



COMPREHENSIVE PLAN

2004 UPDATE

PLANNING COMMISSION RECOMMENDED DRAFT



November 2004

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City of Shoreline's Vision for the Future

Introducing the Draft City of Shoreline Comprehensive Plan Update

The City of Shoreline's Draft Comprehensive Plan Update establishes your vision for Shoreline's future! The City Council, Planning Commission, and City Departments will use the Plan to guide their decisions about development and growth in the City over the next 20 years.

The City's original Comprehensive Plan was adopted in 1998 in response to the requirements of the state's Growth Management Act (GMA). Using input from citizens, experts, and the Planning Commission, City staff have proposed revisions to Shoreline's Comprehensive Plan. This update builds off of the 1998 Comprehensive Plan and responds to the state's requirement that each city in King County take action to review, and if needed, revise its comprehensive plan by December 2004.

Public Review Process

The City has held three public hearings, two public open houses and several Planning Commission workgroup sessions to identify and address planning. This draft of the Plan is the result of the public review process to date.

The draft Plan will be presented to the City Council at a public hearing, where the public will have another opportunity to comment. The timing of the public hearing is yet to be determined.

How to Read the Plan

The draft Comprehensive Plan is composed of three main sections - Introduction, Goals & Policies, and Supporting Analysis.

- **Section I - Introduction.** This section includes a description of the comprehensive planning process, the City's vision statements, framework goals, and a description of the public participation opportunities during Plan development. It also includes the City's public participation policies, a community profile, and a brief history of Shoreline.



- **Section II - Comprehensive Plan Elements - Goals & Policies.** The Goals & Policies are the heart of the Comprehensive Plan. They are organized by the following elements: land use, housing, transportation, capital facilities, utilities, parks, recreation and cultural services, economic development, and community design. The Goals & Policies of the Land Use Element, together with the Comprehensive Plan Land Use Map, represent the basis for assumptions in all other elements of the Plan.
- **Section III - Comprehensive Plan Elements - Supporting Analysis.** This section provides the foundation for the Goals & Policies and includes inventories of background data, needs assessments or analyses, and the identification of issues. This section also includes a list of potential capital projects to implement the goals of the Plan.

Changes to the Comprehensive Plan

Major revisions to the Plan contained in this update include document formatting and organization changes, new data and analysis, and updated goals and policies. *No changes to the Comprehensive Plan Land Use Designations Map are proposed in this Comprehensive Plan update.*

- **New Format and Elements.** The goals and policies have been separated from the background analysis for each element. The change will enable elected officials, City staff, developers, and the public to more clearly distinguish between the Comprehensive Plan goals and policies and the analyses upon which they are based. Additionally, the Comprehensive Plan Update consolidated the Plan's original twelve elements into nine. The Essential Public Facilities and Environment elements have been integrated into the Land Use Element to improve consistency. The Citizen Participation Element has been integrated into the Introduction section.
- **New Data and Analysis Incorporated.**
 - The Land Use Element has been updated to include 2000 Census data and population allocations developed with the King County Growth Management Planning Council.



- The Housing Element has been updated to include current data on housing type, age of housing, household size, and average housing prices and rents within the City.
 - The Transportation Element has been updated to include new information about street classifications, "green streets," level of service standards, roadway improvement projects, and bicycle & pedestrian needs.
 - The Capital Facilities Element has been updated to include a list of potential capital projects to implement the Plan's goals. This list will serve to develop a 20-year capital facilities plan.
 - The Utilities Element has been updated to include current information about utility providers.
 - The Economic Development Element has been updated to include current data on demographics and population in the City's market area, household income characteristics within the City, employment by sector comparisons, tax base information and existing retail, office, and residential market conditions.
 - The Community Design Element has been updated to include information about the City's gateway program.
- **Proposed Goals and Policies Updates.**

Section II of the draft Plan shows all proposed changes in plain text (without the strikeout or underlining) to make the proposed updates easier to read. You will notice that numbering of the goals and policies is not always sequential in the draft Plan. This is due to the reorganization of some of the goals and policies and the proposed addition of new policies. For tracking purposes, the existing numbering for all goals and policies has been retained. Once the Plan has gone through the public review process, the goals and policies will be renumbered sequentially.

A separate companion document to the Draft Comprehensive Plan Update titled, "*Goals & Policies Review - Matrices*," has been prepared.



These matrices show the suggested updates to the Comprehensive Plan goals and policies that have been recommended to date using a combination of ~~strikeout~~ and underline and comments. The table below describes how to read the matrices.

Item #	Existing Goal/Policy	Workgroup Comments	Staff/Consultant Comments	Planning Commission Recommendation
<p>For tracking purposes, each goal and policy in the Draft Comprehensive Plan Update has been assigned an item #.</p>	<p>The City's existing Comprehensive Goals & Policies are shown here.</p>	<p>Updates that were proposed at the Planning Commission workgroup meetings are shown here in strikeout (indicating deletion of text) and <u>underline</u> (indicating addition of text) format. The reasoning behind the change is stated here as well.</p>	<p>Additional updates to the goals and policies from the City staff and consultant team are located here in strikeout (indicating deletion of text) and <u>underline</u> (indicating addition of text) format. The reasoning behind the change is stated here as well.</p>	<p>This new column shows the recommended goals and policies in <u>underline</u> and strikeout format (indicating deletion and addition of text).</p>

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Introduction

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



The City adopted its first Comprehensive Plan in 1998 in response to the requirements of the Growth Management Act (GMA) (RCW 36.70A). This Comprehensive Plan builds off of the 1998 Shoreline Comprehensive Plan and responds to the GMA requirement that each city in King County take action to review and, if needed, revise its comprehensive plan and development regulations by December 2004 to comply with all requirements of the GMA.

Structure of the Comprehensive Plan

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

Section I – Introduction. This section includes a description of the comprehensive planning process, the City's vision statements, framework goals, a description of the citizen participation opportunities during the development of the Plan including the City's policies related to citizen participation, and a community profile, including a brief history of Shoreline.

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

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

Section IV - Appendices. This section contains the Transportation Master Plan, Surface Water Master Plan, and the Parks, Recreation and Open Space Plan. These are functional plans that support the goals & policies of the Comprehensive Plan.

What is a Comprehensive Plan?

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

Relationship to the Growth Management Act

The State of Washington adopted the Growth Management Act (GMA) in 1990. This legislation requires comprehensive plans to include a number of specific elements, adoption of regulations to implement the plan, development of countywide planning policies to address issues of a regional nature and establishes planning deadlines.

The state's Growth Management Act sets out thirteen statutory goals. The development of comprehensive plans is guided by these overall goals. For a community's plan to be valid it must be consistent with these goals and the specific requirements of the act. Consistency, in this context, means that a plan must not conflict with the state statutory goals, countywide policies or plans of adjacent jurisdictions.

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

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

Relationship to the Countywide Planning Policies and Vision 2020

As part of the comprehensive planning process, King County and its cities have developed a Growth Management Plan known as the Countywide Planning Policies. These policies were designed to help the 34 cities and the county to address growth management in a

coordinated manner. The policies were adopted by the King County Council and subsequently ratified by cities, including the City of Shoreline.

Taken together, the Countywide Planning Policies try to balance issues related to growth, economics, land use and the environment. Specific objectives of the Countywide Planning Policies include:

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

In addition, Shoreline's Plan must be guided by the regional growth policies of Vision 2020, the regional plan developed by the Puget Sound Regional Council. Vision 2020 calls for directing future growth into existing urban centers and serving those centers with a regional transit system.

Vision Statements

While the GMA, Vision 2020, and the King County Planning Policies provide an overall framework for the City's Plan, the foundation of the Plan exists in the hopes and visions of the people whom it will directly affect. In 1996, the Shoreline City Council established the following set of "Vision Statements" as a set of overall preliminary principles to guide the development of the Comprehensive Plan.

- The City of Shoreline will capitalize on its unique physical strengths as well as its human assets.
- The City's numerous parks and key buildings or other features (e.g., civic center, community college, waterways) shall be interconnected from Puget Sound to all points in Shoreline through natural and built trails, "Green Streets" and special pedestrian walkways. Significant stands of trees will be identified as parts of greenbelts and preserved where possible, to protect and enhance Shoreline's natural environment.
- The Puget Sound shoreline is a unique aspect of the City and should be made more available to all citizens. Other waterbodies within the City of Shoreline (e.g. Ronald Bog, Twin Ponds, Echo Lake) will be publicly owned and will be centers of public recreation.
- Each road and waterway into the City will have special treatment signaling entry into Shoreline. Gateways are defined by plantings, signage, three dimensional art, etc.

- Preservation of existing residential neighborhoods provides safe, affordable housing of all types (e.g. single-family, accessory, townhomes, multi-family) for all segments of the community.
- The City's several commercial areas are vital and active, including a variety of shops and services that are pedestrian oriented. Mixed uses, commercial, and light industrial establishments are permitted in selected areas. Centers exist along major arterials. For example, Aurora would have three major centers, each with a theme:
 - Aurora at N 145th Street to N 160th Street would be a retail area.
 - Aurora at N 175th Street to N 185th Street would serve as a civic hub.
 - Aurora at N 195th Street to N 205th Street would serve as an entertainment center.
- Sidewalks, street trees, pedestrian crossings and other pedestrian amenities are provided. Neighborhood business centers would serve surrounding residential areas.
- Regional and local linkages are made between homes, commercial areas, entertainment centers and employment areas.
- Community policing and community pride will serve and protect all segments of the community.



Figure I-1 "Vision Map"

Framework Goals

Through a series of more than 300 activities held in 1996-1998 (meetings, open houses, surveys and discussions), Shoreline's citizens, the Planning Commission, and the City Council refined the City Council's Vision Statements into the Comprehensive Plan's Framework Goals. These Framework Goals provide the overall policy foundation for the Comprehensive Plan and support the City Council's vision. When implemented, the Framework Goals are intended to preserve the best qualities of Shoreline's neighborhoods today and protect the City's future. To achieve balance in the City's development the Framework Goals must be viewed as a whole and not one pursued to the exclusion of others.

- FG1:** Accommodate anticipated levels of growth and enhance the quality of life within the City of Shoreline.
- FG2:** Promote quality building and development that is compatible with the surrounding environment.
- FG3:** Support diverse and affordable housing opportunities which provide for Shoreline's population growth.
- FG4:** Pursue a strong and diverse economy and assure economic development that complements neighborhood character.
- FG5:** Protect the natural environment and preserve environmentally sensitive areas.
- FG6:** Promote improvements to human services.
- FG7:** Assure effective and efficient public investment for quality public services, facilities, and utilities.
- FG8:** Improve multi-modal transportation systems which provide for Shoreline's present and future population.
- FG9:** Provide for wide involvement in community planning decisions.

Implementation of the Comprehensive Plan

Implementing the Comprehensive Plan is comprised of actions such as creation of new regulations, development of subarea plans and approval of land development actions that match the Plan's visions. Implementation also includes monitoring, evaluating, and amending the Plan as conditions change, and developing a capital investment program that allocates resources consistent with the direction envisioned in the Plan.

Accomplishments

Shoreline began implementation the Comprehensive Plan shortly after the City's original Comprehensive Plan was adopted in 1998. Since that time, the City has accomplished many steps towards implementing the Comprehensive Plan, including:

- **Development Code Update.** The City's development code was updated to include design guidelines for commercial and multifamily development, accessory dwelling units, cottage housing, and affordable housing that will encourage these types of housing units while at the same time ensuring that they are compatible with the surrounding neighborhood.
- **Annexation** of two of the designated "Annexation Areas" located in the Briarcrest and Ballinger neighborhoods.
- **North City Subarea Plan.** With the help of residents, business owners and potential developers, the City of Shoreline completed a North City Subarea Plan in 2001 to encourage redevelopment of this neighborhood business district. The plan is not only designed to attract new developers and businesses to the area, but to improve the retail climate and the streetscape for existing businesses. The plan includes coordinated street and sidewalk amenities to enhance the streetscape, new street lighting, underground utilities, signage and street furniture such as benches and planters.



As an incentive for potential developers, the City is offering a streamlined permitting process through an environmental review tool called the Planned Action Environmental Impact Statement (EIS). The EIS provides impact analysis of proposed land uses so that any future project consistent with the subarea plan can move through the permitting process more quickly and easily.

As another incentive to revitalization, the City adopted a tax exemption program for new multifamily development projects in November 2002. The program is designed to provide a 10-year property tax exemption for new residential improvements in the North City Business District. This exemption enhances the viability of new projects and will encourage additional reinvestment by existing business owners. It will also

bring new residents to the area to purchase goods and services from local businesses.

- **Economic Development Program Established.** The goal of Shoreline's economic development program is to improve the vibrancy and economic health of the City's commercial districts to provide quality services and jobs for residents. Improvements the City is currently making to infrastructure, land use planning, services and redevelopment affect the community's livability and, therefore, its economic vitality. The Aurora Avenue N., Interurban Trail and North City projects will serve as major catalysts for redevelopment in Shoreline.

The City Council adopted a formal Economic Development Plan in October 2001 after receiving suggestions from Shoreline citizens, business owners and the Board of the Shoreline Chamber of Commerce. The Economic Development Plan provides guidance to the City as it works to increase property values, encourage reinvestment in commercial areas, and provide greater opportunities for living, working, shopping and entertainment in Shoreline.

- **Interurban Trail.** In August 2003, the City of Shoreline began construction on the south section of the Interurban Trail. When completed, the Interurban Trail will be a 3.25-mile non-motorized transportation system developed along the former Interurban Rail Line right-of-way. Owned by Seattle City Light and used as an electrical power transmission corridor, the 100-foot-wide former rail corridor runs from Seattle to Everett, roughly parallel to Aurora Avenue. Funding has been procured for construction of the north section of the trail in 2004.
- Development of the **Aurora Corridor Multi-modal Pre-design Study** as well as a preferred design concept and a set of implementation principles called the "32 Points" established to address issues and concerns raised during the pre-design study.
- Development of the **Gateway Program**, including a draft policy and guidelines manual and inclusion of \$300,000 in the Capital Improvement Program (CIP) to build gateways between 2003 – 2005. Based on public input and site analysis, staff identified six locations that would be good candidates for construction with this CIP money. Additional locations are also identified in the manual where gateways might be built as part of other CIP projects or private development. The manual also includes generalized design sketches for the top gateway sites that staff recommends for City construction.
- **Buildable Lands Inventory.** To identify land capacity for accommodating future growth, the Growth Management Act requires the City to conduct an inventory of buildable lands. Using land and permit records collected and analyzed from 1996-2000, and working with a countywide buildable lands program, the City prepared a detailed record of available land that is either vacant or redevelopable and can accommodate additional development. This inventory provides a detailed accounting of the City's residential and employment growth potential.
- **Capital Improvement Program.** The 1998 Comprehensive Plan initiated a process of planning for future capital facilities needs that has evolved into annual updates of the City's 6-year Capital Improvement Program (CIP). The 2004-2009 CIP identifies surface water, transportation, parks and other large projects along with planned funding sources. This Comprehensive Plan includes a 20-year Capital Facilities Plan that builds off of the 6-year planning efforts.

- **Paramount School Park.** The park received a complete overhaul and is home to the much-anticipated skateboard park. Improvements include regraded and reconfigured baseball and soccer fields; new drainage and irrigation; a restroom; a larger play area; paved parking lots; and re-aligned pathways with benches.

The Paramount School Park is a partnership between the City of Shoreline and Shoreline School District. The School District provided the land which is a former school site and the City provided the improvements and maintains the park facilities.

Citizen Participation

The public involvement process for the City's original Comprehensive Plan adopted in 1998 began prior to incorporation. In recognition of the importance of public participation, the City offered a wide variety of activities to make certain that all citizens had opportunities to participate in planning efforts.

Citizen participation – Prior to Incorporation

King County Shoreline Community Plan

Prior to Shoreline's incorporation, King County prepared a Shoreline Community Plan. Plan preparations began in April of 1977, when the King County Executive and Council appointed a Shoreline Citizen Planning Committee. The Committee and King County staff worked with local residents to develop the Community Plan.

This planning effort included identifying and classifying the social and economic characteristics of the community, inventorying its natural and man-made environments, identifying the community issues and concerns, and proposing policies designed to implement the desired goals and community improvements. Recommendations were made in the areas of land use, transportation, and parks and recreation.

The Vision of the Transition Team

The Team was a group of citizens dedicated to creating the City of Shoreline. The Team worked together for several months and issued a report that made recommendations for goals, policies and objectives to be considered in the Comprehensive Plan. Recommendations were made for land use and zoning issues, residential areas, commercial areas, transportation issues, and parks and recreation issues.

Citizen Participation – 1998 Comprehensive Plan

Shoreline began the process of preparing its own Comprehensive Plan shortly after the City incorporated. The City's objective was to meet the state Growth Management Act requirements by completing the Comprehensive Plan and adopting implementing ordinances by August 1999. The Comprehensive Plan and implementing ordinances are intended to foster community health and welfare consistent with the community vision.

The City's initial Comprehensive Plan was based on an extensive public involvement process that included community wide events, citizens' Comprehensive Plan Advisory Committees (CPACs), and public review by the Planning Commission and City Council. Public involvement activities included:

Community Wide Events

Six community-wide open houses and six Community Shoreline Summits were held in 1996-1998 to consider issues specific to the Comprehensive Plan. These events regularly brought together hundreds of residents, students, business owners and employees to discuss issues facing the City.

At open houses and summits, participants met together to hear speakers and to discuss the issues and solutions. Trained professionals and volunteers provided information and led the discussion. All participants had the opportunity to comment and each participant was invited to fill out a survey form to describe ideas, questions and concerns. The City collected the surveys and published the results for community members, City staff, and the Planning Commission.

In addition, two community-wide surveys on comprehensive planning issues were distributed to each household in Shoreline at that time. These survey results were also collected and published for the benefit of community members, City staff and the Planning Commission.

Information gathered from these meetings and surveys helped the City to develop a general approach to address issues raised by the community and the Growth Management Act

Comprehensive Plan Advisory Committees (CPACs)

CPACs included a group of 150 citizens who participated in monthly meetings from April 1996 to June 1997. CPACs did in-depth explorations of key issues facing Shoreline. The CPACs helped City staff to consider issues important to City residents and businesses in the development of the draft Comprehensive Plan. The CPACs prepared a series of recommendations which the City staff and the Shoreline Planning Commission used in developing the Draft Plan. The CPACs then reviewed the key Elements of the Comprehensive Plan and made recommendations to City staff and the Commission.

Planning Commission Activities (Workshops, Meetings and Hearings)

The Shoreline Planning Commission is composed of nine Shoreline residents who volunteer their time to advise the City on land use matters, including comprehensive planning and development activities. The Commission considered public input on comprehensive planning issues and the specific content of the Draft Comprehensive Plan on a regular basis from February 1996 to June 1998.

The Commission reviewed recommendations from CPACs, Open House visitors and Summit participants. The Commission has also considered input from residents, business owners, students, employees and other interested parties. The Commission has reviewed recommendations from consultants and other trained experts in planning, architecture, engineering, education and the natural environment.

The Planning Commission sent a series of four newsletters to all of Shoreline's residents and businesses describing the various aspects of the Comprehensive Plan and requesting public input.

The newsletters included notices of approximately 24 meetings which included opportunities for public comment on the Draft Comprehensive Plan. Every citizen in Shoreline also received a notice summarizing the Comprehensive Plan and an invitation to attend a Public Hearing before the Planning Commission on the Draft Comprehensive Plan.

Based upon input from a variety of sources, including public comments, the Planning Commission developed its recommendations to the Shoreline City Council. Similarly, the City Council considered public comments during review of the Draft Plan.

In summary, the public participation process for Shoreline's initial Comprehensive Plan included more than 300 public information/participation activities between Autumn 1995 and December 1997. Public activities included:

- Two-day Kick-Off Workshop to introduce the Comprehensive Plan history, theory, concept, and options.
- Six City-sponsored community-wide open houses addressing City-wide and special district planning issues, each attended by more than 300 people
- 35 monthly City-sponsored Comprehensive Plan Community Advisory Committee (CPAC) meetings to address City-wide planning issues, each consistently attended by up to 50 participants.
- Special district meetings (e.g. Aurora Corridor Commercial District, Fircrest School Campus), to consider district planning issues. Each of the more than 30 meetings was consistently attended by 25-40 participants.
- Six special topic workshops (e.g. residential subdivision, commercial design) attended by up to 50 participants.
- 55 visits to neighborhood meetings to discuss local issues.
- 60 meetings with government agencies to discuss regional planning issues.
- A bus trip with 50 participants to visit other cities to see results of planning for livable, attractive development.
- 25 meetings with business groups (e.g. Rotary, Chamber of Commerce, Korean Chamber of Commerce, North City Business Association) to discuss commercial planning issues.
- Two public hearings and 16 public meetings related to Comprehensive Plan issues before the City's Planning Commission (Winter 1997-Spring 1998).
- Public hearings related to Comprehensive Plan issues before the City Council (Spring 1998 – November 1998).

Citizen Participation – 2004 Comprehensive Plan Update

Public Input – The Listen & Learn Stage

As part of the Listen & Learn stage of the Comprehensive Plan update process, two public meetings were held September 24 and 25, 2003, at two different venues. The meetings introduced the project, described and confirmed existing conditions and solicited input on issues to be addressed. In addition to the Comprehensive Plan update, these meetings addressed development of the Transportation Master Plan, Surface Water Master Plan, and Parks, Recreation and Open Space Plan.

To draw as many people as possible to the meetings, the City mailed postcard announcements to all Shoreline addresses and announced the event in the *Shoreline Enterprise*, on the City's Web site and on the government access cable channel. The public meetings were also announced at City Council, Planning Commission and Council of Neighborhood meetings. Approximately 60 people attended on September 24 and about 40 people attended on September 25.



Those attending the meetings provided input by filling out comment forms, talking to project team members at each of the stations and interacting with displays. Each station had a flipchart for staff or the public to record questions and comments. There were also display boards for those attending to highlight additional areas of concern using markers or post-it notes. Just over 40 comment forms and eight typed pages of station flipchart notes were submitted at the public meetings. Summaries of the public comments were posted on the City Web site.

In addition to the public meetings, public input has been solicited through the City Web site, a project email list, comment forms, announcements in the City newsletter and the *Shoreline Enterprise*, and at Planning Commission workgroup meetings. Five e-mails and three comment letters were submitted during the initial phase of the project.

Planning Commission Workgroups

The Planning Commission established three workgroups to guide the City staff and consultants during the development of the 2004 Comprehensive Plan update to help ensure that the draft update and related master plans are designed with the needs and expectations of the citizens of Shoreline in mind. The three workgroups were:

- Transportation Workgroup
- Surface Water and Environment Workgroup
- Land Use and Comprehensive Plan Workgroup

While the Planning Commission workgroup meetings were informal work sessions, they were open to the public and written public comments were accepted at each meeting. In total, 19 Planning Commission workgroup meetings were held between September 30, 2003, and December 11, 2003, to review components of the Comprehensive Plan update and portions of the draft Transportation Master Plan and draft Surface Water Master Plan.

Citizen Participation Goals & Policies

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

Policies

- CP1:** Encourage and facilitate public participation in all planning processes and make those processes user-friendly.
- CP2:** Consider the interests of the entire community and the goals and policies of this Plan before making planning decisions. Proponents of change in planning guidelines should demonstrate that the proposed change responds to the interests and changing needs of the entire City, balanced with the interests of the neighborhoods most directly impacted by the project.
- CP3:** Ensure that the process which identifies new planning goals and policies or expands existing planning goals and policies considers the impacts of potential changes on the community and results in decisions that are consistent with other policies in the Comprehensive Plan.
- CP4:** Balance the interests and needs of the community when considering modifications to zoning or development regulations.
- CP5:** Make planning and development decisions only after consideration of the following:
- The effects of a proposed change on the natural and built environments;
 - The compatibility with, and impact on, other Plan Elements (e.g., Transportation; Parks, Recreation and Open Space; Utilities);
 - The need for the proposed goal, policy or regulation; and
 - The benefit to the neighborhoods, City, and/or region.
- CP6:** Encourage and emphasize open communication between developers and neighbors about compatibility issues.
- CP7:** Utilize a variety of approaches, representing a broad spectrum of public viewpoints, wherever reasonable, to oversee major revisions to the general Elements and sub-areas of the Comprehensive Plan.

Community Profile

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

Shoreline Yesterday

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

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



Figure I-2 Vicinity Map

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

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

The Shoreline area grew rapidly through the 1950s and 1960s. Population stabilized in the 1970s and actually slightly decreased between 1970 and 1980. Since 1980 the Shoreline area grew at an annual rate of about 120 households per year. Currently the City of Shoreline has an estimated

population of 52,730 (2003 King County Annual Growth Report).

In January of 1992, a citizen effort called "Vision Shoreline" organized to promote incorporation of Shoreline as a city. In September of 1994, the incorporation of Shoreline was approved by an overwhelming majority of voters. Following the election, a "Transition

Team” was formed to organize the incorporation effort. This effort was successful and Shoreline officially incorporated on August 31, 1995.

Shoreline Today

Over the years, Shoreline has become a community distinguished by strong neighborhoods and excellent schools and parks. It is home to approximately 52,730 people in 13 organized neighborhoods. The City (12 square miles) is now substantially developed, with only a little over one percent of its total area remaining vacant or available for use. Shoreline is primarily residential in character and over 50 percent of the households are single family homes. Commercial development stretches along Aurora Avenue, with other neighborhood centers located at intersections of primary arterials, such as N 175th Street at 15th Avenue NE and N 185th Street at 8th Avenue NW. There is limited industrial development. There is a substantial number of institutional, public or tax exempt uses, including cemeteries, schools, public services and churches. Significant lands are devoted to open space, including regional parks, the Boeing Creek Ravine, and the Seattle Golf Course.

Population

The population of Shoreline increased 13 percent over the last decade, from 47,100 in 1990 to 53,025 in 2000 (1990 Census; 2000 Census). About two-thirds of this growth was due to changes in municipal boundaries. Currently, the City’s 2003 population is estimated at 52,730. Approximately 75 percent of the City’s residents are of Caucasian-European origin with 13 percent of Asian or Pacific Island decent. Of the remaining 12 percent of the City’s residents, 4 percent are of Hispanic identity, 4 percent are of persons of mixed descent, about 3 percent are of African American descent, and 1 percent are of Native American descent. City residents of Caucasian-European origin decreased from 87 percent of the total population of Shoreline in 1990 to 75 percent in 2000. Additionally, foreign born residents of Shoreline increased from 12 percent of the population in 1990 to 17 percent of the population in 2000. These trends indicate that Shoreline’s population is becoming increasingly diverse.

The median age of community residents is 39 years old, up from a median age of 36 years in 1990. “Baby Boomers”, those born between 1946 and 1964, form the largest population groups in Shoreline comprising approximately 34 percent of the population.

Families (two or more people related by birth, marriage or adoption) make up 65 percent of all households in Shoreline. Non-family households make up the remaining 35 percent of households. (2000 Census; 2003 King County Annual Growth Report)

Housing

Approximately 74 percent of the dwelling units in Shoreline are single-family homes and 26 percent are multiple family units.

The median value of owner-occupied housing reported by the homeowner in Shoreline was \$205,300 in 2000, up from \$136,000 in 1990. This is slightly lower than the median value of owner-occupied housing units in King County as a whole, reported at a mean value of \$236,900.

The median rental cost of a 2-bedroom unit in Shoreline increased from \$510 a month in 1990 to \$798 a month in 2000 (2000 Census; 2002 King County Annual Growth Report).

Employment

Approximately 15,304 jobs exist in the City of Shoreline. Of these jobs, approximately 36 percent are finance and service related, 28 percent are retail, 31 percent are associated with education and government, 5 percent are in construction, 3 percent are associated with wholesale and utilities, and 1.7 percent are in manufacturing (2003 King County Annual Growth Report).

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

According to regional growth forecasts, the number of jobs in the City is expected to grow at a rate approximately parallel with the projected population growth rate. The City in coordination with King County, adopted an employment growth target of 2,618 additional jobs by 2022.

Several factors constrain substantial commercial development and, therefore, job growth in Shoreline including the limited number of large tracts of developable land available for more commercial or industrial uses and the City's image as having limited area to locate businesses.

Major employers within the community include:

- Sears
- Marshall's
- Fred Meyer
- Fircrest Campus
- Verizon
- Compass Alliance
- CRISTA Ministries
- Shoreline School District
- Shoreline Community College
- Pan Pacific Development

Environment

The City of Shoreline is a largely built-out urban and suburban area with few, but highly treasured, remaining natural areas. The length of the western edge of the City is bound by the Puget Sound. While the Puget Sound is the City's only shoreline of "statewide significance," as defined by the Washington State Shoreline Management Act, the City has several lakes and ponds including Echo Lake, Hidden Lake, Ronald Bog and Twin Ponds. Several creeks and streams run through Shoreline, including Boeing Creek, McAleer Creek and Thornton Creek. McAleer Creek is known to provide salmon habitat as may other creek sections in the City.

Neighborhoods

Upon incorporation, the City supported the concept of neighborhood organizations. Thirteen neighborhood organizations have been recognized or organized by the City. The following is a short description of each neighborhood.

Briarcrest. The area commonly referred to as Briarcrest was annexed into the City of Shoreline in February of 1997. This area is east of the Ridgecrest neighborhood and extends to the western City limits of Lake Forest Park.

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

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

Hillwood. The Hillwood community is located along the northern edge of the City between Aurora Avenue and the Richmond Beach neighborhood north of N 185th Street and NW Richmond Beach Road and south of NW 205th Street.

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

Meridian Park. Meridian Park contains portions of the historic Ronald community dating back to the early 1900s. It is located at the core of Shoreline and is bounded by NE 185th Street, I-5, N 160th Street and Aurora Avenue.

North City. Founded around the late 1930s and early 1940s, this neighborhood is located in the northeastern portion of Shoreline and is bounded by I-5, NE 175th Street and the eastern edge of the City.

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

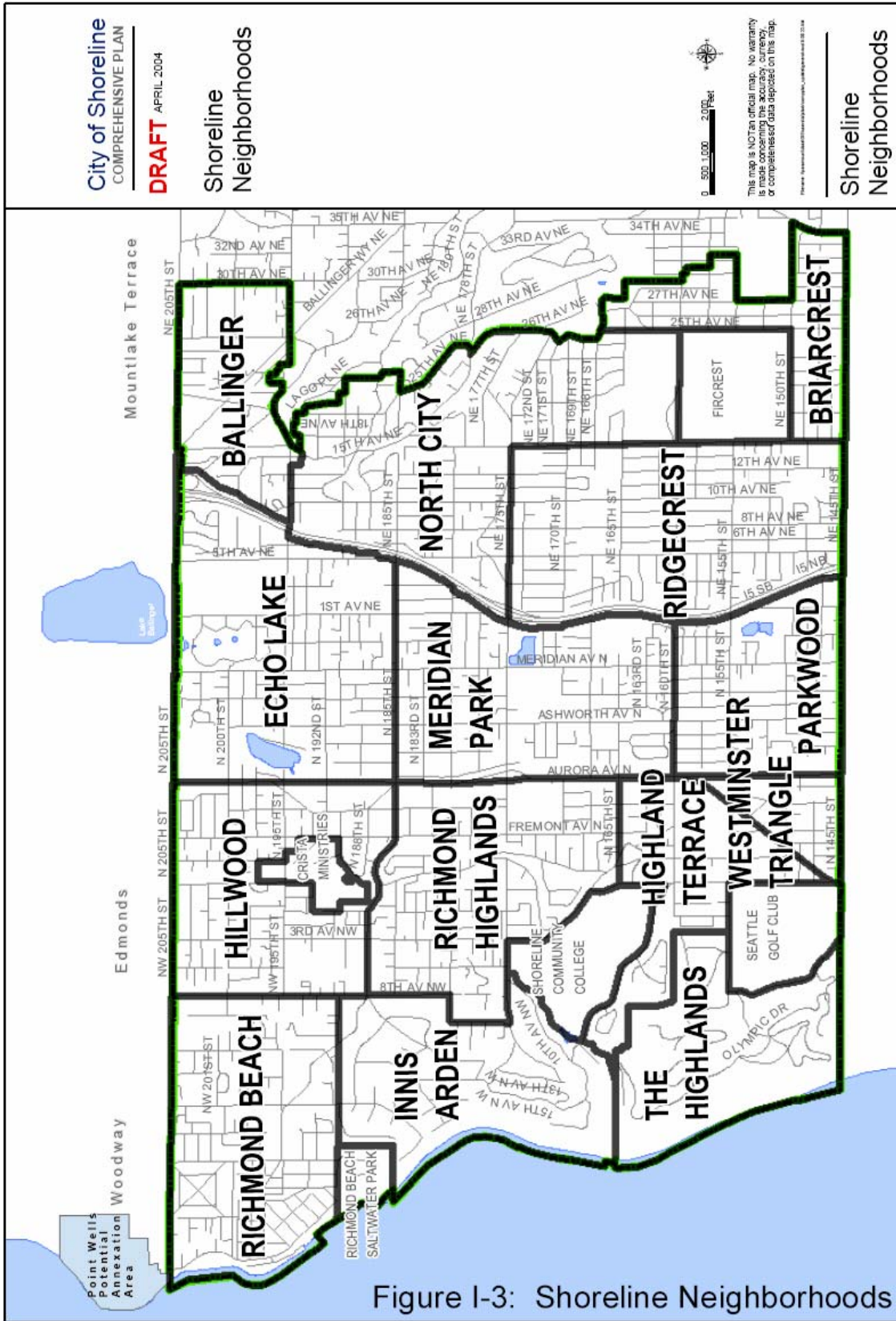
Richmond Beach. This area was settled in the late 1800s and is located in the Northwest corner of the City along Puget Sound.

Richmond Highlands. The Richmond Highlands neighborhood was first settled around the turn of the century. Bordered by N 185th Street, Aurora Avenue, N 165th Street and the Innis Arden neighborhood, the area is located in the core of Shoreline.

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

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

Westminster Triangle. This area is located at the southern gateway to the City along Westminster Way and Aurora Avenue.



Commercial Areas

The Aurora Corridor is a major north-south state route (Highway 99) corridor that runs through Shoreline. Highway 99 is one of three north-south state routes in the region and is also the primary non-freeway transportation corridor in the City of Shoreline.

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

A number of institutional uses, public uses and government uses are located in or near the Aurora Corridor. These uses include Shoreline Community College, CRISTA Schools, the fire station, the City of Shoreline municipal offices, the Ronald Wastewater District, Shoreline Historical Museum, Washington State Department of Transportation, and METRO's bus transfer center and park/ride lot.

Other commercial areas include North City, Ridgecrest, Richmond Beach and Ballinger. The North City business district is located on 15th Avenue NE between N 170th and N 185th Streets. This district serves the local community and neighboring communities. The Hillwood/Richmond Beach commercial area is located on NW 185th Street and 8th Avenue NW. It serves the City's northwest neighborhoods including Hillwood, Richmond Beach, Richmond Highlands, and Innis Arden. The Ridgecrest Business District is located at 145th Avenue NE between 15th Avenue and Lake City Way NE. It serves the City's southeast neighborhoods including Ridgecrest and Briarcrest.

Community Institutions

Located on an 86-acre site on 15th Avenue NE and NE 155th Street, the Fircrest Campus is Shoreline's largest public institution. 36-acres are managed by the Washington State Department of Social and Health Services and 50 acres are managed by the state Department of Natural Resources.

Presently, Fircrest School, located on the campus, is home to developmentally disabled citizens and is run by the Department of Social and Health Services (DSHS). Other separate campus uses include the Washington State Department of Health laboratories; Food Lifeline (a food bank); several other social service agencies; a King County facility for alcohol and drug offenders; and Washington State Patrol offices.

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

Potential Future Annexation Area – Point Wells

Point Wells is a 100-acre industrial site owned by the Chevron Corporation. It is located immediately north of the northwest corner of the City of Shoreline, in the south-westernmost corner of Snohomish County. The Point Wells property has served as a petroleum product (gasoline and diesel fuel) marketing and distribution center for approximately 60 years.

Presently portions of the site are being assessed by Chevron to determine the requirements for any necessary hazardous waste clean-up effort. The remaining flat portions of the site are used for an asphalt plant while the hilly portions are heavily vegetated and undeveloped. The City is in conversation with the Chevron Corporation to determine the level of corporate interest in annexation to Shoreline.

Land Use Element Policies

Goals &

Introduction

This Element contains the goals and policies necessary to support the City's responsibility for managing land resources and guiding development through implementing regulations, guidelines, and standards. It establishes the framework for how the City should develop, and as such, it is closely linked to the other elements of the Plan. Land use patterns have a direct impact on the quality of life, personal comfort, convenience, and the safety of citizens within the City.

The Land Use policies contained in this element, along with the Comprehensive Plan Map, (see *Figure LU-1*), identify the building intensity and density recommended for each area of the City. These designations help to achieve the City's vision by providing for planned growth, encouraging affordable housing, protecting existing neighborhoods and uses, safeguarding the environment, and maintaining Shoreline's sense of community. The goals and policies of this element also address identifying and siting Essential Public Facilities and protection of the natural environment.

This Land Use Element has been developed in accordance with the requirements of the Growth management Act (RCW 36.70A) and is also consistent with the King County Countywide Planning Policies and with all other elements of the Comprehensive Plan. It has also been developed to support and comply with federal clean water and clean air requirements, the Endangered Species Act, the state hydraulic code and other state and federal regulations aimed at protecting the natural environment.

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

Land Use Goals

- Goal LU I:** Ensure that the land use pattern of the City encourages needed, diverse, and creative development, protects existing uses, safeguards the environment, reduces sprawl, promotes efficient use of land, encourages alternative modes of transportation and helps to maintain Shoreline's sense of community.
- Goal LU II:** Annex unincorporated areas of Snohomish County that are within Shoreline's Potential Annexation Area.
- Goal LU III:** Encourage a variety of quality housing opportunities and appropriate infrastructure suitable for the needs of Shoreline's present and future residents.

- Goal LU2:** Encourage attractive, stable, high quality residential and commercial neighborhoods that provide a variety of housing, shopping, employment and services.
- Goal LU IV:** Ensure that mixed use development is encouraged in designated areas on arterials, or within close walking distance of transit.
- Goal LU V:** Ensure that adequate land is designated for commercial areas that serve community and regional based markets and that these areas are aesthetically pleasing and have long term economic vitality.
- Goal LU VII:** Increase the vitality and economic development in the North City and Aurora Corridor business areas through a public/private effort.
- Goal LU VIII:** Change the Aurora Corridor from a commercial strip to distinct centers with variety, activity, and interest by:
- balancing vehicular, transit, and pedestrian needs
 - creating a “sense of place” and improving image for each center
 - protecting neighborhoods
 - encouraging thriving businesses
 - using sound market principles
- Goal LU IX:** Increase the City’s role in economic development for the Aurora Corridor.
- Goal LU VI:** Ensure that industrial uses are, and will be, appropriately sited and mitigated, and that they will provide employment opportunities for Shoreline residents.
- Goal LU II:** Annex unincorporated areas of Snohomish County that are within Shoreline’s Potential Annexation Area.
- Goal EPF I:** Assure that Essential Public Facilities are sited and designed consistent with King County Countywide Planning Policies and with the State Growth Management Act. (*see glossary for definition of Essential Public Facilities*)
- Goal EN I:** Through leadership, policy, and regulation, the City shall strive to minimize impacts on the natural environment. The City shall lead and support efforts to protect and improve the natural environment, protect and preserve environmentally critical areas, and minimize pollution and the waste of energy and materials.
- Goal EN II:** Protect people, property and the environment from geologic hazards, including steep slope areas, landslide hazard areas, seismic hazard areas, and erosion hazard areas by regulating disturbance and development.
- Goal EN III:** Sustain habitat of sufficient diversity and abundance to maintain existing indigenous fish and wildlife populations. Recognize the City’s designation as an urban area by balancing the right of private property owners to develop and alter land with the protection of native vegetation and critical areas.

- Goal EN IV:** Ensure clean air for present and future generations through the promotion of efficient and effective solutions to transportation and development problems.
- Goal EN V:** Manage the storm and surface water system through a combination of engineered solutions and the preservation of natural systems in order to:
- provide for public safety
 - prevent property damage
 - protect water quality
 - preserve and enhance fish and wildlife habitat, streams and wetlands
- Goal EN VI:** Preserve, protect, and, where practicable, restore wetlands, shorelines, surface water, and ground water for wildlife, appropriate human use, and the maintenance of hydrological and ecological processes.
- Goal EN A:** Use education as a tool to increase protection of critical areas and understanding of environmental values.

Land Use Policies

General

- LU1:** Preserve environmental quality by taking into account the land's suitability for development and directing intense development away from natural hazards and important natural resources.
- LU4:** Assure that existing regional land uses and facilities mitigate their impacts and respect the City's integrity.
- LU5:** Provide incentives for land uses that enhance the City's vitality through a variety of regulatory and financial strategies including, but not limited to:
- priority permit review
 - road system reclassification
 - property valuation based on current use
 - reduced impact fees
 - tax abatement
 - methods similar to tax increment financing
 - provision of infrastructure through a private-public partnership
 - transfer of development rights
 - master plans for large sites with clustering of development to preserve open space.
 - Flexibility of site and building design if performance standards are met which give equal or better design and protection than the zone.
- LU7:** Ensure that the Shoreline City Council can amend the Comprehensive Plan once a year, as established in the Growth Management Act, through an amendment process that includes:
- a detailed statement of what is proposed to be changed and why;

- a statement of anticipated impacts from the change and issues presented;
- a demonstration of why existing Comprehensive Plan guidance should not continue in effect or why existing criteria no longer apply;
- a statement of how the amendment complies with GMA goals, Countywide planning policies, City vision, and the State Environmental Policy Act;
- a statement of how functional plans and capital improvement programs support the change;
- public review of the recommended change, necessary implementation, and alternatives to the change; and
- Planning Commission review and recommendation based on findings of fact.

LUa: Encourage the development of neighborhood plans to carry out and refine the vision of the Comprehensive Plan at the neighborhood level.

Residential Land Use

LU23: Ensure that land is designated to accommodate a variety of types and styles of housing units adequate to meet the future needs of Shoreline citizens.

LU24: The Low Density Residential land use designation is intended for areas currently developed with predominantly single family detached dwellings. Single family dwelling units will be allowed and other dwelling types, such as duplexes, single-family attached, cottage housing and accessory dwellings, will be allowed under certain circumstances.

Appropriate zoning for this designation is R-4 or R-6 Residential, unless a neighborhood plan, subarea plan or special district overlay plan/zone has been approved.

LU25: Periodically review infill standards for single-family houses adopted by the City. These standards should address at a minimum:

- design and siting in accordance with natural environment
- building height
- bulk and scale
- type and number of accessory buildings
- pervious and impervious surface coverage
- lot coverage by buildings
- setbacks for front, back and side yards
- storm water runoff
- provision of public sewers and water
- limits on outside storage of more than one inoperative vehicle
- landscaping
- privacy and defensible space
- attractive street frontage
- screening of on site storage of recreational vehicles and boat
- landscaping
- compatibility with neighborhood character

LU28: The Medium Density Residential land use designation is intended for areas currently developed with medium density residential dwelling uses; and to areas where single family detached dwelling units might be redeveloped at slightly higher densities; and to areas currently zoned for medium density residential. Single family dwelling units, duplexes, triplexes, zero lot line houses, townhouses and cottage housing will be permitted. Apartments will be allowed under certain conditions.

The permitted base density for this designation will not exceed 12 dwelling units per acre unless a neighborhood plan, subarea plan or special district overlay plan/zone has been approved. Appropriate zoning for this designation is R-8 or R-12 Residential.

LU30: Encourage the integration of public open spaces into residential neighborhoods, (including small pocket parks) and protection of existing stands of trees and vegetation which serve as buffers.

LU31: The High Density Residential designation is intended for areas near employment and commercial areas; where high levels of transit service are present or likely; and areas currently zoned high density residential. This designation creates a transition between high intensity uses, including commercial uses, to lower intensity residential uses. All residential housing types are permitted.

The permitted base density for this designation will not exceed 48 dwelling units per acre unless a neighborhood plan, subarea plan or special district overlay plan has been approved. Appropriate zoning for this designation is R-12, R-18, R-24 or R-48 Residential.

LU32: Periodically review new multifamily residential development and redevelopment standards adopted by the City to ensure that the standards:

- preserve and/or enhances existing vegetation, including trees;
- includes architectural/design features, such as building modulation, porches, balconies, window treatment, to enhance the existing community character and improve street frontage;
- address siting that protects the natural environment (e.g. habitat areas, site terrain, wetlands);
- respect adjacent development by providing setbacks, height reductions and/or buffers for lesser densities;
- provide an attractive street frontage;
- cluster on site to provide the maximum open space, including recreation and/or play areas and other amenities available to residents;
- provide for privacy between units;
- provide for ground orientation and/or usage for all units;
- provide for on-site, screened parking for vehicles which is not located in front yard setback areas;
- screen any onsite storage for recreational vehicles;
- do not allow for outside storage of more than one inoperative vehicle;
- provide pedestrian connections within project and to adjacent uses such as bike lanes and walking trails; and
- screen loading and unloading areas.

- LU33:** Allow clustering of residential units to preserve open space and reduce surface water run-off. Specific limitations or incentives for clustering will be established in the zoning code to assure that clustered development will be compatible with the surrounding land uses.

Mixed Use Land Use

- LU35:** The Mixed Use designation applies to a number of stable or developing areas and to the potential annexation area at Point Wells. This designation is intended to encourage the development of pedestrian oriented places, with architectural interest, that integrate a wide variety of retail, office and service uses with residential uses.

Appropriate zoning designations for the area include, Neighborhood Business, Community Business, Office, Regional Business, Industrial, R-8, R-12, R-18, R-24 and/or R-48.

Commercial Land Use

- LU38:** The Community Business designation applies to areas within the Aurora Corridor, North City and along Ballinger Road. This designation provides for retail, office and service uses and high density residential uses. Significant pedestrian connection and amenities are anticipated. Some limited industrial uses might be allowed under certain circumstances. Appropriate zoning designations for this area might include the Neighborhood Business, Community Business, Regional Business, Office, R-12, R-18, R-24, or R-48.

- LU38.1:** The Regional Business designation applies to an area within the Aurora Corridor north of N 185th St. and south of N 192nd St. This designation provides for retail, office, service, high density residential and some industrial uses. Significant pedestrian connection and amenities are anticipated. Appropriate zoning designations for this area include Community Business, Office, Regional Business, Industrial, R-12, R-18, R-24 or R-48.

- LU44:** Provide public investment and priority services to specified neighborhood and community business areas to increase their overall economic health through methods such as:

- organizational development of merchants association
- coordinated permit review for new development
- coordinated land use planning and subarea planning for business and neighborhood areas
- Metro King County transit improvements
- transportation and traffic improvements
- pedestrian and bicycle improvements
- aesthetic improvements such as street trees and street furniture
- enhanced business area image
- community-building through events and celebrations
- an area-specific planned action environmental review
- a “Main Street Program” approach, if suitable

- LU39:** Ensure vital and attractive commercial areas through a public/private investments including:
- pedestrian amenities and street aesthetics, such as trees, benches, etc.
 - adequate transportation services such as bus routes, parking, roads, loading and delivery zones, bicycle and pedestrian routes
 - public spaces such as plazas, pocket parks, intersection treatments and amenities, and public squares
 - appropriate signage excluding billboards
 - transportation demand management programs such as carpooling and bus usage
 - gateway treatments and public art

Public involvement will be required.

- LU40:** Provide incentives such as increased height and bulk up to 30% of allowed floor area ratio if a development provides at least three of the following:
- public plaza with landscaping
 - landscaping which exceeds requirements by 30% or more
 - pocket parks available for the public and maintained by the commercial development
 - substantial public amenities such as art, exceptional street treatment through furniture, fountains, or public informational kiosks
 - architectural features such as clock towers, facade treatments, distinctive building entrances, public meeting rooms and gathering spaces

Public involvement will be required.

Aurora Corridor

- LU45:** Pursue opportunities to improve the City's image by creating a sense of place on the Aurora Corridor for doing business and attracting retail activity.
- LU47:** Include parks and open space in the Aurora Corridor plan.
- LU48:** Ensure that street design and urban design is distinctive in the center part of the Aurora Corridor, from 175th through 185th.
- LU50:** Encourage the redevelopment of key, underused parcels through incentives and public/private partnerships.
- LU51:** Create opportunities to stimulate development of a "showcase" example and template for future development.
- LU52:** Encourage a mix of residential and commercial development in close proximity to create retail synergy and activity.
- LU54:** Protect adjacent single-family neighborhoods from traffic, noise, crime, and glare impacts of the Corridor through design standards and other development criteria.

- LU55:** Seek shuttle transit service for the Corridor.
- LU56:** Negotiate with Seattle City Light and work with City Light Right-of-Way leaseholders to obtain an easement to develop a non-motorized Interurban Trail and other public amenities from N 145th to N 200th streets.
- LU57:** The Interurban Trail should provide cross-town access, enhance the Corridor, connect to other trails, walkways, and sidewalks, accommodate and consider other public facilities and civic improvements, and buffer private property.
- LU58:** Improve lighting and law enforcement to help reduce crime and improve safety.
- LU59:** Provide opportunities and amenities for higher density residential communities to form within or adjacent to the Aurora Corridor in harmony with the surrounding neighborhoods.
- LU60:** Assist with land assembly and redesign rights-of-way to improve intersections for redevelopment.
- LU62:** Use a phased approach to implementing the Plan.
- LU64:** Direct special projects toward sites with the greatest development potential.
- LU65:** Master Plan areas of the Aurora Corridor to include smaller city blocks, a park/plaza in the Seattle City Light Right-of-Way, a transit center, and large public areas for a mix of city activities.
- LU66:** Pursue methods to consolidate developable lands in order to facilitate economic revitalization.

Industrial Land Use

- LU41:** Ensure that existing industrial uses adjacent to I-5 derive access from that highway and mitigate their impacts on the adjacent land uses and City streets.

Other Land Uses

- LU67:** The Public Facilities land use designation applies to a number of current or proposed facilities within the community. It is anticipated that the underlying zoning for public facilities shall remain unless adjusted by a formal amendment to this plan.
- LU68:** The Single-family Institution land use designation applies to a number of institutions within the community that serve a regional clientele on a large campus. It is anticipated that the underlying zoning for this designation shall remain the same unless a master plan is adopted creating a special district.
- LU69:** The Public Open Space land use designation applies to all publicly owned open space and to some privately owned property that might be appropriate for public

acquisition. It is anticipated that the underlying zoning for this designation shall remain.

LU70: The Private Open Space land use designation applies to all privately owned open space. It is anticipated that the underlying zoning for this designation shall remain.

LU71: The Special Study Area designation applies to some areas of the community which might be appropriate for further study. These areas are designated for future subarea planning, watershed planning, special districts, neighborhood planning, or other study. It is anticipated that the underlying zoning for this designation shall remain.

LU71.1: Establish the Paramount District Special Study Area. The study area would be centered around the business district at N 145th Street and 15th Avenue NE and roughly bound by N 150th Street on the north, N 145th Street on the south, between 10th and 12th Avenue NE on the west and 23rd Avenue NE on the east. The district shall be formed in accordance with the drainage basin located in the approximate area.

LU71.2: Establish the Briarcrest Special Study Area. The study area would be centered around the south end of the Briarcrest Neighborhood and roughly bound by N 150th Street on the north, N 145th Street on the south, 23rd Avenue NE on the west and 31st Avenue NE on the east. The district shall be formed in accordance with the drainage basin located in the approximate area.

LU71.3: Establish the Ballinger Special Study Area. The study area would be centered around the neighborhood area southwest of the Ballinger Business District and roughly bound by N 205th Street on the north, N 195th Street and N 196th Street on the south, I-5 on the west and between Forest Park Drive NE and Ballinger Way NE on the east. The district shall be formed in accordance with the drainage basin located in the approximate area.

Potential Annexation Area

LU9: Support annexations that are in the mutual desire, best interest, and general welfare of the community members of the annexation area and the City.

LU10: Support annexations:

- in which the areas to be annexed and the City share a community identity;
- which are logical and orderly and are contiguous with the City;
- which complete the geographical areas of interest as indicated in pre-incorporation boundaries;
- which offer benefits and opportunities consistent with City vision statements and framework goals;
- which balance the short-term costs of annexation with long-term gains to the fiscal health of the annexation areas and the City;

- to which the City can provide public safety, emergency and urban services at a level equal to or better than services in existence at the time of annexation;
- where uniform land use, regulations and coordinated impact mitigation are in the best interests of the City and annexation area; and
- which provide improved local governance for the City and the annexation areas.

- LU11:** Provide information to the Shoreline population and populations of the annexation areas as to the impacts of annexation and solicit input from City citizens and those affected populations in the proposed annexation areas.
- LU12:** Support annexations where the areas and the City share impacts and interests (i.e., transportation systems, watershed areas, surface water drainage, water quality and shoreline protection, and environmentally sensitive areas).
- LU13:** Assure that adequate funding is in place or will be available within a reasonable time to support required public facilities and services.
- LU14:** Assure that annexation is timely as determined through joint discussions with the City, citizens and/or property owners.
- LU15:** Consider the Point Wells area as a logical potential annexation area due to its public road access through the Richmond Beach neighborhood, its contiguous boundary, its use of Shoreline-based public services, and potential development impacts on the City of Shoreline.
- LU17:** Work jointly with Snohomish County and other appropriate jurisdictions to define Potential Annexation Area boundaries under the Growth Management Act.
- LU18:** Establish pre-annexation interlocal agreements with Snohomish County for the development of land within the areas to be annexed. The agreements are to cover the following:
- potential land use and zoning,
 - development standards,
 - impact mitigation,
 - funding transfers, if applicable,
 - growth phasing, and
 - infrastructure and service provision.
- LU19:** Ensure that property owners in the Potential Annexation Areas are invited to participate in discussing proposed land use, shoreline management, and zoning changes for the annexation areas.
- LU20:** Ensure that newly annexed areas assume an equitable share of the City's bonded indebtedness.
- LU21:** Ensure that newly annexed areas provide resources to preserve and/or improve environmental quality, where appropriate, through identification and protection of watersheds, open space corridors, preservation of environmentally sensitive

areas, water quality, dedication and construction of trail and parks systems, if necessary, and maintenance of existing flora and fauna.

Transit & Parking

- T22:** Existing and future publicly owned Park and Ride lots should be evaluated for the addition of compatible mixed uses and shared (joint-use) parking.
- T73:** Ensure that the transit agencies maintain park and ride lots and bus zones so that they are clean, safe, secure and do not negatively impact surrounding land uses.
- T74:** Develop guidelines that ensure adequate parking supply. Parking requirements should be designed for average need, not full capacity.
- T76:** Support the creation of residential parking zones or other strategies to protect neighborhoods from spillover parking from major parking generators.
- T77:** Develop off-street parking that is compatible with abutting uses and supports a pedestrian oriented streetscape. Encourage parking structures where possible.
- T78:** Encourage shared use of parking and construction of underground parking.

Essential Public Facilities

- EPF1:** Provide for Essential Public Facilities as required by State regulations. Ensure that these essential public facilities:
- Provide for basic public needs (health, welfare, and safety);
 - Offer substantial public benefits to Shoreline and to the greater community (e.g., public services, public amenities);
 - Enhance the identity and image of the community (e.g., attractive, compatible with surrounding community, community service orientation); and
 - Are accessible to community members and/or to the regional population, where appropriate.
- EPF3:** Ensure that the siting of Essential Public Facilities is consistent with adopted Shoreline, County and other affected Municipal Comprehensive Plans, including:
- the City of Shoreline Comprehensive Plan land use map
 - the identification of lands for public purposes in the Land Use Element
 - applicable Shoreline Comprehensive Plan Elements, including -
 - the Capital Facilities Plan Element and budget
 - the Utilities Element
 - the Transportation Element
 - the Housing Element
 - the Economic Development Element
 - the Community Design Element
 - regional general welfare considerations
 - where feasible and appropriate, the Comprehensive Plans of adjacent jurisdictions that may be affected by the facility siting.

- EPF4:** Ensure that all new development, redevelopment, and/or expansion of an existing use shall comply with Essential Public Facilities policies and regulations.
- EPF5:** To ensure compliance, the state, regional or local agency proposing the project shall provide a Statement of Justification of Need for the public facilities and for their location within Shoreline city limits. The Statement shall include:
- Need for public facilities (current and forecast future need);
 - Reason for location within Shoreline city limits;
 - Logical service area;
 - Suitability of the proposed site for proposed development; and
 - Analysis of alternative sites.
- EPF6:** Ensure that the design of these facilities will mitigate impacts to the project site and to the affected community through:
- Siting of facilities in a location that will have the least impacts on the surrounding community.
 - Design of facilities to be visually attractive and harmonious with existing facilities and with surrounding developments. Structures, landscaping, signage and other improvements should comply with the goals outlined in the Community Design Element of the Comprehensive Plan.
 - Use of aesthetically compatible buffers (e.g. fences, landscaping and similar means) to separate the Essential Public Facility from surrounding uses.
 - Improvements to limit impacts to environmental health (e.g. noise quality; air quality; use, storage and destruction of hazardous materials, storm water runoff management).
 - Infrastructure improvements (e.g., transportation, capital facilities and utilities) to support the underlying facility. Improvements may include, but need not be limited to streets, sidewalks, streetlights, transit shelters, parking and utility lines.
 - Open space as part of the development plan. Where feasible and appropriate, this open space should be accessible to the public.
 - Provision of aesthetic improvements (including application of the One Percent for the Arts) as a part of the development plan; where feasible and appropriate, these arts improvements should be accessible for community viewing.
- EPF7:** Include standards and criteria in the City development code which relate to:
- balancing the need for the facility against the external impacts by its siting and the availability of alternative sites with lesser impacts;
 - types of facility uses and operations and their impacts;
 - health and safety requirements;
 - control of environmental nuisances; and
 - maintenance of standards based upon applicable governmental regulations, particularly as they may change and become more stringent over time; standards will be linked to impacts to the development site and to surrounding land uses.

EPF8: All proposed new Essential Public Facilities and substantial modifications to existing Essential Public Facilities shall be required to undergo a siting process by the City of Shoreline except that where site-specific standards are in place for the proposed Essential Public Facilities, those specific standards will apply to development. Facility siting shall consider:

- consistency with locations identified as appropriate for public purposes on the Land Use Element Map;
- compatibility with adjacent land uses;
- fair distribution of public facilities throughout the City;
- promotion of economic development and employment opportunities;
- protection of the environment;
- positive fiscal impact and on-going benefit to the host jurisdiction;
- consistency with City of Shoreline Comprehensive Plan (e.g. Capital Facilities, Utilities, Transportation, Housing, Economic Development, the Environment and Community Design);
- ability to meet zoning criteria for Special Use Permits as defined in the Shoreline Municipal Code;
- public health and safety;
- forecasted regional or state-wide need;
- ability of existing facilities to meet that need;
- evaluation in context of agency or district plan (and consistency with this agency or district plan);
- analysis of alternative sites; and
- provide a public review process that includes, at a minimum, public notice and a public comment period. Special Permits and Master Plans may require public meetings and/or a public hearing process.

The siting process for Essential Public Facilities shall be coordinated with neighboring jurisdictions and with King and Snohomish counties by participating in the interjurisdictional process developed by the King County Growth Management Planning Council and the process adopted by Snohomish County (where appropriate). Specific siting processes will be established in Comprehensive Plan implementing regulations.

EPF11: All new Essential Public Facilities and redevelopment, expansion of a use and/or change of a use of an existing Essential Public Facility shall be required to undergo development review by the City of Shoreline. Development standards and review criteria shall consider:

- the types of facility uses and operations and their impacts;
- compatibility of the proposed development, expansion or change of use, with the development site, with neighboring properties and with the community as a whole;
- environmental review pursuant to State Environmental Policy Act (SEPA Rules WAC 197-11); and
- development standards to mitigate aesthetic and functional impacts to the development site and to neighboring properties.

EPF14: A Master Plan is encouraged for Essential Public Facilities. The purpose of the Master Plan is to incorporate all proposed new development, redevelopment and/or expansion of an existing development. A Master Plan is a comprehensive,

long-range plan for the use of the property. Its purpose is to guide the growth and development of the facility so that they serve their users and benefit the community.

A Master Plan shall include:

- a Statement of Justification for the proposed development;
- a narrative description and drawings of uses existing on the site (including historic sites and environmentally sensitive areas);
- uses to be developed on site;
- location of existing/proposed uses;
- bulk and scale of existing/proposed uses;
- conceptual architectural design of proposed structures/integration of new and existing uses OR a process by which the applicant will submit a specific architectural design at the time when a specific development is proposed;
- existing/conceptual proposed landscaping (native vegetation and decorative plantings) OR a process by which the applicant will submit a specific architectural design at the time when a specific development is proposed;
- existing/conceptual proposed access, parking plans;
- buffers, as appropriate, between on-site uses;
- buffers between the site and surrounding properties; and
- an environmental analysis including impacts and proposed mitigation for noise, light, glare, and any other environmental impacts to be expected from the use.

A Master Plan may be revised for proposed new development subject to Master Plan regulations. Master Plan amendments should occur concurrently with the City's process for amending the Comprehensive Plan, and should include a public participation process.

EPF15: When a Master Plan is accepted by the City, an overlay designation will be placed upon the property, indicating that the Master Plan is the governing document for new development or redevelopment.

Specific project applications under an approved conceptual Master Plan may require site plan review. This review would ensure that the specific projects are consistent with the Master Plan and conform to applicable implementation regulations. Building permits will be required for all new construction.

Any proposed development that is not in the approved Master Plan will be considered under a Development Permit Application or a Special Use Permit and will be reviewed through the underlying Land Use Designation/Zoning regulations.

EPF16: A cooperative interjurisdictional approach to the siting of Essential Public Facilities is encouraged for all new development, substantial redevelopment and/or substantial expansion of an existing development.

EPF17: The City and other appropriate jurisdictions shall seek to mitigate disproportionate financial burdens due to the siting of Essential Public Facilities

- EPF18:** Clustering of facilities is encouraged where those facilities have similar and/or compatible uses (e.g., health and human services). Clustered facilities should provide improvements such as joint plazas, joint parking and joint co-located utility lines.
- EPF19:** The City supports public/private partnerships for development and operation of Essential Public Facilities.
- EPF20:** Investigate the use of methods, such as Payment In Lieu of Taxes (PILOT), that would enable tax-exempt facilities to contribute to the City in a manner commensurate with their impacts and need for services.

Natural Environment

- EN1:** Lead and support regulatory efforts, incentives, and projects to protect and improve the natural environment and preserve environmentally critical areas consistent with federal and state requirements. Where different state and federal requirements exist, the more stringent of the two shall be applied.
- EN2:** Consider and evaluate the immediate, long-range, and cumulative environmental impacts of policy and development decisions consistent with the SEPA and GMA.
- EN3:** Conduct all City operations in a manner that minimizes adverse environmental impacts. The City should reduce its consumption and waste of energy and materials, minimize its use of toxic and polluting substances, reuse and recycle, and dispose of all waste in a safe and responsible manner. The City should give preference to recycled products, and alternative energy sources, within budget constraints.
- EN4:** Support, promote, and lead public education and involvement programs to raise public awareness about environmental issues, advocate respect for the environment, encourage individual and community efforts to protect the environment, and provide opportunities for the community and visitors to respect and enjoy Shoreline's unique environmental features.
- EN5:** Provide incentives for site development that will minimize environmental impacts. Incentives may include density bonuses for cluster development and a transfer of development rights (TDR) program.
- EN6:** Coordinate with local, state, and federal governments, tribal governments, international agencies, and non-profit organizations to protect and enhance the environment, especially on issues that affect areas beyond Shoreline's boundaries. Participate in regional programs to protect critical areas.
- EN7:** The following shall be designated environmentally critical areas and regulated through the Shoreline Municipal Code: frequently flooded areas, geologically hazardous areas, wetlands, streams, and fish and wildlife habitat conservation areas.

- ENa:** Identify and map the location of all critical areas and buffers located within Shoreline. If there is a conflict between the mapped location and field information collected during project review, field information shall govern. The City shall consider updates, including citizen petitions, to the critical areas maps at least annually.
- EN8:** Environmentally critical areas may be designated as open space and should be conserved and protected from loss or degradation wherever practicable.
- EN10:** Restrict the creation of new lots in critical areas or critical area buffers.
- EN11:** Regulations should limit noise to levels that protect the public health and that allow residential, commercial, and manufacturing areas to be used for their intended purposes. Noise walls or other effective mitigation measures should be required when noise levels exceed adopted standards.
- EN12:** Work with the State Department of Transportation and other appropriate agencies and groups to mitigate freeway and arterial noise and address aesthetic concerns.
- ENb:** Encourage the use of “green” building methods and materials (such as LEED, Built Green, etc.) that may reduce impacts on the built and natural environment.

Geological and Flood Hazard Areas

- EN13:** Mitigate drainage, erosion, siltation, and landslide impacts by:
- utilizing geotechnical engineering,
 - clustering development to avoid hazards,
 - decreasing development intensity, building site coverage and impervious surfaces, and
 - limiting vegetation removal that would increase hazards.
- Development regulations and required mitigation shall fit the specific type and level of potential impact.
- EN15:** Development of steep slopes, landslide hazard areas, and erosion hazard areas shall be discouraged and closely regulated. Where development is allowed on or adjacent to these geologic hazards, it shall be designed and sited to not increase risks to people, property or habitat by:
- utilizing geotechnical engineering,
 - preserving existing vegetation,
 - preventing soil saturation, and
 - preventing unnatural overland flows of water.
- EN16:** The City shall actively enforce construction and erosion control standards and regulations, including best management practices and seasonal restrictions.
- EN17:** In seismic hazards areas, seek to minimize risks to people and property, and prevent post-seismic collapse by requiring pre-development risk analysis and appropriate building design and construction measures .

- ENc:** Research information available on tsunami hazards and map the tsunami hazard areas located in Shoreline. Consider the creation of development standards and emergency response plans for tsunami hazard areas to avoid tsunami-related impacts.
- EN18:** Allow land alteration, such as clearing, grading, and filling only for approved development proposals or approved mitigation plans. The City shall periodically review clearing and grading regulations to ensure that they adequately prevent environmental impacts.
- EN19:** Promote educational efforts to inform landowners about site development, drainage, and yard maintenance practices which impact slope stability.
- EN68:** Protect floodplains by limiting new development. All new permanent structures and roadways should be located above the 100-year flood level, wherever practicable. New development should be required to replace existing flood storage capacity lost due to filling. The City should not increase the allowed housing density of residential areas within the 100-year floodplain.
- U14:** Resolve long standing flooding impacts, prevent new flooding impacts and ensure adequate surface water services for existing and anticipated development at service levels designated by the Capital Facilities Element.
- ENg:** Prioritize the resolution of flooding problems based on property damage, public safety risk, and flooding frequency.

Vegetation Protection

- EN21:** Develop educational materials, incentives, programs, and regulations to conserve native vegetation on public and private land for wildlife habitat and human enjoyment.
- EN22:** The removal of healthy trees should be minimized, particularly mature trees and those located in environmentally critical areas.
- EN23:** The City shall encourage and may require the replacement of removed trees, wherever practicable, to maintain the forested quality of the area.
- EN25:** If development is allowed in an environmentally critical area or critical area buffer, clearing and grading should be restricted to building footprints, roads, and small areas immediately adjacent to these improvements. Native vegetation outside of these areas should be preserved, wherever practicable, or replanted.
- EN28:** Encourage the use of native and low maintenance vegetation to provide additional secondary habitat, reduce water consumption, and reduce the use of pesticides, herbicides, and fertilizer.

Wetlands and Habitat Protection

- EN29:** Actively participate in regional species protection efforts, including salmon habitat protection and restoration.
- EN30:** Fish and wildlife habitat conservation areas shall be preserved through regulation, acquisition, incentives and other techniques. When designating habitat conservation areas, the City shall consider state priority species and habitat, habitats and species of local importance, and sources of best available science.
- EN47:** Preserve wetlands, and aquatic and riparian habitats in a natural state. Appropriate buffers shall be maintained around natural areas of the Puget Sound shoreline, wetlands, lakes, creeks, and streams to protect native vegetation, water quality, habitat for fish and wildlife, and hydrologic function.
- EN48:** Alterations to wetlands and aquatic and riparian habitat may be considered only if they:
- are necessary to provide a reasonable use of a property; or
 - are necessary for a public agency, road or utility development
- EN50:** Maintain a ranking and classification system for wetlands which rates wetlands based on size, vegetative complexity, ecological and hydrological function, and presence of threatened or endangered species. The City should work with other jurisdictions to establish a consistent regional classification system for wetlands that allows for the designation of both regionally important and locally unique wetlands.
- EN51:** Maintain regulations for wetlands that:
- recognize and protect the functions and values of all wetlands where practicable;
 - provide increasingly stronger protection to wetlands according to the ranking and classification system hierarchy;
 - recognize and protect wetlands of significant size;
 - preserve appropriate buffers to facilitate infiltration and maintain stable water temperatures, limit the rate at which stormwater enters the wetland, and provide wildlife habitat;
 - protect the natural water quality and regime;
 - preserve native wetland vegetation and allow the removal of noxious weeds; and limit public access based on the importance and sensitivity of the wetland.
- EN52:** Achieve a level of no net loss of wetlands function and value within each drainage basin over the long term. Shoreline should seek to maintain total wetlands acreage over the long term.
- EN53:** When development may impact wetlands or habitat, the following hierarchy should be followed in deciding the appropriate course of action:
- avoid impacts to the wetland and habitat;
 - minimize impacts to the wetland and habitat;
 - restore the wetland and habitat when impacted; and

- recreate the wetland and habitat at a ratio which will provide for its assured viability and success.

On-site, in-kind mitigation shall be generally preferred. Because it is difficult to replace or restore many natural wetland and habitat values and functions after a site has been degraded, a significantly larger mitigation area than the area impacted should generally be required.

- EN54:** If wetlands are used as part of a storm drainage system, assure that water level fluctuations will be similar to fluctuations under natural conditions and that water quality standards are met prior to discharging stormwater into a wetland.
- EN55:** All wetlands in the City should be identified and preliminarily classified. The City shall identify all wetlands on public property and establish and implement a voluntary program to identify wetlands on private land.
- EN56:** Existing degraded wetlands should be restored where practicable. Restoration of degraded wetlands may be required as a condition of redevelopment.
- ENd:** Wetland and habitat restoration efforts should focus on those areas that will result in the greatest benefit and that have been identified by the City as priority for restoration.

Streams and Water Resources

- EN57:** The City should develop basin stewardship programs to prevent surface water impacts and to identify opportunities for restoration. The following issues should be considered when formulating plans and implementing projects which have the potential to impact stream basins: public access, respect for private property, restoration of the feature to a more natural state, retention of native vegetation, improvement of surface water management in the basin, improvement of fish habitat and channel substrate, and streambank stabilization.
- EN59:** Streams shall not be filled or permanently altered except where no other practicable alternative exists or for approved mitigation projects. Where practicable, streams should be allowed to return to natural channel migration patterns. In cases where stream alteration is necessary, channel stabilization techniques shall generally be preferred over culverting.
- EN60:** Identify surface water features with restoration potential and attempt to obtain citizen involvement and community consensus on any future attempt to restore features which have been altered. Restoration efforts may include the daylighting of streams which have been diverted into underground pipes or culverts.
- ENh:** Solutions to stream habitat problems should focus on those types of problems that first protect and preserve existing habitat, then enhance and expand habitat in areas where wild anadromous fish are present, and lastly, enhance and expand habitat in areas where other wild fish are present.

- EN61:** The City shall work with citizen volunteers, state and federal agencies, and tribal governments to identify, prioritize, and eliminate physical barriers and other impediments to anadromous fish spawning and rearing habitat.
- EN63:** Preserve and protect natural surface water storage sites, such as wetlands, streams and water bodies that help regulate surface flows and recharge groundwater.
- EN64:** Conserve and protect groundwater resources by informing the Washington Department of Ecology of major increases in groundwater withdraws by public and private parties, appropriate regulation of surface water quality, and facilitating enforcement of waste disposal ordinances by appropriate agencies.
- EN65:** Use the Washington State Shoreline Management Act to guide protection efforts for water features in the City which do not qualify for Shoreline Management Act regulations.
- EN66:** The City shall work with citizens and watershed interest groups, and cooperate with King County, Snohomish County, and other local governments, regional governments, state agencies, and tribal governments in developing and implementing watershed action plans and other types of basin plans for basins which include or are upstream or downstream from the City of Shoreline.
- ENi** The City shall establish an interjurisdictional stewardship committee to use as a forum for working with neighboring communities to improve water quality and stream habitat in basins that share interjurisdictional boundaries.
- EN67:** Provide public access to Shoreline’s natural features, including the Puget Sound shoreline. The City will attempt to reach community and neighborhood consensus on any proposal to improve access to natural features where the proposal has the potential to negatively impact private property owners.

Water Quality and Drainage

- U15:** Design, locate, and construct surface water facilities to:
- promote water quality,
 - enhance public safety
 - preserve and enhance natural habitat
 - protect critical areas, and
 - reasonably minimize significant, individual and cumulative adverse impacts to the environment.
- EN35:** Where a variety of stormwater project alternatives will provide for public safety, protect property, and protect water quality, the City should seek the solution which will result in the least amount of environmental modification and preserves natural features or constructed features with habitat values.
- EN36:** Restrict the water runoff rate to predevelopment levels and restore water quality to predevelopment levels for all new development and redevelopment. Additional requirements which are more restrictive than this general policy may apply in the

case of substantial redevelopment of parcels which were originally developed under non-existent or outdated stormwater control standards and contain large areas of impervious surfaces, have a high percentage of total impervious surfaces, or have identified drainage or water quality problems.

Note: In order to avoid confusion, some clarification of the language in this policy is necessary. In the case of redevelopment, “predevelopment” means the use existing on the parcel prior to redevelopment. In the case of new development, “predevelopment” refers to the water runoff rate and water quality resulting from the land cover which existed on the parcel prior to residential or commercial development. Levels may be estimated using accepted hydrologic models and coefficients.

- EN37:** Maintain surface water quality as defined by federal and state standards and rehabilitate degraded surface water through reduction of non-point source pollution, erosion control, and the development of stormwater system improvements.
- EN38:** Actively pursue state and federal grants to improve surface water management and water quality.
- EN39:** Support enhanced water quality and the percolation of water at natural rates near its source to limit soil instability or damage to roadways or other improvements. Measures may include appropriate landscaping, swales, “Green Street” improvements, natural retention facilities, pollution control devices, and improved storm water facilities.
- EN40:** Protect water quality through the continuation and possible expansion of the street sweeping program.
- EN41:** Protect water quality by educating citizens about proper waste disposal and eliminating pollutants that enter the stormwater system as a result of lawn and garden maintenance, car cleaning or maintenance, roof cleaning or maintenance, or direct disposal into storm drains.
- EN42:** Promote development design which minimizes runoff rate and volume by limiting the size of the building footprint and total site coverage, maximizing the protection of permeable soils and native vegetation, and encouraging use of permeable pavements and surfaces.
- EN43:** Maintain and enhance natural drainage systems, to protect water quality, reduce public costs, protect property, and prevent environmental degradation.
- EN44:** Property owners shall be responsible for the maintenance of stormwater management facilities and pollution control structures which are located within the boundaries of their property. The City shall monitor and enforce this maintenance requirement and shall be responsible for the maintenance of facilities within City owned property and public right of ways. The City will work with property owners and maintenance providers to see that the waste associated with the maintenance of these facilities and structures is disposed of properly.

- EN45:** Cooperate with the Department of Ecology and neighboring jurisdictions, including participation in regional forums and committees, to improve regional surface water management, water quality, and resolve related inter-jurisdictional concerns.
- EN46:** Where practicable, stormwater facilities, such as retention and detention ponds, should be designed to provide supplemental benefits, such as wildlife habitat, water quality treatment and passive recreation.
- EN58:** Actively pursue funding for baseline monitoring and improvement of water quality in lakes and streams in the City.
- EN62:** The City shall take a leadership role in protecting surface water quality through regulation, educational outreach, and by adhering to state and federal environmental standards in all City funded projects.
- ENe:** Seek opportunities for regional stormwater detention and water quality systems in lieu of onsite systems to support economic development and the efficient use of land.
- ENf:** Pursue obtaining legal access rights, such as easements or ownership, to lands needed to maintain, repair or improve portions of the public drainage system that are located on private property and for which the City does not currently have legal access.

Clean Air

- EN31:** Support federal, state, and regional policies intended to protect clean air in Shoreline and the Puget Sound Basin. The City will support the active enforcement of air quality policies and ordinances by the Puget Sound Clean Air Agency.
- EN33:** Support the expansion of public mass transit and encourage cycling and walking in the City as an alternative to dependence on individual vehicles.
- EN34:** Reduce the amount of air-borne particulates through continuation and possible expansion of the street-sweeping program, dust abatement on construction sites, and other methods to address particulate sources.

Housing Element Policies

Goals &

Introduction

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

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

This Element has also been developed in accordance with the King County Countywide Planning Policies (CPPs) and coordinated with the other elements of this Plan. Both the GMA and the CPPs encourage the use of innovative techniques to meet the housing needs of all economic segments of the population, and require that the City provide opportunities for a range of housing types such as accessory dwelling units, manufactured homes, group homes, foster care facilities, apartments, townhouses and attached single family housing, while also ensuring the vitality and character of established residential neighborhoods.

The *Housing Element- Supporting Analysis* section of this Plan contains the background data and analysis that describe the existing conditions and issues related to housing in the City and provides the foundation for the following goals and policies.

Housing Goals

- Goal H I:** Provide sufficient development capacity to accommodate the 20 year growth forecast in an appropriate mix of housing types by promoting the creative and innovative use of land designated for residential and commercial use.
- Goal H II:** Pursue opportunities to preserve and develop housing throughout the city to address the needs of all economic segments of the community.
- Goal H III:** Maintain and enhance single-family and multi-family residential neighborhoods, so that new development within the neighborhood is compatible in quality, design and scale and provides effective transitions between different uses and scales.

- Goal H IV:** Encourage and support a variety of housing opportunities for those with special needs, particularly relating to age, health or disability.
- Goal H V:** Support interjurisdictional cooperation to meet housing needs and address solutions which cross jurisdictional boundaries.

Housing Policies

Facilitate Provision of Adequate Housing Supply

- H1:** Encourage a variety of residential design alternatives that increase housing opportunities in a manner that is compatible with the character of existing residential and commercial development throughout the city.
- H2:** Provide incentives to encourage residential development in commercial zones as a support to commercial areas.
- H3:** Allow and encourage detached or attached accessory dwelling units associated with single-family detached houses subject to specific regulatory standards.
- H4:** Encourage programs to assist owners and renters to share housing.
- H5:** Require new residential development to meet or make provisions for the minimum density as allowed in each zone.
- H6:** Encourage infill development on vacant or underutilized sites to be compatible with existing housing types.
- H7:** Continue to seek opportunities for streamlining development permit procedures to minimize permit processing delays to avoid unnecessary housing development costs.
- H9:** Evaluate the housing cost and supply implications of proposed regulations and procedures.
- H10:** Promote working partnerships with public and private groups to plan and develop a range of housing choices.
- H11:** Provide opportunities and incentives through the Planned Unit Development (PUD) or Master Plan process for a variety of housing types and site plan concepts that can achieve the maximum housing potential of a large site.
- H12:** Allow manufactured homes where residences are permitted in the City. (*See glossary for definition of manufactured homes*).

Promote Affordable Housing Opportunities

- H13:** Work cooperatively with King County and neighboring jurisdictions to assess the feasibility of developing a regional approach to affordable housing.
- H13.1:** Provide for housing needs of the City by economic segment, consistent with state and regional regulations, including:
 - Analysis and linkage between housing options and the housing needs of various economic segments
 - Development of definitive goals and strategies for housing needs for various economic segments and
 - A monitoring process to ensure progress in meeting housing needs for various economic segments.
- H14:** Provide density bonuses for the provision of housing priced to accommodate low and moderate income households.
- H15:** Explore the feasibility of creating a City housing trust fund for low income housing.
- H16:** Encourage the dispersal of affordable housing opportunities throughout the City.
- H17:** Provide incentives and work cooperatively with for-profit and non-profit housing developers to provide affordable housing.
- H18:** Encourage good management, preservation, maintenance, and improvement to existing affordable housing.
- H19:** Ensure that any affordable housing funded in the city with public funds remains affordable for the longest possible term.
- H20:** Continue to provide information to residents on affordable housing opportunities.
- LU27:** Allow cottage housing in residential areas of 6 dwelling units per acre and up, if the development goes through design review and adheres to the following characteristics:
 - Common open space
 - Reduced parking areas
 - Detached homes
 - Common amenities (e.g. garden plots, play areas, storage buildings, orchard)

Maintain and Enhance Neighborhood Quality

- H21:** Initiate and encourage community involvement to foster a positive civic and neighborhood image.
- H23:** Promote additional opportunities for first time home ownership.
- H24:** Continue to provide financial assistance to low-income residents for maintaining or repairing the health and safety features of their homes through a housing rehabilitation program.

- H25:** Protect residential areas from illegal land uses and health and safety violations through enforcement of City codes.
- H26:** Anticipate future maintenance and restoration needs of older neighborhoods through a periodic survey of housing conditions.
- H27:** Assure that site and building regulations and design guidelines create effective transitions between substantially different land uses and densities.
- H28:** Explore the feasibility of implementing alternative neighborhood design concepts into the City's regulations.

Address Special Housing Needs

- H28:** Encourage, assist and support social and health service organizations that offer housing programs for people with special needs.
- H29:** Support the development of emergency, transitional, and permanent supportive housing with appropriate services for persons with special needs throughout the City and region.
- H30:** Encourage the dispersal of special needs housing throughout the City, using a siting process which includes citizen input and is consistent with State regulations.
- H31:** Identify regulatory methods for improving housing opportunities for special needs populations in the City.
- H32:** Encourage opportunities for senior and disabled citizens to remain in the community as their housing needs change, through home share programs and facilitating the retrofitting of homes for lifetime use.

Participate in Regional Housing Initiatives

- H33:** Cooperate with King and Snohomish County and neighboring jurisdictions to assess housing needs, create affordable housing opportunities and coordinate funding for housing.
- H34:** Cooperate with private and not-for-profit developers and social and health service agencies to address regional housing needs.
- H35:** Work to increase the availability of public and private dollars on a regional level for affordable housing.
- H36:** Support and encourage housing legislation at the county, state and federal levels which would promote the City's housing goals and policies.
- H37:** Cooperate with the King County Housing Authority to develop housing in Shoreline that serves the needs of Shoreline's population.

Transportation Element Policies

Goals &

Introduction

The Transportation Element will guide the development and funding of a transportation network that provides mobility for residents and employees within the City of Shoreline in a way that preserves citizens' quality of life. The City's transportation system will be designed around safe and friendly streets that can accommodate pedestrians and bicycles as well as automobiles and buses. Because of Shoreline's location between the City of Seattle and Snohomish County, the City should also pursue a strategic plan to coordinate transportation improvements with neighboring jurisdictions and transit providers. The Transportation Element establishes policies on how to prioritize the City's transportation system improvements and how to identify the City's strategic interests in regional investments, adjacent transportation facilities and funding alternatives.

Transportation Goals

- Goal T A:** Provide safe and friendly streets for Shoreline citizens.
- Goal T I:** Develop a safe, efficient and effective multimodal transportation system to address overall mobility and accessibility. Maximize the people carrying capacity of the surface transportation system.
- Goal T II:** Improve mobility options for all Shoreline citizens by supporting increased transit coverage and service that connects local and regional destinations.
- Goal T III:** Provide a pedestrian system that is safe, connects to destinations, accesses transit, and is accessible by all.
- Goal T IV:** Develop a bicycle system that is connective and safe and encourages bicycling as a viable alternative method of transportation
- Goal T V:** Protect neighborhoods from adverse automobile impacts.
- Goal T VI:** Encourage alternative modes of transportation to reduce the number of automobiles on the road.
- Goal T VII:** Develop a transportation system that enhances the delivery and transport of goods and services

- Goal T VIII:** Secure reliable and fair funding to ensure continuous maintenance and improvement of the transportation system.
- Goal T IX:** Coordinate the implementation and development of Shoreline's transportation system with our neighbors and regional partners

Transportation Policies

Safe and Friendly Streets

- To:** Make safety the first priority of citywide transportation planning and traffic management. Place a higher priority on pedestrian, bicycle, and automobile safety over vehicle capacity improvements at intersections.
- Tp:** Use engineering, enforcement, and educational tools to improve traffic safety on City roadways.
- Tq:** Monitor traffic accidents, citizen input/complaints, traffic violations, and traffic growth to identify and prioritize locations for safety improvements.
- T8:** Develop a detailed traffic and pedestrian safety plan for arterials, collector arterials and high potential hazard locations.
- T9:** Consider reducing four-lane arterials to three where level of service standards can be maintained. Where four lane arterials are required to maintain levels of service, seek to improve safety by constructing a center turn lane with pedestrian refuges where feasible.
- Tr:** Consider installation of devices that increase safety of pedestrian crossings such as flags, in-pavement lights, pedestrian signals, and raised, colored and/or textured crosswalks.
- T10:** Designate "Green Streets" on select arterials and neighborhood collectors that connect schools, parks, neighborhood centers and other key destinations. Compile design standards for each "Green Street" type.
- Ts:** Develop a comprehensive detailed street lighting and outdoor master lighting plan to guide ongoing public and private street lighting efforts. Adopt a hierarchy of street light levels based on land uses, crime rate and urban design policies.
- T4:** Minimize curb cuts (driveways) on arterial streets by combining driveways through the development review process and in implementing capital projects.

Multi-Modal Transportation System

- T1:** Implement the Transportation Master Plan that integrates "Green Streets", bicycle routes, curb ramps, major sidewalk routes, street classification, bus routes and transit access, street lighting and roadside storm drainage improvements.

- T2:** Coordinate transportation infrastructure design and placement to serve multiple public functions when possible, i.e. integrate storm water management, parks development and transportation facility design.
- T6:** Implement a coordinated signal system that is efficient and which is flexible depending on the demand or time of day, and responsive to all types of users.
- T3:** Adopt LOS E at the signalized intersections on the arterials within the City as the level of service standards for evaluating planning level concurrency and reviewing traffic impacts of developments, excluding the Highways of Statewide Significance (Aurora Avenue N and Ballinger Way NE). The level of service shall be calculated with the delay method described in the Transportation Research Board's Highway Capacity Manual 2000 or its updated versions.
- T11i:** Assure that vehicular and non-motorized transportation systems are appropriately sized and designed to serve the surrounding land uses and to minimize the negative impacts of growth.
- Ta:** Design transportation improvements to support the city's land use goals and fit the character of the areas through which they pass.
- T5:** Utilize the Arterial Classification Map as a guide in balancing street function with land uses. Minimize through traffic on local streets.

Local and Regional Public Transit

- T13:** Develop a detailed transit plan in coordination with transit providers to identify level of service targets, facilities and implementation measures to increase Shoreline residents' transit ridership. Review potential public transit service to schools.
- T18:** Work with transit service providers to provide safe, lighted, and weather protected passenger waiting areas at stops with high ridership, transfer points, Park and Ride, and park and pool lots.
- T19:** Work with all transit providers to support "seamless" service into Shoreline across the county lines and through to major destinations.
- T20:** Work with Sound Transit to study the development of a low impact commuter rail stop in the Richmond Beach/Point Wells area. The Richmond Beach residents shall be involved in the decision making process as far as location, design, and access to the service.

Pedestrian System

- Td:** Provide adequate, predictable, and dedicated funding to construct pedestrian projects.
- T25:** Place high priority on sidewalk projects that abut or provide connections to schools, parks, transit, shopping, or large places of employment.

- T31:** Reinforce neighborhood character and abutting land uses when developing and designing the pedestrian system.
- T26:** Provide sidewalks on arterial streets and neighborhood collectors.
- Ts:** Develop flexible sidewalk standards to fit a range of locations, needs and costs.
- T27:** Partner with the School District to determine and construct high priority safe school walking routes. Support school crossing guard programs and other educational programs.
- Te:** Coordinate sidewalk design and construction with adjacent jurisdictions where sidewalks cross the City boundaries.
- T28:** Provide pedestrian signalization at signalized intersections, and install midblock crossings if safety warrants can be met. Consider over- and under-crossings where feasible and convenient for users. Use audio and visual pedestrian aids where useful.
- T29:** Implement the City's curb ramp program to install wheelchair ramps at all curbed intersections.
- T33:** Develop an off-street trail system that serves a recreational and transportation function. Preserve rights-of-way for future non-motorized trail connections, and utilize utility easements for trails when feasible.

Bicycle System

- Tf:** Reinforce neighborhood character and abutting land uses when developing and designing the bicycle system.
- T34:** Work with the bicycle community to develop bicycle routes connecting schools, recreational and commuter destinations, including transit linkages. Aggressively pursue construction of the Interurban Trail as the spine of the City's bicycle system.
- T35:** Work with neighboring jurisdictions and other agencies to ensure that Shoreline's bicycle routes/corridors and designs are compatible and connect with one another.
- Tg:** Work with Lake Forest Park to develop a bicycle linkage to the Burke-Gilman trail.
- T36:** Work with the School District to determine and encourage safe bike routes to schools. The City should partner with the School District to achieve these goals.
- T37:** Accommodate bicycles in future roadway or intersection improvement projects.
- T38:** Require new commercial developments to provide convenient bicycle parking facilities for employees and visitors/customers. Encourage merchants to install bike parking facilities.

Neighborhood Protection

- T42:** Work with neighborhood residents to reduce speeds and cut-through traffic on non-arterial streets with enforcement, traffic calming, signing, or other techniques. Design new residential streets to discourage cut-through traffic while maintaining the connectivity of the transportation system.
- Th:** Streamline the Neighborhood Traffic Safety Program process and improve opportunities for public input.
- Ti:** Monitor traffic growth on collector arterials and neighborhood collectors and take measures to keep volumes within reasonable limits.

Transportation Demand Management

- T44:** Work with major employers, developers, schools, and conference facilities to provide incentives to employees, tenants, students, and visitors to utilize alternatives other than the single occupant vehicle.
- T46:** Support educational programs for children and residents that communicate transportation costs, safety, and travel choices.
- Tj:** Support state and federal tax policies that promote transit and ridesharing.
- Tk:** Develop parking system management and regulations to support alternatives to the single occupant vehicle
- TI:** Analyze alternatives by which employers and/or developers not subject to the Commute Trip Reduction Act can encourage their employees and tenants to pursue alternative transportation choices.
- Tv:** Work with Shoreline Community College and King County Metro to reduce employee and student use of single occupant vehicles and promote transit and carpooling.

Freight Mobility System

- T49:** Ensure that service and delivery trucks, and other freight transportation can move with minimal delay on appropriate streets and rail systems in our city as shown on the truck route map.
- T51:** Minimize the disruption of arterial traffic flow by developing time-limited loading zones in commercial areas and regulating areas that don't have loading zones. Develop a plan for business access streets to provide freight loading zones on less-heavily traveled roadways.
- Tm:** Work with developers/property owners along the Aurora Avenue North corridor and in North City to plan business access streets as a part of redevelopment.

Funding

- T54:** Aggressively seek grant opportunities to implement the adopted Transportation Element to ensure that Shoreline receives its fair share of regional and federal

funding. Pursue grant opportunities for joint project needs with adjacent jurisdictions..

- T55:** Use SEPA to provide traffic mitigation for system-wide impacts.
- T56:** Support efforts at the state and federal level to increase funding for the transportation system.
- T57:** Allocate resources in the City’s Transportation Improvement Program and Capital Improvement Program according to the project prioritization matrix.
- T60:** Balance project costs against reasonably expected revenue sources for the Transportation Master Plan (TMP). The TMP shall be updated bi-annually to reflect changes in revenue availability and revisions to the project list.
- T61:** Pursue one of the following actions in the event that the City is unable to fund the transportation capital improvements needed to maintain adopted transportation level of service standards: -
 - Phase development which is consistent with the Land Use Plan until such time that adequate resources can be identified to provide adequate transportation improvements;·
 - Reassess the Land Use policies and regulations to reduce the travel demand placed on the system to the degree necessary to meet adopted transportation service standards; or
 - Reassess the City’s adopted transportation level of service standards to reflect levels that can be maintained, based on known financial resources.

Regional Coordination

- Tn:** Advocate the City’s strategic interest in high capacity transit, local and express bus service and other transit technologies. Work with local and regional agencies to obtain a fair share of transit service and facilities.
- T62:** Develop short, medium- and long-range priorities and implementation strategies for improvements to the state highway system within and adjacent to the City of Shoreline. Advocate for added access to and connections on to I-5 through the City of Shoreline.
- T65:** Develop interlocal agreements with neighboring jurisdictions for development impact mitigation, for coordination of joint projects, and management of pass through traffic. Consider annexing the sections of NE 145th and NE 205th Streets that are adjacent to the City. Work with adjacent jurisdictions and stakeholders to jointly study the 145th , and 205th and Bothell Way NE corridors to develop level of service standards as part of a plan and funding strategy for future improvements.
- Tt:** Work with neighboring jurisdictions to reduce air quality impacts and manage storm water runoff from the transportation system.
- T68:** Pursue methods of reducing the impact on Richmond Beach Drive at the King/Snohomish County line (e.g. closing) if the Point Wells property is not

annexed by the City of Shoreline. Consider the extension of 205th only as potential mitigation for future development of Point Wells.

Parks, Recreation and Open Space Element Policies

Goals &

Intent

The intent of the Parks, Recreation and Open Space Element is to meet the community's Parks, Recreation and Open Space goals. To meet these goals, the City will steward a coordinated system of public and private open spaces that preserves the City's natural character, sustains its resources, and protects its natural systems, vegetation, and wildlife habitat as a legacy for future generations.

Background and Context

The goals and policies contained in this Element recognize and address the natural setting of Shoreline and the Parks, Recreation and Open Space opportunities associated with these natural features. In addition, Shoreline residents desire a broad range of high quality parks, open spaces and recreation opportunities that are responsive to community needs and interests.

The Parks, Recreation and Open Space Element contains goals and policies to encourage:

- the maintenance of existing parks, public and private open spaces and community recreation programs and services;
- increased opportunities for enjoyment of existing parks, open spaces and recreation areas/programs;
- the pursuit of opportunities for new parks, public and private open spaces; and recreation areas/programs based on the Land Use Element, community interests, and resources.

To implement the goals and policies of the Comprehensive Plan, the City has developed and will periodically update its "Parks, Recreation and Open Space Plan." The Parks Plan will contain the same goals and policies as the Comprehensive Plan. The Parks Plan will also provide an inventory of park, open space and recreation resources and go into further detail about recreation programs, development ideas and options for each park, and funding sources. The Parks Plan also provides an analysis of community needs/issues and offers both short-term and long-term strategies for addressing these issues.

Park, Recreation and Open Space Goals

- Goal 1:** Enrich the quality of life for all Shoreline residents by ensuring that a broad range of high quality parks, recreation and cultural opportunities are readily available, by preserving open spaces and maintaining a quality parks and recreation system.
- NEW Goal:** Monitor and evaluate maintenance of parks and recreational facilities with joint-use agreements, and develop measurable standards for enhancing maintenance efficiency and effectiveness.
- Goal 2:** Seek increased opportunities for Shoreline citizens to enjoy parks, recreation, and cultural resources through improving accessibility and usability of existing facilities and pursue opportunities and partnerships for new indoor and outdoor facilities for year round programming.
- Goal 3:** Seek alliances and coordination with facility and program providers to strive for the efficient and equitable distribution of community and regional resources, and to maximize the use of parks, recreation and cultural resources by Shoreline residents.
- Goal 4:** Seek to develop a diverse Citywide trail system linking key community elements such as parks, greenways, open spaces, regional trail systems, transportation nodes, neighborhoods, churches, and community businesses.
- Goal 5:** Encourage consistent and effective public involvement in the short and long-range park, recreation and cultural services planning process.
- Goal 6:** Seek to provide a broad, diverse, flexible and challenging program of recreation and cultural services to meet the leisure needs of diverse populations, age groups and interests.

Parks, Recreation and Open Space Policies

General

- PR 1I:** Monitor changes in both existing and planned population and evaluate how the Parks, Recreation and Cultural Services Department can adapt to the changing population and varying needs.
- PR 2:** Preserve, protect and enhance areas with critical or unique natural features -- such as stream corridors, wildlife habitats, shorelines and wetlands -- especially if endangered by development, and educate the public on the importance of stewardship through a variety of mechanisms.

- PR 4:** Proactively seek opportunities to preserve and protect existing open space, and acquire open space properties.
- PR 7:** Investigate alternative methods, including seeking outside funding, for the financing of acquisition, facility development and renovation, maintenance and operating needs to reduce costs.
- PR 8:** Coordinate park planning and land acquisitions with those of other agencies providing similar services and with City plans for streets, utilities, and development in order to maximize the benefits from public lands for parks and programs.
- PR 9:** Ensure that water bodies owned by the City in park settings are protected from degradation of water quality and that water quality remains a priority.
- PRA:** Utilize sound maintenance practices and design and development guidelines to ensure the careful stewardship of natural resources and habitat in the park system
- PR 10:** Retain and develop underdeveloped public rights of way for public access and passive recreation where appropriate.
- PR 11:** Develop and distribute multi-use neighborhood, community and regional park facilities throughout the City to satisfy varying levels of citizen needs.
- PR 12:** Enhance the park system so that it continues to provide a variety of recreation opportunities serving a wide range of interests and age groups.
- PR 13:** Work to improve the accessibility of park and recreation facilities to all individuals and groups of all physical capabilities, skill levels, age, income, and activity interest and seek compliance with Americans with Disabilities Act standards.
- PR 14:** Establish mechanisms to help ensure that parks, recreation and cultural services facilities and programs have high awareness levels within the community.
- PR 15:** Seek to improve and expand indoor and outdoor recreation opportunities to reflect the diverse and changing needs and desires of the community.
- PR B:** Upgrade active recreation and sports facilities to maximize public use by utilizing designs that meet current industry standards and attempt to incorporate innovative, low-impact, development design and techniques.
- PR 16:** Seek to offer an expansive mix of passive and active recreation opportunities through both facilities and program offerings.
- PR 18:** Continue to develop and coordinate, with both public and private school districts, the use of school facilities for park and recreational purposes after school hours in order to maximize the public benefit from existing resources.

- PR 19:** Develop alliances with other public and private agencies and organizations in order to avoid duplication and reduce costs through joint planning and development of facilities and programs.
- PR 20:** Actively involve stakeholders, users, and the community in the development and management of park, recreation, and cultural services.
- PR 21:** Coordinate maintenance operations with other agencies such as the Shoreline School District, Shoreline Community College, private schools, churches and athletic field users.
- PR 22:** Seek to develop alliances and mechanisms for communication and coordination among leisure service providers in the Shoreline area.
- PR 24:** Identify opportunities to develop pedestrian and bicycle connections in and around the City to expand connectivity of community amenities with a specific focus on linking neighborhoods with parks.
- PR 25:** Develop trail systems within parks and in the Interurban right-of-way focusing on linking these systems with existing, planned and future local and regional trails through coordination with Planning and Public Works and where possible enhancing historic watersheds.
- PR 27:** Support Transportation efforts to implement the “Green Street” program. See staff comments and suggestions.
- PR 28:** Encourage, record, and track citizen responses to specific programs, facilities, and policies.
- PR 29:** Monitor park, recreation and cultural service preferences, needs, trends and citizen satisfaction through various community outreach methods.
- PR 30:** Provide public review opportunities in park, recreation and cultural services planning decisions.
- PR 31:** Monitor, evaluate and adjust public relations and publicity efforts to inform citizens of the park, recreation and cultural opportunities available citywide and in neighborhoods.
- PR 32:** Encourage citizen involvement and participation in assuring the quality of park development and maintenance through various volunteer opportunities.
- PR 34:** Take a leadership role in building alliances fostering communication and coordination as the City and other organizations strive to satisfy the recreation and cultural needs of Shoreline residents while limiting duplication.
- PR 35:** Align existing and new program and service offerings with core mission while remaining flexible, filling service gaps, and adjusting to trends in order to serve a variety of ages, interests, abilities and the diversity of cultures represented in our City.

- PR 36:** Monitor, evaluate and adjust recreation and cultural offerings on a routine basis to correspond with needs assessment findings and respond to changes in citizen needs and desires.
- PR 38:** Provide a diversity of program options for middle and high school youth, and build alliances with other service providers to implement Council priorities related to youth services.
- PR 39:** Monitor, evaluate and adjust offerings to address service gaps in specialized recreation programs for City residents with developmental disabilities.
- PR 42:** Support the provision of senior adult, arts, and cultural history programs through alliances and joint planning with service organizations.
- PR 43:** Develop recreation and cultural offerings that reflect the diversity of cultures represented in our City.

Capital Facilities Element Goals & Policies

Introduction

The Washington State Growth Management Act (GMA), RCW 36.70A.070 requires cities to prepare a capital facilities plan element consisting of:

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

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

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

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

The City of Shoreline provides few of these services directly. The City has established interlocal agreements or contracts for those services that it does not provide. In cases where the City contracts for services, the Capital Facilities Element describes those services. The costs of facilities associated with those services are not included in the Six-Year Capital Improvement Program (CIP). Only City-owned or operated city-managed and

transportation facilities have costs associated with capital facilities expenditures. Much of the data regarding water, sewer, and school costs, and projected needs are taken from other local service providers. *The following capital facility plans of these providers are recognized by the City of Shoreline as supporting the land use objectives of the Comprehensive Plan.*

- *Ronald Wastewater District #64, Comprehensive Sewer Plan, April 2001 and June 2003*
- *Shoreline Water District #117, Comprehensive Water System Plan, 2001*

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

Capital Facilities Goals

- Goal CF I:** Provide adequate public facilities that address past deficiencies and anticipate the needs of growth through acceptable levels of service, prudent use of fiscal resources, and realistic timelines.
- Goal CFi:** Ensure that capital facilities and public services necessary to support existing and new development are available concurrent with locally adopted levels of service and in accordance with Washington State Law.
- Goal CFii:** Provide continuous, reliable, and cost-effective capital facilities and public services in the City and its Urban Growth Area in a phased, efficient manner reflecting the sequence of development as described in other elements of the Comprehensive Plan.
- Goal CFiii:** Enhance the quality of life in Shoreline through the planned provision of capital facilities and public services that are provided either directly by the City or through coordination with other public and private entities.

Capital Facilities Policies

General

- CF34:** The City's six-year Capital Improvement Program (CIP) shall serve as the short term budgetary process for implementing the long term Capital Facility Plan. Project priorities and funding allocations incorporated in the CIP shall be consistent with the long term CIP.

- CFa:** Obtain and maintain an inventory of existing City-managed and non-City-managed capital facilities. This inventory shall include locations and capacities of such facilities and shall be updated every two years.
- CFb:** Review capital facility inventory findings and project needed capital facilities space. This is based on adopted levels of service standards and forecasted growth in accordance with this plan and its established land use. Update this projection every two years.
- CFc:** Coordinate with other public entities that provide public services within the Shoreline planning area in the development of consistent service standards.
- CF6:** To facilitate the maximum development potential of areas zoned for commercial and mixed uses, identify, construct, and maintain needed capital facilities.
- CF7:** Maintain and enhance capital facilities that will create a positive economic climate and ensure adequate capacity to move people, goods, and information.
- CF31:** Identify future locations or land reserves for needed capital facilities.
- U19:** Ensure appropriate mitigation for both the community and adjacent areas if Shoreline is selected as the site for a regional capital facility, or is otherwise impacted by a regional facility's expansion, development, or operation.

Level of Service

- CF1:** Ensure that designated levels of service are adequate to meet the needs of existing and anticipated development.
- CF2:** Ensure that capital facility improvements that are needed to meet established level of service standards can be provided by the City or the responsible service providers.
- CF3:** Identify deficiencies in capital facilities based on adopted levels of service and identify the means and timing for correcting these deficiencies.

Financing and Funding Priorities

- CF11:** Give highest funding priority to capital facility improvements that protect the public health and safety.
- CFq:** Consider all available funding and financing mechanisms (such as rates, bonds, impacts fees, CIP funding, grants, etc.) for funding capital facilities.
- CFq-1:** Evaluate proposed public capital facility projects to identify net costs and benefits, including impacts on transportation, surface water, parks, and other public services. For those projects where it is possible to increase the community benefit of the project and it is cost effective, assign greater funding priority to

those projects that provide a higher net benefit and provide multiple functions to the community over projects that provide single or fewer functions.

- CFq-2:** Utilize financing options that best facilitate implementation the CIP in a financially prudent manner, including the use of debt financing for large capital projects.
- CFq-3:** Evaluate the costs and benefits of City or one of its utility providers to collect of surface water utility fees and street light maintenance fees, rather than County collection of fees.
- T32:** Encourage and assist neighborhoods to form Local Improvement Districts to finance local infrastructure development (e.g. sidewalks).

Mitigation and Efficiency

- CFg:** Maximize on-site mitigation of development impacts to minimize the need for additional capital facility improvements in the community.
- CFh:** Promote the collocation of capital facilities (if viable) to enhance the efficient use of land, reduce public costs, and minimize disruption to the community.
- CFi:** Through site selection and design seek opportunities to minimize the impact of capital facilities on the environment, and if possible, include enhancements to the natural environment.

Coordination and Public Involvement

- CF25:** Ensure opportunities for public participation in the development or improvement of capital facilities.
- CF26:** Solicit and encourage citizen input in evaluating whether the City should seek to fund large community-wide capital facility improvements through voter-approved bonds.
- CF27:** Request that non-City service providers make capital facility improvements where deficiencies in infrastructure and services have been identified. Actively work with providers, to address deficiencies that pose a threat to public safety or health, or deficiencies in meeting identified service levels.
- CF29:** Adopt updated capital facility plans for non-City capital facilities and services and review them for opportunities for: collocation of facilities; service enhancements and coordination with city facilities and services; development of public and environmental enhancements; and reductions to overall public costs for capital improvements. Any improvements to City capital facilities planned as a result of coordination with projects identified in non-City capital facility plans should be incorporated in the City's 6-year and 20-year Capital Facility Plans.

Service Standards

City-Managed Capital Facilities and Services

CFj: The City of Shoreline adopts the following level of service standards to be the minimum thresholds to adequately serve new development, as well as the minimum thresholds to which the City will strive to provide for existing development:

Service/Facility	Adopted Level of Service
Transportation	As established by the Transportation Element
Surface Water	Consistent with the requirements of the current King County Surface Water Design Manual and the Stormwater Master Plan.
Parks and Recreation	As established by the Parks, Recreation, and Open Space Element

Non-City managed Capital Facilities and Services

CFk: The City of Shoreline shall establish the following planning goals to provide targets to guide the future delivery of community services and facilities and to provide a measure to evaluate the adequacy of actual services:

Service/Facility	Target Level of Service
Water:	Consistent with fire flow rates stated in the Uniform Fire Code (based upon land use type).
Wastewater:	Collection of peak wastewater discharge plus infiltration and inflow resulting in zero overflow events per year due to capacity and maintenance inadequacies (or consistent with current health standards).

Water and Wastewater

U12: Encourage water reuse and water conservation opportunities that:

- diminish impacts on water, wastewater, and surface water systems,
- promote the conservation or improvement of natural systems.
-

U13: Encourage the use of ecologically sound site design to enhance the provision of utility services through measures such as:

- using drought tolerant vegetation in landscaping to reduce water consumption,
- using native vegetation in places such as natural or buffer areas to reduce surface water or wetland impacts,
- promoting solar orientation on site to reduce energy consumption,
- reducing impervious surfaces or excessive run-off to maintain natural drainage systems, and
- encouraging tree retention to prevent erosion and provide wildlife habitat, etc.

Surface Water

- CFm** Require surface water conveyance systems in all new development, including transportation facilities.
- CFn** The City shall update, as needed, its storm water and flood hazard regulations and programs
- CFo** Implement procedures to ensure that public and private stormwater collection, retention/detention, and treatment systems are properly maintained.

Drinking Water and Wastewater

- CFp:** Allow phased-in development of drinking water and wastewater services and capital facilities as indicated by the City's needs and to meet GMA concurrency requirements, in coordination with the various providers.

Utilities Element Policies

Goals &

Introduction

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

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

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

Utilities Goals

Goal U I: Promote city-wide utility services that are:

- consistent,
- high quality,
- equitable,
- responsive,
- forward looking,
- environmentally sensitive and energy efficient,
- locationally and aesthetically sensitive, and
- functionally and financially efficient.

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

Utilities Policies

Level of Service

- U1:** Coordinate with utility providers to ensure that the utility services are provided citywide and meet service levels identified/recommended in the Capital Facilities Element at reasonable rates.
- U2:** Investigate alternative service provision options that may be more effective at providing services to our residents.
- U3:** Promote the timely provision of the full range of utilities within Shoreline in order to serve existing businesses, including home businesses, and promote further economic development.
- U4:** Support the timely expansion, maintenance, operation, and replacement of utility infrastructure in order to meet anticipated demand for growth identified in the Land Use Plan.

Consistency and Coordination

- U7:** Coordinate with other jurisdictions and governmental entities in the planning and implementation of multi-jurisdictional utility facility additions and improvements.

Mitigation and Efficiency

- U9:** Encourage the design, siting, construction, operation, and relocation or closure of all utility systems in a manner that:
- is cost effective,
 - minimizes and mitigates impacts on adjacent land uses,
 - is environmentally sensitive, and
 - is appropriate to the location and need.
- U10:** Encourage the co-location or joint use of trenches, conduits, or poles so that utilities may encourage expansion, maintenance, undergrounding and upgrading facilities with the least amount of disruption.
- Ub:** Encourage utilities to consider the replacement of outdated equipment with technologically updated or advanced alternatives, providing that the cost of the updated equipment is fiscally reasonable.

Electricity

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

- U26:** Encourage electric utilities to mitigate the aesthetic impacts of high voltage utility corridors and sub-stations within the community.
- Ue:** Encourage electric utility providers to limit disturbance to vegetation within major utility transmission corridors to that which is necessary for the safety and maintenance of transmission facilities.
- Uf:** Encourage electric utility providers to exercise restraint and sensitivity to neighborhood character in trimming tree limbs around aerial lines.
- Ug:** Encourage the planting of appropriate varieties of trees in the vicinity of power lines in compliance with applicable state regulations and sensitivity to necessary tree maintenance.
- Uh:** Promote the undergrounding of existing electric distribution lines where physically feasible as streets are widened and/or areas are redeveloped, based on coordination with local utilities.
- Ui:** Promote the undergrounding of new electric distribution lines, with the exception of high voltage electrical transmission lines, based on coordination with local utilities.

Telecommunications

- U28:** Explore strategies that minimize or reduce the impacts of telecommunication facilities and towers on the community.
- U29:** Promote the gradual undergrounding of telecommunication lines in coordination with the undergrounding of other utilities and capital facility systems.
- U30:** Support the provision of high quality cable and satellite service throughout the community.
- U31:** Promote opportunities for distance learning and telecommuting in coordination with telecommunication and cable providers.

Natural Gas

- U32:** Cooperate with natural gas utilities for improvements and expansion throughout the community, and support the eventual provision of full coverage of natural gas services.

Shoreline Master Program Element Goals & Policies

Introduction

Washington's Shoreline Management Act (SMA) was passed by the Legislature in 1971 and adopted by the public in a 1972 referendum. The goal of the SMA is "to prevent the inherent harm in an uncoordinated and piecemeal development of the state's shorelines." The SMA establishes a balance of authority between local and state government. Cities and counties are the primary regulators but the state has authority to review local shoreline management programs and permit decisions.

The Act establishes a broad policy giving preference to uses that:

- protect the quality of water and the natural environment,
- depend on proximity to the shoreline ("water-dependent uses"), and
- preserve and enhance public access or increase recreational opportunities for the public along shorelines.

Shoreline Jurisdiction

Under the SMA, the shoreline jurisdiction includes areas that are 200 feet landward of the ordinary high water mark (OHWM) of waters that have been designated as "shorelines of statewide significance" or "shorelines of the state." These designations were established in 1972, and are described in Washington Administrative Code (WAC) 173-18. Generally, "shorelines of statewide significance" include portions of Puget Sound and other marine water bodies, rivers west of the Cascade Range that have a mean annual flow of 1,000 cubic feet per second (cfs) or greater, rivers east of the Cascade Range that have a mean annual flow of 200 cfs or greater, and freshwater lakes with a surface area of 1,000 acres or more. "Shorelines of the state" are generally described as all marine shorelines and shorelines of all other streams or rivers having a mean annual flow of 20 cfs or greater and lakes with a surface area greater than 20 acres.

The City of Shoreline's shoreline area includes approximately 3.5 miles of marine shorelines within the city limits. There are no "shorelines of the state" associated with rivers or streams in the City or its potential annexation area. The portions of Puget Sound within the city limits and its potential annexation area are defined as "shorelines of the state" waterward of the line of extreme low tide (RCW 90.58.030(2)(e)(iii)). Under the SMA, the shoreline area to be regulated under the City's Shoreline Master Program must include marine waters and shorelands, defined as the upland area within 200 feet of the OHWM, as well as any associated wetlands (RCW 90.58.030). "Associated wetlands" means those wetlands that are in proximity to and either influence or are influenced by tidal waters or a lake or stream subject to the SMA (WAC 173-22-030 (1)). These are typically identified as wetlands that physically extend into the shoreline jurisdiction, or wetlands that are functionally related to the shoreline jurisdiction through surface

water connection and/or other factors. Intertidal wetlands have been mapped throughout the City limits along Puget Sound, while smaller wetlands associated with Barnacle and Coyote Creeks are found in proximity to Puget Sound. The specific language from the RCW describes the limits of shoreline jurisdiction as follows:

Those lands extending landward for two hundred feet in all directions as measured on a horizontal plane from the ordinary high water mark; floodways and contiguous floodplain areas landward two hundred feet from such floodways; and all associated wetlands and river deltas (RCW 90.58.030(2)(f)).

Shoreline Master Programs

Under the SMA, each city and county adopts a shoreline master program that is based on state guidelines but tailored to the specific needs of the community. Local shoreline master programs combine both plans and regulations to guide and control development within the shoreline area. The plans are a comprehensive vision of how shoreline areas will be used and developed over time. Regulations are the standards that shoreline projects and uses must meet.

The City of Shoreline incorporated on August 31, 1995, and subsequently adopted the King County Shoreline Master Program [Ord. 23, 1995]. With the adoption of the Comprehensive Plan in 1998, the City adopted a Shoreline Master Program Element that contains goals, policies and maps of shoreline environments. While largely consistent with the King County SMP, this newer SMP Element has not been reviewed by Ecology and therefore it does not yet qualify as part of the City's recognized SMP. The 1998 shoreline goals and policies are included as Appendix 2 to help guide the development of an updated shoreline master program. At this time, the City continues to apply the 1995 King County SMP to regulate shoreline development.

Integration of the Shoreline Management Act with the Growth Management Act

Under the Growth Management Act, shoreline master program policies are defined as a part of the local comprehensive plan:

For shorelines of the state, the goals and policies of the Shoreline Management Act as set forth in RCW 90.58.020 are added as one of the goals of this chapter as set forth in RCW 36.70A.020. The goals and policies of a shoreline master program for a county or city approved under chapter 90.58 RCW shall be considered an element of the county or city's comprehensive plan. All other portions of the shoreline master program for a county or city adopted under chapter 90.58 RCW, including use regulations, shall be considered a part of the county or city's development regulations. (RCW 36.70A.480(1))

Shoreline Master Program Update Strategy

The 2003 Legislature adopted an SMP update schedule that requires cities in King County greater in population than 10,000, including Shoreline, to update their SMPs prior to December 1, 2009.

As part of the City's 2004 Comprehensive Plan update process and to begin their SMP update, the City of Shoreline completed a draft shoreline inventory and assessment in the fall and winter of 2003. To continue the SMP update process in a manner that is consistent with the new

Guidelines (adopted on December 17, 2003 by the Department of Ecology), the City has drafted an Update Strategy and presented it to the Department of Ecology and CTED in February 2004 (Appendix 3). This strategy outlines the steps needed to complete the City's shoreline master program by the 2009 deadline. When updated goals and policies are developed as part of the shoreline master program update process, they will be integrated into the Shoreline Comprehensive Plan.



Economic Development Element

Goals & Policies

Introduction

The intent of the Economic Development Element is to improve the quality of life by encouraging a greater number and variety of thriving commercial businesses that provide services and create employment opportunities for Shoreline residents.

The policies in this element address five aspects of creating a healthy economic climate for Shoreline: Quality of Life, Sustainable Revenue Sources, Job Base, Opportunities for Economic Development and the City's Role. The policies presented in this element will guide future City actions that, together with private sector actions, will produce a strong economy. The results, in turn, will preserve and improve the quality of life that Shoreline's residents and workers currently enjoy.

The *Economic Development-Supporting Analysis* section of this Plan contains the background data and analysis that describe the existing economic conditions of the City and provides the foundation for the following goals and policies.

Economic Development Goals

- Goal ED I:** Maintain and improve the quality of life in the community by:
- Strengthening residential neighborhoods, i.e., less tax burden, funds for enhancement projects, providing more retail choices
 - Increasing job opportunities and the job base, including professional services
 - Providing quality public services
 - Preserving community character
 - Protecting environmental quality
 - Diversifying the economic base to help stabilize the economy
 - Promoting efficient transportation systems
- Goal EDa:** Support economic development and retail activity so as to maintain sustainable sources of revenue.
- Goal ED II:** Increase and diversify Shoreline's job base so that citizens' livelihoods can improve.
- Goal ED III:** Create and leverage opportunities for economic development.

Goal ED IV: Improve the City's role to facilitate and initiate economic development opportunities.

Economic Development Policies

Quality Of Life

ED2: Improve economic vitality by:

- Encouraging existing businesses
- Recruiting new businesses
- Encouraging economic services for the community
- Cooperating with businesses to create strategies and action plans
- Assuring increased housing density around commercial districts
- Developing design guidelines to enhance commercial areas

ED3: Pursue efforts to encourage businesses to maintain attractive site, landscaping, and building designs that improve the character of the commercial districts and neighborhoods.

Sustainable Revenue Sources

EDe: Encourage and support retail activity within the City.

EDf: Encourage and support revitalization and construction spending within the City.

ED20: Encourage land uses which increase the City's tax base.

Expand the Job Base

ED4: Work with Shoreline's educational systems to maintain and enhance the quality of education providing a highly employable, diverse and well-trained workforce.

ED5: Increase and improve the City's job base, allowing people to work and shop in the community.

ED8: Encourage increased availability of advanced technological resources needed for job creation and retention.

ED9: Emphasize attracting living wage jobs to the community.

EDg: Work to improve the mix and balance of jobs available in Shoreline.

Opportunities for Economic Development

ED10: Recognize the Aurora Corridor as the economic core of the City with potential for revitalization, providing services, jobs, opportunities, and becoming an activity center for Shoreline.

ED11: Revitalize existing business districts as appropriate to thrive and better serve the local community.

- EDh:** Recognize regional commercial and office areas that can be revitalized to better serve the broader community, improve retail sales tax revenue, and increase the jobs base in Shoreline.
- ED13:** Encourage and support home-based businesses in the City, provided that signage, parking, storage, and noise impacts are compatible with neighborhoods.
- ED14:** Support and retain small businesses for their jobs and services that they provide to the community.
- ED18:** Encourage a mix of businesses that complement each other and provide variety to the community to create activity and economic momentum.
- ED19:** Encourage partnerships with non-private or public entities to participate in the economic well-being of the community.

City Role

- ED21:** Actively recruit and promote new businesses to take advantage of market opportunities, to improve Shoreline’s image and to provide services to the community.
- ED22:** Direct capital improvements to key areas to promote the City’s image, create a sense of place, and to attract businesses.
- ED23:** Actively work with other jurisdictions, agencies, economic development organizations and local business associations to stimulate business retention and implement interlocal and regional strategies.
- ED24:** Promote the “Main Street Program” concept with local business districts using its four points for revitalization.
 - Encourage effective, successful business organizations.
 - Create physical improvement plans to direct private and public development and enhancement programs.
 - Help develop image-building business promotions to improve their viability and attract businesses.
 - Encourage economic restructuring to help existing businesses thrive.
- ED25:** Ensure adequate transportation capacity serving commercial areas to support and promote economic development.
- ED26:** Ensure sufficient land use designations and zoning provisions to support businesses.
- EDi:** Ensure suitably zoned sites for a range of desirable employment-based uses.
- ED27:** Use reasonable incentives and development flexibility to assure quality development that improves the image of the City such as:

- Development agreements,
- Tax credits,
- Land assembly,
- Infrastructure improvements,
- Expediting permitting processes,
- Public/private partnerships,
- Grants, loans or revenue bonds, and
- Local Improvement Districts (LID).

- ED28:** Ensure a customer service-oriented permitting process for commercial improvements, expansions, and developments.
- ED29:** Work with local businesses to create economic development strategies and action plans that further the goals of the Comprehensive Plan.
- ED32:** Conduct market research as needed to guide the City's economic development strategies and to assist businesses.
- ED33:** Provide economic information such as market studies, vacant land inventories and sources of public assistance to existing and potential commercial development within the community.
- ED34:** Facilitate public/private entities to negotiate and cooperate on projects, issues, and problems of local importance.
- ED35:** Coordinate and initiate financial assistance using county, state and federal program funds, facility grants, loans and revolving loan funds.
- EDj:** Consider the potential for commercial development that takes advantage of access to I-5 on east-west arterials linking to I-5.
- EDk:** Identify and encourage projects that will stimulate additional desired development.
- EDI:** Consider working with local businesses to provide parking for existing commercial areas.
- EDm:** Support and attract economic development with reliable infrastructure.
- ED36:** Ensure that infrastructure can meet the needs of existing and planned future commercial development including utilities, communication, transportation, and high-technology facilities.
- ED37:** Encourage and promote business districts by creating physical plans to improve the appearance and function of their streets, sidewalks, utilities, access, lighting, buildings, signage, landscaping, etc.
- ED38:** Support public/private partnerships to facilitate or fund infrastructure improvements that will result in increased economic opportunity.
- ED6:** Support regional policies for jobs / housing balance in Shoreline.

Community Design Element Goals & Policies

Introduction

The intent of the Community Design Element is to ensure that new construction and improvements fit into and enhance the community. Community design can provide more privacy in residential areas and encourage more activity in the public realm. Ultimately, implementing these Community Design policies will create a cohesive community image and draw people to more actively use the City.

The goals and policies in this Element address Design Quality, Public Places and Connections, Neighborhoods, and Historic Preservation. Design Quality policies apply to the design of individual development in commercial and multifamily areas. Public Places and Connections policies apply to the design of streets, parks, public facilities, etc. that are used by the general public. Neighborhood policies apply to residential areas, especially where they interface with smaller commercial areas. Historic Preservation policies apply to those buildings, places and landmarks that give Shoreline's identity more depth and relevance to its location and era.

The *Community Design Element- Supporting Analysis* section of this Plan contains the background information that describes the existing conditions and issues related to Community Design in the City and provides the foundation for the following goals and policies.

Community Design Goals

- Goal CD I:** Promote community development and redevelopment that is carefully considered, aesthetically pleasing, functional and consistent with the City's vision.
- Goal CD II:** Design streets to create a cohesive image and improve the experience of pedestrians and drivers while minimizing safety issues.
- Goal CD III:** Enhance the identity and appearance of residential and commercial neighborhoods.
- Goal CD IV:** Encourage historic preservation to provide context and perspective to the community.

Community Design Policies

Site and Building Design

- CD1:** Encourage design of major private and public buildings to create distinctive reference points in the community.
- CD2:** Ensure that development proposals are consistent with adopted design standards so that new projects contribute to the community and complement adjacent development.
- CD3:** Provide incentives to encourage development that is visually stimulating and thoughtful, and that convey quality architecture, workmanship and durability in building materials.
- CD5:** Ensure that development relates, connects, and continues design quality and site functions from site to site in multifamily, public facilities and commercial areas.
- CD7:** Encourage new development that surrounds or is located adjacent to public spaces that will enrich the public space and encourage people to use them, by enhanced architectural elements and building materials (e.g., full length windows with displays or activity inside to provide interest, street furniture, etc.).
- CD8:** Encourage development to provide public amenities, such as public and pedestrian access, pedestrian-oriented building design, mid-block connections, public spaces, activities, openness, sunlight, and view preservation.
- CD9:** Provide development incentives that encourage private and institutional developers to include artists on design teams and incorporate artwork into public areas of their projects.
- CD10:** To minimize visual impacts, encourage rooftop mechanical equipment, loading areas and dumpster screening to be designed so that it is integral to the building architecture.
- CD11:** Buffer the visual impact of commercial, office, industrial and institutional development on residential areas by encouraging appropriate building and site design, landscaping, and shielded lighting to be used.
- CD12:** Encourage architectural elements that provide rain cover and solar access to pedestrian areas.
- CD13:** Ensure clear and ample walkways for pedestrians to connect public sidewalks and parking areas to building entrances, and to connect within and between developments.
- CDa.** When making improvements to the public right-of-way ensure that site access and adequate parking remains on affected properties.

Signs

- CD14:** Ensure that sign design and placement complements the building architecture.
- CD15:** Ensure that signs provide information and make a positive visual contribution to the character of the community.
- CD16:** Discourage multiple or large signs that clutter, distract, and dominate the streetscape of commercial areas.
- CD17:** Initiate removal of billboards using an amortization schedule.
- CD18:** Encourage the consolidation of signs on a single structure where a commercial development includes multiple businesses.

Vegetation and Landscaping

- CDb:** City projects and those on City owned property should use native, drought tolerant plantings and natural pesticides and fertilizers where appropriate.
- CD20:** Encourage the use of appropriate landscape design in commercial and residential settings.
- CD21:** Encourage large scale, residential and commercial development to consolidate onsite landscape areas, especially when site frontage can be enhanced.
- CD22:** Encourage concentrated seasonal-color planting in highly visible, public and semi-public areas.
- CD23:** Encourage the Pacific Northwest environmental character through the retention of existing vegetation and through use of native plants in new landscaping. Encourage water conservation in landscape designs.
- CD24:** Where clearing and construction is unnecessary, preserve significant trees and mature vegetation.

Open Space

- CD25:** Preserve, encourage, and enhance open space as a significant element of the community's character through parks, trails, water features, and other significant properties (such as cemeteries) that provide public benefit.
- CD26:** Encourage development to integrate public and private open spaces where appropriate.

Public Spaces

- CD27:** Preserve and enhance views from public places of water, mountains, or other unique landmarks as valuable civic assets.
- CD28:** Provide public spaces of various sizes and types throughout the community.

- CD29:** Ensure that public spaces are designed to provide public amenities and facilities such as seating, landscaping, kiosks, connections to surrounding uses and activities, lighting, appropriate noise levels and a sense of security.
- CD30:** Consider the edges of public spaces that abut residential property for special design treatment to create a buffer effect, while providing visual access and security.
- CD31:** Ensure access to sunlight and fresh air in public spaces by encouraging buildings and site designs from shading gathering spaces during periods of the year and times of the day when outdoor activity is most prevalent.
- CD32:** Provide appropriate protection from inclement weather in major public.
- CD33:** Protect waterfronts and make them accessible to the public so that they continue to give Shoreline an image of a city with natural beauty.

Public Art

- CD34:** Encourage a variety of artwork and arts activities in public places, such as parks, public buildings, rights-of-way, and plazas.
- CD36:** Use the 1% for Public Art Program to generate money for public art.
- CD37:** Encourage private donations of art to the City.

Sidewalks, Walkways and Trails

- CD40:** Where appropriate, provide sidewalks, walkways, and trails with lighting, seating, landscaping, street trees, public art, bike racks, railings, newspaper boxes, trash receptacles, etc. These improvements should be compatible with safe pedestrian circulation.

Street Corridors

- CDc:** Develop “Green Street” standards to be applied as an overlay to existing street design standards. The “Green Street” standards shall provide guidelines for an enhanced streetscape, including street trees, landscaping, lighting, pathways, crosswalks, bicycle facilities, decorative paving, signs, seasonal displays, and public art. The “Green Street” standards shall vary consistent with the underlying street classification.
- CDd:** Develop a program to implement “Green Street” improvements that prioritizes connections to schools, parks, neighborhood centers and other key destinations.
- CDe:** Coordinate the “Green Streets” program with policies to provide vehicle, pedestrian and bicycle mobility; safe and friendly streets; parks and recreation opportunities; and enhanced storm drainage.

- CD53:** To enhance corridor appearance and create distinctive districts, provide identity and continuity to street corridors by using a comprehensive street tree plan and other landscaping.
- CD42:** Provide pedestrian gathering spaces to unify corners of key intersections involving principal arterials.
- CD43:** Establish and maintain attractive gateways at various locations in the city; including those identified in the Gateway Manual, at internal locations of the city where commercial districts begin and in residential neighborhoods with locations to be determined by each neighborhood group.
- CD44:** Enhance the Aurora Corridor to include gateway improvements, pedestrian amenities, landscaping, cohesive frontage improvements, and a boulevard streetscape design.

Transit Facility

- CD46:** Encourage site and building designs that support and connect with existing or planned transit facilities in the vicinity.

Freeway

- CD49:** Encourage distinctive improvements at freeway interchanges.
- CD50:** Encourage the construction of soundwalls between residential neighborhoods and the freeway.
- CD51:** Encourage dense, fast growing plantings that screen or soften views of the freeway.

Neighborhood Commercial

- CD52:** Develop attractive, functional, and cohesive commercial areas that are harmonious with adjacent neighborhoods, by considering the impacts of land use, building scale, views and through-traffic.
- CD56:** Encourage buildings to be sited at or near the public sidewalk as long as safe access and space for improvements (e.g., benches, lighting) are not diminished.

Residential

- CD58:** Allow neighborhood groups to make their own decisions about neighborhood signs within city-wide criteria.
- CD59:** Incorporate entry designs (such as low-profile identification signs, landscaping) into residential neighborhoods that complement neighborhood character.
- CD60:** Encourage improvements to neighborhood appearance and function, including supporting neighborhood improvement projects with City grants. Appropriate neighborhood improvement projects include, signs, crosswalks, traffic calming,

fencing, special lighting, landscaping, etc., as long as pedestrian and vehicular safety are ensured.

Historic Preservation Policies

- CD62:** Preserve, enhance and interpret Shoreline’s historical and archaeological identity.
- CD63:** Recognize the heritage of the community by naming or renaming parks, streets, and other public places after major figures and events through public involvement.
- CD64:** Designate historic landmark sites and structures to ensure that these resources will be recognized and preserved.
- CD65:** Continue to discover, educate, and inventory historic resources.
- CD66:** Review proposed changes to historic landmark sites and structures to ensure that these resources continue to be a part of the community.
- CD67:** Develop incentives such as fee waivers and code flexibility to encourage preservation of historic resources.
- CD68:** Encourage stewardship of historic sites and structures.
- CD69:** Work cooperatively with other jurisdictions, agencies, organizations, and property owners to preserve historic resources.
- CD70:** Adopt the State Historic Building Code, as an additional guideline or alternative to the Uniform Building Code, to provide for more appropriate, flexible treatment of historic buildings.