

Utilities Element Supporting Analysis

Background and Context

The Utilities Element is based on estimates of existing and future demand for utility service. Where possible, current utility consumption trends are used to indicate likely future consumption. Some utilities, such as cellular telephone, are rapidly growing with changing technologies. Consequently, future demand is difficult to predict. In other instances, where utility providers are private corporations, specific information on utility consumption and demand are considered to be proprietary and are therefore not disclosed.

The Element also gauges the ability of existing and planned utility facilities to meet future demand. Generally, the current provision of utility services and the ability to meet future population demand in Shoreline are not hindered by any serious constraints.

The facilities presented in this Element provide information useful to the planning process. This Supporting Analysis section presents basic information regarding the general location, proposed location, and capacity of all existing and proposed utilities. Further information is available from individual utilities or in the planning documents of the various service districts.

The City of Shoreline does not control most of its public utilities. The only City “utility,” as such, is the City’s Surface Water Utility, which is addressed in the Capital Facilities element. Utilities addressed here and in the Capital Facilities Element have a broad impact on the future of the community. In many cases, utilities are needed to meet the basic needs of daily living and ensure health and safety. Utilities, however, can also significantly enhance the quality of life in the community.

When considering the future provision of utility services, a number of issues must be considered: legal requirements such as the state Growth Management Act; aesthetic and environmental impacts; governance; costs and revenues. In order to address these issues, the community must identify the type and quality of utilities needed to serve local residents and determine how these services can best be provided. As a part of this discussion, the community must consider the aesthetic and environmental impacts of new services on the community as well as issues of governance, costs and revenues.

Existing Conditions

The City maintains a number of franchise agreements between utility providers and the City allowing for the existence of support facilities (e.g., cable, electrical wire, natural gas pipe) within the City’s right-of-way (streets). Many utility services are controlled by the City through franchise agreements.

The status of the franchise agreements is noted in the listing of current providers. Franchise agreements may be currently under negotiation or may be subject to renegotiation in the future.

NOTE: Some franchise agreements are in the process of being negotiated or renegotiated.

Electrical Service

Electrical service is provided within the City of Shoreline by Seattle City Light. The City has a non-exclusive franchise agreement with Seattle City Light through January 14, 2014 (Ordinance #137).

Natural Gas Service

Puget Sound Energy provides natural gas service to the residents of the City of Shoreline. The City maintains a franchise agreement (Ordinance #308) with Puget Sound Energy through October 31, 2017.

Existing Natural Gas Service and Facilities

Puget Sound Energy (formerly Washington Natural Gas, which recently merged with Puget Power) is a power and natural gas utility serving more than 626,614 natural gas customers in five Western Washington counties – Snohomish, King, Pierce, Thurston, and Lewis. Puget Sound Energy purchases gas from other regions and manages the distribution of natural gas to customers within its service area. This involves pressure regulation and the development and maintenance of distribution lines.

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

The types of natural gas service Puget Sound Energy provides in Shoreline are residential, commercial and industrial. As of December 2003, Puget Sound Energy serves approximately 10,344 customers in the City of Shoreline. By its definition, a customer is a residence or building identified by an individual meter. An average household consumes (using natural gas for both heat and hot water) approximately 1,000 therms (100,000 cubic feet) of gas per year.

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

Planned Natural Gas Services and Facilities

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

Telecommunications

Existing Telephone Services and Facilities

Local telephone service in Shoreline is provided by Qwest on the east side, Verizon on the west side, and Electric Lightwave which is franchised to serve in areas throughout Shoreline. The City has a franchise agreement with Electric Lightwave through June 2006. The City does not have franchise agreements yet with Qwest or Verizon.

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

Future Telephone Services and Facilities

Advances in technology and the use of digital transmission allow Qwest and Verizon to increase the capabilities in CO switches as demand grows. A 10,000-line grouping can be installed by adding circuit packs, line trunk capacity units, and distribution frame wiring which can be engineered and installed in 12 months. Qwest and Verizon telephone services are demand-derived and will increase as paying customers request.

Washington Utilities Trade Commission (WUTC) regulations require Qwest and Verizon to provide adequate telecommunications service on demand, and Section 480-120-086 of the Washington Administrative Code requires Qwest and Verizon to maintain adequate personnel and equipment to handle any reasonable demand and traffic. New technology such as multiplexing and digital transmission, cellular and fiber optic technologies are allowing dramatic advances in communication. Because Qwest and Verizon provide service on demand, there are no limits to future capacity.

Existing Cable Television Service

Cable service is provided in the City of Shoreline by Comcast. The City maintains franchise agreements with Comcast for use of rights-of-way.

Comcast serves the entire Shoreline area except for a one-quarter square mile area in the northeast quadrant. This area is comprised of Holyrood Cemetery and the Ballinger Commons apartment complex. Ballinger Commons management provides television services for its residents by satellite dish.

Future Cable Television Services and Facilities

The demand for cable television is likely to continue to increase as population grows. At the same time, new technology will allow cable companies to provide more channel options to their customers. Most areas in Shoreline are served by cable television currently, but some new development may strain existing cable facilities.

Fiber Optic Facilities

The City maintains a 10-year franchise agreement with US Crossing Inc., which operates a fiber optic network (Ord. 207, July 26, 1999).

Utility Issues

Equitable Funding

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

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

Environmental Impacts from Utility Improvements

When utility facilities are renovated, expanded or created they have an impact on the community. One example of a utility project that could impact a community is the addition of transmission towers. Such infrastructure can have aesthetic impacts on neighborhoods, and a community must consider how it should address and mitigate such facilities. Shoreline tends to use SEPA to identify and address most impacts; however, the community may wish to consider additional approaches to mitigate utility facilities and infrastructure impacts.

Opportunities for Cooperation

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

Adequacy of Service

The community has a legitimate interest in not only that utility services are available, but also in the quality of those services and the opportunities for enhancing those services to the community. These concerns range may include the unavailability of natural gas service, and the quality of service for cable television, and telephone and cellular telephone service.

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

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

Parks, Recreation and Open Space Element Supporting Analysis

Background Information

Park Classification

In order to address specific land needs, parks, open space, and recreational areas have been divided into categories. Each category provides a distinct type of recreational opportunity. The ideal park system for a community is one made up of several different types or classifications of areas. The classification system proposed for Shoreline is as follows:

Neighborhood Parks

A neighborhood park is the basic unit of the park system and serves as the recreational and social focus of the neighborhood within approximately 15 minute walking time. The overall space is designed for impromptu, informal, unsupervised active and passive recreation as well as intense recreational activities. These parks are generally small, approximately five to ten acres, and serve the neighborhood within a one-half mile radius. Since these parks are located within walking and bicycling distance of most users, the activities they offer become a daily pastime for the neighborhood residents.

Typically, amenities found in a neighborhood park include a children's playground, picnic areas, trails, open grass areas for active and passive uses, tennis courts, outdoor basketball courts, and multi-use sport fields for soccer, baseball, etc.

Community Parks

A community park serves a broader purpose than a neighborhood park. The purpose of these parks is on meeting community-based active, structured recreation needs as well as preserving unique landscapes and open spaces. The design is for organized activities and sports, although individual and family activities are also encouraged. Generally, the size of a community park ranges between approximately ten to 50 acres.

Community parks serve a much larger area, and are often accessed by vehicle, bicycle, public transit, or other means so the walking distance requirement is not critical. Adequate capacity to meet community needs is critical, and requires more support facilities such as parking and restrooms. Typical amenities might include sports fields for competition, picnic facilities for larger groups, skate parks and inline rinks, large destination-style playgrounds, arboretum or nature preserves, space for special events, recreational trails, water-based recreation features, and outdoor education areas. Their service area is approximately one and one-half to three miles.

Large Urban Parks

Large urban parks serve an even broader purpose and population, but also often serve neighborhood and community park functions. Their focus is on providing a mixture of active and passive recreation opportunities and serving a diversity of interests.

Generally, large urban parks provide a wide variety of specialized facilities such as sports fields, large picnic areas, etc. Due to their size and the amenities offered, they require more support facilities such as parking and restrooms. They usually exceed 50 acres, and are designed to accommodate large numbers of people within the entire community.

Regional Parks

Regional parks serve the city and beyond as they are usually large and often include a specific use or feature that make them unique. Typically, their use focuses on a mixture of active and passive activities, and sometimes offers a wider range of amenities and activities.

Natural/Special Use Area

This category includes areas developed to provide aesthetic relief and physical buffers from the impacts of urban development, and to offer access to natural areas for urban residents. These areas may also preserve significant natural resources, remnant landscapes, and open space. Furthermore, natural/special use areas may serve one or several specific purposes such as community gardens, waterfront access, sports fields, or a variety of others. The service area for natural/special use spaces varies depending upon amenities and usage.

Pocket Park

Pocket parks are specialized facilities used to address limited, isolated or unique recreational needs.

Existing Conditions

The City of Shoreline has a wide variety of parks, recreation facilities, programs and services, including land owned by the City of Shoreline, King County, the State of Washington, and several other public and private agencies (see map at end of Capital Facilities Element).

Table PROS-1: Summary of City Parks, Open Space Areas, and Trails

Area	Acres	Facilities
Ballinger Park	4.30	Natural area, creek access
Boeing Creek Park	40.42	Natural area, creek access, picnic area, kiosks (2)
Brugger's Bog Park	3.20	Playground area, picnic area, natural area, water access
Cromwell Park	9.04	Softball field/soccer field, youth baseball/softball, playground areas (2), basketball court, picnic area, parking area
Darnell Open Space	0.80	Natural area, access to Interurban Trail
Echo Lake Park	0.90	Restroom, fishing area/water access, picnic area
Hamlin Park	73.00	Regulation baseball field, youth baseball fields (3), softball fields (2), football field (all fields are lighted), picnic area, shelter building, playground area, natural area, pathways/trails, parking areas (3), restrooms (2)
Hillwood Park	10.00	Softball field, tennis courts, playground area, parking area, restroom, soccer field
Innis Arden Reserve	23.00	Natural area, trails
James Keough Park	3.10	Tennis courts (2), soccer field, playground area, basketball court, open play area, picnic area
Meridian Park	3.20	Tennis courts (2), natural area, picnic area
North City Park	3.80	Natural area, pathways/trails, kiosk (1)
Northcrest Park	7.30	Playground area, trails, picnic area
Paramount Open Space	9.10	Picnic area, trails, parking area
Paramount School Park	7.00	Youth baseball/softball fields(2) (), soccer field (1), playground area, pathways, parking area, restroom (1), picnic area, skate park
Pocket Park	0.10	None
Conservancy Property	2.60	Natural area, trail
Richmond Beach Community Park	3.80	Tennis courts (2), playground area, picnic area, open grass area, pathways, parking area
Richmond Beach Saltwater Park	40.00	Picnic areas (4), shelter buildings (2), playground area, observation areas (2), restroom building (2), beach, trails, barbecue areas (11)
Richmond Highlands Park	4.30	Youth baseball/softball field (2), playground area, soccer field, community center, parking area, restroom (1 park/1 inside community center)
Richmond Reserve	0.10	Natural area
Ridgecrest Park	3.80	Youth baseball/softball field (1), playground area, handball courts (2), parking area
Ronald Bog Park	13.70	Fishing area, natural area, picnic area, viewing shelter,
Shoreline Park	8.98	Swimming pool, tennis courts (2), soccer field (2), playground area, picnic area, restrooms, building structure
Shoreview Park	47.52	Tennis courts (4), soccer field, softball field, hitting wall, parking area, playground, trails, restrooms (2), picnic area
Twin Ponds Park	21.80	Water access, tennis court, soccer field, playground area, paved court, picnic area, kiosk/viewing area, parking area (2), restroom (1), trails
Total	345.36	

Table PROS-5: Summary of City Parks by Type

Park Area	Acres	Status
Neighborhood Parks		
Brugger's Bog	3.2	Partially Developed
James Keogh Park	3.10	Developed
Northcrest Park	7.3	Partially Developed
Richmond Beach Community Park	3.98	Developed
Ridgecrest Park	3.80	Developed
Total	21.38	
Community Parks		
Cromwell Park	9.04	Developed
Hillwood Park	10.00	Developed
Paramount School Park	7.00	Developed
Richmond Highlands Park	4.3	Developed
Shoreline Park	8.98	Developed
Twin Ponds Park	21.80	Developed
Total	61.12	
Large Urban Parks		
Hamlin Park	73.00	Developed
Shoreview Park	47.52	Developed
Total	120.52	
Regional Parks		
Richmond Beach Saltwater Park	40.00	Developed
Total	40.00	
Natural / Special Use Park		
Ballinger Park	4.3	Partially Developed
Boeing Creek Park	40.42	Undeveloped
Darnell Open Space	.80	Undeveloped
Echo Lake Park	0.90	Partially Developed
Innis Arden Reserve	23.00	Undeveloped
Interurban Trail1	3.0 Miles	Partially Developed
Meridian Park	3.20	Partially Developed
North City Park	3.80	Partially Developed
Paramount Open Space	9.10	Partially Developed
Conservancy Property	2.6	Undeveloped
Richmond Reserve	0.10	Undeveloped
Ronald Bog	13.7	Partially Developed
Total	101.92	
Pocket Park		
Pocket Park / Rotary	0.10	Developed
Total	0.10	

Parks and Recreation Programs and Services

The Parks, Recreation, and Cultural Services Department offers classes, camps, “drop-in” programs, workshops, leagues, and special events for infant through senior adult aged participants. These programs are focused in cultural, performing, visual, and literary arts; aquatics; sports and athletics; outdoor and environmental interests; health and fitness; and other areas. Specialized programs are also offered for children who are disabled and for children with English as a Second Language. Specialized disabled programs include a daytime program for adults, Special Olympics practices and meets, and weekend trips. Year-round programs are determined by both participant trends and suggestions made to staff by the community.

The Shoreline Pool offers extensive swim lessons, “drop-in” public and family swims, water exercise programs, and rentals to groups (including the Shoreline School District’s high school swim teams).

The City operates one small neighborhood recreation center at Richmond Highlands Park. The Richmond Highlands Recreation Center is currently used by the Parks, Recreation, and Cultural Services department for a teen drop-in center, recreation classes, an adult developmentally disabled program and community event rentals. The majority of Department indoor recreation programs and registration services are held at the Spartan Gym. The Spartan Gym is a jointly operated by the City of Shoreline and the Shoreline School District. In addition, the Department offers programs and services at other Shoreline School District and Shoreline Community College facilities, with occasional use at the Shoreline Library and Shoreline Historical Museum.

In a changing urban environment, each person needs the opportunity to experience a sense of belonging to the community, to develop friendships and to interact with people having similar interests. Shoreline’s community programs and services will respond to social concerns by focusing on intervention, prevention and protection.

Shoreline will emphasize a variety of basic education, recreation and social service programs intended to help all community members to have access to opportunities that contribute to a healthy and productive life-style.

Capital Facilities Element Supporting Analysis

Background and Context

Capital facilities in Shoreline that are addressed in this section are placed in two categories: municipal facilities and non-municipal facilities. Municipal facilities are defined as those that are owned and operated or managed by the City. Non-municipal facilities are defined as those that are not owned and operated by the City, or are facilities and services for which the City has an interlocal or franchise agreement, or services and facilities that are provided to City residents through independent districts. This distinction is relevant because, although the City has contractual relationships with some of these non-municipal service providers, the level of authority it can exert is not as significant as it could be if the service was owned and operated by the City.

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

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

For facilities funded by the City, the GMA requires the preparation of six-year plan for financing new or expanded capital facilities. The six-year plan must consider financing within project funding capacities, clearly identify the sources of public moneys for these improvements, and ensure that these improvements are consistent with the Land Use Plan. Finally, the GMA requires the City to reassess the Land Use Plan or revise the adopted level of service if funding falls short of meeting future capital facility needs. The King County Countywide Planning Policies further state that capital facility investment decisions place a high priority on public health and safety.

This Capital Facilities Element will address the requirements of the Growth Management Act as well as help answer important questions such as:

- What kind of services and facilities does the community want and need to serve existing and future residents, and which services and facilities are most important?
- When should these services and facilities be provided and how should they be funded?

- If needed in the near-term, where should such facilities be located?
- How can the need for new facilities be limited and their impacts on the community be addressed?
- What is the City's role in ensuring and providing services and facilities and how should the City work with other providers to facilitate good service?

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

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

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

All of these projects will be competing for limited public resources. For projects that the City controls, citizens must decide which projects will proceed, how to fund them, and then prioritize them. At the development stage, the community must clarify where these facilities (whether provided by the City or not) will be located and how to address the impacts of new or expanded facilities on adjacent areas and the community.

This Capital Facilities Element identifies how the community will respond to these capital needs over the next twenty years.

Existing Conditions

This chapter identifies the primary capital facilities that exist within the City. These facilities are listed as **Municipal Facilities**, and **Non-Municipal facilities**. The facility, provider, and an inventory including the name, size, and location of each facility are provided, if the information is available. A brief description of services provided at the facility is also presented to explain the use of the structure(s).

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

The City maintains a number of franchise agreements with utility providers allowing for the existence of support facilities (e.g., sewer pipe) within the City's right-of-way (streets). Many of the services referred to in this Chapter are controlled by the City through franchise and interlocal agreements.

Municipal Facilities and Services

This section addresses existing public capital facilities owned or largely operated and managed by the City of Shoreline:

- Municipal Buildings and Facilities

- Surface Water Facilities

- Transportation Facilities

- Park and Recreation Facilities

Municipal Buildings and Facilities

Current Municipal Facilities

The City of Shoreline offices provide a wide variety of services and functions including; parks and recreation, development services (permitting), planning and community development, economic development, budgeting, customer response, surface water planning, and transportation planning. In addition, the City maintains a number of administrative functions including finance and human resources as well as the offices of the City Clerk and City Attorney.

The City of Shoreline "City Hall" and "Annex" currently occupy approximately 46,684 square feet of leased office space located at 17544 Midvale Avenue N and 1110 N 175th Street. The City owns and maintains approximately 28,765 square feet of facilities to support the park system (includes Shoreline Center swimming pool, Richmond Highlands Community Center, numerous park rest rooms, and picnic shelters).

Planned Municipal Facilities

The City is currently exploring options to construct a new City Hall facility. At the time of this report preparation (December 2003), the implementation of the City Hall project is a City Council goal.

Surface Water Facilities

The Surface Water Master Plan provides a detailed discussion of the surface water facilities in Shoreline.

Transportation Facilities

The Transportation Master Plan and Transportation Element of this Plan provide a detailed discussion of the transportation facilities in Shoreline.

Parks and Recreation Facilities

There are a number of public parks and recreation facilities within the community. These facilities are discussed in more detail in the Parks, Recreation, and Cultural Services Element of this Plan and in the Parks, Recreation and Open Space Master Plan.

Non-Municipal Facilities and Services

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

Police Facilities

Current Police Facilities

There are three police facilities located throughout the City of Shoreline, a main police station and two neighborhood centers:

Police Station <i>Building owned by the City</i> 1206 N 185 th Street	Neighborhood Center Eastside Storefront <i>Space leased by the City</i> 521 NE 165 th Street	Neighborhood Center Westside Storefront <i>Space leased by the City</i> 630 NW Richmond Beach Road
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Police services are provided to the City through a five-year contract with King County that expires 12/31/04. Services are provided to the City of Shoreline under the “City Model” police contract in two major areas:

City Services: staff is assigned to and works within the City. There are currently 48 FTE’s dedicated to the City.

Support Services: staff is assigned within the King County Sheriff’s Office and are deployed to the City on an as-needed basis (e.g., criminal investigations and special response teams).

The City also contracts for two Community Policing Specialists (i.e., Storefront Officers), that are assigned to the two Neighborhood Centers (West and East storefront centers). Storefront Officers are assigned to these locations on a full-time basis, working with the local residential and commercial neighborhoods and schools to resolve issues and problems affecting them. Storefront Officers do not answer 911 calls (except when available).

Emergency calls for service to Shoreline are managed through the the King County “911” Communications Center.

There are no municipal jail cells located within the City. The Shoreline Police maintain two holding cells at precinct headquarters to detain suspects until they can be transferred to King County jail facilities.

Planned Police Facilities

The City does not have any current plans to acquire or construct any additional police facilities. Police services will be reviewed at the close of the five-year contract period.

Shoreline District Court

Supportive of Police services is the Shoreline District Court (located at 18050 Meridian Ave N.), which is provided to the City through an interlocal agreement with King County. The District Court provides municipal court services for the prosecution of criminal offenses committed within the incorporated City limits. The District Court serves several other jurisdictions as well. No known changes are planned for the Shoreline District Court facility or services.

Fire Protection

Current Fire Facilities

The Shoreline Fire Department serves an area slightly larger than the incorporated boundaries of the City of Shoreline. The Shoreline Fire Department estimates that the population served by the Department is 53,000. In addition to the Shoreline Area, the Fire Department provides fire suppression services to the Chevron facility (Point Wells) in Snohomish County on a contractual basis.

The Shoreline Fire Department maintains five stations located at 17525 Aurora Ave N, 719 North 185th St, 1841 NW 195th St, 145 NE 155th St., and 1410 NE 180th Street. The department also maintains five pumpers, three advanced life support units, three basic life support units, and one ladder truck.

Planned Fire Facilities

The Shoreline Fire Department recently completed construction of two new neighborhood fire stations and a training/support services/administrative facility. With these project constructed, there are no additional major upgrades projected for the next 15 to 20 years.

Public School Facilities

Public school services are provided by Shoreline Public School District #412. Within the District (which includes the cities of Shoreline and Lake Forest Park) there are 16 public schools, and a District Office and Conference Center facility.

Current School District Facilities

School District #412 encompasses a sixteen square mile area, bounded by Puget Sound on the west, Lake Washington to the east, the Seattle City limits to the south, and the King/Snohomish County line to the north. The Shoreline School District boundaries include the cities of Shoreline and Lake Forest Park. Residents of Shoreline are served by all District schools except Brookside Elementary School and Lake Forest Park Elementary School.

The School District operates one preschool/daycare center, 9 elementary schools, 2 middle schools, 2 high schools and 2 additional facilities located within the City of Shoreline. These facilities are listed in the table below.

Table CF-1: Shoreline School District Facilities

Name of Facility	Location
Preschool/Daycare Centers:	
Shoreline Children’s Center	1900 N 170th Street
Elementary Schools:	
Briarcrest Elementary	2715 NE 158th Street
Echo Lake Elementary	19345 Wallingford Avenue N
Highland Terrace Elementary	100 N 160th Street
Meridian Park Elementary	17077 Meridian Avenue N
North City Elementary	816 NE 190th Street
Parkwood Elementary	1815 N 155th Street.
Ridgecrest Elementary	16516 10th Avenue NE
Sunset Elementary	17800 10th Avenue NW
Syre Elementary	19545 12th Avenue NW
Middle Schools:	
Einstein Middle School	19343 3 rd Avenue NW
Kellogg Middle School	16045 25th Avenue NE
High Schools:	
Shorecrest High School	15343 25th Avenue NE
Shorewood High School	17300 Fremont Avenue N
Other Facilities:	
Aldercrest Learning Center	2545 NE 200th Street
Cedarbrook	2000 NE Perkins Way

In addition to these facilities, the School District maintains a Transportation Center located adjacent to the Ridgecrest Elementary School site and a warehouse located at Hamlin Park.

Planned School District Facilities

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

- Site a portable at an affected school. The District owns several portables for this purpose; if all are being utilized, the District could purchase or lease more.
- Alter/shift special program assignments to available space to free up space for core programs: e.g. gifted programs, special education, arts, activities, etc.
- Boundary adjustments: the areas from which individual schools draw may be adjusted; in more extreme cases, the district boundary could be modified.

- Expansion of affected schools (if feasible without eliminating playfields or parking).

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

Shoreline Center

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

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

Water Service

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

Seattle Public Utilities (SPU), which serves the portion of the City located generally west of I-5

Shoreline Water District (SWD), which serves the portion of the City generally east of I-5

Existing Water System

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

SPU is a direct provider of water to the geographic area generally west of the I-5 corridor, servicing about 58 percent of the City's population. The other 42 percent of the city is serviced by the SWD, which purchases water wholesale from SPU.

Seattle Public Utilities (Water)

Existing Seattle Public Utilities Water Services and Facilities

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

Richmond Highlands Tanks at the Southwest corner of N 195th Street & Fremont Avenue N

Foy Standpipe at the northeast corner of Dayton Avenue N and N 145th Street

Foy Pump Station at the northeast corner of 5th Avenue NE and NE 145th Street

North Pump Station located east of 8th Avenue NE on NE 185th Street

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

Planned Seattle Public Utilities Water Service and Facilities

While the Seattle Public Utilities has plans for numerous maintenance and replacement projects of existing facilities, no major new facilities are planned by the SPU in the next 20 years.

Shoreline Water District

Existing Shoreline Water District Services and Facilities

The Shoreline Water District's (SWD) administrative offices are located at 15th Avenue NE and NE 177th Street. The maintenance facility is located south of the administrative offices, at 15th Avenue NE and NE 169th Street.

In 1982, 27 cities, water districts and associations signed 30-year contracts to buy some or all of their water from SPU on a wholesale basis, and SWD was one of these districts. The contract signed by SWD in 1982 was effective until January 1, 2012. In November 2001, SWD was one of nine associations that signed a new 60-year water service agreement with SPU and their new contract now extends to January 1, 2062. This contract allows SWD to acquire all of its water from metered connections from SPU's Tolt Transmission Pipeline.

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

The Shoreline Water District storage capacity is composed of a 3.7 million gallon reservoir, a 2.0 million gallon reservoir, and a smaller 400,000 gallon reservoir. Two booster pump stations are located on 8th Avenue NE, one at NE 160th Street and one at NE 185th Street. A supply station is located at 16th Avenue NE and NE 192nd Street.

Planned Shoreline Water District Services and Facilities

A comprehensive Water System Plan was completed for the Shoreline Water District in 2000 with a revision occurring in March 2001. This Plan identifies numerous project including: equipment replacement and maintenance at Supply Station 1, pressure zone improvements, main replacements, new booster pump station to increase fire flows, and continued monitoring of water quality.

Wastewater

Ronald Wastewater District is the primary wastewater service provider for the City of Shoreline, and in October 2002 the City executed a franchise agreement with the District to construct, maintain, operate, replace and repair the sanitary sewer within the City. The Highlands Sewer District, serves a small part of the City in the Highlands neighborhood.

There are approximately 10 lots on septic systems located along 23rd Avenue NE just south of N. 150th Street. The Ronald Wastewater District is aware of two septic systems located in the Richmond Beach Neighborhood¹. Additionally, approximately four square blocks located between N 186th and N 190th along Corliss Avenue N, just west of the City of Shoreline Senior Center also are on septic systems.

Wastewater treatment services are provided by the City of Edmonds and the King County Department of Natural Resources Wastewater Division (formerly Metro). King County DNR also provides gravity and pumped interceptor service.

Ronald Wastewater District (RWD)

Existing Ronald Wastewater District Services and Facilities

Ronald Wastewater District's service area includes the entire City of Shoreline with the exception of the Highlands neighborhood. In October 2001, RWD purchased the portion of sewer system owned by Seattle Public Utilities known as the Lake City Sewer District. This area covers most of the I-5 corridor, along with the southeastern portion of the City.

RWD Facilities include a wastewater collector and interceptor system consisting of 14 lift stations, 19 grinder pump stations, and over 197 miles of sewer mains varying in size from 8 to 30 inches in diameter.

The wastewater collected from within the District is treated at two facilities, King County Wastewater Division's West Point Treatment Plant and the City of Edmonds Treatment Plant, under contract arrangements. The Highlands Sewer District discharges wastewater flow into the Shoreline Wastewater Management District system.

Planned Ronald Wastewater District Services and Facilities

A comprehensive sewer system plan was completed for the Ronald Wastewater District in September 2001. In addition, Ronald Wastewater District completed a comprehensive sewer system plan in 2003 for the Lake City Sewer District Area that was purchased from Seattle Public Utilities. Both plans identify numerous maintenance and improvement projects for existing facilities.

The District maintains a 10-year capital improvement program for its original sewer system along with a separate capital improvement program for its newly acquired Lake City Sewer District Area. This includes an ongoing preventative maintenance program, in addition to conducting a 10-year inflow and infiltration program.

¹ The Shoreline Wastewater Management District reports that these septic systems were "grandfathered in" as a contract condition at the time the District took over the ownership of the Richmond Beach King County Sewer and Drainage District #3, in 1986.

Highlands Sewer District (HSD)

Existing Highlands Sewer District Services and Facilities

The Highlands Sewer District maintains a sanitary sewer collection system that conveys wastewater from approximately 100 households in the Highlands Neighborhood to the Shoreline Wastewater Management District.

Planned Highlands Sewer District Services and Facilities

There are no known changes to future provision of service within the Highlands Sewer District.

Treatment Facilities

Existing King County Department of Natural Resources Wastewater Division (KCDNRWD) and the City of Edmonds Services and Facilities

King County maintains a system of interceptor sewers and three (3) pumping stations within the City of Shoreline. King County transfers the majority of the flows from within the City of Shoreline via gravity and pumping to the West Point Treatment Plant. The West Point Treatment Plant currently has the capacity to treat up to 133 million gallons of wastewater per day.

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

Planned King County Department of Natural Resources Wastewater Division and City of Edmonds Services and Facilities

King County has released plans to construct a new regional wastewater treatment plant to be located in north King County or south Snohomish County (the Point Wells site is a potential location for this facility and/or its outflow pipe). This facility is intended to address expected shortages in system-wide treatment capacity. This added capacity will be needed by approximately 2010. This plant would eventually add capacity to treat up to 36 million gallons a day by the year 2030. It is assumed that capacity needed to treat future wastewater flows from Shoreline would be accommodated by this proposal.

Solid Waste

Existing Solid Waste Collection Services and Facilities

The City of Shoreline currently has a seven year solid waste collection contract with Waste Management Northwest for residential curbside solid waste and recycling collection and commercial solid waste collection. Shoreline maintains an interlocal agreement with King County for use of the First Northwest Transfer Station. In addition to solid waste collection the City also operates a household battery recycling program and a composting facility for recycling municipal and school district green waste. The City also sponsors two recycling events during the year for residents to recycle household items.

Planned Solid Waste Services and Facilities

The City plans to continue solid waste collection through contract services, and to continue its agreement with King County for the use of the First Northwest Transfer Station. The City also plans to encourage recycling throughout the city by modeling it in all City-owned facilities and through such programs as residential events.

Capital Facility Issues

General Growth Projections

According to growth projections, which provide the foundation for the Land Use element of the Comprehensive Plan, the City of Shoreline could experience an increase of up to approximately 2,650 additional households over the next twenty years. This figure is based on the housing target allocated to the City by King County (see the Land Use Element for additional discussion of the City's housing target).

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

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

Levels of Service

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

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

For many of the capital facilities in Shoreline, the City is not the direct provider of service. In many instances, the City contracts with either districts or other governmental entities to provide services for the City. As noted in the inventory, the only capital facilities that the City has direct financial and managerial authority for are municipal buildings, transportation facilities (streets), and parks and recreation facilities. Because the City Public Works Department has planning, operational, and managerial responsibility for the City’s Surface Water Management System, with maintenance support through King County, this system has been categorized as a municipal capital facility.

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

Levels of Service Standards – Municipal Facilities

The City of Shoreline has identified level of service standards for the municipal facilities and services listed in Table 2. These standards must met and facilities in place at these minimum thresholds in order to serve new development adequately.

Table CF-2: Level of Service Standards for Municipal Facilities and Services

Type of Capital Facility or Service	Level of Service Standard
Transportation	As established by the Transportation Element of the Comprehensive Plan
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 Cultural Services Plan

Level of Service Standards – Non-municipal Facilities

In addition, the following planning goals are established to provide a *target* to guide the future delivery of important community services and facilities and to provide a measure to evaluate the adequacy of actual service.

Table CF-3: Targets for Delivery of Non-municipal Facilities and Services

Type of Capital Facility or Service	Target Level of Service Standard
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:	Consistent with fire flow rates stated in the Uniform Fire Code (based upon land use type).

Adequacy and Concurrency

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

Water and sewer service providers have demonstrated the ability to meet current demand at the service levels established in the Comprehensive Plan. The City uses the King County Surface Water Design Manual to assure that new development meets the established service standards for surface water management. The City is currently working with all outside service providers to determine their ability to continue to meet these service standards over the next 20 years under the Land Use Designation Plan identified in *Figure 1*. If the City determines that water and sewer providers or the City (for transportation and surface water management) will not be able to meet these service standards, the City could choose to: 1) modify the Land Use Designation Plan identified in *Figure 1* through an amendment to the Plan, 2) modify the level of service standards through an amendment to the Plan, 3) or restrict development until service can be provided at the established standards.

Other services are extremely important (like police, fire, and schools) and may be generally available at the time of occupancy; however, upgrades may be needed to provide services to new development at the same level or rate as other parts of the community. In these situations, it may take a few years for these full improvements to come on line.

Finally, there are other services that may be needed but are not critical or extremely important and barriers to the availability of service may take time to overcome. This situation can happen with services such as cable television or natural gas service. In addition, there may be situations (e.g., parks and libraries) where, for several years, the level of service may not be available for new development at the same rate as it is available for the existing community.

The City of Shoreline believes that water, sewer, and surface water management should be included in concurrency requirements even though the Growth Management Act does not

specifically list them. The concurrency policies establish minimum standards for service availability for new development.

Capital Facility Concerns

Coordinating Among Competing Projects

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

Many capital projects will be competing for development because not all facilities can be funded and built at the same time. Not only will funding need to be prioritized but also construction resources and land will need to be carefully allocated.

The original plan includes sections titled “Capital Facility Issues” and “Utility Issues” in those two elements. These “issues” have been consolidated here under the “Capital Facility Concerns” heading (pages 12 to 15). Those issues identified by the Planning Commission Workgroups have been retained.

The competition between projects can be mitigated in some cases by greater coordination and co-location. For example, co-location of new recreation facilities with existing schools could reduce the need to purchase new park lands and free up resources to complete the project more quickly and economically. Enhanced efficiency can also reduce the need for additional facilities.

Prioritization

The community must balance a wide range of capital facility needs and desires. Many of these facilities are provided by public entities other than the City. For capital facility projects that are developed the City, the City will not have adequate resources to complete all capital improvement projects at the same time, and, therefore, decisions must be made to prioritize projects. In order to prioritize future City projects, the community must clearly identify which projects are most important to meeting the complex needs of the community. The policies on prioritization provide city officials with guidance when evaluating competing capital projects funded by the City.

Coordination and Public Involvement

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

Mitigation and Efficiency

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

Inadequate Infrastructure

There are numerous indications that sewer, water, and storm water facilities will need to be upgraded or replaced in parts of the community. In some cases, these improvements will be necessary because of the advanced age or condition of the pipes/facilities. In other situations, existing systems may be insufficient to meet desired service levels. For example

Shoreline Community College campus, and some areas of the North City Business District cannot achieve the required fire flow to serve larger structures considering locating in these areas. Addressing these deficiencies may require not only installation of new piping but also installation of new hydrants. The City may need to determine if attracting these large developments is a priority, as well as to evaluate options for funding such infrastructure upgrades, since the cost of these improvements is prohibitively large for developers to assume.

In other areas, inflow and infiltration of the wastewater system results in capacity problems during significant storm events. Based upon numerous flooding incidents, there is a high demand for improved surface water facilities. In addition to improvements needed to correct or improve existing systems, new or expanded infrastructure may be needed to adequately serve areas where redevelopment is anticipated in coming years.

Except for surface water services, the City is currently dependent upon the independent service providers to inventory and address these deficiencies. In many of these situations, steps are already being proactively taken by the providers to address infrastructure issues. For example, the Ronald Wastewater Management District is in the fourth year of a ten-year program to address inflow and infiltration problems in the wastewater system. Where infrastructure deficiencies exist that are not currently being addressed, the City must find ways to encourage and ensure that these problems are comprehensively identified and addressed by all independent utility providers. In addition, the City must ensure that infrastructure will be available to serve future development.

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

Equitable Funding

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

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

Frequent Flooding

Recent storm events have brought attention to multiple areas within the community that experience potentially damaging or dangerous surface water run-off. During 1996, the City of Shoreline Customer Response Team logged 128 calls regarding flooding of creeks or

basins and this number rose to 156 during 1997. The City received an additional 33 flooding calls through April 1, 1998. These calls were scattered through all parts of the City and range from minor incidents to major flooding situations. During January 1997, the region experienced a major storm event resulting in severe flooding in many parts of the City. The most notable damage from this event was the wash out of the entire intersection of 6th Avenue NW and NW 175th Street. Public input has strongly indicated a desire for improvements to the surface water infrastructure within the community in order to minimize future damage from localized flooding.

There are a number of issues for the community to face in addressing these surface water problems. Some relief may be available through greater on-site mitigation by requiring additional surface water retention capacity. In other cases, construction of new surface water facilities may be needed at significant cost. Methods chosen to address surface water problems will raise other issues such as aesthetics, environmental protection and water quality. For example, the use of swales is considered unaesthetic to some residents, but their use can enhance water quality. In these situations, the community may have to clarify its needs and prioritize its value. The community will also need to address surface water impacts that affect wildlife including local and regional salmon runs. The proposed listing of the Puget Sound Chinook Salmon as threatened species may result in stricter standards for controlling run-off and water quality throughout the community.

Environmental Impacts from Utility Improvements

When capital facilities and utilities are renovated, expanded or created they have an impact on the community. Several projects are being considered which could impact Shoreline. These include a potential new regional wastewater treatment plant and expansion of the regional solid waste transfer station. In addition, there have been a number of recent additions of transmission towers within the City which have had aesthetic impacts on neighborhoods. These projects raise questions about how the community addresses and mitigates utility facilities. The City relies upon SEPA to identify and address most impacts, however, the community may consider additional approaches to mitigate the impact of utility facilities and infrastructure. The City Council's adoption of an undergrounding ordinance is an example of the community acting to address these concerns in an expanded manner.

Opportunities for Cooperation

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

Adequacy of Service

The community has expressed a desire to maintain current levels of service. However, in several areas, concern has been expressed about the quality of current services and the means to improve the way that these utilities provide service to the community. These concerns range from the unavailability of natural gas service to the quality of service for cable tv, telephone and cellular phones. A prime concern of community residents is the state of current storm water management. Public input consistently has indicated that residents are not satisfied with surface water management services. In response to these concerns, the City has assumed control of the surface water utility from King County as of April 1, 1998.

The City may face difficulties in assuring adequate services and facilities from providers the City does not directly control. This significant issue in the provision of essential services can be addressed through contracts or interlocal agreements with individual agencies for services or through direct provision of service (such as surface water management). Lack of needed infrastructure from these services may result in permitting delays or moratoriums if services are required for concurrency.

There are a number of ways that the community can promote improved levels of service in the future. The City may evaluate current providers to determine if alternate providers or direct provision may be appropriate measures to achieve service standards desired by local residents. Service contracts, interlocal agreements, assumption of service or other measures may be needed in order to assure that services will be available to serve planned growth and meet concurrency requirements.

Siting and Mitigating Environmental Impacts

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

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

Maintaining and/or Improving Services

The community will face challenges in maintaining current services over the coming years. Aging facilities will need to be replaced or refurbished and additional or expanded facilities will be needed to serve new development. Numerous public comments received at the public meetings held in association with the 2003 Comprehensive Plan Update process addressed a range of issues associated with the adequacy of the City's surface water facilities. Many of these issues will be addressed through capital projects identified in the City's Surface Water Master Plan currently being developed.

In addition, the community must clarify areas where it desires a higher level of service. Community input is clear about the need for better surface water management. Public comments also suggest an interest in expanded parks and recreation facilities; the development of the Parks, Recreation, and Cultural Services Plan associated with the Comprehensive Plan Update may address those concerns by translating that interest desires into clear standards and proposed facilities.

As new development occurs, there may be a strain on existing services and difficulty in providing services at the same level as the rest of the community enjoys. For example, several intersections are already over capacity during peak hours. The community must

anticipate these potential strains and clarify which services need to be available for new development at the time of occupancy.

Limited Funding Sources

The cost of additional capital facilities may exceed current revenue sources. If this situation occurs, the community will be faced with deciding if desired levels of service should be reduced or if alternate funding sources such as user fees, bonds, or impact fees should be used to fund the desired level of service.

Impacts fees are one method that could be used to pay for capital improvements such as parks or roads. For new residential developments, impact fees can create public benefits, but also raise home sale prices and thus property taxes for existing homes. A potential trade-off is reduced demand on the general fund for capital improvements. The community will need to decide if impact fees are an acceptable way to help fund new capital facilities.

Capital Funding

The following Capital Funding section is a general discussion of the range of funding sources that many communities access in funding capital facilities. It is provided here as background for the capital funding section of the plan. The specifics cited here will be updated as recommendations are made regarding the type of funding sources that are appropriate for consideration.

Potential Funding Sources

A wide range of revenue sources is available to the City of Shoreline for use in addressing capital facilities. There are three types of revenue sources for capital facilities, Multi-use, Single Use, and, less commonly, General Fund, described below.

1. Multi-use: taxes, fees, loans, and grants which may be used for virtually any type of capital facility (but which may become restricted if and when adopted for a specific type of capital facility);
2. Single use: taxes, fees, loans, and grants which may be used only for a particular type of capital facility; and
3. General fund: these monies are typically used for operations, rather than capital improvements.

Multi-Use Revenue Sources

Property Tax

Property tax levies are most often used by local governments for operating and maintenance costs. They are not commonly used for capital improvements.

The 2004 property tax rate in Shoreline is currently \$1.28 per \$1,000 of assessed value (AV). The maximum rate allowed by state law is \$1.60 per \$1,000 AV. The City has the option to set its rate at any level up to the maximum.

Under state law, local governments are prohibited from raising the property tax levy more than one percent from the previous year's levy (before adjustments for new construction and annexations). However, the state authorizes temporary or permanent increases above the 101 percent lid, up to a statutory limit under local voter approval. The City of Shoreline has not proposed a temporary lid lift.

General Obligation Bonds & Lease-Purchase (Property Tax Excess Levy)

There are two types of General Obligation (GO) bonds: voter-approved and Councilmanic. Voter-approved bonds increase the property tax rate, with increased revenues dedicated to paying principal and interest on the bonds. Local governments are authorized in "excess levies" to repay voter-approved bonds. Excess levies are increased in the regular property tax levy above statutory limits. Approval requires a 60 percent majority vote in favor and a turn-out of at least 40 percent of the voters from the preceding general election.

Councilmanic bonds are authorized by a jurisdiction's legislative body without the need for voter approval. Principal and interest payments for Councilmanic bonds come from general government revenues, without a corresponding increase in property taxes. Therefore, this method of bond approval does not utilize a dedicated funding source for repaying the bond holders. Lease-purchase arrangements are also authorized by vote of the legislative body and do not require voter approval.

The amount of the local government debt allowable for GO bonds is restricted by law to 7.5 percent of the taxable value of the property within the City limits. This may be divided as follows:

General Purpose Bonds	2.5 percent
Utility Bonds	2.5 percent
Open Space and Park Facilities	2.5 percent

Of the 2.5 percent for General Purpose Bonds, the City may issue up to 1.5 percent in the form of Councilmanic bonds.

As of December 2003, the City had no Councilmanic GO and no voter-approved GO debt. The total unused debt capacity available for the City in 2003 is \$388.4 million.

If bonds were used to fund capital facilities, the impact on the individual taxpayer would vary widely depending upon the amount and term of the bonds.

Real Estate Excise Tax

RCW 82.46 authorizes local governments to collect a real estate excise tax levy of 0.25 percent of the purchase price of real estate within the city limits. The Growth Management Act authorizes collection of another 0.25 percent. Both the first and second 0.25 percents are required to be used for financing capital facilities specified in local governments' capital facilities plans.

The first and second 0.25 percent may be used for the following capital facilities:

1. The planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation, or improvement of streets, roads, highways, sidewalks, street and

- road lighting systems, traffic signals, bridges, domestic water systems, and storm and sanitary sewer systems; or
2. The planning, construction, repair, rehabilitation, or improvement of parks and recreational facilities.

In addition, the first 0.25 percent may be used for the following:

- a. The acquisition of parks and recreational facilities;
- b. The planning, acquisition, construction, repair, replacement, rehabilitation, or improvement of law enforcement facilities, protection of facilities, trails, libraries, administrative and judicial facilities, and river and/or floodway/flood control projects and housing projects subject to certain limitations.

The City of Shoreline has enacted both of the 0.25 percent real estate excise taxes. The King County Assessors Office determines the value of the property and the seller of the property is responsible for the payment of these assessed taxes. The total 2004 budget estimate is \$1.37 million allocated to capital facilities.

Business and Occupation Tax

RCW 35.11 authorizes cities to collect this tax on the gross or net income of businesses, not to exceed a rate of 0.2 percent. Revenue may be used for capital facilities acquisition, construction, maintenance, and operations. Voter approval is required to initiate the tax or increase the tax rate. The City has not utilized this revenue source.

Local Option Sales Tax (Retail)

Local governments may collect a tax on retail sales of up to 0.85 percent. Counties, with voter approval, may collect an additional 0.15 percent which may be used only for criminal justice purposes (public transportation-benefit authorities may levy up to 0.6 percent). Voter approval is required for all local option sales tax increases.

State Retail Sales Tax

In 2004, Shoreline budgeted \$5.26 million in retail sales tax to be expended on maintenance and operating costs. Criminal justice tax revenues (one percent) totals \$1.0 million.

Utility Tax

RCW 35A.52 authorizes cities to collect a tax on gross receipts of electrical, gas, garbage, telephone, cable service, water, sanitary sewer, and stormwater management providers. Service users pay the tax as part of their utility bill.

State law limits the utility tax to 6 percent of the total receipts for cable services, electricity, gas, steam (not applicable to Shoreline), and telephone, unless a majority of the voters approved a higher rate. There are no restrictions on the tax rates for City-owned sewer, water, solid waste, and stormwater. Revenue can be used for capital facilities acquisition, construction, and maintenance. Currently the City does not collect utility taxes on surface water, electricity, sanitary sewer or water.

Community Development Block Grants

Approximately \$400,000 in community development block grant (CDBG) funding is available annually through participation in the King County CDBG Consortium. The City allocates the CDBG funding on an annual basis. Funds may be used for public facilities, economic development and housing projects which benefit low- and moderate-income households. Funds may not be used for maintenance and operations. The City has used CDBG funds in the past for curb ramp and sidewalk repair.

It is not possible to accurately forecast revenues from CDBG grants.

Public Works Trust Fund Grants and Loans (PWTF)

The state Department of Community, Trade, and Economic Development provides low-interest loans for capital facilities planning, emergency planning, and construction of bridges, roads, domestic water, sanitary sewer, and storm sewer. Applicants must have a capital facilities plan in place and must be levying the original 0.25 percent real estate sales tax (see real estate excise tax, above). Construction and emergency planning projects must be for reconstruction of existing capital facilities only. Capital improvement planning projects are limited to planning for streets and utilities.

Loans for construction projects require a local match generated only from local revenues or state-shared entitlement (gas tax) revenues. The required local match is 10 percent of a 3 percent loan, 20 percent for a 2 percent loan, and 30 percent for a 1 percent loan.

Emergency planning loans are at a 5 percent interest rate. If state or federal disaster funds are received, they must be applied to the loan for the life of the project (20 years). Future PWTF funding cannot be reliably forecast.

Surface Water Management Funds

Surface Water Management (SWM) Utility provides funding to address problems caused by stormwater runoff. Typical problems include flooding of homes and roads, erosion of hillsides and streambanks, water pollution and damage to fish habitat. Unlike wastewater (sewage), most stormwater flows untreated into pipes, ponds, and ditches that empty into streams, wetlands, and lakes.

The fee for single family homes is \$102 per year, and is billed along with property tax statements by King County. The rate for commercial property owners varies depending on parcel acreage and amount of impervious surfaces, such as buildings and parking lots.

Surface water management fees are used to:

- replace, upgrade and maintain drainage systems -- stormwater control structures, settling ponds, catch basins, culverts and other facilities -- in neighborhoods that have had a history of serious flooding
- restore streambanks and fish habitat damaged by uncontrolled runoff
- protect lakes, streams and wetlands and try to prevent future problems by implementing watershed management plans
- send out field investigators to respond to citizen complaints about drainage or water pollution problems and to provide technical assistance where needed
- encourage community stewardship of water resources through streamside plantings, storm drain stenciling, educational workshops and small grants to citizen groups and businesses

- respond to flood hazards by staffing the Flood Warning Center, providing emergency referrals and coordination and maintaining river control facilities: pumping systems, levees, dikes, and revetments.

The Surface Water Management Fund transfers money internally to the General Fund for related administration functions. Related administrative functions can include records management, payroll costs, budgeting, accounts payable, management costs, salaries and benefits, debt service, and State Business and Occupation (B&O) taxes. This is in addition to the cost of repairs and improvements to the Storm/Surface Water systems in the City.

Single Use Revenue Sources

Special-Purpose Districts

RCW 67.38.130 authorizes cultural arts, stadium/convention special purpose districts with independent taxing authority to finance capital facilities. The District requires a majority voter approval for formation, and has a funding limit of \$0.25 per \$1,000 of assessed valuation.

Typically, such a special-purpose district would serve a larger geographical area than the single city. Revenue would be based on the tax base of the area within the special service district. If Shoreline were to propose a cultural arts or stadium/convention special purpose district with the same boundaries as the City, at a maximum allowable levy rate of \$0.25 per \$1,000 AV, estimated revenues would amount to \$9.1 million in a 6-year period, or \$39.7 million over twenty years.

Emergency Medical Services (EMS) Levy

The state authorizes a \$0.50 per \$1,000 AV property tax levy, which may be enacted by fire and hospital districts, cities and towns, and counties. Shoreline has not enacted an EMS levy because it is serviced by the countywide Medic One. According to state law, if the County's EMS levy applies to the City, then the City cannot enact an EMS levy for the City itself.

Fire Impact Fees

RCW 82.02.050-090 authorizes a charge (impact fee) to be paid by new development for its "fair share" of the cost of fire protection and emergency medical facilities required to serve the development. Impact fees must be used for capital facilities necessitated by growth, and not to correct existing deficiencies in levels of service. Impact fees cannot be used for operating expenses. Shoreline does not currently collect fire impact fees.

A fire impact fee for the City of Shoreline can be generated by multiplying the current level of service by the cost of related capital facilities to determine the cost per capita, then multiplying by the number of persons per dwelling unit to determine the cost per dwelling unit.

The City does not currently charge a fire impact fee because it does not directly operate fire protection capital facilities.

Motor Vehicle Fuel Tax

RCW 82.36 authorizes this tax, which is administered by the state Department of Licensing and paid by gasoline distributors. Cities and counties receive 10.6961 percent and 22.78 percent, respectively, of motor vehicle fuel tax receipts. Revenues must be spent for “highway purposes” including the construction, maintenance, and operation of City streets, county roads, and highways. In 2004, \$1,093,500 in fuel tax revenue is budgeted in Shoreline, of which \$745,000 is for operating, maintenance, and debt service costs, and \$348,500 is for capital facilities.

Local Option Fuel Tax

RCW 82.80 authorizes this county-wide local option tax equivalent to 10 percent of the state-wide motor vehicle fuel tax and a special fuel tax of 2.3 cents per gallon. Revenues are distributed back to the county and its cities on a weighted per capita basis (1.5 for population in unincorporated areas and 1.0 for population in incorporated areas). Revenues must be spent for “highway purposes.” King County has not enacted this local option fuel tax.

Commercial Parking Tax

RCW 82.80 authorizes a tax for commercial parking businesses, but does not set rates. Revenues must be spent for “general transportation purposes” including highway purposes, public transportation, high-capacity transportation, transportation planning and design, and other transportation-related activities. Shoreline does not have a commercial parking tax at this time.

Transportation Benefit District

RCW 35.21.225 authorizes cities to create transportation districts with independent taxing authority for the purposes of acquiring, constructing, improving, providing, and funding any city street, county road, or state highway improvement within the district. Special district's tax base is used to finance capital facilities.

The District may generate revenue through property tax excess levies, general obligation bonds (including Councilmanic bonds), local improvement districts, and development fees (see related discussions, above, for background on each of these). Voter approval is required for bonds and excess property tax levies. Council approval is required for Councilmanic bonds, special assessments, and development fees.

Transportation improvements funded with district revenues must be consistent with state, regional, and local transportation plans; necessitated by existing or reasonable foreseeable congestion levels attributable to economic growth; and partially funded by local government or private developer contributions, or a combination of such contributions.

To date, no jurisdiction in the state has formed a transportation benefit district.

A transportation benefit district would address specific transportation projects reducing congestion caused by economic development. Consequently, the amount of revenue is a function of the cost of the project, rather than a levy rate, assessment amount, or fee schedule. It is, therefore, not possible to reliably forecast revenue from this source.

Road Impact Fees

RCW 82.02.050-090 authorizes cities and counties to exact road impact fees from new development for its “fair share” of the system improvement costs of roads necessary to serve the development. Impact fees must be used for capital facilities necessitated by growth and not to correct existing deficiencies in level of service. Impact fees cannot be used for operating expenses. Shoreline currently does not collect traffic impact fees.

National Highway Systems Grants

The Washington State Department of Transportation (WSDOT) awards grants for construction and improvement of National Highway System (NHS) components. In order to be eligible, projects must be a component of the NHS and be on the regional transportation improvement program.

Ultimately, the NHS will include all interstate routes, a large percentage of urban and rural principal arterials, defense strategic highway networks, and strategic highway connectors. In the interim, the NHS will consist of highways classified as principal arterials.

Funds are available on an 86.5 percent federal, 13.5 percent local match based on the highest ranking projects from the regional Transportation Improvement Board (TIB) list.

It is not possible to forecast reliably how much, if any, revenue the City would receive from this source.

Surface Transportation Program (STP) Grants

Puget Sound Regional Council provides grants for road construction, transit, capital projects, bridge projects, transportation planning, and research and development. Projects must be on the regional TIP list, and must be for roads with higher functional classifications and local or rural minor collectors

Funds are available on an 86.5 percent federal/13.5 percent local match based on highest ranking projects from the regional TIP list.

Shoreline has received STP and Transportation Improvement Account grants for some of its transportation projects including Aurora Avenue and the Interurban Trail project.

Federal Aid Bridge Replacement Program Grants

WSDOT provides grants on a state-wide priority basis for the replacement of structural deficient or functionally obsolete bridges. Funding is awarded on 80 percent federal/20 percent local match.

Federal Aid Emergency Relief Grants

WSDOT provides funding for restoration of roads and bridges on the federal aid system which are damaged by natural disasters or catastrophic failures. Funds are available on an 83.13 percent federal/16.87 percent local matching basis. Because emergencies cannot be predicted, it is not possible to forecast revenues from this source.

Urban Arterial Trust Account Grants (UATA)

The Washington State Transportation Improvement Board (TIB) provides funding for projects to alleviate and prevent traffic congestion. In order to be eligible, roads should be

structurally deficient, congested by traffic, and have geometric deficiencies, or a high incidence of accidents. Funds are awarded on an 80 percent federal/20 percent local matching basis.

Centennial Clean Water Fund (CCWF)

The Department of Ecology (DOE) issues grants and loans for the design, acquisition, construction, and improvement of water pollution control facilities and related activities to meet state and federal requirements to protect water quality.

State Revolving Fund Loans

DOE administers low-interest loans and low-interest guarantees for water pollution control projects. Applicants must demonstrate water quality need, have a facility plan for water quality treatment, show ability to repay a loan through a dedicated source of funding, and conform to other state and federal requirements. Shoreline does not have any programs that would qualify for these funds at this time.

Solid Waste - Department of Ecology Grants

The state awards grants to local governments for a variety of programs related to solid waste, including a remedial action grant to assist with local hazardous waste sites, moderate risk/hazardous waste implementation grants, and waste composting grants. It is not possible to forecast revenue from this source.

Storm Drainage Payment In Lieu of Assessment

In accordance with state law, the City could authorize storm drainage charges in lieu of assessments. The City does not currently collect a storm drainage facility charge per acre upon issuance of a building permit. Revenues from this charge are, or could be, deposited in the City's Storm Drainage Cumulative Reserve Fund. Revenues from this fund could be used for construction, maintenance and/or repair of storm drainage facilities, acquisition of property or related debt service.

Water Districts

Two water utility districts serve Shoreline's planning area. Water districts have independent taxing authority, with a property tax levy limit of 50 cents per thousand of AV. Tax revenue is restricted to uses related to the purpose for which the water district was created.

Grants and Loans

Grants and loans are additional sources of revenue that may be used for capital projects. The state Community Economic Revitalization Board (CERB) provides low-interest loans, and occasionally grants to finance sewer, water, access roads, bridges, and other facilities for specific private sector development. Funding is available only for projects which support specific private developments or expansion which promotes the trading of goods and services outside the state. The average requirement is to create one job per \$3,000 of CERB financing.

The Federal Economic Development Administration (EDA) provides grants for improvements that benefit economic development and reduce unemployment.

Twenty-Year Capital Facilities Plan

Table CF-4: General Capital Facilities: Municipal and Police Facilities, Parks, Recreation and Open Space Facilities

Table CF-5: Transportation Facilities

Table CF-6: Surface Water Utility Facilities

These tables will be finalized following evaluation of estimated revenues and prioritization of potential capital projects.

Currently, the City has developed an unconstrained capital facilities vision that includes all identified projects that support the Comprehensive Plan. Using public input, the City needs to prioritize these projects to determine which should be including on the constrained 20-year Capital Facilities Plan shown here.

Final table formats may be different than shown here

Unconstrained Capital Facilities Vision

The following tables represent all identified projects that support the goals and vision of the Comprehensive Plan. These include projects that may be implemented in the near future as well as projects that may be implement twenty or more years from now. As noted in the box above, the City seeks public input to prioritize these projects to determine the timing of projects and which should be included on the constrained 20-year Capital Facilities Plan.

Prioritization

Using public comments, Council goals, regulatory requirements, technical analysis and input from the Planning Commission workgroups, the staff and consultant team develop draft prioritization for the projects shown. Information about the criteria used to create the preliminary draft project prioritization is shown in the draft Transportation Master Plan, draft Surface Water Master Plan, and draft Parks, Recreation and Open Space Plan. Additional public input will be used to refine the criteria and reprioritize the projects as needed.

Projected Costs

To create the lists of potential projects, individual capital solutions were identified. Projected costs for these projects are conservative estimates based on known information, engineering standards or other sources, as appropriate. Costs are in 2004 dollars (projecting to actual costs requires determining the year of the possible construction and escalating dollar amounts.) Actual costs will likely be more or less than the estimates shown here depending on the design and implementation measures for the specific project. Generally, when a project is moved from the 20-year capital facilities plan to the 6-year capital improvement plan (CIP) the project is examined more carefully, and more fully defined. At that stage, more precise cost estimates will be developed.

Long Range Capital Vision

Summary

Project	Subtotal	Projected Costs (millions)
General		
General Capital Projects	27.820	
Parks, Recreation and Open Space	47.035	
Transportation		74.855
Roadway Improvements	88.883	
Intersection Improvements	6.610	
Pedestrian Improvements	66.564	
Non-motorized Transportation Improvements	23.083	
System Preservation Programs	15.400	
Safety / Operations Programs	11.620	
Total All Transportation		212.160
Surface Water		
Flood Protection	14.828	
Water Quality Improvement	6.448	
Stream Rehab/Habitat Enhancement	8.758	
Total All Surface Water		30.034

TOTAL SUMMARY FOR ALL PROJECTS	317.049
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General Capital Projects

Project	Projected Cost (millions)
City Hall	20.000
City Maintenance Facility	3.200
Richmond Highlands Rec Center Maintenance	0.370
Swimming Pool Long-Term Maintenance	0.500
City Gateways	0.750
General Engineering	2.000
General Capital Fund Contingency	1.000
TOTAL FOR GENERAL CAPITAL PROJECTS	27.820

Parks, Recreation and Open Space Capital Projects

Project No.	Project Location	Improvement	Draft Priority	Projected Cost (millions)
1	Park System	20 Yr Life Cycle Replacement Costs	1	4.000
	Cromwell Park Subtotal	Master Plan, playground, picnic, restroom, ballfields, stormwater	1	0.879
4	James Keough Park	Concept Plan Improvements	1	0.525
5	Boeing Creek Park	Concept Plan Improvements	1	0.700
6	Echo Lake Subtotal	Playground, picnic, restroom, path, regrade, landscape, irrigate	1	0.187
136	Boeing Creek Park Subtotal	Playground, picnic, restroom, trail, 2 bridges	1	0.285
10.5	Hillwood Park Subtotal	Play/picnic,RRreplace,Bfield Ren,concept plan,skatepark,entry/dir signs	1	0.453
11	Hamlin Park	Concept Plan Improvements	1	1.925
12&13	Hamlin Park Subtotal	Playground, picnic, restroom rep, trail improvements	1	0.315
18	Innis Arden Reserve	Concept Plan Improvements	1	0.226
14,15,16,20	Ridgecrest Park Subtotal	Play/picnic,MPlan,I-5,entry,parking, path, ADA, sidewalk, erosion, field, backstop	1	0.396
17	Shoreline Park	Athletic Field Lighting	1	0.292
19	Twin Ponds Park Subtotal	Playground, picnic, entry, parking ADA, trail, overlooks, amenities, master plan	1	0.323
2	Shoreline Pool	20 Yr Life Cycle Replacement Costs	1	0.505
3	RHRC	20 Yr Life Cycle Replacement Costs	1	0.370
22	R Highland Park Subtotal	Picnic,entry, per parking&frontage, ADA, restroom, field ren, conces & storagefac,	1	0.599
9	Shoreline Park	Master Plan Entire City/S.Dist Complex	1	0.100
21,24,23	Boeing Creek Park	Master Plan Open Space	1	0.080
	Hamlin Park	Athletic Field Improvements	1	0.400
30	Hamlin Park	Athletic Field Lighting Improvements	1	0.420
31,32	Hamlin Park	Master Plan	1	0.080
33,34,35,36	Paramount OS	Boundary Survey to address encroachment	1	0.055
40	RB Saltwater Park	Bridge	1	0.696
45	Shoreline Park	Athletic Field Renovation	1	1.600
41,42,48,	Twin Ponds Park	Master Plan	1	0.050
43	Twin Ponds Park	Athletic Field Renovation	1	0.800
44	Park System	Parks Equipment	1	0.093
47	Brugger Bog Park Subtotal	Playground, picnic, park entry, habitat enhancement	1	0.206
Subtotal for Draft Priority Level 1				16.560

Parks, Recreation and Open Space Capital Projects

Project No.	Project Location	Improvement	Draft Priority	Projected Cost (millions)
48.5	Aldercrest Annex	Master Plan with S.Dist.	2	0.050
49,50,51,52,53 .54.5	Shoreview Park	Soccer Field Renovation	2	0.800
54	RB Saltwater Park	Master Plan and Design in 04 CIP and multiple improvements	2	2.179
55	Bruggers Bog Park	Concept Plan Improvements	2	0.444
	Hamlin Park	Purchase SPU Hamlin Park Addition	2	1.500
57	James Keough Park Subtotal	Playground, picnic, I-5 Impact Reduction, Master Plan	2	0.151
58	Paramount OS Subtotal	Picnic, trail, ADA, entry, interpretive, parking,,	2	0.071
61	Conservancy Prop Subtotal	Improve Trail and make ADA Improvements to trail and parking	2	0.013
59,60,61,62	RB Comm Park Subtotal	Playground, picnic, ADA parking, park entry,	2	0.161
63, 64,65,66	RB Saltwater Park	Playground and Picnic Facilities	2	0.319
67,68,69,70,71	Shoreview Park	Master Plan Open Space and Trail Head and Trail	2	0.130
75,76,77,80	Puget Sound	Water Trail	2	0.003
81,82,83,88,88 .5,86,86.5	Shoreline Park	Playground and Picnic Facilities	2	0.038
	Boeing Creek Park	Habitat Enhancements	2	0.300
39	RB Saltwater Park	Purchase Adjacent Land	2	0.680
46	Echo Lake Park	Acquire Public Access Points Around Lake	2	1.000
161	Puget Sound	Beach property	2	0.775
85	Hamlin Park	Forest Management Plan	2	0.025
89	Innis Arden Reserve	Master Plan	2	0.075
90,91	Northcrest Park Subtotal	Playground, picnic, entry, trail, ADA, forest mgmt	2	0.081
92,93	Paramount Open Space	Habitat Enhancements /Debris Removal	2	0.250
94,95,96,97, 98	Ronald Bog Park	Sidewalk improvement on Meridian	2	0.276
100	Shoreview Park	Wingwalls/Backstop for Ballfield	2	0.025
99,101	Twin Ponds Park	Vegetation Enhancement, forest mgmt plan, interpretive signs, stormwater fac	2	0.389
5	School District Fields	Upgrade Existing Elementary/Middle Fields	2	0.650
160	Puget Sound	Burlington N/Santa Fe Beach	2	1.000
102-108	Ronald Bog Park Subtotal	Picnic, entry, parking, interpretive signage, trail, ADA, art walk, habitat& Hort focus and	2	0.157
Subtotal for Draft Priority Level 2				11.542

Parks, Recreation and Open Space Capital Projects

Project No.	Project Location	Improvement	Draft Priority	Projected Cost (millions)
109, 110	Shoreview Park	Sidewalk Improvement along Innis Arden Way	3	0.010
163	Water Dist/School District	Property south of Shorecrest	3	2.000
111-120, 120.75	Darnell Park Subtotal	Stormwater Detention Facility and Habitat Restoration	3	0.170
121.5	Ronald Bog Park	Conceptual Plan Improvements	3	0.605
147	Shoreview Park	Conveyance to resolve encroachment issue	3	0.000
7	Boeing Creek Reserve	Natural area and beach access	3	0.600
123-131	Subtotal Ballinger Park	Park Entry and Vegetation Improvements	3	0.058
122	Meridian Park Subtotal	Picnic, park entry, habitat enhancement, interpretive displays	3	0.099
132	North City Park Subtotal	Picnic, trail, ADA parking, I-5, entry, interpretive, forest plan and enhancement	3	0.223
135	Shoreline Park	Tennis Court Lighting	3	0.050
133	Interurban Trail	Add Park Amenities	3	0.025
162	King County Metro Pump	Pedestrian Xing to beach	3	2.500
134	Paramount School Park	Park Entry Improvements	3	0.032
137	Hillwood Park	Stormwater Detention Facility	3	0.250
139, 141	School District Paved Courts	Add regulation height B'Bill Standards	3	0.012
140	Ballinger Park	Concept Plan Improvements	3	0.051
147.5	Shoreview Park	Picnic facilities and park entry improvements	3	0.039
143	Darnell Park	Trail and Overlook	3	0.025
56	Private Reserves	Acquire public easements between Boeing Creek & Innis Arden	3	0.000
9.5	Indoor Pool	Replace at end of 20 year cycle	3	6.000
138	RH Recreation Center	Replace at end of 20 year cycle	3	1.500
144	Shoreline Park	Upgrade S.District Utility Field with Lights	3	0.146
142	Shoreline Park	Park/Conference Center Directional Signing	3	0.075
158	Shoreview Park	Landscaping Improvements	3	0.060
148, 149, 151, 152, 156, 158	Pocket Park Subtotal	Playground picnic, entry	3	0.014
153, 154, 157, 159	Richmond Reserve	Park Identification Signing and plant re-vegetation	3	0.029
38	Echo Lake Park	Purchase adjacent land for parking	3	0.010
87	Paramount Open Space	Purchase Adjacent Land	3	0.750
45.5	Fircrest Property	Acquire property on south side for parking	3	0.600
10	New Recreation Center	Add east side Recreation Center like RHRC	3	3.000
164	Knickerberg Gardens	Possible partnership	3	other
155	Echo Lake Park	Develop Walking Trail Around Lake	3	other
Subtotal for Draft Priority Level 3				18.933
TOTAL FOR ALL PARKS PROJECTS				47.035

Transportation Capital Projects

Roadway Improvements

Project No.	Project Location	Improvement	Draft Priority	Projected Cost (millions)
	Aurora Ave N: from N 145th St to N 165th St	Complete BAT lanes, sidewalks and signals according to the adopted concept	1	17.593
	5th Ave NE	Drainage improvements	1	0.166
	15th Ave NE	NCBD improvements	1	0.150
R12	NW Richmond Beach Road: from 22nd Place West to Dayton Avenue N	Restripe to 3 lanes and wide shoulder	1	0.040
	Aurora Ave N: from N 145th St to N 205th St	Complete BAT lanes, sidewalks and signals according to the adopted concept	1	59.314
R4	N 175th St: from Midvale Ave N to Wallingford Ave N	Widen to include a center turn lane; signal at Ashworth; provide sidewalks on both sides	2	1.400
R5	N 195th St: from Meridian Ave N to 5th Ave NE	Construct new 2-lane Collector Arterial	2	5.110
R6	NE 165th St: from 15th Ave NE to 25th Ave NE	Construct new 2-lane Collector Arterial	3	5.110
R7	NE 155th St: from 15th NE to 25th NE	Construct new Neighborhood Collector	3	other
TOTAL FOR ROADWAY PROJECTS				88.883

Intersection Improvements

Project No.	Project Location	Improvement	Draft Priority	Projected Cost (millions)
28	Meridian Ave N/N 175th St	Construct WB right turn lane and add NB through lane	1	0.940
	15th Ave NE/NE 150th St	Install new signal	1	0.220
12	19th Ave NE/NE Ballinger Way	Provide NB and SB left turn lanes on 19th Ave NE	2	0.710
39	Meridian Ave N/N 155th St	Provide additional NB through lane	2	0.590
R1	Dayton Ave N/St Luke Pl N	Construct roundabout	2	0.750
R9	Meridian Ave N/N 185th St	Provide additional NB through lane	2	0.590
R10	Perkins Way/15th Ave NE	Provide WB and EB left turn lanes	2	0.710
R11	NE 175th St/15th Ave NE	Provide EB right turn lane and additional NB through lane, and separate a WB left turn lane from the existing through lane	2	1.290
R3	Innis Arden Way/N 160th St/ Greenwood Ave N	Construct roundabout	2	0.750
R2	Carlyle Hall Rd/NW 165th St	Improve geometry to create right-angle	3	0.750
R8	NE 185th St/10th Ave NE	Install new signal	3	0.220
	N 175th St/Stone Ave N	Install new signal and convert the existing	3	0.250
TOTAL FOR INTERSECTION PROJECTS				6.610

Transportation Capital Projects

Pedestrian Improvements

Project	Project Location	Improvement	Draft	Projected (millions)
48	15th Ave NE: NE 165th St to NE 150th St	sidewalk	1	1.298
47	15th Ave NE: NE Perkins Way to NE 180th St	sidewalk	1	0.812
45a	5th Ave NE: NE 185th St to NE 195th St	sidewalk	1	1.720
new	Ashworth: N 185th to N 192nd	sidewalk	1	1.071
39c	Dayton Ave N: Carlyle Hall Rd to St Luke's School	sidewalk	1	1.558
new	Dayton Ave: N 172nd to N 175th	sidewalk	1	0.454
40a	Fremont Ave N: N 165th St to N 175th St	sidewalk	1	1.720
44	Meridian Ave N: N 175th St to N 172nd St	sidewalk	1	0.276
new	N 172nd St: Dayton Ave N to Fremont Ave N	sidewalk	1	0.357
new	N 175th: Midvale to Meridian	sidewalk	1	0.747
new	N 195th: Wallingford Ave N to 1st NE	sidewalk	1	1.298
new	NE 165th: 15th NE to 25th NE	sidewalk	1	1.753
new	NE 25th: 195th to 205th	sidewalk	1	1.753
8	NE Ballinger Way: 19th Ave NE to 25th Ave NE	sidewalk	1	0.714
new	NW 195th: 8th Ave NW to Palatine Ave NW	sidewalk	1	1.526
SUBTOTAL FOR PEDESTRIAN PRIORITY 1 PROJECTS				17.059
51	10th Ave NE: NE 185th St to NE 195th St	sidewalk	2	1.688
new	10th Ave NE: NE 162nd to NE 165th	sidewalk	2	0.292
new	10th Ave NE: NE 165th to NE 175th	sidewalk	2	1.720
49	24th Ave NE: 15th Ave NE to 25th Ave NE	sidewalk	2	1.656
20	25th Ave NE: NE 150th St to NE 145th St	sidewalk	2	0.844
18b	25th Ave NE: NE 165th St to NE 150th St	sidewalk	2	1.282
18a	25th Ave NE: NE 168th St to NE 165th St	sidewalk	2	0.260
36a	3rd Ave NW: NW 195th St to NW 205th St	sidewalk	2	1.720
35b	6th Ave NW: NW 180th St to NW 175th St	sidewalk	2	0.876
33a	8th Ave NW: NW 205th St to NW Richmond Beach Road	sidewalk	2	2.987
new	8th Ave NW: Richmond Beach Rd to NW 180th	sidewalk	2	0.649
new	Ashworth: 145th N to 155th N	sidewalk	2	1.720
new	Ashworth: N 195th to N 200th	sidewalk	2	0.876
new	Ashworth: N 195th to N 192nd	sidewalk	2	0.325
39d	Dayton Ave N: St Luke's School (N 175th St) to Richmond Beach Rd	sidewalk	2	2.045
new	Fremont Ave N: N 175th St to N 205th St (formerly	sidewalk	2	5.129
new	N 195th: Ashworth to Wallingford	sidewalk	2	0.227
55	NE 150th St: 15th Ave NE to 25th Ave NE	sidewalk	2	1.753
new	NE 165th: 10th Ave NE to 15th Ave NE	sidewalk	2	0.438
new	NE 180th: NE 10th to NE 15th	sidewalk	2	0.844
new	NE 185th: 10th Ave NE to 8th Ave NE	sidewalk	2	0.876
52	NE Perkins Way: 10th Ave NE to 15th Ave NE	sidewalk	2	1.234
11b	NW 175th St: 6th Ave NW to Dayton Ave N (to St. Luke Place?)	sidewalk	2	2.045
new	NW 180th St: 8th Ave NW to 6th Ave NW	sidewalk	2	0.422
new	NW 195th: Greenwood to Dayton	sidewalk	2	0.179
new	NW 195th: Palatine Ave N to Fremont Ave N	sidewalk	2	0.471
23	NW Innis Arden Way: NW 167th St to Greenwood	sidewalk	2	3.181
SUBTOTAL FOR PEDESTRIAN PRIORITY 2 PROJECTS				35.741

Transportation Capital Projects

new	10th Ave NE: NE158th to NE 162nd	sidewalk	3	0.584
new	10th Ave NE: NE 175th to NE 185th	sidewalk	3	1.753
new	1st NE: N 192nd to N 195th	sidewalk	3	0.519
17	25th Ave NE: NE 175th St to NE 168th St	sidewalk	3	0.844
46	5th Ave NE: NE 175th St to NE 185th St	sidewalk	3	1.818
new	Ashworth: N 167th to N 175th	sidewalk	3	1.298
21	Carlyle Hall Rd NW: NW 175th to Dayton Ave N	sidewalk	3	2.013
new	Greenwood Ave N: N 160th to Carlyle Hall Road N	sidewalk	3	1.234
22	N 165th St: Dayton Ave N to Aurora Ave North	sidewalk	3	1.558
new	NE 165th : NE 6th to NE 5th	sidewalk	3	0.195
16	NE 175th/171st: 15th NE to 25th NE	sidewalk	3	1.948
SUBTOTAL FOR PEDESTRIAN PRIORITY 3 PROJECTS				13.764
TOTAL FOR ALL PEDESTRIAN PROJECTS				66.564

Transportation Capital Projects

Non-motorized Transportation Improvements

Project No.	Project Location	Improvement	Draft Priority	Projected Cost
36b	3rd Ave NW: NW Richmond Beach Rd to NW		1	1.298
b16	10th Avenue NE: NE 155th St to NE 195th St	10' off-road asphalt trail, one side	1	4.080
b21	N 195th Street: Ashworth Ave N to 10th Ave NE	10' off-road asphalt trail, one side	1	2.030
b15	25th Avenue NE: NE 145th St to NE 170th St	3' widened curb lane, both sides	1	2.148
b6	8th Avenue NW/NW 180th Street/6th Avenue NW: NW Richmond Beach Rd to NW 175th St	5' bike lanes, both sides	1	1.808
b7	NW 175th Street: 6th Ave NW to Dayton Ave N	5' bike lanes, both sides	1	1.243
SUBTOTAL FOR NON-MOTORIZED PRIORITY 1 PROJECTS				12.607
b8	Dayton Avenue N: NW Richmond Beach Road to Westminster Way N/N 149th St	3' widened curb lane, both sides	2	3.214
b14	NE 150th Street: 15th Ave NE to 25th Ave NE	3' widened curb lane, both sides	2	0.843
b12	N 200th Street: Aurora Ave N to Ashworth Ave N	5' asphalt trails, both sides	2	0.603
b10	N 155th Street: Aurora Ave N to Midvale Ave N	Design study for connection to Interurban	2	0.000
b9	N 160th Street: Dayton Ave N to Aurora Ave N	Design study for connection to Interurban	2	0.000
b13	NE 155th Street: 5th Ave NE to 15th Ave NE	Restriping and signage, shared roadway, both sides	2	0.022
b4	NW Richmond Beach Road/N 185th Street: Dayton N 165th/I-5	Restriping, shared roadway, both sides Overpass design study	2 2	0.028 0.050
SUBTOTAL FOR NON-MOTORIZED PRIORITY 2 PROJECTS				4.709
b1	20th Avenue NW: NW 195th St to NW 190th St	10' off-road asphalt trail, one side	3	0.522
b19	24th Avenue NE: 15th Ave NE to city limits	3' widened curb lane, both sides	3	0.811
b5	8th Avenue NW: NW 205th St to NW Richmond Beach Rd	3' widened curb lane, both sides	3	1.464
b18	NE Perkins Way: 10th Ave NE to 15th Ave NE	3' widened curb lane, both sides	3	0.605
b11	NW 200th Street: 8th Ave NW to Aurora Ave N	5' asphalt trails, both sides	3	2.279
b20	15th Avenue NE: NE Perkins Way to 24th Ave NE	No improvements, share sidewalk	3	0.000
b2	NW 196th Street: 20th Ave NW to 24th Ave NW	Restriping for 5' bike lanes, both sides, built as part of roadway project	3	0.013
b3	NW Richmond Beach Road/NW 195th St: 20th Ave NW to Dayton Ave N	Restriping for 5' bike lanes, both sides, built as part of roadway project	3	0.062
b17	NE 185th Street: 5th Ave NE to 10th Ave NE	Restriping, shared roadway, both sides	3	0.012
SUBTOTAL FOR NON-MOTORIZED PRIORITY 3 PROJECTS				5.767
TOTAL FOR ALL NON-MOTORIZED PROJECTS				23.083

Transportation Capital Projects

System Preservation Programs

Project No.	Project Location	Improvement	Draft Priority	Projected Cost (millions)
k	Annual Road Surface Maintenance Program		1	14.000
l	Advanced Transportation Right-of-Way Acquisition		1	0.400
m	Annual Sidewalk Repair Program		1	1.000
TOTAL FOR PRESERVATION				15.400

Safety / Operations Programs

Project No.	Project Location	Improvement	Draft Priority	Projected Cost
n	Transportation Improvements CIP Formulation		1	0.800
o	Neighborhood Traffic Safety Program		1	3.220
70n	Safety Management Program		1	2.600
71n	Street Lighting		1	2.000
e	Curb Ramps Program		1	1.000
f	Pedestrian Program		1	2.000
TOTAL SAFETY/OPERATIONS				11.620

Surface Water Capital Projects

Flood Protection

Project	Draft Priority	Projected Cost (millions)
SWM CIP Formulation (\$40K/yr over 6 years)	1	0.240
Surface Water Small Projects (\$150K/yr over 6 yrs)	1	0.900
3rd Avenue NW Drainage Improvements	1	3.670
Ronald Bog Park (RB)	1	0.288
Pump Station 25 (RB)	1	0.143
Serpentine SD Improvements (RB)	1	0.656
Cromwell Park Wetland (RB)	1	0.222
Cromwell Park Pond (RB)	1	0.244
Thornton Creek Corridor (RB)	1	1.530
Midvale Ave N Drainage	1	0.415
Darnell Park Neighborhood Drainage	1	0.749
Ridgecrest Drainage at 10th Ave NE	1	0.600
Hillwood Park Stormwater Detention Pond	1	0.250
SWM CIP Formulation (\$40K/yr over 6 years)	2	0.240
Surface Water Small Projects (\$150K/yr over 6 yrs)	2	0.900
Ridgecrest Drainage at 12th Ave NE (\$0.325M-\$0.436M)	2	0.436
N 167 & Wallingford Ave N Drainage	2	0.326
N 167 & Whitman Ave N Drainage	2	0.242
SWM CIP Formulation (\$40K/yr over 8 years)	3	0.320
Surface Water Small Projects (\$150K/yr over 8\ yrs)	3	1.200
Ballinger Neighborhood Drainage	3	1.257
TOTAL FOR FLOOD PROTECTION PROJECTS		14.83

Surface Water Capital Projects

Water Quality Improvement

Project	Draft Priority	Projected Cost (millions)
Third Ave Oil/Water Separator	1	0.100
Darnell Park Wetpond	1	0.096
Cromwell Park Wetpond	1	0.096
Ridgecrest Drainage at 10th Ave NE Wetpond	1	0.096
Misc WQ Projects Priority 2 (years 7-12)	2	2.020
Misc WQ projects Priority 3 (year 13-20)	3	4.040
TOTAL FOR WATER QUALITY IMPROVEMENT PROJECTS		6.45

Stream Rehab/Habitat Enhancement

Project	Draft Priority	Projected Cost (millions)
Stream Rehab/Hab Enhncmnt Pgm (50K/yr over 6 yrs)	1	0.300
Boeing R1 Bank Stabilization	1	3.014
Boeing R8 Bank Stabilization	1	1.179
Advanced Stormwater R/W Acquisition (20K/yr over 6 yrs)	1	0.120
Stream Rehab/Hab Enhncmnt Pgm (50K/yr over 20 yrs)	2	0.300
McAleer Culvert Replacement	2	0.078
Misc Habitat Projects Priority 2 (7-12 years)	2	1.029
Advanced Stormwater R/W Acquisition (20K/yr over 6 yrs)	2	0.120
Stream Rehab/Hab Enhncmnt Pgm (50K/yr over 8 yrs)	3	0.400
Advanced Stormwater R/W Acquisition (20K/yr over 8 yrs)	3	0.160
Misc Habitat Projects Priority 3 (13-20 yrs)	3	2.058
TOTAL FOR STREAM REHAB/HABITAT ENHANCEMENT PROJECTS		8.76

TOTAL FOR ALL SURFACE WATER PROJECTS		30.03
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Non-municipal Capital Facilities Plans

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

General Facilities

Historical Museum, Shoreline Center
Shoreline School District

Libraries
King County Library District

Postal Buildings
U.S. Postal Service

Public Housing
King County Housing Authority

Human Services
Washington Department of Health
Washington State Department of
Health Services.

Public Safety
Fire Department No. 4
King County Corrections
King County District Court
Washington State Patrol

Public Schools
Shoreline School District

Community College
Shoreline Community College

Transportation
Metro/ King County
Sound Transit
Washington State Department of
Transportation

Land Reserves
Washington Department of Natural
Resources

Non Municipal Facilities and Utilities

Water
Seattle Public Utilities Water Division
Shoreline Water District

Wastewater
Highlands Sewer District
Ronald Wastewater District

Solid Waste
King County Solid Waste Division
Rabanco
Waste Management Northwest

Electricity
Seattle City Light

Natural Gas
Puget Sound Energy

Telecommunications
AT&T
Comcast
Electric Lightwave
Verizon
Qwest Communications

Economic Development Element Supporting Analysis

Background and Context

Shoreline has always been known as a desirable place to live, learn and play. However, an area's livability is also enhanced by being a desirable place to work and shop. Shoreline residents mostly travel elsewhere for higher-wage jobs and for more complete shopping opportunities. The quality of Shoreline's economy is affected by healthy businesses that provide goods and services, reliable public services, the area's natural and built attractiveness, good schools, strong neighborhoods and efficient traffic circulation. Maintaining the community's quality of life requires a strong and sustainable economic climate.

The following economic development ideas were suggested during the 1998 Comprehensive Plan planning process -

- Provide a full range of commercial services and retail that are oriented to serve the community;
- Increase the City's role with incentives and private/public partnerships;
- Direct city public works improvements to improve designated areas;
- Encourage more family-wage employment opportunities;
- Encourage businesses to upgrade services and appearances;
- Improve the economic viability along Aurora; and
- Improve City image and create City identity.

Existing Conditions

Overview

The City of Shoreline has a total land area of 12 square miles, but the City serves a potential trade area approximately three times that size, extending south into Seattle, north into Snohomish County, and east to Kenmore and Lake Forest Park. A study of retail opportunities prepared for the City identified a ten minute trade area around three key sites in Shoreline. The characteristics of the population within that trade area are summarized in the following table.

**Table ED-1
City of Shoreline
10 Minute Trade Area Demographics**

	15 th NE and NE 175 th	N175th and Aurora	N 155 th and Aurora
2002 Estimated Population	149,423	189,571	192,433
Population Growth 1990-2000	5.70%	5.51%	5.67%
2002 Estimated Households	62,927	81,399	83,740
Average Household Income	\$79,681	\$76,726	\$80,708
Residential Property Value	\$131,909	\$133,193	\$133,253
Median Age	38	38	38

Source: Community ID

There are currently two sizable retail developments on the Aurora Corridor in Shoreline: Aurora Village and Aurora Square, as well as neighborhood retail concentrations on 15th NE, Ballinger Way, and in Richmond Beach. The “big box” retail (Costco, Home Depot) on the Corridor is thriving at present; however, it is difficult to predict whether this type of use will continue to thrive beyond the next few years. Questions have been raised during the course of the market discussions about what to expect in the long-term future for these types of developments and for Aurora Village in particular. Aurora Village will probably remain a retail mall in the foreseeable future due to its size and location, although the tenants may change. Although at a high visibility corner site for retail, Aurora Village is not a high amenity site, and wouldn’t likely attract such uses as high technology or research and development. Land values will likely continue to dictate retail uses on this site. Aurora Square enjoys a large site area, and several anchor tenants. Studies for the City have identified an opportunity to redevelop the site as a stronger destination retail center.

Market Area Population

Population within the local and extended trade areas provides the support for much of the potential development in the City. The population of the extended trade area was summarized above. The population within the City itself is summarized in the following tables.

**Table ED-2
City of Shoreline and Region
Historic Population Growth Comparison**

						Average Ann. Growth	
	1996	2000	2001	2002	2003	1996-2000	2000-2003
Central Puget Sound – 4 County	3,056,800	3,275,857	3,323,710	3,362,010	3,387,500	1.4%	1.1%
King County	1,628,800	1,737,046	1,758,312	1,774,312	1,779,300	1.3%	0.8%
Shoreline	48,195	53,296	53,421	53,250	52,730	2.0%	-0.4%

Source: Puget Sound Regional Council, 2002 Small Area Forecasts

**TABLE ED-3
City of Shoreline and Region
Projected Population Growth Comparison**

					Average Ann. Growth		
	2000	2010	2020	2030	2000-2010	2010-2020	2020-2030
Central Puget Sound – 4 County	3,275,809	3,671,410	4,115,823	4,535,800	1.1%	1.1%	1.0%
King County	1,737,034	1,869,695	2,039,985	2,203,079	0.7%	0.9%	0.8%
Shoreline Forecast Analysis Zones							
Richland Highlands	35,243	35,681	36,556	37,765	0.1%	0.2%	0.3%
North City	31,813	33,431	34,658	35,575	0.5%	0.4%	0.3%
Total	67,056	69,112	71,214	73,340	0.3%	0.3%	0.3%

Source: Puget Sound Regional Council, 2002 Small Area Forecasts

There are several conclusions that can be drawn from the population data presented above:

- The 2003 population in the City is 52,730, approximately 25 percent of the population of the extended trade area.
- The average annual population growth from 1996 to 2003 was 1.3 percent, comparable to County and region.
- Projected growth for Shoreline Forecast Analysis Zones (including Lake Forest Park) of .3 percent per year is lower than projected rate for region and county.

The demographic characteristics of the City’s population were identified in the 2000 US Census (See Table ED-4 below).

Table ED-4
Shoreline, King County, and Washington
State Demographic Characteristics

	Washington	King County	Shoreline
Average Household Size	2.53	2.39	2.50
Housing Tenure			
Owner Occupied	64.6%	59.8%	68.0%
Renter Occupied	35.4%	40.2%	32.0%
Education Attainment			
High School Graduate or Higher	87.1%	90.3%	90.2%
Bachelors Degree or Higher	27.7%	40.0%	37.3%
Graduate or Professional Degree	9.3%	13.3%	11.4%

Source: 2000 US Census Demographic Profiles

Population characteristics differ slightly from those for the County in terms of higher average household size, higher incidence of owner-occupied housing, and lower levels of educational attainment.

The following tables present detailed information on age and income in the City.

**Table ED-5
Shoreline, King County & Washington
State Population Age Comparison 2000**

	Washington		King County		Shoreline	
	Number	% Total	Number	% of Total	Number	% of total
Under 5 years	394,306	6.7%	105,321	6.1%	2,769	5.2%
5 to 9 years	425,909	7.2%	111,162	6.4%	3,268	6.2%
10 to 14 years	434,836	7.4%	109,992	6.3%	3,662	6.9%
15 to 19 years	427,968	7.3%	108,261	6.2%	3,485	6.6%
20 to 24 years	390,185	6.6%	116,597	6.7%	2,844	5.4%
25 to 34 years	841,130	14.3%	294,443	17%	6,782	12.8%
35 to 44 years	975,087	16.5%	308,823	17.8%	9,329	17.6%
45 to 54 years	845,972	14.4%	259,136	14.9%	8,641	16.3%
55 to 59 years	285,505	4.8%	83,442	4.8%	2,605	4.9%
60 to 64 years	211,075	3.6%	58,085	3.3%	1,926	3.6%
65 to 74 years	337,166	5.7%	88,884	5.1%	3,601	6.8%
75 to 84 years	240,897	4.1%	68,348	3.9%	2,888	5.4%
85 years & older	84,085	1.4%	24,540	1.4%	1,225	2.3%
TOTAL	5,894,121	100%	1,737,034	100%	53,025	100%
Median Age	35.3		35.7		39.3	

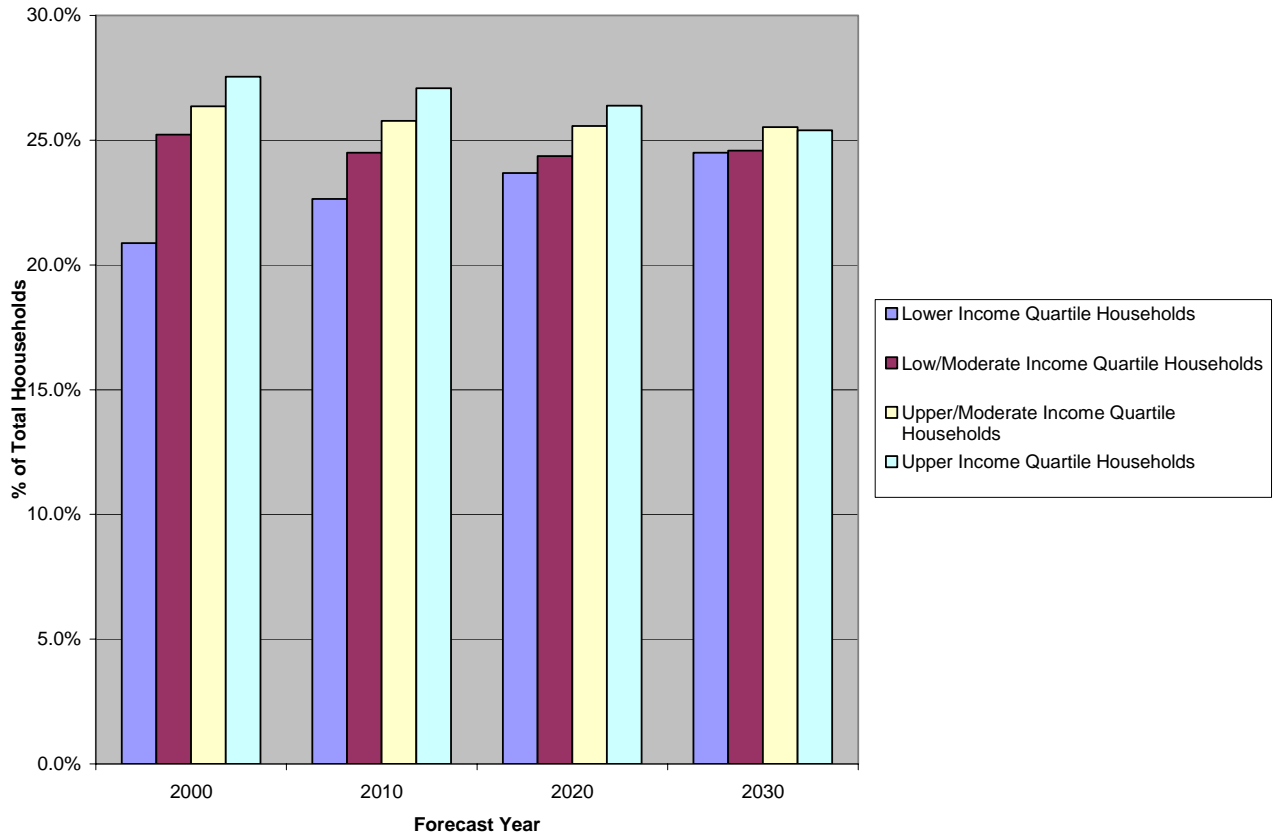
Source: 2000 Census Demographic Profile

**Table ED-6
Shoreline, King County & Washington State Household Income Comparison 1999**

	Washington		King County		Shoreline	
	Number	% Total	Number	% of Total	Number	% of total
Less than \$10,000	171,863	7.6%	45,534	6.4%	1,247	6.0%
\$10,000 to \$14,999	124,848	5.5%	30,146	4.2%	856	4.1%
\$15,000 to \$24,999	265,131	11.7%	66,414	9.3%	1,737	8.4%
\$25,000 to \$34,999	284,630	12.5%	77,320	10.9%	2,505	12.1%
\$35,000 to \$49,999	398,434	17.1%	111,224	15.6%	3,622	17.5%
\$50,000 to \$74,999	486,392	21.4%	150,548	21.2%	4,963	23.9%
\$75,000 to \$99,999	264,498	11.6%	96,885	13.6%	2,917	14.1%
\$100,000 to \$149,999	188,513	8.3%	81,613	11.5%	2,011	9.7%
\$150,000 to \$199,999	47,615	2.1%	24,479	3.4%	468	2.3%
\$200,000 or more	49,337	2.2%	27,072	3.8%	420	2.0%
TOTAL	2,272,261	100%	711,235	100%	20,746	100%
Median Household Income	45,776		53,157		51,658	

Source: 2000 Census Demographic Profile

Figure ED-1: Projected Household Distribution by Regional Income Quartiles



The age and income data presented on the previous two pages support the following conclusions.

- The median age in Shoreline is higher than that for King County. 14.7 percent of Shoreline’s population is 65 years or older.
- The median household income at \$51,658 in 1999 is 2.8 percent below that for King County.
- City households had higher than regional average share of upper income households in 2000, but that share is projected to trend toward a normal share by 2030.

Employment

Employment within the City is a measure of the current level of economic activity, in terms of both number of jobs and distribution among employment sectors.

**Table ED-7
City of Shoreline Employment by Sector**

	1995		1998		2001		Avg. Ann. Growth	
	#	% of Total	#	% of Total	#	% of Total	1995-1998	1998-2001
Construction/Resource	570	4.2%	610	4.1%	759	5.0%	2.3%	7.6%
FIRES*	4,170	30.9%	5,060	34.2%	5,557	36.3%	6.7%	3.2%
Manufacturing	330	2.4%	170	1.1%	274	1.8%	-19.8%	17.2%
Retail	3,160	23.4%	3,560	24.1%	4,265	27.9%	4.1%	6.2%
WCTU**	310	2.3%	340	2.3%	500	3.3%	3.1%	13.7%
Education	3,030	22.5%	3,080	20.8%	2,366	15.5%	0.5%	-8.4%
Government	1,920	14.2%	1,980	13.4%	1,583	10.3%	1.0%	-7.2%
TOTAL	13,490	100%	14,800	100%	15,304	100%	3.1%	1.1%

*Finance Insurance Real Estate Services

** Wholesale Communication Transportation Utilities

Sources: Washington State Dept. of Employment Security; Puget Sound Regional Council

Figure ED-2: Changes in Makeup of Shoreline Employment

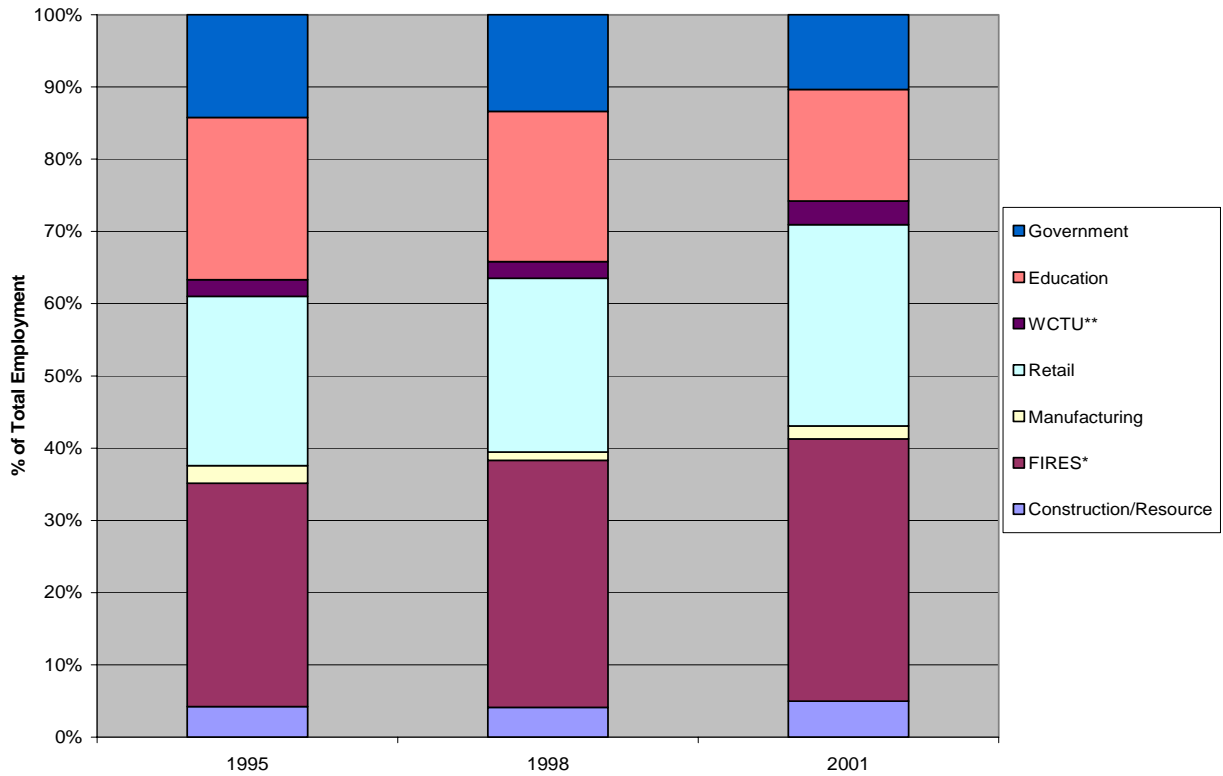


Table ED-8
City of Shoreline Per Capita Employment Comparison

	Population 2001	Employment 2001	Employment/Capita
Shoreline	53,421	15,304	0.29
Seattle	568,102	502,389	0.88
Lake Forest Park	12,889	1,604	0.12
Edmonds	39,590	20,380	0.51
Mountlake Terrace	20,370	6,786	0.33
Lynnwood	34,010	23,351	0.69
Kenmore	18,790	4,278	0.23
Bothell	30,404	21,664	0.71
Woodinville	9,825	14,144	1.44
Kirkland	45,770	34,388	0.75
Redmond	45,490	78,105	1.72
Bellevue	111,500	121,872	1.09
King County	1,758,312	1,155,525	0.66
Snohomish County	618,600	209,941	0.34

Source: Washington State Dept. of Employment Security; Puget Sound Regional Council, Property Counselors

The data support the following conclusions:

- Employment has grown at average rate of 1.8 percent from 1995 to 2001, with growth slowing over latter part of period.
- Employment concentrated in Finance Insurance Real Estate, Retail, Government, and Education sectors. Those sectors increased their shares of total employment over the 1995-2001 period.
- Shoreline has a low ratio of jobs to population at 0.29, above only Kenmore and Lake Forest Park among nearby communities.

Tax Base

The tax base of the City is another measure of the strength of the local economy. A strong tax base supports the necessary public facilities and services for an attractive place to live and work. Two major elements of the tax base are the assessed valuation for property taxes, and taxable retail sales. Shoreline’s tax base is compared to those in other communities in the following table.

**Table ED –9
City of Shoreline Tax Base Comparison**

	Population 2003	Assessed Value – 2003 Taxes	Taxable Retail Sales – 2002	Av per Capita	Sales per Capita
Shoreline	52,730	4,873,885,532	579,138,960	92,431	10,983
Seattle	571,900	75,582,368,624	12,676,311,371	132,160	22,165
Lake Forest Park	12,750	1,475,999,328	54,700,063	115,765	4,290
Edmonds	39,580	3,348,388,884	465,605,641	84,598	11,764
Mountlake Terrace	20,380	1,145,416,251	129,344,624	56,203	6,347
Lynnwood	34,500	2,713,237,600	1,678,370,734	78,645	48,648
Kenmore	19,200	1,848,624,173	119,316,821	96,283	6,214
Bothell	30,910	3,264,027,898	838,920,023	105,598	27,141
Woodinville	9,905	1,552,436,708	505,348,138	156,733	51,019
Kirkland	45,630	6,788,777,356	1,254,746,850	148,779	27,498
Redmond	46,480	7,409,495,346	1,595,224,410	159,413	34,321
Bellevue	116,400	19,281,148,535	4,074,500,477	165,646	35,004
King County	1,779,300	224,994,598,210	34,791,128,291	126,451	19,553
Snohomish County	637,500	49,262,949,977	7,862,994,011	77,275	12,334

Sources: King and Snohomish County Assessors; Washington Department of Revenue; Property Counselors

The data support the following conclusions:

- Shoreline has a relatively low tax base, compared to surrounding cities.
- Property tax assessed valuation per capita is well below average for King County and neighboring cities in King County.
- Taxable retail sales per capita are well below average for King County but do exceed levels for Kenmore and Lake Forest Park.

Retail Market Conditions

Retail development meets two important economic development objectives:

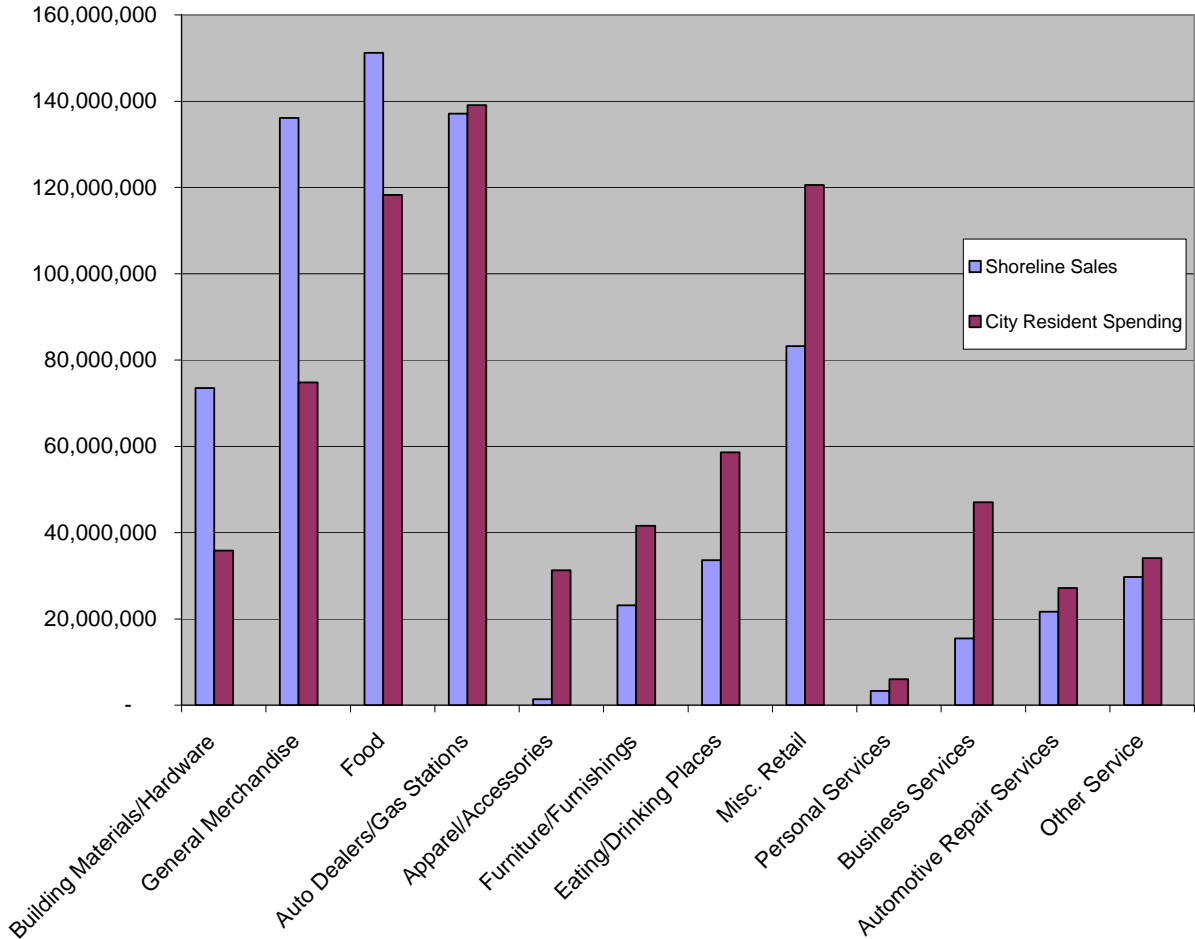
- It provides the goods and services needed by residents and businesses; and
- It provides a major source of tax revenue. Historical levels of taxable sales indicate the extent to which sales are growing, and the extent to which the City is capturing potential spending.

**Table ED-10
Shoreline Retail Sales Analysis Taxable Retail Sales**

	1995	2000	2001	2002	Average Annual Growth		
					1995 to 2000	2000 to 2001	2001 to 2002
Retail Trade							
Bldg. Materials/Hardware	3,165,596	63,379,909	62,928,307	70,133,618	80.3%	4.2%	11.5%
General Merchandise	22,006,677	109,658,120	106,896,023	101,478,814	37.9%	-2.5%	-5.1%
Food	13,920,802	48,395,473	52,386,635	52,220,926	28.3%	8.2%	-0.3%
Auto Dealers/Gas Stations	21,764,235	94,890,859	96,673,763	93,767,076	34.2%	1.9%	-3.0%
Apparel/Accessories	1,479,612	502,966	758,736	815,184	-19.4%	50.9%	7.4%
Furniture/Furnishings	3,827,914	21,428,321	20,798,240	18,428,126	41.1%	-2.9%	-11.4%
Eating/Drinking Places	6,316,015	28,075,167	30,285,906	32,250,112	34.8%	7.9%	6.5%
Misc. Retail	6,370,843	34,427,644	38,638,097	41,511,831	40.1%	12.2%	7.4%
Total Retail Trade	78,851,694	397,758,459	409,365,707	410,605,687	38.2%	2.9%	0.3%
Services							
Hotels/Motels	130,203	616,824	1,130,813	1,132,647	36.5%	83.3%	0.2%
Personal Services	617,797	2,402,108	2,430,478	2,977,152	31.2%	1.2%	22.5%
Business Services	1,249,213	8,412,923	10,717,331	9,930,055	46.4%	27.4%	-7.3%
Computer Services	77,702	499,883	813,604	959,033	45.1%	62.8%	17.9%
Automotive Repair Services	2,457,962	23,463,940	19,979,780	20,239,579	57.0%	-14.8%	1.3%
Other	2,759,040	19,496,426	19,549,370	19,769,704	47.9%	0.3%	1.1%
Total Services	7,214,215	54,392,221	53,807,772	54,049,137	49.8%	-1.1%	0.4%
Contracting	7,228,230	66,903,320	65,571,008	60,829,124	56.1%	-2.0%	-7.2%
Manufacturing	1,359,141	8,500,632	8,446,612	6,021,120	44.3%	-0.6%	-28.7%
Transportation/Comm./Utilities	663,111	11,753,580	14,730,773	17,156,878	77.7%	25.3%	16.5%
Wholesale Trade	1,350,815	22,524,130	18,188,060	19,100,130	75.6%	-19.3%	5.0%
Finance/Insur./Real Estate	329,883	4,335,533	5,778,499	5,161,090	67.4%	33.3%	-10.7%
Other Business	642,549	4,793,648	5,974,149	6,215,794	49.5%	24.6%	4.0%
TOTAL	97,639,638	570,961,523	581,862,580	579,138,960	42.4%	1.9%	-0.5%

Source: Washington Department of Revenue, Quarterly Business Review

Figure ED-3: Comparison of City Sales and City Resident Spending
(estimated using per capita spending factors)



The data support the following conclusions:

- Shoreline has experienced only moderate growth in retail trade since 2000, with growth below the rate of inflation.
- Estimated gross retail sales exceed estimated resident spending in building materials, general merchandise, and food, but fall short in remaining categories. The latter categories are experiencing net leakage beyond city boundaries.

Office Market Conditions

Office development can provide a location for various service providers as well as the management and support facilities for businesses with multiple outlets. An inventory of

selected buildings offering office space for lease in Shoreline provides an indication of the nature and strength of the local office market (see Table ED-11 on the following page).

**Table ED-11
City of Shoreline
Selected Commercial Buildings**

		Year Built	Stories	Rentable SF	Available SF	Rent/SF.Yr*
17711 15th NE		1980	2 bldgs.	14,000	-	\$12 FS
Aurora Professional Building	1207 N 200th	N/A	2	23,765	-	\$17-18 FS
Aurora Shopping	916 N 160 th	1971	3 bldgs.	14,181	4,558	\$18 N
Evergreen Building	18027 15 NE	1980	2	1,500	800	\$14 FS
Gathering Place of Shoreline	17712 15 th NE	N/A	1	11,000	8,000	\$13 FS
Pepper Hill Professional Office	14701 Aurora 19929 Ballinger	1985 2003	1 2	13,000 9,538	1,187 1,881	\$13 N \$16 N
Shoreline Office	1501 N 200 th	1980	2	6,689	2,777	\$24 FS
Von's Square	16300 Aurora	1987	1	8,000	-	\$15 N
TOTAL				101,673	19,203	

* FS-Full Service, N-Net Tenant pays expenses
Source: Officespace.com

The data support the following conditions:

- Shoreline has few large office concentrations or multi-tenant office buildings.
- Vacancy rates are high and rents are low.
- Nearby office concentration at Northgate has many office buildings with rents in \$18 to \$22 per square foot fully serviced range.

High technology development is a desirable form of office use. High tech uses tend to be close to industrial uses and to locate at high amenity sites. Amenities include on-site and off-site aesthetic attributes, such as water features, trails, and nearby parks and/or shopping. Echo Lake could attract high technology users, as an office site with high amenity; however, it would require intensive marketing to lure high-tech users to the area.

Residential Market Conditions

Residential development responds to the need for housing, but also addresses economic development objectives in the sense that it provides shelter for the local workforce, and is part of an overall community where people want to live and work. Market conditions reflect

the strength and the nature of the demand for residential development. Conditions for both apartments and for-sale housing are addressed below.

Apartments

Rent and vacancy rates are shown in the following table for Shoreline and King County as a whole.

**Table ED-12
Shoreline Area Apartment Vacancy Statistics**

	All	Studio	1 Bed	2/1 bath	2/2 bath	3/2 bath
Market Vacancy	7.1%	13.2%	7.1%	7.8%	5.5%	4.1%
Actual Rent	\$747	\$535	\$656	\$785	\$861	\$1,110
Rent per NSF (\$/mo.)		\$1.21	\$0.99	\$0.88	\$0.83	\$0.79
5-year History						
Shoreline Area	Sep-99	Sep-00	Sep-01	Sep-02	Sep-03	
Market Vacancy	3.9%	2.1%	4.7%	7.5%	7.1%	
Actual Rent	\$749	\$765	\$796	\$781	\$747	
King County	Sep-99	Sep-00	Sep-01	Sep-02	Sep-03	
Market Vacancy	3.9%	3.5%	5.4%	7.4%	7.4%	
Actual Rent	\$782	\$819	\$880	\$866	\$857	

Source: Dupre+Scott, *The Apartment Vacancy Report, September 2003*

The data support the following conclusions:

Vacancy rates are high at 7.1 percent, but have fallen in last 6 months. Rates are lowest for large units.

Market rents have fallen, and are well below average rents for King County. Rates per square foot exceed \$1 only for studio units.

Prevailing rents are below levels typically required to support new construction of mixed use buildings.

Home Sales

Sale data for attached and detached units are summarized below for both the Shoreline area (zip codes 98133, 98155, and 98177, an area larger than the City itself), and surrounding communities.

**Table ED-13
Shoreline and Surrounding Communities
Comparison of Housing Sale Prices**

	Attached				Detached			
	Resales		New Construction		Resales		New Construction	
	Number	Avg Price	Number	Avg Price	Number	Avg Price	Number	Avg Price
2000-2qrt. thru 4 qrt.								
Bothell	130	146,401	84	191,754	448	241,818	106	351,038
Kenmore	36	182,767	-		197	295,396	37	383,352
Woodinville	44	170,887	-		385	435,917	11	323,076
Kirkland	381	227,677	126	392,145	679	329,931	122	422,848
Redmond	213	185,936	58	253,822	824	363,450	216	443,449
Shoreline	125	145,142	2	228,000	837	274,683	5	313,112
2001								
Bothell	190	160,073	139	204,259	606	264,153	91	372,754
Kenmore	66	174,994	12	208,284	188	286,379	39	535,220
Woodinville	59	173,552	-		487	427,008	34	440,124
Kirkland	431	207,904	81	267,071	905	330,540	221	414,497
Redmond	285	194,677	169	228,662	856	366,987	204	406,306
Shoreline	145	144,629	54	192,651	1,147	279,930	14	285,548
2002								
Bothell	296	169,071	104	237,898	981	308,867	120	378,648
Kenmore	48	194,168	27	215,426	323	295,980	6	384,242
Woodinville	68	179,097	-		706	432,196	121	399,704
Kirkland	623	287,345	56	353,558	1,307	349,863	115	477,012
Redmond	329	184,111	156	243,524	1,009	394,144	393	406,339
Shoreline	242	158,920	42	201,510	1,730	263,058	18	230,019
2003-1st qrt.								
Bothell	59	170,113	2	240,950	231	273,128	47	346,546
Kenmore	11	215,725	1	165,000	67	315,960	19	321,128
Woodinville	18	139,470	-		122	422,258	40	466,573
Kirkland	115	240,804	8	184,075	226	353,304	31	441,442
Redmond	73	186,773	7	242,226	179	392,186	139	395,259
Shoreline	61	209,392	10	297,235	297	284,570	3	252,475

Source: Central Puget Sound Real Estate Research Report, New Home Trends, Property Counselors

The data support the following conclusions:

Average sale prices for new construction attached units are higher than in many surrounding communities.

Average sale price for new construction detached units are lower.

Economic Development Initiatives

Several specific economic development initiatives were identified in the “Economic Data and Strategy Study” prepared by Edward Starkie Consulting in 2001 for the City’s Economic Development Program, they included:

- Enhancement of Existing Centers
- Aggregation of businesses
- Introduction of higher residential density near retail and services
- City assistance with the creation of affordable retail and service space
- Active recruitment of missing retail sectors in redevelopment efforts
- Long-term strategy for the location of employment centers
- Coordination of open space with retail centers and neighborhood centers
- Long-term strategy for resolving parking issues
- Zoning and regulation that supports existing centers

Community Design Element Supporting Analysis

Background and Context

As Shoreline evolves, it is important to preserve its natural qualities while enhancing the existing more developed areas. The way that a development is designed can make a large difference in the way it fits into the community. Most citizens requested community design to ensure:

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

Community design combines aspects of architecture, landscape, public works facilities, public art and transportation's systems. Improved design does not have to be extravagant; it can simply be a more thoughtful approach to the look of new development.

Design Quality

Design quality is important to Shoreline because the new development that is anticipated in the next 20 years will need to fit into and enhance the community. Frequently, development becomes more acceptable if it is well-designed. Design describes more than appearance. Design also means the way a development functions and relates to surrounding properties. Examples are shared driveways, similar landscaping, pedestrian connections, similar building form, collective open and public space, and continuous pedestrian protection from weather. Assets and attributes of adjacent sites, when connected or combined, improve the overall function and appeal of the area. Design is not necessarily extravagant. Rather, design quality means thoughtful development and thoughtful improvements. Design quality is seen as a development's overall contribution to the appearance of the community. For example, within new development, retention of existing vegetation and new landscaping contribute to Shoreline's image as a community that values and protects its trees.

Public Places and Connections

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

People are drawn to public places that are comfortable and attractive. Attracting people into the public realm means supporting them with better transit and safer sidewalks and walkways as important connections between different places in the city. Street corridors tie different parts of Shoreline together and should instill public pride through design. The I-5 freeway is a major corridor that should be enhanced to be more attractive to soften the visual impact on Shoreline's image.

Gateways

Historically, the majority of development in Shoreline occurred while it was an unincorporated area within King County, and did not foster civic identity and sense of place. At the beginning of the City's planning process a vision to create a civic identity by having special treatments signaling entry into Shoreline was identified. The vision was implemented by the adoption of the Gateway Master Plan Policy and Procedure Manual in 2003, and the city is currently implementing this plan and continually encourages private development to contribute to city gateways. The fundamental purpose of having gateways is to provide clear announcement of the City's boundaries, provide a strong physical identity/theme that matches the City's character, and provide recognition and a sense of place for Shoreline as a city.

Neighborhoods

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

For residential neighborhoods to co-exist with commercial development, it is important to soften transitions between these two general land uses. It is also important to promote good quality neighborhood services in adjacent commercial areas. The community becomes more cohesive as neighborhood development is refined to be more attractive, interactive, and functional.

Historic Landmarks

The City's history gives it depth, diversity and uniqueness. Different parts of the City have their own individual mixture of past events, people, and buildings. Most people are familiar with historic buildings and districts, but in Shoreline there are also other places which are reminders of the past. Some visible examples include the late 1800's platting of Richmond Beach and the red brick road on Ronald Place near Aurora and N 175th Street. Other examples include Ronald School, Firlands Sanitarium, the early water tower in Hillwood, the North City Tavern, the Stone Castle in Highland Terrace, and WWII housing in Ridgecrest.

Some events worth commemorating include the building of the Great Northern Railroad (1891) and the North Trunk Road (1905 - 1925), construction of The Highlands and Seattle Golf Club (1907), development of poultry and berry farms, and the expansion of Highway 99 (after 1938).

The City can enrich the lives of its citizens and its appeal to visitors by commemorating its past. In some cases, this may mean active involvement in the preservation and renovation of historic landmarks; in others cases, historical interpretation may be sufficient. Preserving

historic resources can help retain community values, provide for continuity over time, and contribute to a sense of place within Shoreline.

Glossary

The definition of terms in this Glossary may differ from definitions of terms in the current Shoreline Municipal Code. The Shoreline Municipal Code will prevail over the Comprehensive Plan where definitions are in conflict. When the Shoreline Municipal Code has been updated, the definitions in both documents should be consistent.

Absorption	In a real estate development context, absorption refers to the amount of increase in occupied commercial space or residential units which occurs in a given market area over a specified time period. Negative absorption means vacancies are occurring faster than new occupancies.
Accessory Dwelling Unit (ADU)	A separate, complete dwelling unit attached to or contained within the structure of the primary dwelling, or contained within a separate structure that is accessory to the primary dwelling unit on the premises.
Affordable Housing	Housing that is affordable for a family which earns 80 percent or below of the area median income. Housing costs, including utility costs, must comprise no more than 30 percent of gross family income in order to be considered affordable.
Anadromous Fish	Fish which migrate up rivers and creeks from the sea to breed in fresh water. Examples include salmon species, steelhead, and other species of trout.
Annexation	The process of adding or incorporating an area into a city's jurisdiction.
Aquatic	Growing, living, frequenting, or taking place in or on water.
Basin	A drainage area which flows either to a river, or directly to Puget Sound.
Best Management Practices (BMPs)	Defined by the Washington State Department of Ecology as physical, structural, and/or managerial practices that, when used singly, or in combination, prevent or reduce pollution of water. The types of BMPs are source control, runoff treatment, and streambank erosion control.
Bog	An area of soft, naturally waterlogged ground with a substrate composed chiefly of sphagnum moss and peat.
Build Out	Hypothetical development of all parcels to the maximum extent allowed under current zoning.

Buffer	In an ecological context: a designated area contiguous to a critical area intended to protect the critical area or protect people and property from a hazard associated with the critical area.. In a general planning context: transitional land uses of intermediate or low development intensity, open spaces, landscaped areas, fences, walls, berms or any combination thereof used to physically separate or screen one use or property from another so as to visually shield or block noise, lights, or other nuisances.
Candidate Species	Any native fish or wildlife species that the State of Washington and/or the federal government will review for possible listing as Endangered, Threatened, or Sensitive. A species will be considered for designation as a Candidate Species if sufficient evidence suggests that its status may meet the listing criteria defined for Federal or State Endangered, Threatened, or Sensitive Species.
Capital Facilities	Structures, improvements, equipment, or other major assets, including land, which are provided by and for public purposes and services.
Capital Improvement Program (CIP)	Allocation of funds from various revenue sources for the development of capital facilities: to improve cultural and recreational opportunities for Shoreline citizens; to build needed roadways; to protect our investment in existing buildings; to protect the health of our citizens; to enhance the management of natural resources; and to provide necessary capital resources for our law, safety, and justice system.
Channel	A surface feature that conveys surface water and is open to the air.
Clustering	Developing a subdivision that reduces the individual lot areas to create permanent open space or a reserve for future development while it maintains the overall zoned residential density.
Commute Trip	A trip made from an employee's residence to a work site with a regularly scheduled weekday arrival time of 6:00 a.m. to 9:00 a.m.
Commute Trip Reduction Act	State legislation enacted in 1991 and incorporated into the Washington Clean Air Act. The law establishes goals for the reduction of commute trip vehicle miles traveled by the employees of large employers.
Comprehensive Plan	The Growth Management Act (GMA) requires certain cities and counties of the State to adopt comprehensive land use plans. A Comprehensive Plan is a generalized, coordinated land use policy statement of the governing body of a county or city that is adopted pursuant to the GMA. A Comprehensive Plan consists of a map or maps, and descriptive text covering objectives, principles, and standards used to develop the Comprehensive Plan. Each Comprehensive Plan includes a plan, scheme or design for land use,

housing, capital facilities, utilities, transportation, and the natural environment. Optional components include elements relating to economic development, community design, conservation, solar energy, recreation, and subarea plans.

Comprehensive Plan Advisory Committees (CPACs)

A collection of sixteen citizen advisory committees, based primarily on neighborhood affiliation, which were convened in May of 1996 to provide citizen input for Comprehensive Plan policy formation. These committees were expired in June of 1997 and citizen input was obtained via participation by the citizenry at large.

Concurrency Management System

The Growth Management Act requires jurisdictions to adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a transportation facility to decline below the standards adopted in the Comprehensive Plan, unless transportation improvements or strategies to accommodate the impacts of development are made “concurrent” with the development. Concurrent with development means that transportation improvements or strategies are in place at the time of development or that financial commitment is made to complete the improvements or strategies within six years. The Concurrency Management System of King County establishes a process to manage new development based on transportation impacts on levels-of-service and the concurrency of needed improvements or actions. Communities may also establish concurrency for capital facilities, utilities, and other public services.

Conservation Easement

A permanent legal restriction, requirement, or condition placed on the use or management of real property. Conservation easements are put in place by a landowner, but run with the title to the land and transfer to future owners. This tool can be used to preserve open space.

Conveyance System

Drainage facilities, both natural and built, which collect, contain, and provide for the flow of surface and storm water from the highest points on the land down to a receiving water. The natural elements of the conveyance system include swales and small drainage courses, streams, rivers, lakes and wetlands. The built elements of the conveyance system include gutters, ditches, pipes, channels and most retention/detention facilities.

Corner Lot

A lot situated at the intersection of and fronting on two or more public street rights-of-way.

Cottage Housing

Detached single-family housing which has the following characteristics: 1) each unit is of a size and function suitable for a single person or very small family; 2) each unit has the construction characteristics of a single-family house; 3) the density of cottage housing is typically 7-12 units per acre; 4) all units are located on a commonly owned piece of property and may have shared amenities (i.e. party room, tool shed, garden, orchard, workshop, parking

areas; 5) the site is designed with a coherent concept in mind, including: shared functional open space, off-street parking, access within the site and from the site, and consistent landscaping.

Countywide Planning Policies

The Growth Management Act requires that counties, as regional governments within their boundaries, prepare countywide planning policies which establish a countywide framework from which county and city comprehensive plans are to be developed and adopted. This framework is to ensure that city and county comprehensive plans are consistent. The “King County Countywide Planning Policies” were developed and recommended by the Growth Management Planning Council and are to serve as a blueprint for how King County and its cities should grow over the next 20 years. The Metropolitan King County Council adopted these policies in 1992. Since this time, amendments called “Phase II Countywide Planning Policies” have been made to the sections pertaining to affordable housing, economic development and rural character. The County Council has adopted these Phase II amendments.

Critical Areas

Areas which are ecologically important, generally unsuitable for development, and highly susceptible to negative environmental impacts. Critical areas include: critical aquifer recharge areas, geologically hazardous areas, frequently flooded areas, streams, wetlands, and fish and wildlife habitat conservation areas. These individual critical areas are defined in the Shoreline Municipal Code.

Culverts

A pipe or concrete box structure that conveys water from open channels, swales, or ditches under a driveway, roadway, fill soil, or surface structure.

Cumulative

Increasing or enlarging by successive addition. Impacts resulting from a series of actions or events which individually would have had little or no noticeable effect.

Density

The number of housing units per unit area. Typically expressed as housing units per acre or square mile.

Density Incentives/ Bonuses

Additional units exceeding the number of units permitted on a site by zoning (sometimes referred to as "base density") in exchange for public benefits provided by the developer. King County has incorporated use of density incentives with standard urban subdivision, mobile home park, and multifamily development projects. (King County Code, Title 21A)

Development

An area that is developed as a tract of land with built structures.

Drainage

Collection, conveyance, containment, and/or discharge of surface and storm water runoff.

Drainage Basin

A sub-unit of a watershed which is defined by hydrology and topography. An area that drains to common outlet or an identifiable

water body, such as a creek, wetland, river, or stream. In King County 72 drainage basins are contained with six major watersheds.

Duplex	A building containing two complete dwelling units. Depending on how they are configured, duplexes are considered single-family attached dwellings or multi-family dwellings. Accessory Dwelling Units are not considered duplexes.
Dwelling Unit	A unit that accommodates one household. The unit can be a single-family house, an accessory dwelling unit, or one unit of a duplex, triplex, townhome, apartment building, or condominium. The growth targets in King County are measured in dwelling units.
Ecological Function	Physical, chemical, and biological processes or attributes of a species, habitat or ecosystem. For example, the ecological functions of wetlands include food chain support, water quality maintenance, flood storage, and wildlife habitat.
Endangered Species	Any native fish or wildlife species that the State of Washington and/or the federal government has formally determined is seriously threatened with extinction through all or a significant portion of its range (within either the State of Washington or the United States.)
Enhance	An improvement of one or more of the functions or values that an ecosystem or environmental feature possesses. An improvement is a functional attribute or value.
Erodible soils	Soil materials that are easily eroded and transported by running water, typically fine or medium-grained sand with minor gravel, silt, or clay content. Such soils are commonly described as Everett or Indianola series soil types in the SCS classification. Also included are any soils showing examples of existing severe stream channel incision as indicated by unvegetated streambanks standing over 2 feet above the base of the channel.
Erosion	Detachment of soil or rock fragments by water, wind, ice, and gravity as defined in the Sensitive Areas Ordinance.
Essential Public Facility	Facilities that are facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities as defined in RCW 47.06.140, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020 (RCW 36.70A.200).
Estuarine	Of, relating to, or found in an estuary. Estuarine wetlands in Shoreline occur where the saltwater of the Puget Sound meets the

	freshwater of creeks.
Fen	Low, flat, swampy land.
Fair Housing Ordinance	King County's Fair Housing Ordinance prohibits housing discrimination against persons on the basis of race, color, religion, national origin, age, sex, marital status, parental status, use of subsidy (Section 8), sexual orientation, disability or the use of a trained guide dog.
Family-Wage Jobs	Jobs which are capable of supporting a family. For the purposes of this Plan, the term means jobs which pay at least 80% of the annual average wage for King County in a given year.
Flag Lot	A lot where access to the public street right-of-way is by a private driveway, access tract or easement.
Floodplain	The areas of land adjacent to lakes, rivers, and streams that are subject to periodic flooding. Floodplains are designated based on the predicted frequency of flooding for a particular area. For example, a 100-year floodplain is a land area that has a one- percent probability of experiencing flooding in any given year.
Floor Area Ratio (FAR)	A ratio which expresses the relationship between the amount of gross floor area permitted in a structure to the area of the lot on which the structure is located.
Flow	When used in reference to surface water management, this term refers to the rate of water discharged from a source expressed in cubic feet of water per minute.
Front Yard Setback	The required minimum distance separating a building from the public street right-of-way or the edge of a sidewalk which extends beyond a right-of-way, whichever is closer.
Functional Plans	Detailed plans for facilities and services and action plans and programs for other governmental activities. Some functional plans are operational or programmatic, which means they guide daily management decisions. Others include specific details of facility design and location. Plans must be consistent with the Comprehensive Plan and development regulations.
Green Streets	City rights-of-way that are designed to serve as vehicular facilities as well as to provide a city-wide system that links parks, open spaces, recreation areas, trails, schools and shopping areas. Green Streets are intended to accommodate bicycle and pedestrian travel with more emphasis on streetscape design including generous sidewalks separated from the vehicular lanes by landscaping, and wide vehicle lanes or striped bicycle lanes that provide safe bicycle use. Green

streets may also incorporate drainage facilities for improving water quality, and landscape treatments designed to enhance or restore natural habitat.

Groundwater	Water within the pores between soil particles.
Growth Management Act (GMA)	In 1990, the Washington State Legislature passed the State Growth Management Act (ESHB 2929). The Act calls for urban counties and cities in the state to develop Comprehensive Plans to guide growth management decisions for at least the next decade. Amendments to the Act in 1991 require that counties, working with the cities within their boundaries, develop Countywide Planning Policies to provide a common vision of the future to serve as the framework for all Comprehensive Plans throughout the county.
Growth Management Planning Council (GMPC)	Established by an interlocal agreement, this is a 15-member council of elected officials from Seattle, suburban cities and King County. The GMPC has been responsible for the preparation and recommendation of the Countywide Planning Policies to the Metropolitan King County Council, which then adopts the policies and sends them to the cities for ratification.
Habitat	The environments in which an organism normally lives or occurs. Habitat components include food, water, cover (security, breeding, thermal), range and connectivity.
High Occupancy Vehicle (HOV)	A vehicle containing two or more occupants including carpools, vanpools, and transit vehicles.
Home Occupation	Any activity carried out for gain by a resident and conducted as a customary, incidental, and accessory use in the resident's dwelling unit.
Household	See "dwelling unit."
Hydrology	Refers to the properties, distribution, discharge, re-charge, and movement of surface and sub-surface water.
Impervious	A surface that cannot be easily penetrated by water. For instance, paved surfaces are not easily penetrated by rain.
Incorporated Areas	Those areas that exist within a city or a city's jurisdiction. King County contains 32 wholly incorporated cities and parts of two others.
Infill	Development or redevelopment on small properties or groups of properties within existing built-up areas.
Intakes	The end point of a pipe where water is drawn up from a body of water.

Interior Lot	A lot fronting one public street right-of-way or lot fronting on one dead-end private access road.
Intertidal Zone	The area between the extreme low water of spring tides to the upper limit of spray of ocean-derived salts.
Land Use Map	The official land use map for the Comprehensive Plan that designates the general location and extent of the uses of land for housing, commerce, industry, open space, public facilities, and other land uses as required by the Growth Management Act.
Level-of-Service – Transportation (LOS)	Transportation level-of-service is a qualitative measure, graded A(best) through F(worst), describing the operational conditions of the City’s transportation system.
Long Subdivision (Long Plat)	The subdivision of land into five lots or more.
Manufactured Housing	Factory-built, single-family structures that meet the National Manufactured Home Construction and Safety Standards Act (42 U.S.C. Sec. 5401).
May	Means potential opportunity or permission. If a policy contains “may”, the decision maker can undertake the action contemplated by the policy if, after reviewing the evidence, the decision-maker decides it is useful or desirable, and supports other goals and policies contained in the Plan. “May” does not confer any obligation on the decision maker to undertake or allow the action.
Median Household Income	The midpoint between all households with an income above the median and all households with an income below the median.
Mixed Use	A development with combined commercial and residential uses either in the same building or adjacent buildings.
Modes of Travel	Various types of transportation including single-occupant vehicles, transit, carpooling, bicycling, walking, and other modes.
Mode Split	The percentage of all trips using modes of travel other than a single-occupancy vehicle.
Multifamily	A building containing two or more complete dwelling units, including units that are located one over the other. Multi-family buildings include duplexes, townhomes, garden apartments and mid and high rise apartments. Accessory Dwelling Units are not considered multi-family housing.
Native Growth Easements	A requirement placed on land which restricts or prohibits the removal of native vegetation, including trees.
Neighborhood	Shopping areas offering convenience goods and services to local

Business Centers	residents. They primarily contain retail stores and offices.
Non-Degradation	To prevent the decline to a lower state; to keep from reducing the complexity, functions, or integrity of ecological processes or values.
Non-Point Pollution	Pollution which enters any waters of the State from any dispersed land-based or water-based activities, including but not limited to atmosphere disposition, surface water runoff from agricultural lands, urban areas, or forest lands, subsurface or underground sources, or discharges from boats or marine vessels.
Non-Motorized Transportation	Pedestrian, bicycle and equestrian travel, and the facilities needed to make it safe and convenient.
Open Space	Public open space includes parks and natural areas. Private open space includes natural areas or designated open space tracts, a golf course, and a cemetery. The Growth Management Act requires cities and counties to identify open space corridors within and between urban growth areas which include lands useful for recreation, wildlife habitat, trails, and connections between environmentally sensitive areas.
Outfalls	The end point of a pipe where water is discharged into a body of water.
Ordinary High-Water Mark	The mark found by examining the bed and banks of a stream, lake, or tidal water and ascertaining where the presence and action of water are so common and long maintained in ordinary years as to mark upon the soil a vegetative character distinct from that of the abutting upland. In any area where the ordinary high water mark cannot be found, the line of mean high water shall substitute. In any area where neither can be found, the top of the channel bank shall substitute. In braided channels and alluvial fans, the ordinary high water mark or line of mean high water shall be measured so as to include the entire stream feature.
Palustrine	Palustrine systems include any inland wetland which lacks flowing water and contains ocean derived salts in concentrations of less than .05%. Wetlands within this category include inland marshes and swamps as well as bogs, fens, and floodplains.
Particulate Matter	Solid or aerosol particles dispersed in the air including dust, soot, and oil. The major sources are industrial activities, fugitive road dust, motor vehicle emissions, and woodsmoke.
Perviousness	The size and continuity of void spaces in soils or materials; related to a soil's infiltration rate.
Planned Unit Development (PUD)	A development type that allows more flexibility than found in a standard development. A PUD may contain features such as variety in the type, design, and arrangement of structures; a mix of land

	uses, conservation of natural land features; and efficient use of open space.
Point Pollution	Pollution that enters any waters of the State from an identifiable source such as a pipe.
Potential Annexation Area	An area in unincorporated King County that is: adjacent to a city, expected to annex to the city, and which will be provided with city services and utilities within the next two decades.
Priority Habitats and Species (PHS)	Wildlife species and habitat types identified by the Washington Department of Fish and Wildlife as important for management and conservation priorities. The PHS program is designed to help guide growth in a manner that will preserve the best and most important habitats and provide life's requirements to fish and wildlife.
Priority Needs Process	Because community needs (e.g., transportation) exceed funding resources, a priority needs process is created. The process rates each improvement project and assigns it a score. High score projects are funded first.
Protect	To keep from harm, attack, injury, or destruction; to maintain the integrity of, especially through environmental care.
Public Benefit Rating System (PBRs)	An incentive based program for preserving open space on private property in both incorporated and unincorporated areas of King County. If a participating property contains one or more of the designated open space resources, it will be assessed at a lower value, thereby reducing the property tax on the land. The reduction in taxable value ranges from 50% to 90% for the portion of the property in PBRs. The actual reduction in property taxes is determined using a scoring system related to the numbers and quality of open space resources located on all or portions of the property.
Public-Private Partnership	A relationship between public and private agencies whereby the parties involved work together on a project. Such a project could be to construct a project (e.g., a capital facility) or to jointly administer a development. A wide range of other types of projects can be entered into by the partnership.
Public Spaces	Those public and private lands designed for public use and gatherings, such as parks, plazas, walkways and sidewalks.
Puget Sound Clean Air Agency (PSCAA)	The lead agency for developing air quality standards for the Central Puget Sound Region in compliance with federal laws.
Puget Sound Regional Council	The designated metropolitan planning organization for our area and responsible for regional growth management and transportation

(PSRC)	planning in the four-county region which includes King, Pierce, Snohomish and Kitsap Counties. PSRC's General Assembly includes mayors, county executives, and council commission members from the four counties. The Council also includes as members the ports of Everett, Seattle and Tacoma and the State Department of Transportation and Transportation Commission. The PSRC prepared Multi-county Planning Policies for the four-county region.
Rear Yard Setback	The required minimum distance separating a building from the lot line which is opposite or most distant from the lot line used to measure the front yard setback.
Regional Detention Facility	A stormwater quantity control structure designed to correct the existing excess surface water runoff problems of a basin or sub-basin.
Regional Transit Authority (RTA)	State legislation of 1992 allowed the creation of RTA, a new agency in King, Snohomish and Pierce Counties. The RTA was formed in 1993. Its board is made up of local elected officials from the three counties and the State Department of Transportation Secretary. The RTA has the responsibility to collect and distribute new tax revenues for regional rail transit and to build and operate a regional rail transit system. The RTA would also distribute funds to local transit agencies to provide feeder services for the rail system. Its funding depends on local voter approval of a regional high-capacity transit plan and funding. The RTA has been renamed Sound Transit.
Retention / Detention Facility (R/D)	A type of drainage facility designed either to hold water for a considerable length of time and then release it by evaporation, plant transpiration and/or infiltration into the ground; or to hold surface and storm water runoff for a short period of time and then release it to the surface and stormwater management system.
Rezone	A change to the zoning classification of a current parcel or area accomplished according to City regulations and through a public review process.
Rip Rap	A facing layer or protective mound of stones placed to prevent erosion or sloughing of a structure or embankment due to flow of surface and stormwater runoff.
Riparian	Of, on, or relating to the banks of a natural course of water.
Runoff	Waste water originating from rainfall and other precipitation and that is found in drainage facilities, rivers, streams, springs, seeps, ponds, lakes, and wetlands, as well as shallow groundwater.
Salmonid	A member of the fish family salmonidea, including: Chinook, coho, chum, sockeye and pink salmon; rainbow, steelhead and cutthroat salmon; brown trout; brook and dolly varden char; Kokanee; and

	whitefish.
Scour	Erosion of channel banks due to excessive velocity of the flow of surface and stormwater runoff.
Screenline Analysis	Imaginary reference lines usually along physical barriers such as rivers, lakes, creeks, railroad tracks or freeways. The screenlines generally "cut" across several key roadways, and can be used to gauge a total traffic movement (such as north-south or east-west).
Sediment	Fragmented material that originates from weathering and erosion of rocks or unconsolidated deposits, and is transported by, suspended in, or deposited by water. Sediment can alter stream flows and damage healthy aquatic habitat. Major urban sources include construction sites, unvegetated slopes, roads, ditches, and gardens.
Sedimentation	Deposition or formation of sediment.
Sensitive Species	Any native fish or wildlife species that the State of Washington has formally determined is vulnerable or declining and is likely to become endangered or threatened throughout a significant portion of its natural range within the State without cooperative management or removal of threats.
Shall	Means "obliged to". "Shall" is mandatory. If a policy contains "shall", the decision maker must follow the policy in all applicable situations.
Shoreline Municipal Code	The document which contains all laws adopted by the City of Shoreline. This document includes or incorporates by reference all regulations, rules, and procedures pertaining to entire range of City responsibilities and initiatives. Chapters of the Code relating to planning include: Land Use and Development, Subdivisions, Building and Construction, Environment, Vehicles and Traffic, and Streets, Sidewalks, and Public Places.
Short Subdivisions (also known as Short Plats)	Subdivisions in the City of Shoreline that are limited to four lots or less, and generally are approved administratively by the City of Shoreline Planning and Development Services Department (PADS).
Should	Means "ought to". If a policy contains "should", the decision maker is to follow the policy in all applicable situations, unless the decision maker finds a compelling reason to override the policy.
Side Yard Setback	The required minimum distance separating a building from a lot line other than the front or rear lot line.
Significant Adverse Environmental Impact	A reasonable likelihood of more than a moderate adverse impact on the environment. As used in the State Environmental Policy Act (SEPA), "significance" involves context and intensity and does not lend itself to a formula or quantifiable text. The context may vary with the physical setting. Intensity depends on the magnitude and

duration of an impact. The severity of an impact should be weighed along with the likelihood of its occurrence. An impact may be significant if its chance of occurrence is not great, but the resulting environmental impact would be severe if it occurred.

Siltation	The process by which a river, lake or other water body becomes clogged with sediment. Silt can clog gravel beds and prevent successful salmon spawning.
Single-family Attached Housing	One dwelling unit that is attached to at least one other dwelling unit by common or abutting walls and with each dwelling unit located on a separate (fee simple) lot or on a common parcel. Examples could include duplexes, triplexes, or townhomes.
Single-family Detached Housing	A building containing one dwelling unit that is not attached to any other dwelling by any means and is typically located on a fee simple (separate) lot surrounded by a private yard. Includes manufactured homes.
Slope	The inclination of the land surface from the horizontal. Percentage of slope is the vertical distance divided by the horizontal distance, multiplied by 100. Slope is also measured in degrees (90 degrees being vertical) or as a ratio. A 100% slope would be 45 degrees or a 1:1 ratio.
Soil Permeability	The ease with which gasses, liquids, or plant roots penetrate or pass through a layer of soil.
Street Functional Classification	A hierarchy of streets based upon the degree to which they provide through movement and land access functions. Categories include principal arterial, minor arterial, collector arterial, and local street. Certain land use policies and street standards are based on these functional classifications.
Strip Commercial	An area occupied by small and medium sized commercial businesses that are generally organized in a linear fashion along an arterial street.
Storm Drain System	The system of gutters, pipes, streams, or ditches used to carry surface and storm water from surrounding lands to streams, lakes, or Puget Sound.
Storm Drains	The enclosed conduits that transport surface and stormwater runoff toward points of discharge (sometimes called storm sewers).
Stormwater	Water that is generated by rainfall and is often routed into drain systems in order to prevent flooding.
Subarea Planning	Subarea plans are meant to provide detailed land use plans for local geographic areas. This level of planning brings the policy direction of the Comprehensive Plan to a smaller geographic area. These plans

are meant to implement the Comprehensive Plan and be consistent with the Comprehensive Plan's policies, development regulations, and Land Use Map, when adopted.

Subdivision	Land that has been divided into legal lots, or the process of dividing land into lots.
Surface and Storm Water	Water originating from rainfall and other precipitation that is found in drainage facilities, rivers, streams, springs, seeps, ponds, lakes and wetlands as well as shallow ground water.
Surface and Storm Water Management System	Drainage facilities and any other natural features which collect, store, control, treat, and/or convey surface and storm water.
Suspended Solids	Organic or inorganic particles that are suspended in and carried by the water. The term includes sand, mud, and clay particles as well as solids in wastewater.
Sustainable Revenue Swale	Sources of City revenue that can be maintained over the long-term to provide a stable funding base for City operations and investments. A shallow natural or constructed drainage feature. Swales are vegetated low-lying areas which can help filter pollutants as they collect, percolate, and/or slowing direct stormwater. A swale and berm (raised earthen area) combination can be an attractive and functional landscape feature that helps detain and percolate runoff that would otherwise rush into streets, storm drains and waterways.
Threatened Species	Any native fish or wildlife species that the State of Washington and/or the federal government has formally determined is likely to become an endangered species within the foreseeable future throughout a significant portion of its range (within either the State of Washington or the United States) without cooperative management or removal of threats.
Townhouse	A one-family dwelling in a row of at least three such units in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more vertical common fire-resistant walls. Townhomes may be located on a separate (fee simple) lot or several units may be located on a common parcel. Townhomes may be considered single-family attached dwellings or multi-family dwellings.

Transfer of Development Rights (TDR)	Permits an owner of real property to sell or exchange the development rights associated with that property to another owner in return for compensation. A program in which the unused portion of a “sending” property’s zoned capacity, expressed as dwelling units per acre or floor area, is transferred to the developer of a “receiving” site who is allowed to add the additional capacity to the zoned limit of that site. TDR’s can be used to prevent the demolition of affordable housing units or to protect sensitive resources, open space, or historical properties. By designating appropriate receiving areas and criteria for sending sites, local governments can meet identified community goals with market mechanisms.
Transportation Demand Management (TDM)	A strategy for the reduction of automobile trips, particularly trips taken in single-occupant vehicles. TDM encourages public transportation over automobile use and specifically refers to policies, programs and actions implemented to increase the use of high-occupancy vehicles (public transit, car-pooling and van-pooling) and spread travel to less congested time periods through alternative work hour programs.
Transportation Facilities and Services	Physical assets of the transportation system that are used to provide mobility. They include roads, transit, bridges, traffic signals, ramps, buses, bus garages, park and ride lots and passenger shelters.
Tributary	A water channel that drains into a major stream or lake.
Tributary Area	A geographical area not constrained by property boundaries that drain to the point of concern.
Triplex	A building containing three complete dwelling units, each of which has direct access to the outside or to a common hall. Depending on configuration, triplexes may be considered single-family attached dwellings on separate (fee simple) lots or multi-family dwellings on a common lot.
Truck Route	A roadway, usually a highway or major arterial, which is identified by federal, state, or local governments as an appropriate route for heavy commercial vehicle transport.
Unemployment Rate	The percentage of the civilian labor force that is unemployed and actively seeking employment.
Unincorporated Areas	Areas outside any city and under county jurisdiction.
Urban Growth	Residential, commercial and industrial growth that makes intensive use of land for the location of buildings, structures and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources. Urban growth typically requires urban governmental services. "Characterized by urban growth" refers to land having urban growth located on it, or to land

located in relationship to an area with urban growth.

Urban Growth Area (UGA)	The Growth Management Act requires King County's Comprehensive Plan to designate an Urban Growth Area (UGA), where most future urban growth and development is to occur to limit urban sprawl, enhance open space, protect rural areas and more efficiently use human services, transportation and utilities. The Comprehensive Plan designates an UGA which includes areas and densities sufficient to permit the urban growth that is projected to occur in the County for the succeeding 20-year period.
Urban Growth Target	The Growth Management Act and the Countywide Planning Policies require King County and its cities to plan for a 20-year population and employment growth target for each jurisdiction, based on designation of the Urban Growth Area, Urban Centers and the criteria of the Countywide Planning Policies.
Urban Natural Open Space	A Priority Habitat designation under the Washington Department of Fish and Wildlife's Priority Habitats and Species (PHS) Program. This designation has one or more of the following characteristics: 1) a priority species resides within or is adjacent to the open space and uses it for breeding and/or regular feeding; 2) the open space functions as a corridor connecting other <i>priority habitats</i> , especially those that would otherwise be isolated; and 3) the open space is an isolated remnant of natural habitat larger than 4 ha (10 acres) and is surrounded by urban development. Local considerations may be given to open space areas smaller than 4 ha (10 acres). The following criteria is used in designating this habitat: 1) comparatively high fish and wildlife density, 2) high fish and wildlife species diversity, 3) important fish and wildlife breeding habitat, 4) important fish and wildlife movement corridors, 4) limited availability, and/or 4) high vulnerability to habitat alteration.
Vehicle Miles Traveled (VMT)	A vehicle mile represents 1 vehicle traveling for 1 mile. This number is derived by counting the number of cars and the number of miles each car travels over a fixed period of time. This measure is frequently used by transportation planners.
Water-Dependent Uses	A use that is dependent on water for the intrinsic nature of its operation.
Water-Oriented Uses	A combination of water-dependent, water-related (e.g., a boat building), and water-enjoyment uses.
Water Re-Use	Using treated wastewater in place of drinking water for commercial irrigation and industrial processes. Also called wastewater reclamation.
Watershed	An aggregation of individual drainage basins. A watershed is an area that eventually drains to a larger water body, such as Lake Washington or Puget Sound. The six major watersheds in King

County are Cedar River, Green River, Skykomish River, Snoqualmie River, White River, and Puget Sound. These watersheds contain a total of 72 individual drainage basins.

Wetland Areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas. Areas that are regulated as wetlands are defined in the Shoreline Municipal Code.

Wetland Functions The ecological (physical, chemical and biological) workings or attributes of a wetland. Food chain support or the transport and transformation of chemicals in ecosystems are examples of wetland functions. Water quality maintenance, flood storage, and wildlife habitat are examples of ecological functions to which society attributes a value.

Wetland Values Estimates, usually subjective, of the worth, merit, quality, or importance of wetland attributes that are valuable and beneficial to society. Values vary by watershed or human community. Education, research, aesthetics, and recreation are examples of other wetland attributes that may be considered values in that they are beneficial to society.

Zero Lot Line The location of a building on a lot in such a manner that one or more of the building's sides rest directly on a lot line. Buildings may be detached or attached to each other in the zero lot line configuration and may be staggered or designed in some other manner which provides for setbacks, buffers, and private space.

Appendix 1

1998 Shoreline Master Program Goals and Policies

Background

In 1998, as the City created its Comprehensive Plan, it also began the process of developing goals and policies for its marine shoreline environment (shown below). Under the state's Shoreline Management Act, marine shoreline of Puget Sound (land within 200 feet of the ordinary high water mark) and the wetlands associated with the marine shoreline (marshes, bogs and swamps) are protected and regulated by shoreline master programs. At incorporation, the City of Shoreline adopted King County's shoreline master program. The adopted shoreline master program has not yet been updated with those goals and policies developed by the City in 1998. Therefore, the 1998 shoreline goals and policies are not yet in effect. They are shown here for reference to aid in the development of an updated and localized shoreline master program. An shoreline master program update strategy is shown in Appendix 2.

1998 Shoreline Master Program Goals and Policies

Shoreline Use Element

Goal SM I: To allow for a diversity of uses within the shoreline area consistent with the different character of various shorelines within the city, and to preserve and enhance the natural and aesthetic quality of important shoreline areas.

Policies

SM1: Ensure that the existing land uses are compatible with the shoreline environment designations.

SM2: Provide development standards for compatible shoreline uses.

SM3: Ensure that zoning and other regulations governing lands adjacent to shorelines are consistent with the policies of the Shoreline Master Program.

SM4: Encourage multiple uses in "Urban - High Intensity" environments, which enhance the public's use and enjoyment of the shoreline.

SM5: Ensure that proposed shoreline uses do not infringe upon the rights of the public or the rights of private ownership.

- SM6:** Reduce development clutter and visual intrusions along the shoreline by minimizing structures such as decks, boat facilities, and bulkheads.
- SM7:** Prohibit uses and developments that alter or degrade shoreline natural systems, including the intertidal zone and associated streams and wetlands.
- SM8:** Encourage minimal disruption to lands above the ordinary high-water line.
- SM9:** Encourage restoration of shoreline areas of ecological value and function that have been degraded as a result of past activities.
- SM10:** Encourage the rehabilitation of natural systems (e.g. the improvement in water quality, fish habitat, and removal of beach obstructions, etc.).
- SM11:** Shoreline use and development should be reviewed and analyzed to give priority to the:
- Protection and enhancement of the shoreline natural system;
 - Provision for shoreline dependent uses;
 - Provision for shoreline related uses; and,
 - Accommodation of necessary uses that are neither shoreline dependent nor shoreline oriented.

These priorities will recognize, but not be limited to, the following criteria:

Protect and enhance natural systems:

- Biological
- Fish spawning, nursing, feeding areas, (beach, marshland, estuary vegetation, submerged land) - critical area - for migrating fish;
- Waterfowl and water associated bird nesting, resting, feeding and nursery areas;
- Shellfish life - supporting areas;
- Upland mammals breeding, rearing and feeding areas;
- Upland plant growth areas (greenbelts, etc.);
- Aquatic (non-fish and non-shellfish) marine organisms life supporting areas.

Geological:

- Bluff and landslide areas;
- Beaches and tidelands - shoals and coves;
- Marshland and slough areas;
- Streams and ravines;
- Below low water submerged lands - canyons, cliffs, rock reefs, sand or mud flats, etc.;

Provide for shoreline dependent uses, such as:

- Terminal and transfer facilities for marine commerce and industry;
- Marine construction, dismantling and repair;
- Intakes and outfalls;
- Shoreline recreation - including parks, bike and walking trails, beaches, etc.;
- Water related recreation - including scuba diving, waterway trail system, fishing, and small craft boating;

- Marine research, interpretative programs and education;
- Piers and related facilities for the loading and unloading of petroleum products; and
- Other uses of like intensity and dependency.

Economic Development Element

Goal SM II: To encourage a variety of uses which provide amenities to the community, economic development, and public access to the shoreline in Urban - High Intensity designated areas.

Policies

SM12: Use the following criteria if Point Wells is annexed and proposed for redevelopment.

- Consider a mix of commercial, residential, recreational and industrial water-oriented uses.
- Ensure public access and amenities.
- Ensure adequate infrastructure.
- Protect views of the shoreline from nearby upland uses.
- Ensure clean-up of any hazardous materials.
- Minimize impacts on adjacent shoreline and neighborhood uses.
- Allow flexible site design to meet these criteria and to minimize development impacts.

Circulation Element

Goal SM III: To provide for the safe and efficient movement of people and goods within the shoreline area while enhancing its unique, fragile, and scenic character.

Policies

SM13: Encourage, where practical, safe pedestrian and bicycle movement in the shoreline area as a means of transportation and recreation.

SM14: Design new streets serving the shoreline to be the minimum size necessary while providing safe and efficient vehicular, pedestrian and bicycle access.

SM15: Allow recreational boating facilities including waterway trails, terminals, moorage, and service facilities in the Urban - High Intensity designation.

SM16: Discourage recreational boating facilities including waterway trails and trailheads, terminals, moorage, and service facilities on private residential property.

SM17: Coordinate transportation planning to provide efficient use and transfer between modes while minimizing the adverse environmental impacts of such facilities.

- SM18:** Circulation and transportation systems should be located, designed, and developed with respect to existing rail and street facilities.
- SM19:** Public transit systems should be linked to the urban waterfront.
- SM20:** Assure that a potential Regional Transit Authority stop in Urban - Railroad designation mitigates parking and traffic impacts on the surrounding community.
- SM21:** Allow existing railroad activities to continue while minimizing expansion and impacts on the shoreline environment and residential property owners.

Public Access Element

Goal SM IV: To provide reasonable opportunity for the public to view and access the amenities of the shoreline area, while assuring that such access does not contribute to intrusions upon private property or fragile natural areas.

Policies

- SM22:** Maintain public shoreline, waterways, and tidelands in public ownership for continued public access and use.
- SM23:** Develop, where practicable, safe and convenient public access for pedestrians and water access to public tidelands and beaches.
- SM24:** Encourage public access through public utilities and rights-of-way.
- SM25:** Encourage pedestrian access of shorelines for adjacent neighborhood use.
- SM26:** Include public access as a part of the review of all private and public developments with the exception of single-family homes.
- SM27:** Design public access to provide for public safety and to minimize potential impacts to private property, trespassing, and individual privacy.
- SM28:** Provide clear directional signage so that people can find designated access to the shorelines to reduce traffic impacts on neighborhoods and to promote public safety.
- SM29:** Discourage developments, uses and activities on or near the shoreline that impair people's use of public access and of the shoreline.
- SM30:** Encourage public access as close as possible to the water's edge without adversely affecting the environment and, if feasible, should be designed with provisions for disabled and physically impaired persons.
- SM31:** Ensure public views of the shoreline from upland areas by using public areas such as street ends, public utilities, and rights-of-way as view corridors. Note: Enhancement of views does not mean excessive removal of vegetation.

Recreational Element

Goal SM V: To preserve and expand recreational opportunities for the public in shoreline areas through programs that include acquisition, development, and maintenance.

Policies

- SM32:** Allow both private and public, active and passive in-water, shoreline and upland recreational needs in the development of recreational areas to meet local and regional needs.
- SM33:** Develop, expand, and maintain public recreation facilities to meet public demand for recreation and enjoyment of water and shorelines.
- SM34:** Limit recreation facilities to those whose uses are dependent upon shoreline locations.
- SM35:** Ensure that public and private recreation facilities have minimal impact on the shoreline environment.
- SM36:** Develop and implement public information and education programs, and enforcement procedures to help prevent trespassing of private property and degradation of the shoreline and its natural ecological system.

Conservation Element

Goal SM VI: To protect and enhance unique and fragile areas of flora and fauna together with scenic vistas for future generations.

Policies

- SM37:** Preserve and maintain environmentally sensitive and critical areas for present and future generations.
- SM38:** Manage development in shoreline areas so that adverse impacts on aquatic and land plants and animals are minimized.
- SM39:** Enhance, where practical, spawning areas for the rearing and protection of salmon and other species of fish and aquatic marine life.
- SM40:** Preserve irreplaceable shoreline resources for continued public enjoyment.
- SM41:** Preserve the scenic and aesthetic qualities of shorelines.
- SM42:** Restore, where practical, damaged shoreline features and systems.
- SM43:** Encourage limited construction or habitat improvements in conservation areas where such improvements enhance public access and education of shoreline environments.

Historical/Cultural Element

Goal SM VII: To identify, protect, preserve and restore important archaeological, historical, art and cultural sites located within the shoreline jurisdiction for educational and scientific uses and enjoyment of the natural amenities by the general public.

Policies

SM44: Identify, protect, preserve and restore important archaeological, historical and cultural sites located within the shoreline jurisdiction for educational and scientific uses and enjoyment of the natural amenities by the general public.

SM45: Adopt standards to ensure the protection and preservation of historic and cultural sites.

SM46: Protect significant archaeological features and data for scientific study and public observation.

Residential Development Element

Goal SM VIII: To allow residential development in the shoreline consistent with the ability of physical and natural features to accommodate them and to minimize the amount of structures.

Policies

SM47: Align new residential development setbacks along the shoreline with existing setbacks of the residences on each side of that development to protect views unless it causes a property to be unbuildable.

SM48: Prohibit alteration of the shoreline through restricting the expansion or encroachment of structures toward the ordinary high-water mark, unless to repair an existing structure damaged by wave action.

SM49: Design new development to enhance the visual quality of the shoreline and its associated views.

SM50: Residential development should be prohibited in seismic and landslide hazard areas or environmentally unique and fragile areas.

Appendix 2

Shoreline Master Program Update Strategy

Background

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 new SMP Element was not reviewed by Ecology and therefore it does not qualify as part of the City's recognized SMP. The City continues to apply the 1995 King County SMP to regulate shoreline development.

Shoreline Master Program Requirement

Ecology issues state SMP Guidelines, which are standards that local governments must follow in drafting their shoreline master programs. The Guidelines translate the broad policies of RCW 90.58.020 into standards for regulation of shoreline uses. In 1995 the state Legislature directed Ecology to update the Guidelines and the subsequent updated Guidelines were adopted on December 17, 2003. 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.

Update Strategy

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 (largely prior to adoption of the new Guidelines). To continue the SMP update process in a manner that is consistent with the new Guidelines, the City seeks to establish an Update Strategy with agreement from Ecology and CTED. This Update Strategy is outlined below:

i. Overall Objective

The City will prepare an updated and localized SMP prior to the December 1, 2009, deadline.

It may be necessary for the City to obtain state and federal funding to provide sufficient resources to complete this project. Completion of the Shoreline SMP update is contingent upon adequate funding.

ii. Coordination with Ecology

To seek assistance and ensure project results are consistent with the SMA and other applicable laws, regulations and rules, the City will coordinate with Ecology's project officer on a periodic basis.

iii. Draft Inventory

The City conducted an inventory of its shoreline environments in late 2003 (prior to adoption of the new Guidelines) and a draft Inventory and Assessment report was completed in February 2004. This inventory requires review by Ecology to determine the extent that it is consistent with the new Guidelines and what additional components may be necessary to support development of an updated SMP. Ecology review comments are anticipated in April 2004.

Deliverables:

1. Draft Shoreline Inventory and Assessment report with map portfolio, completed February 2004

iv. Environmental Analysis and Inventory Completion

The City expects to conduct additional analysis of the shoreline environment consistent with the Guidelines and complete the inventory and assessment report in response to Ecology review comments. The supplemental environmental review analyses will likely include preparation of a landscape scale analysis of the shorelines and an expanded report of shoreline restoration opportunities. The inventory map portfolio will be updated consistent with the final inventory and restoration areas.

Deliverables:

1. Final Shoreline Inventory and Assessment report with map portfolio
2. Landscape scale analysis
3. Restoration opportunities plan

v. SMP Goals and Policies

The 1995 King County SMP goals and policies will be reviewed for applicability to local conditions and for consistency with the new Guidelines. The 1998 Comprehensive Plan goals and policies will be used as a tool to evaluate the local appropriateness of the SMP goals and policies. Based on this review, the City will prepare draft updated SMP general goals, policies and environment designations for the City's shorelines. The City will review the draft SMP goals and policies for consistency with the Shoreline Comprehensive Plan. The shoreline environment designations will be reviewed for consistency with the adopted Comprehensive Plan Land Use Map. Development of the goals, policies and designations may occur with the input of an advisory committee that would be supported by City staff. The City, in cooperation with the advisory committee, will likely hold a series of public meetings/workshops to facilitate agency and public involvement during the preparation of the SMP.

Deliverables:

1. Draft SMP general goals, policies and environmental designations

vi. SMP Regulations

The City will prepare draft updated SMP development regulations. These draft updated regulations will build off of the existing 1995 King County SMP regulations and be designed to meet the requirements of the new Guidelines. The City's critical areas regulations, which are scheduled to be updated to be consistent with GMA by December 2004, will be reviewed by qualified professionals to ensure that they appropriately protect the ecological functions of the shoreline environment. Development of the SMP regulations may occur with the input of an advisory committee that would be supported by City staff. The City, in cooperation with the advisory committee, will likely hold a series of public meetings/workshops to facilitate agency and public involvement during the preparation of the SMP.

Deliverables:

1. Draft SMP development regulations

vii. SMP Adoption

The City will conduct an agency and public review process of the draft SMP that includes the Planning Commission and the City Council. Draft amendments will be compiled and made available for review. SEPA environmental review and an analysis of cumulative impacts will be conducted. The draft SMP will be distributed through CTED for a sixty day state agency comment period prior to adoption. A final draft SMP incorporating recommendations of the Planning Commission will be prepared for City Council consideration. The City Council approved SMP will be forwarded to Ecology for state review and approval on or before December 1, 2009.

Deliverables:

1. SEPA Threshold Determination
2. Cumulative impacts analysis
3. Final draft SMP

viii. SMP Element of the Comprehensive Plan

This strategy will be adopted as an appendix to the Shoreline Comprehensive Plan to demonstrate how the shoreline goals and policies will be reviewed and updated under the SMP update process.

Following adoption of the SMP, the City will reconsider the SMP Element of its Comprehensive Plan. At that time, the Comprehensive Plan could be updated following several different options, such as: adopting the goals and policies of the updated SMP by reference, adopting the goals and policies of the SMP directly into the Comprehensive Plan, or adopting broad goals and policies in the Comprehensive Plan that are inclusive of the SMP goals and policies. The strategy for the update of the SMP Element of the Comprehensive Plan would be determined following adoption of the SMP. Update of the Element would occur as part of the annual Comprehensive Plan update process.

Deliverables:

1. Updated shoreline management goals and policies of the SMP Element of the Shoreline Comprehensive Plan

Appendix 3

North City Subarea Plan

- Placeholder for the adopted North City Subarea Plan; no changes are proposed –

Appendix 4

Aurora Corridor Right-of-Way Plan

- Placeholder for the adopted Aurora Corridor Right-of-Way Plan; no changes are proposed –