITAL EXPENDITURES	2,878,411	6,440,953	14,730,416	8,813,321	10,142,182	7,817,926	7,661,989	8,326,975	63,933,762	66,812,173



REVENUES										
INVESTMENT INTEREST		13,384	6,670	6,900	7,140	7,390	7,688	8,003	57,174	
ARPA-CAP GRANTS		-	-	-	-	-	-	-	-	
BOND PROCEEDS		-	8,000,000	-	8,200,000	-	5,000,000	-	21,200,000	
FUTURE FUNDING		-	-	-	-	-	-	-	-	
GENERAL FACILITIES CHARGE		2,000,000	505,349	508,887	512,449	516,036	519,648	523,286	5,085,655	
GENERAL FUND CONTRIBUTION		-	-	-	-	-	-	-	-	
TOTAL CAPITAL REVENUES		2,013,384	8,512,019	515,786	8,719,589	523,426	5,527,336	531,288	26,342,830	
BEGINNING FUND BALANCE										
BEGINNING FUND BALANCE		8,956,999	7,326,506	5,603,223	2,260,319	5,751,690	3,274,974	6,151,316	8,956,999	
TOTAL CAPITAL REVENUES		2,013,384	8,512,019	515,786	8,719,589	523,426	5,527,336	531,288	26,342,830	
TOTAL CAPITAL EXPENDITURES		6,440,953	14,730,416	8,813,321	10,142,182	7,817,926	7,661,989	8,326,975	63,933,762	
TOTAL CAPITAL EXPENDITURES - 80% PROJECT COMPLETION		5,152,762	11,784,333	7,050,656	8,113,746	6,254,341	6,129,592	6,661,580	51,147,010	
WASTEWATER FEES (UTILITY RATE)		15,238,422	9,699,643	11,111,857	11,932,282	12,763,593	13,623,583	14,541,522	88,910,904	
WASTEWATER TREATMENT FEES (Edmonds, KC)		26,553,331	14,584,600	15,534,198	16,544,675	18,161,569	19,936,845	21,886,574	133,201,792	
OPERATING GRANTS & OTHER REVENUE		886,000	443,000	443,000	280,000	280,000	280,000	280,000	2,892,000	
DEBT SERVICE										
DEBT SERVICE PAYMENT		-	-	-	-	-	-	-	-	
LOAN MAINTENANCE FACILITY DEBT SERVICE -AMOUNT RESTRICTED		-	-	-	-	-	-	-	-	
NEW DEBT SERVICE		-	551,161	551,161	1,215,797	1,215,797	1,499,483	1,499,483	6,532,881	
TOTAL DEBT SERVICE		-	551,161	551,161	1,215,797	1,215,797	1,499,483	1,499,483	6,532,881	
TOTAL OPERATING EXPENDITURES		13,900,533	7,220,177	7,570,349	7,882,464	8,243,818	8,624,150	9,026,062	62,467,554	
UTILITY TAX		2,507,505	1,457,055	1,598,763	1,708,617	1,855,510	2,013,626	2,185,686		
BUSINESS & OCCUPATION TAX		228,576	364,264	166,678	178,984	191,454	204,354	218,123		
TREATMENT EXPENSE (2709358)		27,268,335	15,406,874	15,775,578	16,773,168	18,491,349	20,238,199	22,154,818	136,108,322	
ENDING FUND BALANCE	8,956,999	7,326,506	5,603,223	2,260,319	5,751,690	3,274,974	6,151,316	4,048,757	4,048,757	
UNRESTRICTED BOND PROCEEDS										
RESTRICTED BOND PROCEEDS FOR CAPITAL										
MINIMUM RESERVE (20% OF OPERATING REVENUES)		1,661,285	1,939,929	2,222,371	2,386,456	2,552,719	2,724,717	2,908,304		
DEBT SERVICE/FUND BALANCE RATIO (MINIMUM 1.25)		-	10	4	5	3	4	3		
VARIANCE ABOVE MINIMUM REQUIRED RESERVE		5,665,221	3,663,294	37,947	3,365,234	722,256	3,426,599	1,140,453		
FUND BALANCE TARGETS:										
MINIMUM OPERATING EXPENDITURE TARGET (120 DAYS)		2,307,343	2,373,757	2,488,882	2,591,495	2,710,296	2,835,337	2,967,473		
VALUE OF WASTEWATER UTILITY ASSETS		44,805,325	57,894,021	64,083,175	71,235,449	75,978,741	80,051,676	84,930,652		
MINIMUM CAPITAL EXPENDITURE TARGET (2% OF ASSETS)		896,107	1,157,880	1,281,664	1,424,709	1,519,575	1,601,034	1,698,613		
MINIMUM DEBT SERVICE TARGET (ONE NEW DEBT SERVICE PAYMENT)		-	551,161	551,161	1,215,797	1,215,797	1,499,483	1,499,483		
FUND BALANCE TARGET		3,203,449	4,082,799	4,321,707	5,232,001	5,445,668	5,935,853	6,165,568		
VARIANCE ABOVE/(BELOW) MINIMUM FUND BALANCE TARGET:		4,123,057	1,520,424	(2,061,388)	519,690	(2,170,693)	215,462	(2,116,811)	29,741	
IMPACT ON OPERATING BUDGET		-	-	-	6,000	6,000	6,000	6,000		



Shoreline Master Program Element



Supporting Analysis

BACKGROUND AND CONTEXT

The Shoreline Management Act (SMA), passed by the Washington Legislature in 1971, requires all counties and most towns and cities with shorelines to develop and implement Shoreline Master Programs (SMPs). SMPs are comprehensive plans containing policies and regulations that guide use of Washington shorelines, and these regulations apply to both public and private uses along lake, stream, and marine shorelines. They protect natural resources for future generations, provide for public access to public waters and shores, and plan for water-dependent uses.

The City of Shoreline adopted its Shoreline Master Program in 2013 consistent with the Department of Ecology’s guidelines. Shoreline’s SMP contains a more thorough analysis and guidelines than what is required in the Comprehensive Plan, so rather than recreating it or selecting certain portions, the entire document can be found here:

<https://www.shorelinewa.gov/home/showpublisheddocument/18579/635496587381230000>