

# AGENDA

## PLANNING COMMISSION REGULAR MEETING



Thursday, August 2, 2012  
7:00 p.m.

Shoreline City Hall  
Council Chamber  
17500 Midvale Ave N.

	<u>Estimated Time</u>
1. CALL TO ORDER	7:00 p.m.
2. ROLL CALL	7:01 p.m.
3. APPROVAL OF AGENDA	7:02 p.m.
4. DIRECTOR'S COMMENTS	7:03 p.m.
5. APPROVAL OF MINUTES	7:08 p.m.
A. None	

### Public Comment and Testimony at Planning Commission

*During General Public Comment, the Planning Commission will take public comment on any subject which is not specifically scheduled later on the agenda. During Public Hearings and Study Sessions, public testimony/comment occurs after initial questions by the Commission which follows the presentation of each staff report. In all cases, speakers are asked to come to the podium to have their comments recorded, state their first and last name, and city of residence. The Chair has discretion to limit or extend time limitations and the number of people permitted to speak. Generally, individuals may speak for three minutes or less, depending on the number of people wishing to speak. When representing the official position of an agency or City-recognized organization, a speaker will be given 5 minutes.*

6. GENERAL PUBLIC COMMENT	7:10 p.m.
7. STUDY ITEMS	7:15 p.m.
A. Comprehensive Plan Major Update – Land Use, Housing, and Community Design Elements	
• Staff Presentation	
• Public Comment	
8. DIRECTOR'S REPORT	9:00 p.m.
9. NEW BUSINESS	9:05 p.m.
A. Discuss creating a subcommittee to discuss light rail station area planning	
10. REPORTS OF COMMITTEES & COMMISSIONERS/ANNOUNCEMENTS	9:30 p.m.
11. AGENDA FOR August 16, 2012	9:35 p.m.
12. ADJOURNMENT	9:40 p.m.

*The Planning Commission meeting is wheelchair accessible. Any person requiring a disability accommodation should contact the City Clerk's Office at 801-2230 in advance for more information. For TTY telephone service call 546-0457. For up-to-date information on future agendas call 801-2236.*

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**PLANNING COMMISSION AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

**AGENDA TITLE:** Comprehensive Plan Update: Community Design, Housing, and Land Use Elements  
**DEPARTMENT:** Planning & Community Development  
**PRESENTED BY:** Miranda Redinger, Associate Planner  
Steve Szafran, AICP, Associate Planner  
Rachael Markle, AICP, Director P&CD

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Public Hearing | <input checked="" type="checkbox"/> Study Session | <input type="checkbox"/> Recommendation Only |
| <input type="checkbox"/> Discussion     | <input type="checkbox"/> Update                   | <input type="checkbox"/> Other               |

**INTRODUCTION & BACKGROUND**

On January 5, 2012, staff and Commissioners discussed the proposed process for the Comprehensive Plan Update and public involvement. To date, Commissioners have held preliminary discussions about all 10 elements that make up the main body of the Comprehensive Plan. Community Design was discussed on February 2; Housing was discussed on May 17; and Land Use was discussed on June 7. Tonight's meeting is an opportunity to discuss proposed revisions since original comments were incorporated, with a focus on new policies to include. A primary topic of discussion will be Light Rail Station Area Planning.

**DISCUSSION**

***Revisions:***

Changes that were discussed during the above-mentioned meetings have been accepted, so the comments in tonight's packet represent new feedback based on Commissioner, staff, and other stakeholder comment. The Community Design Element was reviewed by the Planning Manager, an Associate Planner, and 2 members of the Shoreline Historical Museum, with a focus on the upcoming Commercial Design Standards and Zoning Consolidation project and historic preservation. The Housing Element was reviewed by the City's Human Services Planner, Policy Director for the King County Housing Development Consortium (HDC in comment boxes), and Ms. Redinger also made a number of revisions; most changes in this element relate to housing affordability, as per public comments at the May meeting. The Land Use Element was reviewed by several members of the Planning staff, including Transportation Planners, and previous comments from King County Public Health (KCPH in comment boxes) were incorporated into the document. Two Commissioners submitted revisions, Chair Moss for all 3 elements, and Commissioner Maul for Land Use. Since these Commissioners happen to have the same initials, Chair Moss' comments are labeled "DoMo" in comment boxes and Commissioner Maul's are labeled "DaMa."

Approved By:

Project Manager 

Planning Director 

## ***Big Picture Questions:***

Staff prepared the list below in preparation for the joint Planning Commission/City Council dinner meeting on July 9. Big Picture Questions related to elements not up for discussion tonight have been removed and new items are in *italics*.

### High Priority Discussion Topics

- Develop and communicate policies regarding Shoreline's commitment to the timing of light rail station area planning prior to finalization of station locations (note that Station Area Framework Goals are included as Land Use policies).
- Direction relating to potentially increasing height and/or density, and enhancing design standards for commercial, mixed-use, and high density residential areas (note that this will also have ramifications regarding the upcoming Commercial Design Standards and Zoning Consolidation project).

### Other Big Picture Questions

#### Housing

- Potential Housing Development Code Revision Packet (aging in place, lot to structure ratio, housing styles, Accessory Dwelling Units, Transit-Oriented Development, etc.)
- Affordable Housing: There was strong community support at the May 17 meeting for being more aggressive about affordability requirements and incentives. Does the Commission have any specific amendments or direction they would like to provide on this subject?
- Cottage Housing: Should it be called something else? Is it ready to bring back?
- Density Bonus: We've had a density bonus on the books for a long time, but until recently, no one had utilized it. When a local church tried to apply it, we realized that it wasn't achievable because of other lot restrictions, such as lot coverage (at least in single family zones). Should we include policy language to revise density bonus through exemptions or variances to make it more feasible?
- Housing Trust Fund- Are there any potential funding sources to establish a mechanism to support increased affordability by means other than policy?

#### Land Use

- Is Shoreline ready to pursue becoming designated as a PSRC Regional Growth Center?
- Mandates vs. Incentives: Green building and affordability are two areas most impacted by this debate.
- EcoDistricts: What should the action verbs be- pursue, consider, etc. (or not include concept at all)?

- Should commercial uses be expanded in HDR?
- Should Campus zones be allowed to have new uses as part of a Master Development Plan permit instead of requiring an amendment to the Comprehensive Plan to do the same?
- Should designations be assigned to Special Study Areas?
- *Part of the proposal for the Commercial Zone Design Standards and Consolidation project is to integrate Industrial and Mixed-Use categories. Does Commission have any direction with regard to considerations or process, given that industrial and residential uses may not be compatible in all instances?*

#### Light Rail- What's in a name?

- *Chair Moss suggested changing terminology from Light-Rail Station Areas to High Capacity Public Transit. Is this a recommendation the rest of the Commission supports?*
- *Transit-Oriented Development, Transit-Oriented Design, Transit-Oriented Community, or Equitable Transit Community? It was decided to not bring this debate to Council in order to focus on more substantive issues, but it is time to decide so staff can ensure consistency in the document.*
- *Policy LU35 refers to creating sustainable transit communities that are supported by "minimum and maximum densities." Does the Commission foresee setting prescriptive density requirements for station areas or moving to "form-based" densities as proposed for Commercial areas? On a related note, is "form-based densities" the preferable terminology? The concept has previously been described as "unlimited density", which is both a misnomer (because density will be limited by other factors) and would not be supported by the community at large.*

#### Land Use Map

- *Based on discussion at the July 9 joint Commission/Council dinner meeting, Attachments N and O are potential maps that designate Special Study Areas for Light Rail Station Areas. Version 1 delineates a ½ mile radius around stations presumed to be located at 185<sup>th</sup> and 145<sup>th</sup>. Version 2 delineates 2 different radii, one at a ¼ mile and one at a ½ mile from these presumed station locations.*

*Both are intentionally conceptual in nature for several reasons. They serve to notice the public that these areas will be considered for a potentially significant change of use/intensity, that are yet to be determined. Circles denote that these boundaries are conceptual because they do not follow property lines; however, a Big Picture Question at this stage is whether or not the conceptual study areas should include transportation corridors that will likely be part of the analysis.*

*Another Big Picture Question is whether to use the version with one circle or two. Two circles connotes that the ¼ radius is likely to experience more intense change over time, while the ½ radius will need to be studied, but will likely function as a transition between potential mixed-use development immediately adjacent to the stations and the single-family neighborhoods beyond. It is worth noting that another purpose of Special Study Areas is that removing the Comprehensive Plan designation dismantles one critical criteria for an application to rezone until requisite process has been undertaken to determine the most appropriate long-range land use designations for the areas.*

*Since beginning the work of detailed station area planning and the extensive public involvement process, environmental review, and modeling this will necessarily entail is clearly a priority for Council and Commission, staff will incorporate these activities into the 2013 and 2014 work plans and budgets for Council consideration. Any direction provided in the meantime by Commission (or a subcommittee thereof) will be appreciated.*

If you have questions or comments prior to the meeting, please contact Miranda Redinger at (206) 801-2513 or by email at [mredinger@shorelinewa.gov](mailto:mredinger@shorelinewa.gov).

#### **ATTACHMENTS**

Attachment A- Community Design Element, Goals & Policies, track change version  
Attachment B- Community Design Element, Goals & Policies, clean version  
Attachment C- Community Design Element, Analysis, track change version  
Attachment D- Community Design Element, Analysis, clean version  
Attachment E- Housing Element, Goals & Policies, track change version  
Attachment F- Housing Element, Goals & Policies, clean version  
Attachment G- Housing Element, Goals & Policies, HDR comments  
Attachment H- Housing Element, Analysis, track change version  
Attachment I- Housing Element, Analysis, clean version  
Attachment J- Land Use Element, Goals & Policies, track change version  
Attachment K- Land Use Element, Goals & Policies, clean version  
Attachment L- Land Use Element, Analysis, track change version  
Attachment M- Land Use Element, Analysis, clean version  
Attachment N- Potential Land Use Map, version 1  
Attachment O- Potential Land Use Map, version 2

# Community Design Element Goals & Policies

## Introduction

The ~~intent of the~~ Community Design ~~policies~~ ~~Element are is~~ to emphasize how Shoreline physically appears and functions to ensure that new construction and improvements enhance the community. Good community design can ~~provide more~~ increase privacy or public visibility and improve property values ~~in privacy in residential areas,~~ encourage people to be more active ity in commercial areas and the public places realm, and create a cohesive community image. Even though the policies emphasize physical design, people using these places animate and enhance them more.

The goals and policies in this element address site and building design; signs; vegetation and landscaping; open space; public spaces; public art; sidewalks, walkways, and trails; street corridors; ~~T~~ Transit-Oriented ~~D~~ Design; freeways; neighborhood commercial; residential; and historic preservation.

There are other community design policies that are specific to subareas of the City. Refer to Subarea 1 – North City, Subarea 2 – Point Wells, Subarea 3 – Southeast Neighborhoods, Subarea 4 – Aldercrest, and Subarea 5 – Town Center Subarea.

**Comment [jn1]:** Right now policy for this topic is proposed for deletion so may need to be deleted here.

**Comment [m2]:** If we don't delete, correct to Transit Oriented Development (or whatever name is chosen) as per Chair Moss' comment.

**Comment [jn3]:** I thought we were getting rid of some of these, or is that just the zoning?

## Community Design Goals

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

**Goal CD II:** Design streets to create a cohesive image, including continuous and improve the experience of pedestrians ~~improvements that and drivers while minimizing safety issues~~ connect to the surrounding neighborhoods.

**Goal CD III:** Utilize the concept that Ppeople using places and facilities that draws more people. Enhance the identity and appearance of residential and commercial neighborhoods.

**Goal CD IV:** Encourage historic preservation to provide context for people to understand their the community's past.

**Goal CD V:** ~~Encourage walkable communities and interconnection by developing sidewalks, trails, and destinations.~~

**Comment [p4]:** Another way of saying CD I.

**Comment [plc5]:** A bit redundant of CD-II and belongs in Transportation

**Goal CD VI:** Consolidate commercial and mixed use design standards for all commercial zoning.

**Comment [p6]:** Support code amendment

## Community Design Policies

### Site and Building Design

**CD1:** Encourage the design of major private and public buildings to create distinctive places in the community.

**CD2:** Refine design standards so that new projects contribute to the livability of the development and the aesthetic appeal of the community.

**Comment [m7]:** What does this mean?

**CD3:** Encourage commercial, mixed-use, and multifamily development to connect incorporate provide public amenities, such as public and pedestrian access, pedestrian-oriented building design, mid-block connections, public spaces, activities, and solar access sunlight.

**Comment [plc8]:** Buildings cannot provide sunlight – though some architects thinks so.

**CD4:** Buffer the visual impact on residential areas of commercial, office, industrial, and institutional development on residential areas.

**CD5:** Encourage architectural elements that provide protection from the weather.

### Signs

**CD6:** Encourage signage to be complementary in scale to the building architecture and site design.

**CD7:** Discourage multiple or large signs that clutter, distract, and/or dominate the streetscape of commercial areas.

**CD8:** Be attentive to loss of non-conforming status as an opportunity to remove billboards.

~~**CD9:** Encourage the consolidation of signs on a single structure where a commercial development includes multiple businesses.~~

**Comment [plc9]:** Commercial sign code is not going to make consolidation a requirement

**Comment [jn10]:** Actually, current and proposed sign code requires consolidation because it only allows ONE freestanding sign per street frontage on a parcel. No reason to delete this.

Does reduce incentive to do so, by eliminating “shopping center/mall” signs. But we don’t have to eliminate those.

**CD109:** Encourage signs on multi-tenant buildings to be complementary in size and style for all commercial and mixed use zones.

**Comment [jn11]:** Current proposal for commercial signs eliminates the one provision that tried to do this - should this policy be deleted or should our proposed code be reevaluated?

**CD140:** Discourage signage that is distracting to drivers.

~~Possible addition: Consider signage that is unique to a specific business.~~

**Comment [p12]:** New standards are proposed to be uniform from commercial area to area.

~~Possible addition~~ **CD11:** Improve permit process for temporary signs or banners.

**Comment [p13]:** good

**Comment [p14]:** yeah in Natural Environment

### Vegetation and Landscaping

**CD12:** Encourage the use of native and/or drought tolerant plantings throughout the City.

**Comment [jn15]:** I disagree. While this is about plants it is SPECIFICALLY about site design.

Native and Drought tolerant are two different concepts, that only sometimes overlap.



**CD13:** Educate the public on best management practices regarding use of pesticides and ~~fertilizers~~.

**Comment [p16]:** in Natural Env.

**CD14:** Encourage ~~large scale, residential and commercial~~ development to consolidate onsite landscape areas to be large enough to balance the scale of the development.

**CD15:** Encourage concentrated seasonal planting in highly visible, public and semi-public areas.

**CD16:** Where feasible, preserve significant trees and mature vegetation.

~~Possible~~**CD17:** Prohibit use of invasive species in required landscaping.

**Comment [jn17]:** Don't know if this is worded correctly for a policy, rather than a regulation.

**Open Space**

**CD178:** Preserve, encourage, and enhance open space as a significant element of the community's character through parks, trails, water features, and other ~~large significant~~ properties ~~(such as cemeteries)~~ that provide public benefit.

**CD189:** Encourage development to integrate public and private open spaces, ~~where appropriate.~~

**Public Spaces**

**CD4920:** Preserve and enhance views from public places of water, mountains, or other unique landmarks as valuable civic assets.

**CD210:** Provide public spaces of various sizes and types throughout the community.

**CD242:** Design public spaces to provide public amenities and facilities such as seating, landscaping, kiosks, connections to surrounding uses and activities, lighting, ~~appropriate noise levels~~ and a sense of security.

**Comment [jn18]:** This is trying to get at designing for using that have noise levels that are compatible with surrounding uses. Consideration of noise impacts just like lighting impacts... Don't have a better suggestion for wording though.

**CD223:** ~~Consider landscaping or other special design treatments at the edges of public spaces that abut residential property to separate public space from private space, while still providing visual access to the public amenity.~~  
Utilize landscaping buffers between different uses to provide for natural transition, and delineation of space while maintaining visual connection to the public amenity.

**Comment [p19]:** Can't design appropriate noise. Appropriate Noise = Oxymoron

**Comment [p20]:** I think this is too convoluted and tricky to decipher – maybe drop the last phrase.

**CD234:** Encourage building and site design to provide access to sunlight in public spaces.

**Public Art**

**CD245:** Encourage a variety of artwork and arts activities in public places, such as parks, public buildings, rights-of-way, and plazas.

**CD256:** Encourage private donations of art to the City.

**Sidewalks, Walkways and Trails**

**CD267:** Where appropriate and feasible, provide lighting, seating, landscaping, and other amenities ~~on~~for sidewalks, walkways, and trails.

**Street Corridors**

**CD278:** ~~Utilize~~Use the Green Street standards in the ~~Master Street Plan to~~provide an enhanced streetscape, including street trees, landscaping, natural surface water management techniques, lighting, pathways, crosswalks, pedestrian and bicycle facilities, decorative paving, signs, seasonal displays, and public art.

**CD289:** Provide identity and continuity to street corridors by using a comprehensive street tree plan and other landscaping to enhance corridor appearance and create distinctive districts.

**CD2930:** Provide pedestrian gathering spaces to unify corners of key intersections involving principal arterials.

**CD301:** ~~Establish and maintain attractive gateways at various locations in the City, including those identified in the Gateway Manual, at internal locations of the city where commercial districts begin and in residential neighborhoods with locations to be determined by each neighborhood group.~~

**CD342:** Use Low Impact Development techniques or green street elements except when determined to be unfeasible. Explore opportunities to expand the use of natural surface water treatment in the right-of-way through partnerships with public and private property owners

**Transit-Oriented Development (TOD)**

~~**CD32:** In conjunction with station area planning for proposed light rail and Bus Rapid Transit (BRT), identify areas appropriate for TOD, and create appropriate zoning category with design and transition standards.~~

**Freeway**

**CD33:** Encourage the construction of sound walls between residential neighborhoods and the freeway.

**Neighborhood Commercial**

**CD34:** Develop walkable commercial areas that provide adjacent neighborhoods with goods and services.

**CD35:** Encourage buildings to be sited at or near the public sidewalk.

**Residential**

**CD36:** Encourage the installation of entry designs (such as low-profile identification signs, landscaping) into residential neighborhoods and subdivisions.

**Comment [p21]:** TMP?

**Comment [jn22]:** Yes this is one component of the TMP.

**Comment [jn23]:** No such thing exists. Does this mean we need to create one? Is it as simple as our ROW tree ordinance plus updating our street tree list? Or is this to direct design of CIP projects. Might want to let Dick Deal know this policy is here.

**Comment [jn24]:** I think original gateway locations are installed and done. Do we plan to identify new ones?

**Comment [p25]:** Redundant of the Gateway Manual

**Comment [jn26]:** Delete whole section if only policy to be deleted. – Text in intro would need to be edited too.

**Comment [p27]:** In Land Use next to Station Area Policies

**Comment [m28]:** Do we want policy in Design Element or is it sufficiently covered in other chapters?

**Comment [p29]:** Land Use or Transportation

**Comment [p30]:** Seems Redundant of CD30

**Comment [jn31]:** No. One is City Gateways – the “City of Shoreline” signs at major entry intersections. Or district gateway signage like for North City. These are City signs.

This is about subdivision and apartment/condo complex signs in residential areas. A private effort.

- CD37:** Support neighborhood improvement projects with City grants. Possible projects include signs, crosswalks, traffic calming, fencing, special lighting, street furniture, trails, and landscaping.
- CD38:** Minimize the removal of existing vegetation, especially mature trees, when improving streets or developing property.

**Historic Preservation**

- CD39:** Preserve, enhance, and interpret Shoreline's history.
- CD40:** Recognize the heritage of the community by naming or renaming parks, streets, and other public places with their original historic names or after major figures and events.
- CD41:** Educate the public about Shoreline's history through commemoration and interpretation.
- CD42:** In conjunction with the Shoreline/King County Landmarks Commission interlocal agreement, develop a process for review of proposed changes to historic "landmark" sites and structures to ensure that these resources continue to be a part of the community.
- CD43:** Develop incentives such as fee waivers and code flexibility to encourage preservation of historic resources, including those that are currently landmarked, and sites that are not yet officially designated.
- CD44:** Encourage both public and private stewardship of historic sites and structures.
- CD45:** Work cooperatively with other jurisdictions, agencies, organizations, and property owners to identify and preserve historic resources.
- CD46:** Facilitate designation of historic landmark sites and structures to ensure that these resources will be recognized and preserved.
- CD47:** Continue to inventory the City's historic resources.
- CD48:** Consider adopting the State Historic Building Code, as additional guideline or alternative to International building codes, to provide for more appropriate, flexible treatment of historic buildings.

**Comment [m32]:** Recommendation of Shoreline Historic Museum (SHM)

**Comment [m33]:** Recommendation of SHM

**Comment [m34]:** Recommendation of SHM

**Comment [p35]:** done

**Comment [jn36]:** Nope. Not done! What we have is incomplete and weak.

**Comment [m37]:** Recommendation of SHM

**Comment [m38]:** Recommendation of SHM

**Comment [jn39]:** (Old CD56) Should not have been deleted.

**Comment [jn40]:** Inventory piece needed to support both a planned one time update of the inventory, but also the development of a process for updating when a historic resource, not in the inventory is suggested for inclusion. Wording could be improved.

**Comment [m41]:** Old CD 62 (edited)

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# Community Design Element Goals & Policies

## *Introduction*

The Community Design policies are to emphasize how Shoreline physically appears and functions to enhance the community. Good community design can increase privacy or public visibility and property values, encourage people to be more active in commercial areas and public places and create a cohesive community image. Even though the policies emphasize physical design, people using these places animate and enhance them more.

The goals and policies in this element address site and building design; signs; vegetation and landscaping; open space; public spaces; public art; sidewalks, walkways, and trails; street corridors; freeways; neighborhood commercial; residential; and historic preservation.

There are other community design policies that are specific to subareas of the City. Refer to Subarea 1 – North City, Subarea 2 – Point Wells, Subarea 3 – Southeast Neighborhoods, Subarea 4 – Aldercrest, and Subarea 5 – Town Center Subarea.

## *Community Design Goals*

- Goal CD I:** Promote community development and redevelopment that is aesthetically pleasing, functional, and consistent with the City's vision.
- Goal CD II:** Design streets to create a cohesive image, including continuous pedestrian improvements that connect to the surrounding neighborhoods.
- Goal CD III:** Utilize the concept that people using places and facilities draws more people.
- Goal CD IV:** Encourage historic preservation to provide context for people to understand their community's past.
- Goal CD V:** Consolidate commercial and mixed use design standards for all commercial zoning.

## *Community Design Policies*

### **Site and Building Design**

- CD1:** Encourage the design of buildings to create distinctive places in the community.
- CD2:** Refine design standards so new projects contribute to the livability of the development and the aesthetic appeal of the community.

- CD3:** Encourage commercial, mixed–use, and multifamily development to incorporate public amenities, such as public and pedestrian access, pedestrian-oriented building design, mid-block connections, public spaces, activities, and solar access.
- CD4:** Buffer the visual impact on residential areas of commercial, office, industrial, and institutional development.
- CD5:** Encourage architectural elements that provide protection from the weather.

### **Signs**

- CD6:** Encourage signage to be complementary in scale to the building architecture and site design.
- CD7:** Discourage multiple or large signs that clutter, distract, and/or dominate the streetscape of commercial areas.
- CD8:** Be attentive to loss of non-conforming status as an opportunity to remove billboards.
- CD9:** Encourage signs on multi-tenant buildings to be complementary in size and style for all commercial and mixed use zones.
- CD10:** Discourage signage that is distracting to drivers.
- CD11:** Improve permit process for temporary signs or banners.

### **Vegetation and Landscaping**

- CD12:** Encourage the use of native and/or drought tolerant plantings throughout the City.
- CD13:** Educate the public on best management practices regarding use of pesticides and fertilizers.
- CD14:** Encourage development to consolidate onsite landscape areas to be large enough to balance the scale of the development.
- CD15:** Encourage concentrated seasonal planting in highly visible, public and semi-public areas.
- CD16:** Where feasible, preserve significant trees and mature vegetation.
- CD17:** Prohibit use of invasive species in required landscaping.

### **Open Space**

- CD18:** Preserve, encourage, and enhance open space as a significant element of the community’s character through parks, trails, water features, and other large properties that provide public benefit.

**CD19:** Encourage development to integrate public and private open spaces.

### **Public Spaces**

**CD20:** Preserve and enhance views from public places of water, mountains, or other unique landmarks as valuable civic assets.

**CD21:** Provide public spaces of various sizes and types throughout the community.

**CD22:** Design public spaces to provide public amenities and facilities such as seating, landscaping, kiosks, connections to surrounding uses and activities, lighting, and a sense of security.

**CD23:** Utilize landscaping buffers between different uses to provide for natural transition, and delineation of space while maintaining visual connection to the public amenity.

**CD24:** Encourage building and site design to provide access to sunlight in public spaces.

### **Public Art**

**CD25:** Encourage a variety of artwork and arts activities in public places, such as parks, public buildings, rights-of-way, and plazas.

**CD26:** Encourage private donations of art to the City.

### **Sidewalks, Walkways and Trails**

**CD27:** Where appropriate and feasible, provide lighting, seating, landscaping, and other amenities for sidewalks, walkways, and trails.

### **Street Corridors**

**CD28:** Use the Green Street standards in the Master Street Plan to provide an enhanced streetscape, including street trees, landscaping, natural surface water management techniques, lighting, pathways, crosswalks, pedestrian and bicycle facilities, decorative paving, signs, seasonal displays, and public art.

**CD29:** Provide identity and continuity to street corridors by using a comprehensive street tree plan and other landscaping to enhance corridor appearance and create distinctive districts.

**CD30:** Provide pedestrian gathering spaces to unify corners of key intersections involving principal arterials.

**CD31:** Establish and maintain attractive gateways at various locations in the City identified in the Gateway Manual.

**CD32:** Use Low Impact Development techniques or green street elements except when determined to be unfeasible. Explore opportunities to expand the use of natural surface water treatment in the right-of-way through partnerships with public and private property owners.

**Freeway**

**CD33:** Encourage the construction of sound walls between residential neighborhoods and the freeway.

**Neighborhood Commercial**

**CD34:** Develop walkable commercial areas that provide adjacent neighborhoods with goods and services.

**CD35:** Encourage buildings to be sited at or near the public sidewalk.

**Residential**

**CD36:** Encourage the installation of entry designs (such as low-profile identification signs, landscaping) into residential neighborhoods and subdivisions.

**CD37:** Support neighborhood improvement projects with City grants. Possible projects include signs, crosswalks, traffic calming, fencing, special lighting, street furniture, trails, and landscaping.

**CD38:** Minimize the removal of existing vegetation, especially mature trees, when improving streets or developing property.

**Historic Preservation**

**CD39:** Preserve, enhance, and interpret Shoreline's history.

**CD40:** Recognize the heritage of the community by naming or renaming parks, streets, and other public places with their original historic names or after major figures and events.

**CD41:** Educate the public about Shoreline's history through commemoration and interpretation.

**CD42:** In conjunction with the Shoreline/King County Landmarks Commission interlocal agreement, develop a process for review of proposed changes to historic "Landmark" sites and structures to ensure that these resources continue to be a part of the community.

**CD43:** Develop incentives such as fee waivers and code flexibility to encourage preservation of historic resources, including those that are currently landmarked, and sites that are not yet officially designated.

**CD44:** Encourage both public and private stewardship of historic sites and structures.

**CD45:** Work cooperatively with other jurisdictions, agencies, organizations, and property owners to identify and preserve historic resources.

**CD46:** Facilitate designation of historic landmark sites and structures to ensure that these resources will be recognized and preserved.

**CD47:** Continue to inventory the City's historic resources.



**CD48:** Consider adopting the State Historic Building Code, as additional guideline or alternative to International building codes, to provide for more appropriate, flexible treatment of historic buildings.

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## Community Design Element Supporting Analysis

**Comment [jn1]:** There seem to be policies and goals on topics not covered in the analysis – the biggest one being connectivity.

### Background and Context

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

- Compatible new homes in neighborhoods;
- Transition buffers between 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.

### Design Quality

Design quality is important to Shoreline because citizens want ~~the~~ new development that is anticipated in the next 20 years to 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/comparable~~ landscaping, ~~pedestrian connections~~, similar building form, collective open and public space, and ~~connections for~~continuous pedestrians ~~that provide continuous~~ protection from weather.

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

### Public Places and Connections

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

People are drawn to public places that are comfortable and attractive. Attracting people into the public realm is done through various means. It could occur through the provision of better transit and safer sidewalks and walkways that provide connections between different places in the city, or by hosting an activity in which people want to participate, like a farmer's market. Creating this sense of place is also a positive feedback loop in that people interacting in a space draw more people to the place. There are many examples of neighborhoods in the region that have successfully created this atmosphere, and this is why policies about "creating cache" and attracting artisans and other creative people into Shoreline are a focus of the Economic Development Element.

**Gateways**

Historically, the majority of development in Shoreline occurred while it was an unincorporated area within King County. In its planning, the County generally 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. Delineating and identifying areas with unique characteristics, such as Town Center, also facilitates this type of place-making.

**Comment [jn2]:** Check on this. This plan implementation may be completed. The timeline in the staff report showed completion as of 2005. It was a planning project. Do we need this section any more?

**Neighborhoods**

Shoreline is comprised of a number of 14 neighborhoods that include homes, schools, parks and other public facilities, and commercial and public centers that provide a variety of shopping and services. Neighborhood 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.

**Comment [m3]:** This may be a good place to mention the potential to create a 15<sup>th</sup> neighborhood for the Aurora corridor if the Commission and Council decide that this would be a good idea to explore as a Big Picture Question.

**Historic Landmarks**

The City's history gives it depth, diversity, context, perspective, and uniqueness. Different parts of the City have their own individual mixture of past events, people, and buildings. Most people are familiar with historic buildings and districts, such as the Ronald School, Firland Sanitarium, the North City Tavern, the Stone Castle in Highland Terrace, and post-WWII housing in Ridgecrest and Innis Arden. However, but in Shoreline there are also other less obvious places which that are reminders of

**Comment [m4]:** Many proposed changes to this section recommended by the Shoreline Historical Museum.

the past, such as the unique 1800's platting of Richmond Beach; the Interurban right-of-way, which is now a pedestrian and bicycle trail; a piece of the red brick North Trunk Road, now called Ronald Place, near Aurora and N 175<sup>th</sup> Street. Some visible examples include the late 1800's platting of Richmond Beach and the red brick road on Ronald Place near Aurora and N 175<sup>th</sup> 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.

The early development of the area hinged on transportation corridors. Local historic events include the building of the Great Northern Railroad (1891), the construction of the Interurban electric railway (1906), and the engineering of the North Trunk Road (ca 1905-12 - 1925-13) greatly influenced where the first communities were established. Other local historic events included the construction of The Highlands and Seattle Golf Club (1907-8), the development of fruit and poultry and berry farms, and the pre- and post- WWII expansion of Highway 99.

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

The City of Shoreline signed an inter-local agreement with King County in 1995 for landmark designation and protection services. The KC Historic Preservation Program provides technical expertise and support to the City of Shoreline and the King County Landmarks Commission serves as the Shoreline Landmarks Commission with a special member representing Shoreline when decisions within our jurisdiction are on the agenda. Applications for new historic landmarks or certificates of appropriateness to modify existing landmarks are processed through the City and routed to King County for consideration by the Landmarks Commission. This process could use improvement and the City may want to consider budgeting for this type of project so the cost does not have to be passed onto the applicant.

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

**Comment [jn5]:** This is 75% gone. Do we need it mentioned to support/shape the park at town center project or delete?

**Comment [jn6]:** Any idea what this refers to? Not in our historic inventory.

**Comment [m7]:** DM: Do want to include we the Interurban line which is now the Interurban Trail as an example?

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

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

# Community Design Element Supporting Analysis

## Background and Context

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

- Compatible new homes in neighborhoods;
- Transition buffers between 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.

## Design Quality

Design quality is important to Shoreline because citizens want new development that is anticipated in the next 20 years to 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, comparable landscaping, similar building form, collective open and public space, and connections for pedestrians that provide continuous protection from weather.

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

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the provision of better transit and safer sidewalks and walkways that provide connections between different places in the city, or by hosting an activity in which people want to participate, like a farmer's market. Creating this sense of place is also a positive feedback loop in that people interacting in a space draw more people to the place. There are many examples of neighborhoods in the region that have successfully created this atmosphere, and this is why policies about "creating cache" and attracting artisans and other creative people into Shoreline are a focus of the Economic Development Element.

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The early development of the area hinged on transportation corridors. The building of the Great Northern Railroad (1891), the construction of the Interurban electric railway (1906), and the engineering of the North Trunk Road (ca 1912 - 1913) greatly influenced where the first communities were established. Other local historic events included the construction of The Highlands and Seattle Golf Club (1908), the development of fruit and poultry farms, and the pre- and post- WWII expansion of Highway 99.

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The City of Shoreline signed an inter-local agreement with King County in 1995 for landmark designation and protection services. The KC Historic Preservation Program provides technical expertise and support to the City of Shoreline and the King County Landmarks Commission serves as the Shoreline Landmarks Commission with a special member representing Shoreline when decisions within our jurisdiction are on the agenda. Applications for new historic landmarks or certificates of appropriateness to modify existing landmarks are processed through the City and routed to King County for consideration by the Landmarks Commission. This process could use improvement and the City may want to consider budgeting for this type of project so the cost does not have to be passed onto the applicant.

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# Housing Element Goals & Policies

## Introduction

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

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

This Element has also been developed in accordance with the King County Countywide Planning Policies (CPPs) and coordinated with the other elements of this Plan. Both the GMA and the CPPs encourage the use of innovative techniques to meet the housing needs of all economic segments of the population, and require that the City provide opportunities for a range of housing types. The City’s Comprehensive Housing Strategy, adopted in 2008, also recommended increasing affordability and choice within the local housing stock in order to accommodate the needs of a diverse population. Demographic shifts, such as aging “Baby Boomers”, and increasing numbers of single-parent households and childless couples create a market demand for housing styles other than a single-family home on a large lot, such as accessory dwelling units, manufactured homes, group homes, cottage housing, apartments, townhouses and attached single family housing, while also ensuring the vitality and character of established residential neighborhoods.

## Housing Goals

- Goal H I:** Provide sufficient development capacity to accommodate the 20 year growth ~~forecast.~~
- Goal H II:** Encourage development of an appropriate mix of housing choices through ~~the creative and~~ innovative use of land and well-crafted regulations.
- Goal H III:** Preserve and develop housing throughout the city that addresses the needs of all economic segments of the community.

**Comment [m1]:** Technically, this is superseded by GMA, but I don’t think it hurts to include it. It could also be expanded to mention the point that providing sufficient development capacity isn’t just about the growth target, it promotes a range of other opportunities.

- Goal H IV:** Maintain and enhance ~~single family and multi family~~ residential neighborhoods, so that they provide ~~attractive living environments~~ amenities that enhance quality of life.
- Goal H V:** ~~Integrate~~Ensure new development with consideration to design and scale that is compatible in quality, design and scale within~~complements~~ existing ~~and future~~ neighborhoods and provides effective transitions between different uses and ~~scales~~intensities.
- Goal H VI:** Encourage and support a variety of housing opportunities for those with special needs, particularly relating to age, health or disability.
- Goal H VII:** Cooperate with other jurisdictions and organizations to meet housing needs and address solutions that cross jurisdictional boundaries.
- Goal H VIII:** Implement recommendations outlined in the Comprehensive Housing Strategy.

## Housing Policies

### Facilitate Provision of a Variety of Housing Choices

- H1:** Encourage a variety of residential design alternatives that increase housing choices in a manner that is compatible with the character of existing residential and commercial development throughout the city.
- H2:** Provide incentives to encourage residential development in commercial zones, especially those within proximity to transit, to as a support local businesses~~to commercial areas.~~
- H3:** Encourage infill development on vacant or underutilized sites.
- H4:** Consider housing cost and supply implications of proposed regulations and procedures.
- H5:** Promote working partnerships with public and private groups to plan and develop a range of housing choices.
- H6:** Consider regulations that would allow cottage housing in residential areas, and revise Development Code to allow and create standards for a wider variety of housing styles.

**Comment [m2]:** DM: As noted in the land use element, we do not want to emulate the characteristics of all the existing residential and commercial development so I wouldn't call those aspects out as part of the policy.

**Comment [m3]:** Clustered?

### Promote Affordable Housing Opportunities

- H7:** Allow an increase in permitted density to facilitate development of affordable housing, and consider creating exemptions to make density bonus feasible when lot coverage or other development standard makes density bonus unattainable.
- H8:** Explore a variety and combination of incentives to encourage market rate and non-profit developers to build more units and deeper levels of affordability.

**H9:** Explore the feasibility of creating a City housing trust fund for low income housing.

**H910:** Explore all available options for financing affordable housing, including federal, state, and local programs and private options, and assist local organizations with obtaining funding when appropriate.

**H11:** Encourage ~~the dispersal of~~ affordable housing ~~opportunities~~ availability in all neighborhoods throughout the City, particularly corresponding to transit, employment, and/or educational opportunities.

**H102:** Ensure that any affordable housing funded in the city with public funds remains affordable for the longest possible term, with a minimum of 50 years.

**H13:** Consider revising the Property Tax Exemption (PTE) incentive to include an affordability requirement in areas of Shoreline where that is not currently required, and to incorporate tiered levels so that a smaller percentage of units would be required if they were affordable to lower income households.

**H14:** ~~Continue to review and~~ Provide updated information to residents on affordable housing opportunities and first-time home ownership programs.

**H15:** Identify and promote use of surplus public and quasi-publicly owned land for housing affordable to low and moderate-income households.

**H16:** Take proactive role in local and regional efforts regarding education and lobbying for housing affordability in order to engender community acceptance and promote innovative funding sources.

**H17:** Consider mandating affordability component in Light-Rail Station Areas or other transit nodes.

**H18:** Support non-profit agencies that construct, manage, and provide services for affordable housing and homelessness programs within the City.

**H19:** Pursue public-private partnerships to preserve existing affordable housing stock and develop additional units.

**Maintain and Enhance Neighborhood Quality**

**H420:** Initiate and encourage equitable and inclusive community involvement that fosters civic pride and positive neighborhood image.

**H213:** Continue to provide financial assistance to low-income residents for maintaining or repairing the health and safety features of their homes through a housing rehabilitation program.

**H4422:** Anticipate future maintenance and restoration needs of older neighborhoods through a periodic survey of housing conditions.

**Comment [m4]:** Changed to reflect George Smith's comment that it was not actionable as written. Attempted to capture the point that affordable housing shouldn't all be located in a few areas of town.

**Comment [m5]:** Specificity added based on comments from HDC and Chair Moss.

- | **H4523:** Assure that site, landscaping, building and design regulations create effective transitions between substantially different land uses and densities.
- | **H4624:** Explore the feasibility of implementing alternative neighborhood design concepts into the City's regulations.

**Address Special Housing Needs**

- | **H4725:** Encourage, assist and support social and health service organizations that offer housing programs for people with special needs.
- | **H4826:** Support the development of emergency, transitional, and permanent supportive housing with appropriate services for ~~persons~~ people with special needs throughout the City and ~~region~~.
- | ~~H19: Encourage the dispersal of special needs housing throughout the City and is consistent with State regulations.~~
- | ~~H20: Identify regulatory methods for improving housing opportunities for special needs populations in the City.~~
- | **H247:** Support opportunities for senior and disabled ~~citizens residents~~ to remain in the community as their housing needs change, through ~~home share programs, senior cottages, and encouraging universal design or facilitating the retrofitting of homes for lifetime use.~~
- | ~~H28: Improve coordination among the County and other jurisdictions, housing and service providers, and the financial community to identify, promote, and implement local and regional strategies to increase housing opportunities for people with special needs.~~

**Comment [m6]:** DM: The question came up as to whether we need to define special need and I think we should to avoid ambiguity. Sex offenders, drug rehab, etc. are special needs, but is this included in our perception of special housing needs the City wants to address?

**Comment [m7]:** DM: Is this only about people who are homeless or escaping domestic violence situations? If so, then we should be specific.

**Comment [gs8]:** Not actionable

**Comment [gs9]:** Delete, a process improvement opportunity not a policy.

**Comment [gs10]:** Home share program defunct. Possible replacement wording: "Build new housing and retrofit existing housing stock to meet universal design standards. Avoid use of word "citizen".

**Participate in Regional Housing Initiatives**

- | **H229:** Cooperate with King and Snohomish Counties, other neighboring jurisdictions, King County Housing Authority and Housing Development Consortium to assess housing needs, create affordable housing opportunities and coordinate funding for housing.
- | **H230:** ~~Cooperate~~Collaborate with private and not-for-profit developers, ~~and~~ social and health service agencies, funding institutions, and all levels of government to identify and address regional housing needs.
- | **H2431:** Work to increase the availability of public and private resources on a regional level for affordable housing and prevention of homelessness, including factors related to cost-burdened households, like availability of transit, food, health services, employment, and education.
- | **H325:** Support and encourage legislation at the county, state and federal levels which would promote the City's housing goals and policies.

# Housing Element Goals & Policies

## *Introduction*

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

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

This Element has also been developed in accordance with the King County Countywide Planning Policies (CPPs) and coordinated with the other elements of this Plan. Both the GMA and the CPPs encourage the use of innovative techniques to meet the housing needs of all economic segments of the population, and require that the City provide opportunities for a range of housing types. The City’s Comprehensive Housing Strategy, adopted in 2008, also recommended increasing affordability and choice within the local housing stock in order to accommodate the needs of a diverse population. Demographic shifts, such as aging “Baby Boomers”, and increasing numbers of single-parent households and childless couples create a market demand for housing styles other than a single-family home on a large lot.

## *Housing Goals*

- Goal H I:** Provide sufficient development capacity to accommodate the 20 year growth forecast.
- Goal H II:** Encourage development of an appropriate mix of housing choices through innovative use of land and well-crafted regulations.
- Goal H III:** Preserve and develop housing throughout the city that addresses the needs of all economic segments of the community.
- Goal H IV:** Maintain and enhance residential neighborhoods, so that they provide amenities that enhance quality of life.

- Goal H V:** Integrate new development with consideration to design and scale that complements existing neighborhoods and provides effective transitions between different uses and intensities.
- Goal H VI:** Encourage and support a variety of housing opportunities for those with special needs, particularly relating to age, health or disability.
- Goal H VII:** Cooperate with other jurisdictions and organizations to meet housing needs and address solutions that cross jurisdictional boundaries.
- Goal H VIII:** Implement recommendations outlined in the Comprehensive Housing Strategy.

## ***Housing Policies***

### **Facilitate Provision of a Variety of Housing Choices**

- H1:** Encourage a variety of residential design alternatives that increase housing choice.
- H2:** Provide incentives to encourage residential development in commercial zones, especially those within proximity to transit, to support local businesses.
- H3:** Encourage infill development on vacant or underutilized sites.
- H4:** Consider housing cost and supply implications of proposed regulations and procedures.
- H5:** Promote working partnerships with public and private groups to plan and develop a range of housing choices.
- H6:** Consider regulations that would allow cottage housing in residential areas, and revise Development Code to allow and create standards for a wider variety of housing styles.

### **Promote Affordable Housing Opportunities**

- H7:** Allow an increase in permitted density to facilitate development of affordable housing, and consider creating exemptions to make density bonus feasible when lot coverage or other development standard makes density bonus unattainable.
- H8:** Explore a variety and combination of incentives to encourage market rate and non-profit developers to build more units and deeper levels of affordability.
- H9:** Explore the feasibility of creating a City housing trust fund for low income housing.
- H10:** Explore all available options for financing affordable housing, including federal, state, and local programs and private options, and assist local organizations with obtaining funding when appropriate.



- H11:** Encourage affordable housing availability in all neighborhoods throughout the City, particularly corresponding to transit, employment, and/or educational opportunities.
- H12:** Ensure that any affordable housing funded in the city with public funds remains affordable for the longest possible term, with a minimum of 50 years.
- H13:** Consider revising the Property Tax Exemption (PTE) incentive to include an affordability requirement in areas of Shoreline where that is not currently required, and to incorporate tiered levels so that a smaller percentage of units would be required if they were affordable to lower income households.
- H14:** Provide updated information to residents on affordable housing opportunities and first-time home ownership programs.
- H15:** Identify and promote use of surplus public and quasi-publicly owned land for housing affordable to low and moderate-income households.
- H16:** Take proactive role in local and regional efforts regarding education and lobbying for housing affordability in order to engender community acceptance and promote innovative funding sources.
- H17:** Consider mandating affordability component in Light-Rail Station Areas or other transit nodes.
- H18:** Support non-profit agencies that construct, manage, and provide services for affordable housing and homelessness programs within the City.
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### **Maintain and Enhance Neighborhood Quality**

- H20:** Initiate and encourage equitable and inclusive community involvement that fosters civic pride and positive neighborhood image.
- H21:** Continue to provide financial assistance to low-income residents for maintaining or repairing the health and safety features of their homes through a housing rehabilitation program.
- H22:** Anticipate future maintenance and restoration needs of older neighborhoods through a periodic survey of housing conditions.
- H23:** Assure that site, landscaping, building and design regulations create effective transitions between substantially different land uses and densities.
- H24:** Explore the feasibility of implementing alternative neighborhood design concepts into the City's regulations.

### **Address Special Housing Needs**

- H25:** Encourage, assist and support social and health service organizations that offer housing programs for people with special needs.
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- H27:** Support opportunities for senior and disabled residents to remain in the community as their housing needs change, through encouraging universal design or retrofitting of homes for lifetime use.
- H28:** Improve coordination among the County and other jurisdictions, housing and service providers, and the financial community to identify, promote, and implement local and regional strategies to increase housing opportunities for people with special needs.

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- H31:** Work to increase the availability of public and private resources on a regional level for affordable housing and prevention of homelessness, including factors related to cost-burdened households, like availability of transit, food, health services, employment, and education.
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- Goal H IV:** Maintain and enhance single-family and multi-family residential neighborhoods, so that they provide attractive living environments.
- Goal H V:** Ensure new development is compatible in quality, design and scale within existing and future neighborhoods and provides effective transitions between different uses and scales.

**Goal H VI:** Encourage and support a variety of housing opportunities for those with special needs, particularly relating to age, health or disability.

**Goal H VII:** Cooperate with other jurisdictions and organizations to meet housing needs and address solutions that cross jurisdictional boundaries.

**Goal H VIII:** Implement recommendations outlined in the Comprehensive Housing Strategy.

**Comment [k1]:** Great, but I don't see much of this in the policies right now.

## Housing Policies

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- H1:** Encourage a variety of residential design alternatives that increase housing choices in a manner that is compatible with the character of existing residential and commercial development throughout the city.
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- H3:** Encourage infill development on vacant or underutilized sites
- H4:** Consider housing cost and supply implications of proposed regulations and procedures.
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- H6:** Consider regulations that would allow cottage housing in residential areas

### Promote Affordable Housing Opportunities

**H7:** Allow an increase in permitted density to facilitate development of affordable housing, and consider creating exemptions to make density bonus feasible when lot coverage or other development standard makes density bonus unattainable.

[Here's an example from Renton's Comp Plan:](#)

- i. [Policy H-6.8: Provide density bonuses, transfer of development rights, and other incentives for the development of rental and purchase housing affordable to low- and moderate-income households. This housing can either be included in a market rate project or the entire development can be dedicated to low- and/or moderate-income households. Include a longevity clause in the incentives.](#)
- ii. [Policy H-6.10: Explore exempting payment of impact fees and/or expediting plan review for housing units that will serve low- and moderate-income households.](#)

**Comment [k2]:** I would use something broader than this to capture that there are other ways to incentivize affordable housing just like with Policy H2. Previously Policy 18 covered this: "Provide incentives and work cooperatively with for-profit and non-profit housing developers to provide affordable housing." I liked that language. I've also provided some potential examples.

From Federal Way:

- i. HP21 Continue to provide incentives such as density bonuses for multi-family housing, and expand the types of incentives offered to encourage new developments to include affordable housing.
- ii. HP25 Require a portion of new housing on sites of significant size to be affordable to low-income households at a level not provided otherwise by the private market. Developers should be compensated for providing this affordable housing by increased density or other benefits.
- iii. HP26 Revise the City’s affordable housing density bonus program to provide housing at affordability levels not provided otherwise by the private market. At a minimum, any affordable rental units should be affordable and rented to households below 50 percent of county median income, and ownership units should be affordable and sold to households at or below 80 percent of county median income.
- iv. HP28 Coordinate all City affordable housing programs so that a developer can use multiple incentives or programs for a single project. Required affordability levels and duration of affordability should be the same for all programs.
- v. HP33 Consider delaying, deferring, or exempting affordable housing from development fees, concurrency requirements, payment of impact fees, offsite mitigation, and other development expenses that do not compromise environmental protection or public health, safety, and welfare concerns, or constitute a nuisance.

I would also add something like:

HX: Use the Property Tax Exemption (PTE) to encourage provision of affordable units.

**Comment [k3]:** Also from the comprehensive housing strategy.

**H8:** Explore the feasibility of creating a City housing trust fund for low income housing. Kent uses the following language in addition to city specific funding policy language:

- i. *Policy H-6.3: Explore all available options for financing affordable housing including federal, state and local programs and private options.*

**H9:** Encourage the dispersal of affordable housing opportunities throughout the City.

**H10:** Ensure that any affordable housing funded in the city with public funds remains affordable for the longest possible term.

**Comment [k4]:** We usually say at least 50 years.

**H11:** Continue to review and update information to residents on affordable housing opportunities and first-time home ownership programs.

H12: Identify and promote use of surplus public and quasi-publicly owned dland for housing affordable to low and moderate-income households.

**Comment [k5]:** This language comes from the comprehensive housing strategy. It could become even more important if HDC is able to change surplus land laws to help promote surplus land use along Link Light Rail. Shoreline’s promotion of that would be incredibly beneficial.

Here are some other potential policies:

From Federal Way:

- i. HP41 Assist special needs housing developers, local service organizations and selfhelp groups to obtain funding and support.

From Kent:

- ii. Policy H-4.2: Help create and participate in a local and/or regional resource, education, and lobbying center on housing data, housing programs, design alternatives, and funding sources.
- iii. Policy H-4.3: Sponsor and/or promote educational campaigns on low-income and special needs housing in order to engender acceptance throughout the community.
- iv. Policy H-5.4: Encourage housing opportunities including affordable housing in mixed residential/commercial settings throughout the City.
- v. Policy H-5.5: Encourage housing development in the downtown area including innovative, affordable housing.

From Federal Way, this has a similar intent:

- a. HP49 Ensure equitable and rational distribution of affordable housing throughout the region that is compatible with land use, transportation, and employment locations.

Also, I'm not sure where this fits, but some cities stress the importance of working with private and public sector. Something like:

From Kent:

- i. Policy H-6.1: Involve the public and private sectors in the development and provision of affordable housing.

From Renton:

Policy H-30. Pursue public-private partnerships to provide and manage affordable housing.

Strategy H-30.1. Support non-profit agencies that construct and manage projects within the City.

Strategy H-30.2. Support the role of the Renton Housing Authority in providing additional housing.

Strategy H-30.3. Before City surplus property is sold, evaluate its suitability for development of affordable housing.

**Comment [k6]:** This addresses the Shoreline Housing Strategy suggestion to help inform and educate the public, something that would be helpful given the conversations in Richmond Beach.

**Comment [k7]:** Town Center may be appropriate in Shoreline?

**Comment [k8]:** These might align with Policy H9. Essentially, dispersal for dispersal's sake is a questionable motive, but we support dispersal of affordable housing to ensure access to the opportunities necessary to thrive: services, transit, schools, jobs, etc.

**Comment [k9]:** This language is much more inclusive than "dispersal" but could mean essentially the same thing.

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**Comment [k10]:** Renton uses an interesting format by creating strategies as well as policies.

**Maintain and Enhance Neighborhood Quality**

- H12:** Initiate and encourage community involvement that fosters civic pride and positive neighborhood image.
- H13:** Continue to provide financial assistance to low-income residents for maintaining or repairing the health and safety features of their homes through a housing rehabilitation program.
- H14:** Anticipate future maintenance and restoration needs of older neighborhoods through a periodic survey of housing conditions.
- H15:** Assure that site, landscaping, building and design regulations create effective transitions between substantially different land uses and densities.
- H16:** Explore the feasibility of implementing alternative neighborhood design concepts into the City's regulations.

**Comment [k11]:** I'd love to see some language here like: equitable, or inclusive. Showing that the City intends to go the extra mile to ensure ALL Shoreline residents' perspectives are appreciated and engaged.

**Address Special Housing Needs**

- H17: Encourage, assist and support social and health service organizations that offer housing programs for people with special needs.
- H18: Support the development of emergency, transitional, and permanent supportive housing with appropriate services for persons with special needs throughout the City and region.
- H19: Encourage the dispersal of special needs housing throughout the City and is consistent with State regulations.
- H20: Identify regulatory methods for improving housing opportunities for special needs populations in the City.
- H21: Support opportunities for senior and disabled citizens to remain in the community as their housing needs change, through home share programs, senior cottages, and facilitating the retrofitting of homes for lifetime use.

**Comment [k12]:** The intent of this policy is really unclear to me. What kinds of regulatory methods? Incentives?

[Here's one from Kent:](#)

[i. Policy H-1.3: \*Improve coordination among the county, other jurisdictions, housing providers, service providers, and the financial community to identify, promote, and implement local and regional strategies to increase housing opportunities for people with special needs.\*](#)

**Participate in Regional Housing Initiatives**

- H22: Cooperate with King and Snohomish Counties, other neighboring jurisdictions, King County Housing Authority and Housing Development Consortium to assess housing needs, create affordable housing opportunities and coordinate funding for housing.
- H23: Cooperate with private and not-for-profit developers and social and health service agencies to address regional housing needs.
- H24: Work to increase the availability of public and private resources on a regional level for affordable housing.
- H25: Support and encourage legislation at the county, state and federal levels which would promote the City's housing goals and policies.

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# Housing Element Supporting Analysis

## ***Background and Context***

### **Growth Targets**

The King County Countywide Planning Policies (CPPs), adopted to implement the Growth Management Act (GMA), establish household growth targets for each of the jurisdictions within the County. Each target is the amount of growth to be accommodated by a jurisdiction during the 2006-2031 planning period. Shoreline's growth target for this period is 5,000 additional households and 5,000 additional jobs. In order to plan for these new households, the City must identify sufficient land (zoning capacity) and strategies to accommodate growth through use of the existing housing stock and new development. New housing could include traditional single-family homes, cottage housing, accessory dwelling units, duplexes, triplexes, townhomes, and/or multi-family housing. Determining the best way to accommodate the expected growth requires an understanding of current economic and housing market conditions, demographic trends, and household characteristics.

### **Comprehensive Housing Strategy**

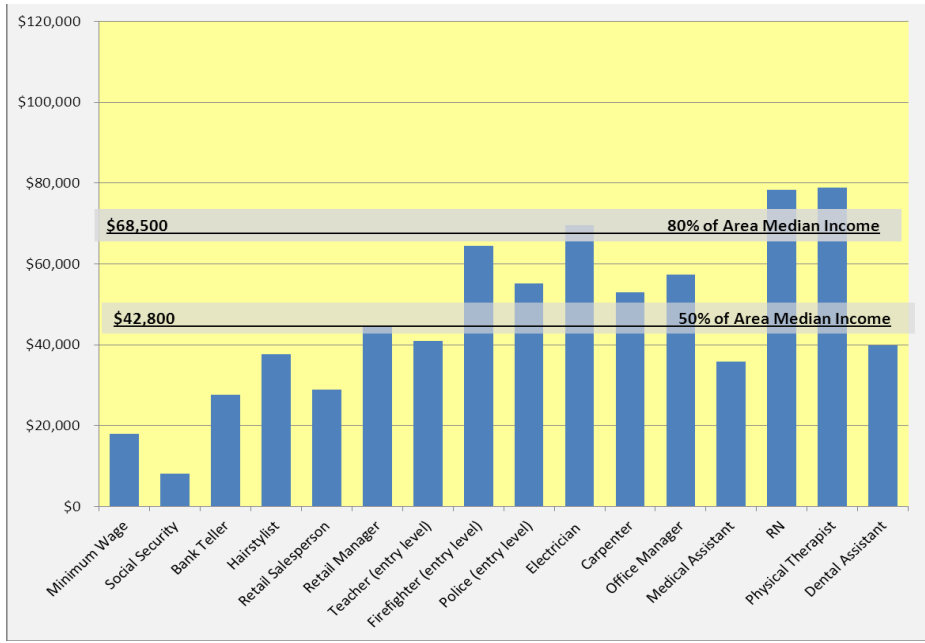
The following demand analysis and housing inventory supports the Housing Element of the Comprehensive Plan, meets the requirements of the GMA and King County-Wide Planning Policies, and complements past planning efforts including the City's Comprehensive Housing Strategy, adopted by City Council in February, 2008.

The Comprehensive Housing Strategy resulted from the convening of a Citizen Advisory Committee, formed in 2006 to address the city's housing needs. The Comprehensive Housing Strategy contains recommendations for expanding housing choice and affordability while defining and retaining important elements of neighborhood character, and engaging the community in understanding the need for broader housing choice, and in defining how to accommodate a variety of new or different housing styles within the community.

### **Definition and Measure of Housing Affordability**

The generally accepted definition of affordability is for a household to pay no more than 30 percent of its annual income on housing. When discussing levels of affordability, households are characterized by their income as a percent of their area's Annual Median Income (AMI). For example, the AMI for Shoreline is \$66,476. Therefore, a household with that income would be making 100% of median; a household that made 50% percent of that amount (\$33,238) would be classified at 50% AMI; a family making 30% of that amount (\$19,943) would be classified at 30% AMI. Families who pay more than 30 percent of their income for housing are considered "cost-burdened" and may have difficulty affording necessities such as food, clothing, transportation and medical care.

For additional context, below is a chart of sample salaries for King County in 2011. Note that the AMI numbers are for the County, and so do not match the dollar amounts mentioned above.



**Housing Inventory**

Shoreline can be classified as a historically suburban community that is maturing into a more self-sustaining urban environment. Almost 60% of the current housing stock was built before 1970. 1965 is the median year homes in the city were built, and only 7% of homes (both single and multifamily) were constructed after 1999.

Over the last decade, new housing was created through infill construction of new single-family homes and townhouses and limited new apartments in mixed-use areas adjacent to existing neighborhoods. Many existing homes were remodeled to meet the needs of their owners, contributing to the generally good condition of Shoreline’s housing stock.

**Housing Types and Sizes**

Over the years, a variety of housing types have been created within the community. Single-family homes are the predominant type of existing housing and encompass a wide range of options, which span from older homes built prior to WWII to new homes recently constructed. Styles range from expansive homes on large view lots to modest homes on lots less than a quarter acre in size.

According to the 2010 Census, there are 21,561 housing units within the City of Shoreline. About 73 percent of these housing units ~~in the City of Shoreline~~ are single-family homes. Compared to King County as a whole, Shoreline has a higher percentage of its housing stock in single-family homes (see Table H-1 below).

**Table H-1:  
Percentage of Dwelling Units for Each Housing Type**

Type of Housing	Shoreline (units)	King County (units)
Single-family	72.5%	59.5%
Duplex	1.1%	2.0%
Triplex/4-plex	2.3%	4.5%
Multifamily (5+units)	23.2%	31.9%
Mobile Home	0.6%	2.1%
Other (boat, RV, van, etc.)	0.2%	0.1%

Source: American Community Survey 2008-2010

~~In Shoreline,~~ the average number of bedrooms per unit is 2.8. Only 16% of housing units have less than 2 bedrooms. This compares with 21% of housing units with less than 2 bedrooms in King County. With larger housing units and a stable population, overcrowding has not been a problem in Shoreline. The US Census reported only 1.6% of housing units with more than one occupant per room and no units with more than 1.5 occupants per room (American Community Survey 2008-2010).

**Special Needs Housing**

**Group Quarters**

Group quarters, such as nursing homes, correctional institutions, or living quarters for ~~the people who are~~ disabled, homeless, or ~~those~~ in recovery from addictions, are not included in the count of housing units reported in Table H-1 above. According to the 2010 Census, about 2.6 percent of Shoreline’s population, or 1,415 people, live in group quarters. This is a slightly higher percentage than the 1.9 percent of King County residents living in group quarters.

Fircrest, one of five state residential habilitation centers for ~~people with the~~ developmentally disabled, provides medical care and supportive services for residents and their families. In 2011, Fircrest had about 200 residents. This reflects a decline from more than 1,000 residents 20 years ago, as many residents moved into smaller types of supported housing, such as adult family homes and group homes.

**Financially Assisted Housing**

As shown in Table H-2 below, 1,021 financially assisted housing units for low and moderate income individuals and families exist in the City of Shoreline.

**Comment [m1]:** DM: Should we include the raw numbers as well as the percentages to provide a clearer picture of the housing types in Shoreline (and KC)?

**Comment [m2]:** DM: Is this our definition of special needs, and does it coincide with the goals and policies statements?

**Table H-2  
Assisted Housing Inventory**

Provider	Units
King County Housing Authority	669
HUD Subsidized Units	80
Tax Credit Properties **	272
<b>Total</b>	<b>1021</b>

Source: City of Shoreline Office of Human Services, 2012

\*\*The Low Income Housing Tax Credit program was created by Congress through passage of the Emergency Low-Income Housing Preservation Act in 1987. When the tax credits expire, these properties may be converted to market rate housing.

In addition to this permanent housing, King County Housing Authority provided 566 vouchers to Shoreline residents through the Section 8 federal housing program, which provides housing assistance to low income renters. (City of Shoreline Office of Human Services, 2012).

Comment [m3]: Timeframe?

**Emergency and Transitional Housing Inventory**

There are five emergency and transitional housing facilities providing temporary housing for 49 people in the City of Shoreline. These facilities focus on providing emergency and transitional housing for single men, families, female-headed households, veterans, and victims of domestic violence (see Table H-3 below).

Comment [m4]: Is this maximum capacity?

**Table H-3  
Emergency and Transitional Housing Inventory**

	# Occupants	Focus
Caesar Chavez	6	Single Men
Wellspring Project Permanency	14	Families
Home Step (Church Council of Greater Seattle)	4	Female headed households
Shoreline Veterans Center	25	Veterans
Confidential Domestic Violence Shelter	6	D.V. Victims of domestic violence

Source: City of Shoreline Office of Human Services, 2012.

**Housing Tenure and Vacancy**

Historically, Shoreline was been a community dominated by single-family, owner-occupied housing. More recently, homeownership rates have been declining. Up to 1980, nearly 80 percent of housing units located within the original incorporation boundaries were owner-occupied.

In the 1980's and 1990's a shift began in the ownership rate. The actual number of owner-occupied units remained relatively constant, while the number of renter-occupied units increased to 32 percent of the City's occupied housing units in 2000, and nearly 35 percent

in 2010. This shift was mainly due to an increase in the number of multifamily rental units in the community (see Table H-4).

A substantial increase in vacancies from 2000 to 2010 may partially be explained by new apartment units in lease-up during the census count, or by household upheaval caused by the mortgage crisis. More recent data indicate that vacancies are declining (see Table H-8).

**Table H-4**  
**Housing Inventory and Tenure**

	2000	2010	Change 2000-2010
<b>Total Housing Units</b>	21,338	22,787	+1,449
<b>Occupied Housing Units</b>	20,716	21,561	+845
<b>Owner-Occupied Units</b>	14,097 68.0% of occupied	14,072 65.3% of occupied	-25 0.2% decrease
<b>Renter-Occupied Units</b>	6,619 32.0% of occupied	7,489 34.7% of occupied	+870 13.1% increase
<b>Vacant Units</b>	622 2.9% of total	1,226 5.4% of total	+612 99.7% increase

Source: 2000 Census; 2010 Census

### **Housing Demand**

Housing demand is largely driven by economic conditions and demographics. Information on economic conditions is presented in the Economic Development Element of this Comprehensive Plan. Demographic characteristics influence housing demand in regard to total number of households and market demand, household size, household make-up, and household tenure (owner vs. renter). In addition to influencing the number and size of households, demographics also impact preferences for housing styles within a community. For instance, young singles and retired people may prefer smaller units with amenities close by as opposed to a home on a large lot that would require more maintenance. It is important for Shoreline to have a variety of housing styles to accommodate needs of a diverse population.

### **Population Growth and Household Characteristics**

After increasing in the 1980s and 1990s, Shoreline's total population has remained stable for the last ten years. However, the Washington Office of Financial Management estimates that Shoreline added an additional 193 residents in 2011. Forecasts suggest that this growth will be sustained over the next 30 years.

In 2010, there were 21,561 households in the city, an increase of 845 since 2000. The increase in number of households while the population remained stable indicates a decrease in household size. Census figures show that the average household size in Shoreline dropped slightly between 2000 and 2010. Household size in the County has remained stable since 1990. (see Table H-5).

**Table H-5  
Average Household Size**

	1980	1990	2000	2010
<b>Shoreline</b>	2.7	2.5	2.5	2.4
<b>King County</b>	2.5	2.4	2.4	2.4

*Source: 1980 Census, 1990 Census, 2000 Census, 2010 Census*

In 2010, about 61% of households were family households (defined as two or more related people) down from 65% in 2000, while approximately 30 percent were individuals living alone (an increase from 26% in 2000). The remaining nine percent are in non-family households where unrelated individuals share living quarters.

Households with children decreased from 32.7% of households in 2000 to 27.9% of households in 2010. Single-parent families also decreased from 7.4% to 6.9% of households, reversing the previous trend of increasing single-parent families. Shoreline now has a lower percentage of households with children than King County as a whole, where households with children account for about 29.2% of all households, down from 30.4% in 2000. Table H-6 summarizes the changing characteristics of Shoreline's households.

**Table H-6  
Changing Household Characteristics**

	2000	2010	Change 2000-2010
<b>Total Households</b>	20,716	21,561	+845
<b>Households with Children</b>	6,775 32.7% of total	6,015 27.9% of total	-760 11.2% decrease
<b>Single-person Households</b>	5,459 26.5% of total	6,410 29.7% of total	+951 17.4% increase
<b>Households with Individuals over 65</b>	4,937 23.8% of total	5,509 25.6% of total	+572 11.6% increase

Source: 2000 Census; 2010 Census

### A Changing Community

In addition to the changes noted above, Shoreline's population is becoming more ethnically and racially diverse. In 2000, 75.2% of the population was white (not Hispanic or Latino). By 2010, this percentage had dropped to 67.9%.

Shoreline's changing demographic characteristics may substantially impact future housing demand. Newer residents of the City may have different cultural expectations, such as extended families living together in shared housing. The increase in the number of singles and ~~seniors~~ seniors/older adults in the community suggests that there is a need for inexpensive homes designed for smaller households, including accessory dwelling units or manufactured housing. Demographic changes may also increase demand for multifamily housing. Such housing could be provided in single-use buildings (townhouses, apartments, and condominiums), or in mixed use buildings. The need for housing in neighborhood centers, including for low- and moderate-income households, is expected to increase. Mixed-use developments in central areas close to public transit will allow for easier access to the neighborhood amenities and services used by small households and ~~seniors~~ seniors/older adults.

### Housing Issues

#### Affordable Housing

The GMA requires countywide planning policies to address the distribution of affordable housing, including housing for all income groups. The King County CPPs establish low and moderate income household targets for each jurisdiction within the county to provide a regional approach to housing issues and to ensure that affordable housing opportunities are provided for lower and moderate income groups. These affordable housing targets are

established based on a percent of the City's growth target. The CPPs more specifically state an affordability target for moderate income households (~~those~~ earning between 50 and 80 percent of the ~~area median income~~AMI) and low-income households (earning below 50 percent of the ~~area median income~~AMI). The moderate-income target is 16% of the total household growth target, or 800 units. The low-income target is 22.5% of the growth target, or 1,125 units. Of the current housing stock in Shoreline, 37% is affordable to moderate-income households and 13.9% is affordable to low income households (King County Comprehensive Plan, Technical Appendix B).

Assessing affordable housing needs requires an understanding of the economic conditions of Shoreline households and the current stock of affordable housing. The median household income in Shoreline is \$66,476, compared to \$67,711 county-wide. Estimated percentage of households at each income level is presented in Table H-7.

Comment [m5]: 2011?

**Table H-7  
Household Income**

	Shoreline	King County
<b>Very Low Income (&lt;30% AMI)</b>	14.8%	12.5%
<b>Low Income (30%-50% AMI)</b>	12.1%	11.2%
<b>Moderate Income (50%-80% AMI)</b>	17.2%	16.0%
<b>80%-120% AMI</b>	20.8%	19.0%
<b>&gt;120% AMI</b>	35.2%	41.4%

Source: 2008-2010 American Community Survey; King County Comprehensive Plan

The "affordability gap" is the difference between the percentage of the City's residents at a particular income level and the percentage of the City's housing stock that is affordable to households at that income level. A larger gap indicates a greater housing need.



**Table H-8  
Affordability Gap**

	<b>Percent of Units Affordable to Income Group</b>	<b>Affordability Gap</b>
<b>Very Low Income (&lt;30% AMI)</b>	3.9%	10.9%
<b>Low Income (30%-50% AMI)</b>	10.0%	2.1%
<b>Moderate Income (50%-80% AMI)</b>	23.1%	N/A
<b>80%-120% AMI</b>	30.1%	N/A

Source: King County Comprehensive Plan

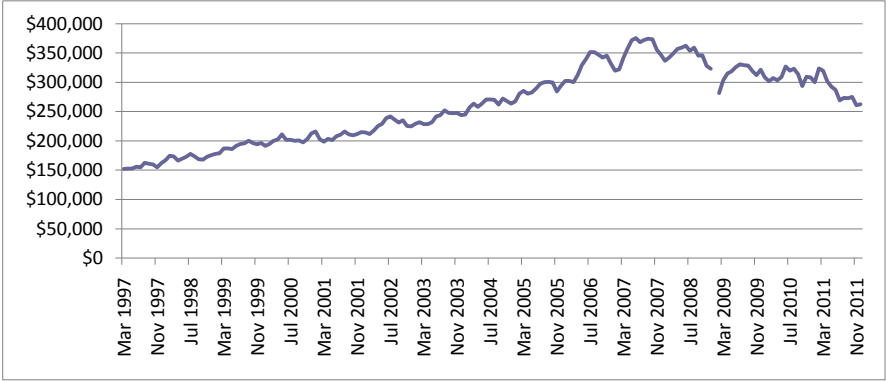
Where affordability gaps exist, households must take on a cost burden in order to pay for housing. Cost-burdened households paying more than thirty percent of household income for housing costs comprise 38.6% of homeowners and 47.9% of renters in Shoreline. Very low income cost-burdened households are at greatest risk of homelessness and may be unable to afford other basic necessities, such as food and clothing. The substantial affordability gap at this income level suggests that the housing needs of many of Shoreline's most vulnerable citizens are not being met by the current housing stock. Closing this gap will require the use of innovative strategies to provide additional new affordable units and the preservation/rehabilitation of existing affordable housing.

**Comment [m6]:** DM: This would be a good place to discuss cost burdened households factoring in transportation expense. Ties in well with TOD and shows the benefit of public transportation. PSRC should have this information.

**Falling Home Values**

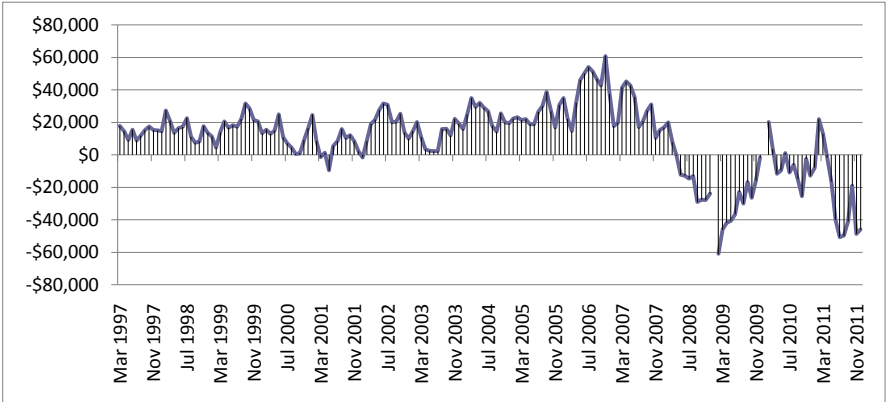
As in much of the rest of the country, home prices in Shoreline have fallen in recent years. After increasing rapidly for over a decade, median sales price reached a peak in June, 2007 at \$375,300. The median sales price in December, 2011 was \$262,600, a decrease of 30% (see Chart H-1 and H-2). While decreasing prices lower the affordability gap for prospective buyers, they also increase the risk of deferred maintenance, vacancy, and abandonment.

**Chart H-9  
Median Sales Price**



Source: Zillow.com

**Chart H-10  
Year-Over-Year Change in Median Sales Price**



Source: Zillow.com

**A Segmented Market**

While home prices have decreased citywide since 2007, there is a large discrepancy in the value of homes in the city’s various neighborhoods. Table H-9 presents data extracted from home sales records used by the King County Assessor to assess the value of homes in various sub-markets within the City (the Assessor excludes sales that are not indicative of fair market value). Citywide data suggests that home values have continued to decline since 2010, though regional trends suggest the rate of decline is now slowing.

**Table H-11  
Single Family Housing Prices**

Neighborhood Area	Median Sale Price, 2010	Affordable Income Level	Average Change in Assessed Value, 2010-2011
West Shoreline	\$500,000	>120% of AMI	-2.8%
West Central Shoreline	\$341,500	115% of AMI	-6.0%
East Central Shoreline	\$305,000	100% of AMI	-6.9%
East Shoreline	\$290,000	100% of AMI	-5.2%

Sources: King County Assessor 2011 Area Reports, 2011 HUD Income Levels

\*Figures given are the percent of 2011 typical family Area Median Income required to purchase a home at the 2010 median price. Affordable Housing Costs are based on 30% of monthly income. Figures are approximate. Additional assumptions were made in the affordability calculation.

**Comment [m7]:** DM: Is there a map that shows each neighborhood area for reference?

**Comment [m8]:** DM: %AMI requires a calculation...Prior version had actual income levels noted in \$\$ which provided a better comparison than AMI.

**Rising Rents**

In contrast to the single-family market, apartment rents in Shoreline have been increasing in recent years. According to the most recent data available, the average rent has increased from \$859 in September, 2007 to \$966 in March of 2012. Year-over-year trends for the past three years in the Shoreline rental submarket (which includes the cities of Shoreline and Lake Forest Park) are presented in Table H-10.

**Table H-12  
Rents & Vacancy Rates**

	2010	2011	2012
Average Rent	\$949	\$934	\$966
Market Vacancy	7.1%	5.0%	4.0%

Source: Dupre+Scott, The Apartment Vacancy Report

The increasing price of rental options may be limiting the City's attractiveness to new families and the ability to provide affordable housing options for younger citizens and smaller households.

**Neighborhood Quality**

The Citizen Advisory Committee of the Comprehensive Housing Strategy stressed the need to define and retain important elements of neighborhood character. This indicates that the type and character of new development is extremely important to the community. In the past, citizens have expressed concern about the density and design of these infill developments and the impacts of these developments on the existing neighborhood, but more recently another perspective is becoming more vocal that supports more options for infill housing in order to preserve undeveloped land in rural areas, to support transit and other amenities, and to increase affordability.

**Homelessness**

According to the Shoreline School District, 123 students experienced homelessness during the 2010-11 school year. According to the 2012 King County One Night Count of homeless individuals, 31 people were found living on the streets in the north end of King County.

According to the King County Committee to End Homelessness, “there are many reasons people become homeless, and the combination of factors that lead to homelessness are different for every individual.” Those factors include the high cost and shortage of housing as well as:

- Poverty, often caused by lack of a job, health care, education, and/or literacy
- Domestic violence
- Effects of mental illness and/or chemical addiction
- Institutional discharge to homelessness
- Legal issues
- Extra barriers for people of color
- Lack of community and/or familial supports

These factors lead to a diverse population of individuals becoming homeless including:

- Veterans
- Single mothers with children
- Two-parent families
- Foster youth aging out of the system
- Domestic Violence victims

The City is committed to doing its part to serve and house homelessness individuals in cooperation with regional efforts.

# Housing Element Supporting Analysis

## ***Background and Context***

### **Growth Targets**

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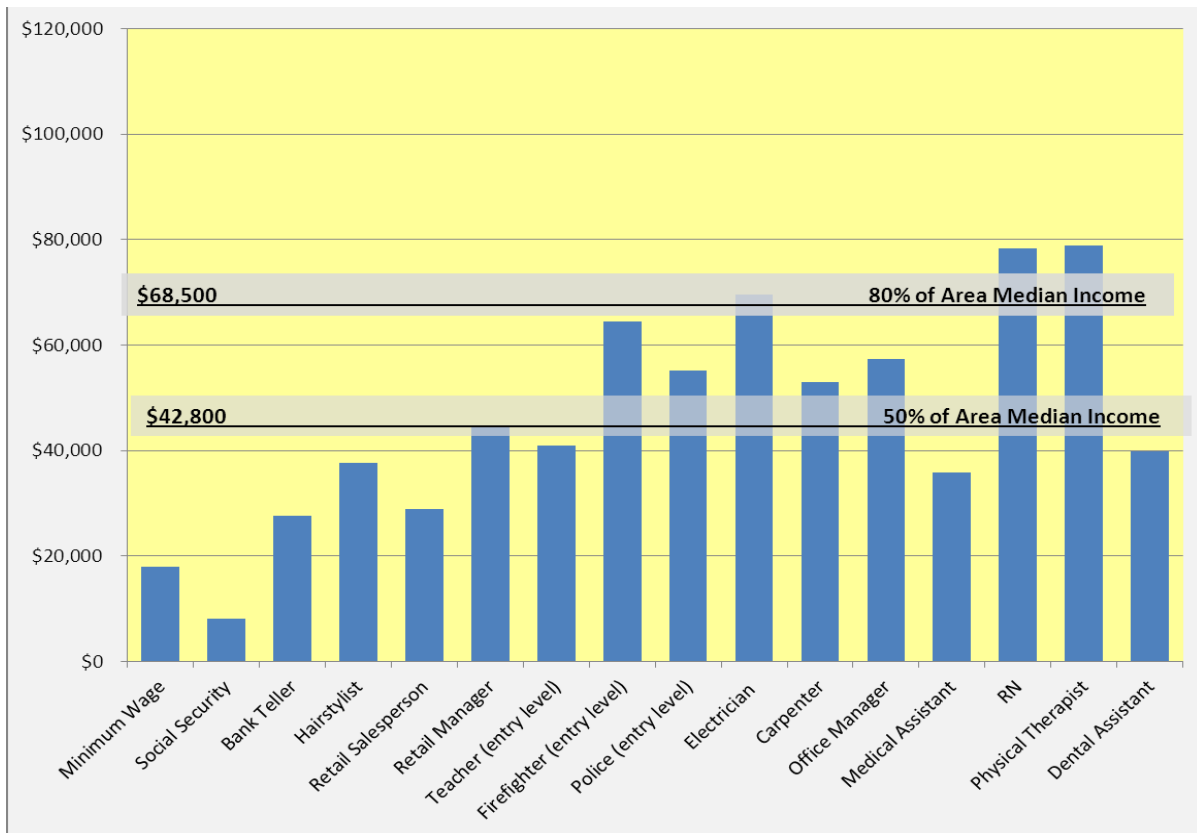
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For additional context, below is a chart of sample salaries for King County in 2011. Note that the AMI numbers are for the County, and so do not match the dollar amounts mentioned above.



## Housing Inventory

Shoreline can be classified as a historically suburban community that is maturing into a more self-sustaining urban environment. Almost 60% of the current housing stock was built before 1970. 1965 is the median year homes in the city were built, and only 7% of homes (both single and multifamily) were constructed after 1999.

Over the last decade, new housing was created through infill construction of new single-family homes and townhouses and limited new apartments in mixed-use areas adjacent to existing neighborhoods. Many existing homes were remodeled to meet the needs of their owners, contributing to the generally good condition of Shoreline’s housing stock.

## Housing Types and Sizes

Over the years, a variety of housing types have been created within the community. Single-family homes are the predominant type of existing housing and encompass a wide range of options, which span from older homes built prior to WWII to new homes recently constructed. Styles range from expansive homes on large view lots to modest homes on lots less than a quarter acre in size.

According to the 2010 Census, there are 21,561 housing units within the City of Shoreline. About 73 percent of these housing units are single-family homes. Compared to King County as a whole, Shoreline has a higher percentage of its housing stock in single-family homes (see Table H-1 below).

**Table H-1:  
Percentage of Dwelling Units for Each Housing Type**

<b>Type of Housing</b>	<b>Shoreline (units)</b>	<b>King County (units)</b>
Single-family	72.5%	59.5%
Duplex	1.1%	2.0%
Triplex/4-plex	2.3%	4.5%
Multifamily (5+units)	23.2%	31.9%
Mobile Home	0.6%	2.1%
Other ( <i>boat, RV, van, etc.</i> )	0.2%	0.1%

*Source: American Community Survey 2008-2010*

In Shoreline, the average number of bedrooms per unit is 2.8. Only 16% of housing units have less than 2 bedrooms. This compares with 21% of housing units with less than 2 bedrooms in King County. With larger housing units and a stable population, overcrowding has not been a problem in Shoreline. The US Census reported only 1.6% of housing units with more than one occupant per room and no units with more than 1.5 occupants per room (American Community Survey 2008-2010).

## **Special Needs Housing**

### ***Group Quarters***

Group quarters, such as nursing homes, correctional institutions, or living quarters for people who are disabled, homeless, or in recovery from addictions, are not included in the count of housing units reported in Table H-1 above. According to the 2010 Census, about 2.6 percent of Shoreline's population, or 1,415 people, live in group quarters. This is a slightly higher percentage than the 1.9 percent of King County residents living in group quarters.

Fircrest, one of five state residential habilitation centers for people with developmental disabilities, provides medical care and supportive services for residents and their families. In 2011, Fircrest had about 200 residents. This reflects a decline from more than 1,000 residents 20 years ago, as many residents moved into smaller types of supported housing, such as adult family homes and group homes.

### ***Financially Assisted Housing***

As shown in Table H-2 below, 1,021 financially assisted housing units for low and moderate income individuals and families exist in the City of Shoreline.

**Table H-2  
Assisted Housing Inventory**

<b>Provider</b>	<b>Units</b>
King County Housing Authority	669
HUD Subsidized Units	80
Tax Credit Properties **	272
<b>Total</b>	<b>1021</b>

Source: City of Shoreline Office of Human Services, 2012

\*\*The Low Income Housing Tax Credit program was created by Congress through passage of the Emergency Low-Income Housing Preservation Act in 1987. When the tax credits expire, these properties may be converted to market rate housing.

In addition to this permanent housing, King County Housing Authority provided 566 vouchers to Shoreline residents through the Section 8 federal housing program, which provides housing assistance to low income renters. (City of Shoreline Office of Human Services, 2012).

### **Emergency and Transitional Housing Inventory**

Five emergency and transitional housing facilities provide temporary housing for 49 people in the City of Shoreline. These facilities focus on providing emergency and transitional housing for single men, families, female-headed households, veterans, and victims of domestic violence (see Table H-3 below).

**Table H-3  
Emergency and Transitional Housing Inventory**

	<b># Occupants</b>	<b>Focus</b>
Caesar Chavez	6	Single Men
Wellspring Project Permanency	14	Families
Home Step (Church Council of Greater Seattle)	4	Female headed households
Shoreline Veterans Center	25	Veterans
Confidential Domestic Violence Shelter	6	Victims of domestic violence

Source: City of Shoreline Office of Human Services, 2012.

### **Housing Tenure and Vacancy**

Historically, Shoreline has been a community dominated by single-family, owner-occupied housing. More recently, homeownership rates have been declining. Up to 1980, nearly 80 percent of housing units located within the original incorporation boundaries were owner-occupied.

In the 1980's and 1990's a shift began in the ownership rate. The actual number of owner-occupied units remained relatively constant, while the number of renter-occupied units increased to 32 percent of the City's occupied housing units in 2000, and nearly 35 percent



in 2010. This shift was mainly due to an increase in the number of multifamily rental units in the community (see Table H-4).

A substantial increase in vacancies from 2000 to 2010 may partially be explained by new apartment units in lease-up during the census count, or by household upheaval caused by the mortgage crisis. More recent data indicate that vacancies are declining (see Table H-8).

**Table H-4  
Housing Inventory and Tenure**

	<b>2000</b>	<b>2010</b>	<b>Change 2000-2010</b>
<b>Total Housing Units</b>	21,338	22,787	+1,449
<b>Occupied Housing Units</b>	20,716	21,561	+845
<b>Owner-Occupied Units</b>	14,097 68.0% of occupied	14,072 65.3% of occupied	-25 0.2% decrease
<b>Renter-Occupied Units</b>	6,619 32.0% of occupied	7,489 34.7% of occupied	+870 13.1% increase
<b>Vacant Units</b>	622 2.9% of total	1,226 5.4% of total	+612 99.7% increase

*Source: 2000 Census; 2010 Census*

## ***Housing Demand***

Housing demand is largely driven by economic conditions and demographics. Information on economic conditions is presented in the Economic Development Element of this Comprehensive Plan. Demographic characteristics influence housing demand in regard to total number of households and market demand, household size, household make-up, and household tenure (owner vs. renter). In addition to influencing the number and size of households, demographics also impact preferences for housing styles within a community. For instance, young singles and retired people may prefer smaller units with amenities close by as opposed to a home on a large lot that would require more maintenance. It is important for Shoreline to have a variety of housing styles to accommodate needs of a diverse population.

### **Population Growth and Household Characteristics**

After increasing in the 1980s and 1990s, Shoreline's total population has remained stable for the last ten years. However, the Washington Office of Financial Management estimates that Shoreline added an additional 193 residents in 2011. Forecasts suggest that this growth will be sustained over the next 30 years.

In 2010, there were 21,561 households in the city, an increase of 845 since 2000. The increase in number of households while the population remained stable indicates a decrease in household size. Census figures show that the average household size in Shoreline dropped slightly between 2000 and 2010. Household size in the County has remained stable since 1990 (see Table H-5).

**Table H-5  
Average Household Size**

	<b>1980</b>	<b>1990</b>	<b>2000</b>	<b>2010</b>
<b>Shoreline</b>	2.7	2.5	2.5	2.4
<b>King County</b>	2.5	2.4	2.4	2.4

*Source: 1980 Census, 1990 Census, 2000 Census, 2010 Census*

In 2010, about 61% of households were family households (defined as two or more related people) down from 65% in 2000, while approximately 30 percent were individuals living alone (an increase from 26% in 2000). The remaining nine percent are in non-family households where unrelated individuals share living quarters.

Households with children decreased from 32.7% of households in 2000 to 27.9% of households in 2010. Single-parent families also decreased from 7.4% to 6.9% of households, reversing the previous trend of increasing single-parent families. Shoreline now has a lower percentage of households with children than King County as a whole, where households with children account for about 29.2% of all households, down from 30.4% in 2000. Table H-6 summarizes the changing characteristics of Shoreline's households.

**Table H-6  
Changing Household Characteristics**

	<b>2000</b>	<b>2010</b>	<b>Change 2000-2010</b>
<b>Total Households</b>	20,716	21,561	+845
<b>Households with Children</b>	6,775 32.7% of total	6,015 27.9% of total	-760 11.2% decrease
<b>Single-person Households</b>	5,459 26.5% of total	6,410 29.7% of total	+951 17.4% increase
<b>Households with Individuals over 65</b>	4,937 23.8% of total	5,509 25.6% of total	+572 11.6% increase

*Source: 2000 Census; 2010 Census*

**A Changing Community**

In addition to the changes noted above, Shoreline’s population is becoming more ethnically and racially diverse. In 2000, 75.2% of the population was white (not Hispanic or Latino). By 2010, this percentage dropped to 67.9%.

Shorelines changing demographic characteristics may substantially impact future housing demand. Newer residents of the City may have different cultural expectations, such as extended families living together in shared housing. The increase in the number of singles and older adults in the community suggests that there is a need for inexpensive homes designed for smaller households, including accessory dwelling units or manufactured housing. Demographic changes may also increase demand for multifamily housing. Such housing could be provided in single-use buildings (townhouses, apartments, and condominiums), or in mixed use buildings. The need for housing in neighborhood centers, including for low- and moderate-income households, is expected to increase. Mixed-use developments in central areas close to public transit will allow for easier access to the neighborhood amenities and services used by small households and older adults.

***Housing Issues***

**Affordable Housing**

The GMA requires countywide planning policies to address the distribution of affordable housing, including housing for all income groups. The King County CPPs establish low and moderate income household targets for each jurisdiction within the county to provide a regional approach to housing issues and to ensure that affordable housing opportunities are provided for lower and moderate income groups. These affordable housing targets are established based on a percent of the City’s growth target. The CPPs more specifically state an affordability target for moderate income households (earning between 50 and 80

percent of the AMI) and low-income households (earning below 50 percent of the AMI). The moderate-income target is 16% of the total household growth target, or 800 units. The low-income target is 22.5% of the growth target, or 1,125 units. Of the current housing stock in Shoreline, 37% is affordable to moderate-income households and 13.9% is affordable to low income households (King County Comprehensive Plan, Technical Appendix B).

Assessing affordable housing needs requires an understanding of the economic conditions of Shoreline households and the current stock of affordable housing. The median household income in Shoreline is \$66,476, compared to \$67,711 county-wide. Estimated percentage of households at each income level is presented in Table H-7.

**Table H-7  
Household Income**

	<b>Shoreline</b>	<b>King County</b>
<b>Very Low Income (&lt;30% AMI)</b>	14.8%	12.5%
<b>Low Income (30%-50% AMI)</b>	12.1%	11.2%
<b>Moderate Income (50%-80% AMI)</b>	17.2%	16.0%
<b>80%-120% AMI</b>	20.8%	19.0%
<b>&gt;120% AMI</b>	35.2%	41.4%

*Source: 2008-2010 American Community Survey; King County Comprehensive Plan*

The “affordability gap” is the difference between the percentage of the City’s residents at a particular income level and the percentage of the City’s housing stock that is affordable to households at that income level. A larger gap indicates a greater housing need.

**Table H-8  
Affordability Gap**

	<b>Percent of Units Affordable to Income Group</b>	<b>Affordability Gap</b>
<b>Very Low Income (&lt;30% AMI)</b>	3.9%	10.9%
<b>Low Income (30%-50% AMI)</b>	10.0%	2.1%
<b>Moderate Income (50%-80% AMI)</b>	23.1%	N/A
<b>80%-120% AMI</b>	30.1%	N/A

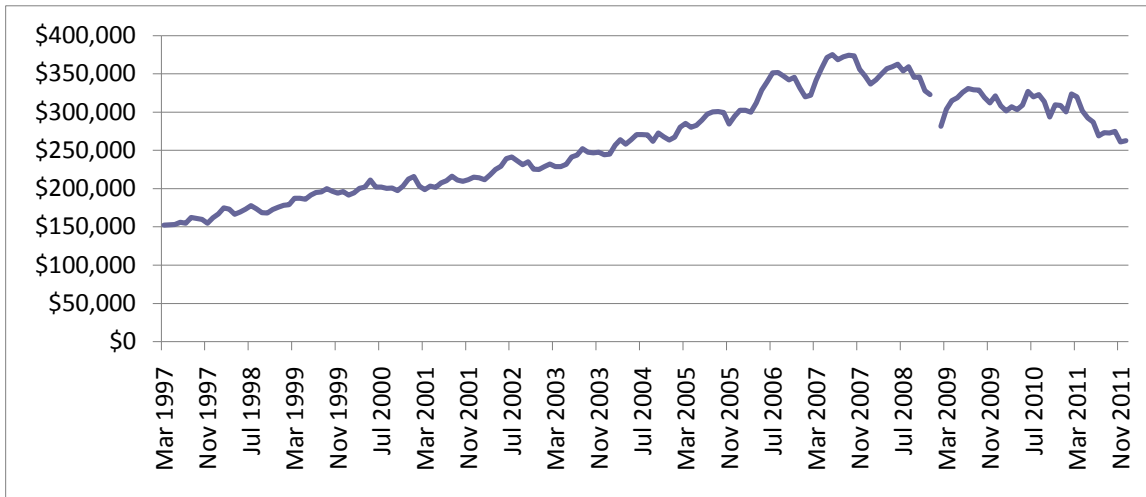
*Source: King County Comprehensive Plan*

Where affordability gaps exist, households must take on a cost burden in order to pay for housing. Cost-burdened households paying more than thirty percent of household income for housing costs comprise 38.6% of homeowners and 47.9% of renters in Shoreline. Very low income cost-burdened households are at greatest risk of homelessness and may be unable to afford other basic necessities, such as food and clothing. The substantial affordability gap at this income level suggests that the housing needs of many of Shoreline's most vulnerable citizens are not being met by the current housing stock. Closing this gap will require the use of innovative strategies to provide additional new affordable units and the preservation/rehabilitation of existing affordable housing.

### **Falling Home Values**

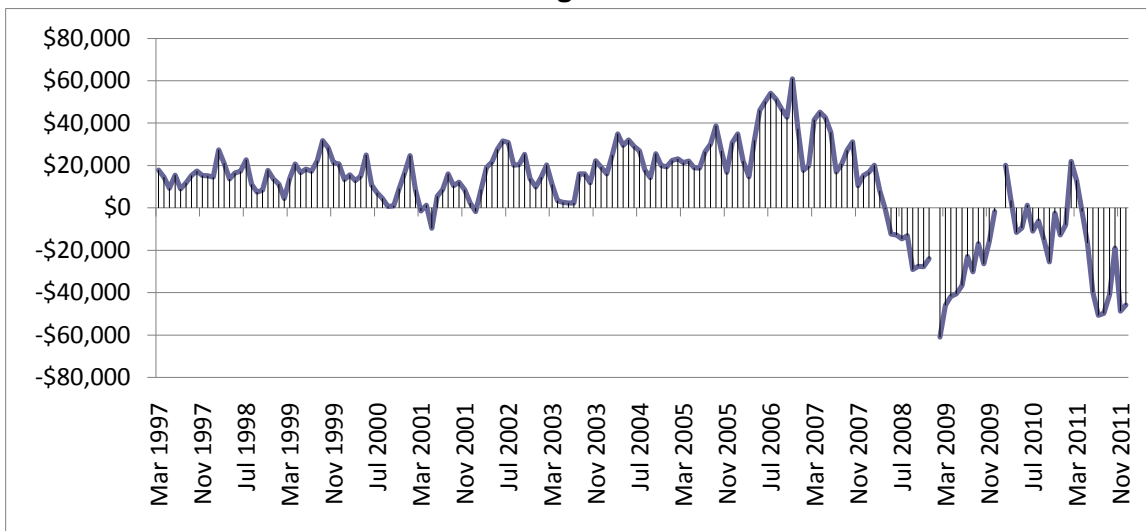
As in much of the rest of the country, home prices in Shoreline have fallen in recent years. After increasing rapidly for over a decade, median sales price reached a peak in June, 2007 at \$375,300. The median sales price in December, 2011 was \$262,600, a decrease of 30% (see Chart H-1 and H-2). While decreasing prices lower the affordability gap for prospective buyers, they also increase the risk of deferred maintenance, vacancy, and abandonment.

**Chart H-9  
Median Sales Price**



Source: Zillow.com

**Chart H-10  
Year-Over-Year Change in Median Sales Price**



Source: Zillow.com

**A Segmented Market**

While home prices have decreased citywide since 2007, there is a large discrepancy in the value of homes in the city’s various neighborhoods. Table H-9 presents data extracted from home sales records used by the King County Assessor to assess the value of homes in various sub-markets within the City (the Assessor excludes sales that are not indicative of fair market value). Citywide data suggests that home values have continued to decline since 2010, though regional trends suggest the rate of decline is now slowing.

**Table H-11**  
**Single Family Housing Prices**

Neighborhood Area	Median Sale Price, 2010	Affordable Income Level*	Average Change in Assessed Value, 2010-2011
West Shoreline	\$500,000	>120% of AMI	-2.8%
West Central Shoreline	\$341,500	115% of AMI	-6.0%
East Central Shoreline	\$305,000	100% of AMI	-6.9%
East Shoreline	\$290,000	100% of AMI	-5.2%

Sources: King County Assessor 2011 Area Reports, 2011 HUD Income Levels

\*Figures given are the percent of 2011 typical family Area Median Income required to purchase a home at the 2010 median price. Affordable Housing Costs are based on 30% of monthly income. Figures are approximate. Additional assumptions were made in the affordability calculation.

### Rising Rents

In contrast to the single-family market, apartment rents in Shoreline have been increasing in recent years. According to the most recent data available, the average rent has increased from \$859 in September, 2007 to \$966 in March of 2012. Year-over-year trends for the past three years in the Shoreline rental submarket (which includes the cities of Shoreline and Lake Forest Park) are presented in Table H-10.

**Table H-12**  
**Rents & Vacancy Rates**

	2010	2011	2012
<b>Average Rent</b>	\$949	\$934	\$966
<b>Market Vacancy</b>	7.1%	5.0%	4.0%

Source: Dupre+Scott, The Apartment Vacancy Report

The increasing price of rental options may be limiting the City's attractiveness to new families and the ability to provide affordable housing options for younger citizens and smaller households.

### Neighborhood Quality

The Citizen Advisory Committee of the Comprehensive Housing Strategy stressed the need to define and retain important elements of neighborhood character. This indicates that the type and character of new development is extremely important to the community. In the past, citizens have expressed concern about the density and design of these infill developments and the impacts of these developments on the existing neighborhood, but more recently another perspective is becoming more vocal that supports more options for infill housing in order to preserve undeveloped land in rural areas, to support transit and other amenities, and to increase affordability.

**Homelessness**

According to the Shoreline School District, 123 students experienced homelessness during the 2010-11 school year. According to the 2012 King County One Night Count of homeless individuals, 31 people were found living on the streets in the north end of King County. According to the King County Committee to End Homelessness, "there are many reasons people become homeless, and the combination of factors that lead to homelessness are different for every individual." Those factors include the high cost and shortage of housing as well as:

- Poverty, often caused by lack of a job, health care, education, and/or literacy
- Domestic violence
- Effects of mental illness and/or chemical addiction
- Institutional discharge to homelessness
- Legal issues
- Extra barriers for people of color
- Lack of community and/or familial supports

These factors lead to a diverse population of individuals becoming homeless including:

- Veterans
- Single mothers with children
- Two-parent families
- Foster youth aging out of the system
- Domestic Violence victims

The City is committed to doing its part to serve and house homelessness individuals in cooperation with regional efforts.



## Land Use Element Goals & Policies

### Introduction

~~Land uses describes are the human use of land, and involves the modification of natural environment into built environment, and the management of these interrelated systems. Land use designations delineate a range of potentially appropriate zoning categories and more broadly define different ways property is used standards for allowable uses with their and intensity of associated development and activities. The combination and location of residential neighborhoods, commercial centers, schools, churches, natural areas, regional facilities, etc and other uses is important in determining to either preserve or improve the character of Shoreline. The patterns of how property is designated in different parts of Shoreline the city directly affects the quality of life in relation to enjoyment, opportunities, environmental health, physical health, property values, and safety, etc. This Element contains the goals and policies necessary to support the City's responsibility for managing land resources and guiding development through implementing regulations, guidelines, and standards. It establishes the framework for how the City should develop, and is closely linked to the other elements of the Plan. Land use patterns have a direct impact on the quality of life, convenience, and the safety of citizens within the City.~~

~~This Element contains the goals and policies necessary to support the City's responsibility for managing land uses and to implement regulations, guidelines and programs.~~ The Land Use policies contained in this element, along with the Comprehensive Plan Map, (see *Figure LU-1*), identify the intensity of development and density recommended for each area of the City. These designations help to achieve the City's vision by providing for sustainable growth that encourages housing choice; locates population centers adjacent to transit and services; provides areas within the City to grow businesses, services, jobs and entertainment; respects existing neighborhoods; provides for appropriate transitions between uses with differing intensities; safeguards the environment; and maintains Shoreline's sense of community. The goals and policies of this element also address identifying Essential Public Facilities.

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

**Comment [p1]:** Accessible, quality of life statement.

**Comment [m2]:** Rephrase if we end up integrating Analysis into G&P section.

**Land Use Goals**

**Goal LU I:** Create plans and implementation strategies ~~to ensure that implement the City's Vision 2029 and Light Rail Station Area Planning Framework Goals for~~ transit supportive development ~~to~~ occur within a 1/2 mile ~~walk radius~~ of future light rail stations. ~~Or~~

**Comment [m3]:** KCPH: Consider 2 mile bikeshed

~~Develop station area plans that advance the City's Vision 2029 once the locations are known and before design and development of the stations.~~

**Goal LU II:** Work with regional ~~trans~~portation providers to develop a ~~light rail~~ system that includes two ~~light rail~~ stations in Shoreline and connects all areas of the City to high capacity transit using a multi modal ~~approach~~.

**Comment [p4]:** Transportation Element

**Comment [m5]:** DoMo: Transit systems typically deal with public transit, not multi-modal. I changed transit to transportation as it opens much wider network of providers, include private organizations, and fits better with the multi-modal approach.

**Goal LU III:** Enhance the character, quality, and function of existing residential neighborhoods while accommodating the City's anticipated growth.

**Goal LU IV:** Establish land use patterns that promote walking, biking and using transit to access goods, services, ~~education, employment, and recreation, and protection from exposure to harmful substances and environments~~.

**Comment [m6]:** Additions recommended by KCPH

**Comment [m7]:** KCPH: This is great to see as an overall goal.

**Goal LU V:** ~~Implement~~ the City of Shoreline Subarea Plan for Point Wells.

**Comment [m8]:** DoMo: Does this require annexation of PW? IF so, should we include annexation in this goal?

**Goal LU VI:** Encourage development that creates a variety of housing, shopping, entertainment, ~~recreation, gathering spaces, employment, and services~~ that are accessible ~~to at the~~ neighborhoods ~~scale~~.

**Goal LU VII:** Encourage pedestrian ~~scale~~ design in ~~commercial and~~ mixed use areas.

**Goal LU VIII:** Plan for commercial areas that serve the community, are ~~a~~ ~~attractive esthetically pleasing,~~ and have long ~~term~~ economic vitality.

**Goal LU IX:** Encourage redevelopment of the Aurora Corridor from a commercial strip to distinct centers with variety, activity, and interest.

**Goal LU X:** ~~Appropriately site~~ industrial uses ~~will be appropriately sited and to mitigate~~ their impacts on surrounding areas ~~will be mitigated~~.

**Comment [p9]:** Odd. We have little industrial land and it will be integrated with new commercial zoning.

Or

~~Minimize or mitigate potential health impacts of the activities in Manufacturing/Industrial Centers on residential communities, schools, open space, and other public facilities.~~

**Comment [m10]:** Are there any Big Picture Questions related to having industrial uses in mixed-use zones (since industrial and residential historically don't play well together)? Should we clarify that light industrial uses may be appropriate w/ some level of review?

**Comment [m11]:** Recommendation of KCPH

**Goal LU XI:** Allow areas in the City where clean, green industry may be located.

**Goal LU XII:** -Nominate Shoreline as a Regional Growth Center as defined by the Puget Sound Regional Council.

**Goal LU XIII:** Consider “Ecodistricts” ~~in Shoreline. An Ecodistrict is as~~ a potential means of neighborhood empowerment and mechanism to implement triple-bottom line sustainability goals by having local leaders commit to ambitious targets for neighborhood committed to sustainability that links green building, smart infrastructure and behavioral change at individual, household, and community levels. ~~to meet ambitious sustainability goals over time.~~

**Goal LU XIV:** Maintain regulations and procedures that allow for the siting of essential public facilities.

**Goal LU XV:** Increase access to healthy food by encouraging the location of healthy food purveyors, such as grocery stores, farmers markets, and community food gardens in proximity to residential uses and transit facilities.

**Comment [m12]:** Recommendation of KCPH

**Residential Land Use**

**LU1:** The Low Density Residential land use designation is intended for areas currently developed with predominantly single family detached dwellings. ~~Sallows~~ single family detached dwelling units. ~~will be allowed and o~~Other dwelling types, such as duplexes, single-family attached, clustered housing, and accessory dwellings, may be allowed under certain conditions.

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

**Comment [m13]:** Based on Jeff’s comment below, this terminology can be deleted unless we see ourselves facilitating a neighborhood plan in the future.

**LU2:** The Medium Density Residential land use designation is intended for areas currently developed with medium density residential dwelling uses; and to areas where single family detached dwelling units might be redeveloped at slightly higher densities; and to areas currently zoned for medium density residential. ~~Sallows~~ single family dwelling units, duplexes, triplexes, zero lot line houses, townhouses and clustered housing ~~will be permitted~~. Apartments will be allowed under certain conditions.

**Comment [m14]:** DoMo: This could also go in supporting analysis instead of here, but this is written as a policy statement that provides clear information that is very important to find easily in the comp plan. Putting it in the analysis might create more issues or ambiguity because it would be harder to find.

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

**Comment [jef15]:** What is a Neighborhood Plan?

**LU3:** The High Density Residential designation is intended for areas near employment and/or commercial areas; and where high levels of transit service are present or likely; and areas currently zoned high density residential. This designation creates a transition between commercial uses and lower intensity residential uses. Some commercial uses are may also be permitted.

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

**Comment [m16]:** DoMo: Move this description to supporting analysis to keep the goals clear and straightforward.

**Comment [m17]:** If we end up integrating relevant info from the Analysis in side bars rather as a separate section, the intentions could be placed adjacent to the policies.

**Comment [m18]:** \*Note that in these descriptions, we've removed R4 as a zoning designation, and R12 from MDR.\*

**LU4:** Allow clustering of residential units to preserve open space and reduce surface water run-off.

**LU5:** Review and update infill standards and procedures that promote quality development and complement the character of considers the existing neighborhood.

**Comment [m19]:** DoMo: Since this applies throughout the city, quality development and complementing the character may be at odds. Not all existing characteristics are positive and/or may not coincide with Vision 2029 and changes associated with zoning.

**LU6:** Protect, and expand when possible, existing stands of trees and vegetation which that serve as buffers.

**Comment [m20]:** Recommendation of KCPH. Also, "Develop strategies to increase tree canopy within the Urban Center and incorporate low-impact development measures to minimize stormwater runoff." However, that is redundant to policies in Natural Environment.

**Comment [p21]:** Nat Env

**LU7:** Promote maintenance and establishment of small-scale commercial activity areas within neighborhoods that encourage pedestrian patronage walkability and provide informal opportunities for residents to meet.

**Comment [m22]:** KCPH: This is a very interesting policy... great for supporting social connection amongst community members

**LU8:** Maintain stability and improve the vitality of residential neighborhoods through adherence to, and enforcement of, the city's land use regulations.

**LU9:** Provide, through land use regulation, the potential for a broad range of housing choices and levels of affordability to meet the changing needs of thea diverse community.

**Comment [m23]:** Formatting is weird here, and not wanting to cooperate (and other places throughout document), but will be resolved in future versions.

**Mixed Use and Commercial Land Use**

**LU10:** The Mixed Use 1 (MU 1) designation is intended to encourages the development of pedestrian-oriented walkable places, with architectural interest, that integrates a wide variety of retail, office, and service uses along with residential uses. Transition to adjacent single family neighborhoods uses on adjacent sites can may be accomplished through appropriate design solutions or, alternatively, through decreased density or/-intensity. Limited manufacturing uses may be permitted under certain conditions.

**Comment [jef24]:** Consolidate densities in commercially zoned areas and along transit corridors

**Comment [jef25]:** "formed-based" density

Appropriate zoning for this designation is Arterial Business, Neighborhood Business or Community Business.

**Comment [jef26]:** This zone doesn't exist yet so plan is inconsistent. Should there be a goal to establish a new zone and discuss appropriate policies?

**Comment [m27]:** DoMo: Aren't these zoning descriptions changing as we go through comp plan update? Also, on the last draft there was a comment about not wanting to include residential zones on Aurora or Ballinger, but what about HDR with R-24 and/or R-48 minimum?

**LU11:** The Mixed Use 2 (MU 2) designation is similar to the MU 1 designation except it is not intended to allow more intense uses such as manufacturing and other uses that generate light, glare, noise or odor that may be incompatible with existing and proposed land uses. The Mixed Use 2 (MU2) designation applies to ~~these~~ commercial areas not on the Aurora or Ballinger Way corridors, such as Ridgecrest, Briarcrest, Richmond Beach, and North City ~~and Southeast Shoreline Neighborhoods~~. This designation provides retail, office, and service uses, and greater residential densities than are allowed in purely residential zones, ~~and promotes~~ Significant pedestrian connections and amenities ~~are anticipated~~.

Appropriate zoning for this designation is Neighborhood Business, Community Business, R-12, R-18, R-24, or R-48.

**LU12:** The Town Center ~~designation District generally~~ applies to the area along the Aurora Corridor between N 170<sup>th</sup> Street and N 188<sup>th</sup> Street and between Stone Avenue N and Linden Avenue N, ~~and~~ This designation provides for a mix of uses, including retail, service, office, and residential with greater densities. ~~Appropriate zoning and designations for this area are~~ is Town Center -1 (TC-1), Town Center -2 (TC-2), Town Center 3 (TC-3) and Town Center 4 (TC-4).

**LU13:** Participate in public/private partnerships that assist in making commercial areas more vital and attractive with pedestrian scale amenities such as signage, art, gateways, and public spaces.

**LU14:** Reduce impacts to single-family neighborhoods adjacent to mixed use and commercial land uses ~~with regard to~~ traffic, noise, ~~crime,~~ and glare ~~impacts~~ through design standards and other development ~~criteria~~.

**LU15:** Consider ~~c~~Crime ~~p~~Prevention ~~t~~hrough ~~E~~nvironmental ~~d~~esign ~~s~~tandards ~~p~~inciples when developing mixed use, commercial and high density residential uses.

**LU16:** Encourage the ~~assembly and~~ redevelopment of key, underdeveloped parcels through incentives and public/private ~~partnerships~~.

~~LU17: Assist with land assembly to encourage redevelopment of underdeveloped parcels.~~

**Subareas**

Subarea Plans are optional elements in Comprehensive Plans. These plans include goals and policies for specific geographic areas within the City that serve to supplement the general goals and policies of the Comprehensive Plan. Subarea plans are prepared in partnership with interested public stakeholders, the Planning

**Comment [m28]:** KCPH: Are there more specifics for what noise levels are allowed as noise can create stress, sleep disturbances, and learning disruption.

**Comment [m29]:** DoMo: This seems like supporting analysis, not policy. I changed the second to last sentence to sound like a policy statement versus a description.

**Comment [p30]:** Community Design element

**Comment [m31]:** DoMo: Can we reduce crime related issues solely through design standards and development criteria? Also, including this crime in LU14 seems redundant to LU 15, which better describes the policy we strive to achieve.

**Comment [p32]:** Redundant of LU 10

**Comment [m33]:** DoMo: This seems like a better fit with the Economic Development section.

**Comment [m34]:** DoMo: Is this section necessary in the goals and policies? It appears to have been added here but is not included in the existing comp plan.

I thought the goal was to move away from new subareas? If we want to leave a general description to avoid shutting the door on new subarea plans, then it might be helpful to leave it here versus putting the information in the supporting analysis description.

Commission and City Council. The City has adopted five subarea plans. These plans include:

- Subarea Plan 1 – North City
- Subarea Plan 2 – Point Wells
- Subarea Plan 3 – Southeast Neighborhoods
- Subarea Plan 4 – Aldercrest
- Subarea Plan 5 – Town Center

**Other Land Uses**

**LU187:** The Public Facilities land use designation applies to a number of current or proposed facilities within the community. ~~It is anticipated that~~ The underlying zoning for public facilities shall remain unless adjusted by a formal amendment to this plan.

**Comment [m35]:** DoMo: This is not a future plan but a summary of existing subarea plans, thus might be better in the supporting analysis. See comment above about whether the entire subarea section should be in the supporting analysis.

**Comment [m36]:** DoMo: Who is anticipating this? I don't think these words add value.

**LU189:** The Campus land use designation applies to four institutions within the community that serve a regional clientele on a large campus. All development within the Campus ~~Land Use~~ designation shall be governed by a Master Development Plan Permit. Existing uses in these areas constitute allowed uses in the City's Development Code. A new use or uses may be approved as part of a Master Development Plan Permit.

**Comment [m37]:** DoMo: Description, move to supporting analysis along with the description of the areas.

**Comment [m38]:** DoMo: There is no comment about appropriate zoning, which recently came to our attention as being problematic because the comp plan has to be amended if there is a change in the campus use. If we address the zoning issues surrounding campus land use designations, this needs to be updated with appropriate language related to zoning.

These areas include:

1. CRISTA Ministries Campus
2. Fircrest Campus
3. Public Health Laboratory Campus
4. Shoreline Community College Campus

**Comment [m39]:** DoMo: See comment above about moving this to supporting analysis.

**LU2019:** The Public Open Space land use designation applies to all publicly owned open space and to some privately owned property that might be appropriate for public acquisition. ~~It is anticipated that~~ The underlying zoning for this designation shall remain until the City studies and approves the creation of a complementary zone for this designation.

**Comment [m40]:** DoMo: Such as a "Park" zoning designation because restrictions in R-6 or other residential zoning uses?

**LU204:** The Private Open Space land use designation applies to all privately owned open space. It is anticipated that the underlying zoning for this designation shall remain.

**LU212:** The Special Study Area designates future subarea planning ~~special districts, neighborhood planning, or station areas other plans(?) study.~~ It is anticipated that the underlying zoning for this designation remains unless it is changed through an amendment to the Comprehensive Plan Future Land Use Map and Development Code.

**Comment [m41]:** DoMo: Should LU22 be moved adjacent to Subarea LU? (Assuming we keep the Subarea section here versus the supporting analysis).

**Comment [p42]:** I think we are going to amend code to delete these districts

**LU23:** Special study areas include the ~~Sound Transit Light Rail Station Study Areas, Highlands Open Space,~~ Cedarbrook School and Ballinger Commons Apartments.

**Comment [m43]:** DoMo: For consistency, this should be part of LU21 as a bulleted list, not a separate policy. Also, as with subareas, I thought we were moving away from designating Special Study Areas? This might be a good place to address station areas!

**Potential Annexation Area**

~~LU24: Support annexations that are in the mutual desire, best interest, and general welfare of the community members of the annexation area and the City.~~

~~LU25: Support annexations:~~

- ~~▪ in which the areas to be annexed and the City share a community identity;~~
- ~~▪ which are logical and orderly and are contiguous with the City;~~
- ~~▪ which complete the geographical areas of interest as indicated in pre incorporation boundaries;~~
- ~~▪ which offer benefits and opportunities consistent with City vision statements and framework goals;~~
- ~~▪ which balance the short-term costs of annexation with long-term gains to the fiscal health of the annexation areas and the City;~~
- ~~▪ to which the City can provide public safety, emergency and urban services at a level equal to or better than services in existence at the time of annexation;~~
- ~~▪ where uniform land use, regulations and coordinated impact mitigation are in the best interests of the City and annexation area; and~~
- ~~▪ which provide improved local governance for the City and the annexation areas.~~

~~LU26: Consider annexation of 145<sup>th</sup> Street adjacent to the existing southern border of the City: West side of 3<sup>rd</sup> Avenue NW; East: Up to, but not including, the Bothell Way NE (SR 522) right of way; and South: All of the 145<sup>th</sup> St ROW.~~

~~LU27: Assure that adequate funding is in place or will be available within a reasonable time to support required public facilities and services.~~

~~LU28: Assign an equitable share of the City's bonded indebtedness to newly annexed areas.~~

**NE 185<sup>th</sup> and NE 145<sup>th</sup> Light Rail Station Studys and Station Areas**

The City of Shoreline looks forward to Sound Transit delivering light rail service and including stations that are part of an integrated transit system that serves our community and region. Light rail is a key mobility strategy that is highlighted in the City's adopted Vision 2029, the Environmental Sustainability Strategy, and the Transportation Master Plan. The following policies will guide the City's future discussions and decisions regarding the planning and

**Comment [m44]:** This section has been moved below.

**Comment [m45]: Big Picture Question:** Chair Moss suggests changing title to High Capacity Public Transit to encompass BRT along Aurora. Materials to date refer to Light Rail Station Areas.

**Comment [m46]:** This introduction will likely be placed in a side bar text box beside the policies in order to remain consistent with the practice of separating background narrative from policy statements.

**Comment [m47]:** Alternatively, we could use narrative directly from adopted Framework Goals, such as definition of station and study areas.

development of the areas surrounding light rail stations. The City will begin station area planning ~~starting~~ in 2013.

The light rail station study area is generally the area ~~within a half mile of around the~~ light rail station. ~~These boundaries encompass a larger area than is likely to undergo significant change of use, and will vary depending upon the existing development and transportation facilities, as well as natural boundaries, such as topographic or critical areas. The analysis and the evaluation of the study area will include (but not be limited to) existing and proposed major land uses;~~ ~~opportunities for the non-motorized and transit connections between Town Center/Aurora, North City, Ballinger Way, and other population centers;~~ ~~transitions between uses of various intensities;~~ ~~traffic and parking impacts;~~ ~~and restoration opportunities for natural areas in the vicinity corridors that provide linkages between stations, large attractors and/or generators of potential riders;~~ ~~land use transitions between high and low intensity land uses, the linkages to the transportation networks, and developing transportation solutions.~~

Public involvement will be ~~an~~ critically important ~~factor in to~~ this planning ~~endeavor for light rail stations~~. Through public outreach and participation, the City will be able to present information and ideas to the community, ~~and invite inputs well as receive feedback~~ from those interested in ~~and affected by~~ the future development of the areas around light rail stations.

The following policies apply to the light rail station study areas:

**LU292:** Partner with regional transit providers to design transit stations and facilities that further the City's vision by employing superior design techniques, ~~such as~~ use of sustainable materials; inclusion of public amenities, ~~open~~ spaces, and art; ~~and~~ substantial landscaping and retention of significant trees.

**LU230:** Encourage regional transit providers to work closely with affected neighborhoods (e.g. through neighborhood workshops, design charettes, advisory committees) in the design of any light rail transit facilities.

**LU3424:** Work with neighborhood groups, business owners, ~~other stakeholders,~~ ~~and~~ regional transit providers, ~~public entities, and other stakeholders~~ to identify and fund additional improvements that can be constructed efficiently in conjunction with the construction of light rail ~~and other transit~~ facilities.

**LU325:** Maintain and enhance the safety of Shoreline's streets when incorporating light rail, through the use of street design features, materials, street signage, and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.

**LU3326:** Develop and implement an integrated wayfinding system.

**Comment [m48]:** KCPH: Require?

**Comment [m49]:** AM: What are the additional improvements? This is extremely broad and could be interpreted many ways.

**Comment [m50]:** AM: This restates a few other things that are already in the transportation element and may not be necessary: Goal TI, Goal TII, Policy T1, Policy T9. Also, we always strive to provide direction that is unambiguous.

**Comment [m51]:** DaMa: Isn't this the same as LU25?



~~LU34: Use the City's Framework Policies for Light Rail Station Area Planning to guide City actions in pursuit of creating and implementing new land use that fully utilizes and integrates access to high capacity transit throughout Shoreline; (or adopt all of the Framework policies as follows OR...)~~

**LU3527:** Evaluate property within a half mile walkradius of a light rail station for multi-family residential choices (R-18 or greater) that support light rail transit service (R-18 or greater), non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.

**LU3628:** Evaluate property within a quarter mile walk of a light rail station multi-family residential housing choices (R-48 or greater) that support light rail transit service (R-48 or greater), non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.

LU-3729: Evaluate property along transportation corridors that connects light rail stations and from other commercial nodes in the City including Town Center, North City, Fircrest, and Ridgecrest for multi-family, mixed-use, and non-residential uses.

**LU370:** Implement a robust community involvement process that develops tools and plans to create vibrant, livable and sustainable light rail station areas. The process shall include early notification to interested groups of the planning process, Planning Commission and Council as integral members of the process, schedule of the planning process, periodic updates to be determined by the group, Council process updates, plan implementation steps, etc...

**LU381:** Create and apply innovative methods to address land use transitions in order to ensuremanage impacts on residents and businesses are managed and respect individual property rights are protected. Develop mechanisms to provide timely information so residents can plan for and respond to changes.

**LU392:** Encourage and solicit the input of all stakeholders associated with station area planning andto evaluate a variety of issues in the planning process. Participants may include residents, property and business owners, non-motorized transportation advocates, transit agencies, affordable housing experts, environmental preservation organizations, and public health agencies.

**LU4033:** Identify long-range development tools and mechanisms to assist people that live in areas adjacent to light rail stations during transitions from their present use to a planned use.

**LU344:** Create a strategy in partnership with the adjoining neighborhoods for phasing redevelopment of current land uses to Equitable Transit Communities.

**Comment [m52]:** DoMo: Insert LR Framework Policies here versus by reference or in another area of the plan. Makes a stronger statement when included here.

**Comment [m53]:** LU 30-51 ARE the adopted framework policies, so this policy has become redundant.

**Comment [m54]:** DoMo: I recommend using radius as it is easier to understand than walk shed. Walk itself is not really accurate as you may have to walk a mile to get to a location within the radius, especially under existing built conditions that are likely to change as the area is redeveloped.

**Comment [m55]:** This seems too detailed for Comp Plan policy, plus it uses "process" 6 times. If we want this level of detail, I will edit with synonyms.

**Comment [m56]:** DaMa: LU 33 seems to be same as LU 31?

**Comment [m57]:** BPQ: terminology

taking into account when the City's development needs and market demands are ready for change.

**LU4235:** Allow and encourage uses in station areas that will foster the creation of communities that are socially, environmentally, and economically sustainable, and are supported by planned minimum and maximum residential densities.

**Comment [m58]:** BPQ: Do we think station areas will have maximum densities or that they will follow commercial design regulations?

**LU4336:** Develop land use regulations for light rail station areas at NE145<sup>th</sup> and NE185<sup>th</sup> streets that include transit supportive densities, encourage existing businesses, enhance property values, encourage the creation of jobs, are built sustainably, encourage affordable housing stock, and attract investment.

**Comment [m59]:** DaMa: I like LU35 but is this part necessary? LU28 covers this.

**Comment [m60]:** DaMa: Sim to LU 28 and LU35

**LU4437:** Design station areas, with large residential components mixed with complementary commercial and office uses, to serve the greatest number of riders traveling to and from Shoreline through a combination of appropriate residential densities, a mix of land uses, and multi-modal transportation facilities.

**Comment [m61]:** DaMa: Sim to LU28, LU 35 and LU36

**Comment [m62]:** DaMa: Seems like this has been covered.

**LU38:** Pursue market studies to determine the feasibility of developing any of Shoreline's station areas as destinations (example: regional job, shopping or entertainment centers).

**Comment [m63]:** DoMo: This statement seems distinctly different from LU37 but very important, so I copied and pasted it into a new policy.

**LU4539:** Identify the market and potential for redevelopment of public properties located in station and study areas.

~~LU46: Design station areas to serve the greatest number of riders traveling to and from Shoreline through a combination of appropriate residential densities, a mix of land uses and multi-modal transportation facilities.~~

**Comment [m64]:** DoMo: Moved to second half of LU37.

**LU470:** Develop station areas as inclusive neighborhoods in Shoreline with connections to:

- Commercial nodes (North City, 15<sup>th</sup> Avenue NE, Town Center, Aurora Corridor);
- Existing neighborhoods;
- Planned areas for growth and transit-oriented development, such as the N 192<sup>nd</sup> Street Park and Ride; and
- Bus rapid transit and local transit corridors.

**Comment [m65]:** DaMa: Should we be this specific or should this just say we need to develop connectivity with other city transit systems, commercial nodes and neighborhoods?

**LU481:** Encourage the location of uses within station areas in a manner that limits noise and visual impacts to the most sensitive receptors, such as residential development.

**Comment [m66]:** DaMa: Sim to LU31 and LU 33, maybe combine?

**LU492:** Design study areas to provide a gradual transition from high density multi-family residential development to single family residential development

utilizing parks and other public facilities as buffers and community amenities.

**Comment [m68]:** Is this suggesting that the City acquire land and develop more parks or that existing park boundaries should be the edge of high-density development?

**LU5043:** Through redevelopment opportunities in station areas, promote restoration of adjacent streams, creeks, and other environmentally sensitive areas; improve public access to these areas; and provide public education about the functions and values of the adjacent natural areas.

**LU5144:** Use the investment in light rail as the a foundation for other community enhancements.

**LU5245:** Ensure that Design and construct transportation facilities in station areas are designed and constructed to maximize safety for pedestrians, bicyclists, and drivers.

**Comment [m69]:** DaMa: Same as LU 25 and LU 26?

**LU5346:** Identify and implement measures to accommodate the anticipated increase in the number of people accessing light rail stations via motorized and non-motorized transportation options within station and study areas, with the objective of creating livable communities.

**Comment [m70]:** KCPH: Address the needs of non-driving populations in the development and management of local transportation systems

**LU5447:** Work with Metro Transit, Sound Transit and Community Transit to develop a transit service plan for the light rail stations. The plan should focus on connecting residents from all neighborhoods in Shoreline to the stations in a reliable, convenient and efficient manner. The service plan should integrate with the transit needs of the entire City, allowing residents to travel to, from and within Shoreline using transit.

**Comment [m71]:** DaMa: Maybe combine with LU 25 and LU26 as this is why those are necessary.

**Comment [m72]:** DoMo: Move this to just prior to LU40 for better flow. May be able to trim words from LU40 if this precedes it.

**Comment [m73]:** DaMa: Combine LU 47 with LU 40? Maybe this connectivity should move up in priority?

**LU5548:** Explore and promote a reduced dependence upon automobiles by developing transportation alternatives and determining the appropriate number of parking stalls required for TODs. These alternatives may include: ride-sharing or vanpooling, car-sharing (i.e. Zipcar) or bike-sharing; and walking and bicycle safety programs for school children.

**Comment [m74]:** KCPH: Safe Routes to School? (includes education, engineering, enforcement, encouragement)

**LU5649:** Consider a flexible approach to designing parking to serve light rail stations that can be converted to other uses as demands for parking may be reduced over time.

**LU570:** Transit Oriented Developments (TODs) should include non-motorized corridors that are accessible to the public and provide shortcuts for bicyclists and pedestrians. These corridors should be connected with the surrounding bicycle and sidewalk networks.

**LU581:** Explore opportunities to use undeveloped right-of-way for pedestrian and bicycle connections that shorten travel distances to light rail stations public transit.

**LU592:** Employ design techniques and effective technologies that deter crime and protect the safety of transit users and neighbors within station areas.

**LU60:** ~~Employ effective technologies to protect the safety of station users and neighbors.~~

**Comment [m75]:** DaMa: Sim to maybe combine with LU25 and LU26

**Comment [m76]:** Combined with above.

**Potential Annexation Area**

**LU2453:** Support annexations that are in the mutual desire, best interest, and general welfare of the community members of the annexation area and the City.

**LU254:** Support annexations:

- in which the areas to be annexed and the City share a community identity;
- which are logical, ~~and orderly,~~ and ~~are~~ contiguous with the City;
- which complete the geographical areas of interest as indicated in pre-incorporation boundaries;
- which offer benefits and opportunities consistent with City vision statements and framework goals;
- which balance the short-term costs of annexation with long-term gains to the fiscal health of the annexation areas and the City;
- to which the City can provide public safety, emergency and urban services at a level equal to or better than services in existence at the time of annexation;
- where uniform land use, regulations and coordinated impact mitigation are in the best interests of the City and annexation area; and
- which provide improved local governance for the City and the annexation areas.

**LU2655:** Consider annexation of 145<sup>th</sup> Street adjacent to the existing southern border \_\_\_\_\_ of the City. Boundaries would be as follows: (western): ~~W~~ west side of 3<sup>rd</sup> Avenue NW-; (eastern) ~~E~~ast: ~~U~~ up to, but not including, the Bothell Way NE (SR 522) right-of-way; and (Ssouthern): ~~A~~ all of the 145<sup>th</sup> Street ROW right-of-way.

**LU2756:** Assure that adequate funding is in place or will be available within a reasonable time to support required public facilities and services.

**LU2857:** Assign an equitable share of the City's bonded indebtedness to newly annexed areas.

**Transit & Parking**

**LU6458:** Consider the addition of compatible mixed uses and shared (joint-use) parking ~~orat~~ Park and Ride facilities.

**Comment [m77]:** AM: Much of this is discussed in the existing Transportation policies

**Comment [m78]:** KCPH: Do you want something here about improving non-motorized access to transit as an alternative to park and ride lots? You covered it with your TOD policies but in the absences of TOD, still an important, healthy and sustainable way to access transit. Also, bike parking at transit facilities is important.

**Comment [m79]:** AM: Is this leaning toward TOD? I am not sure this is the right language.

**LU6259:** Evaluate existing Park and Ride facilities to determine if the use is optimally located to advance the City's Vision and goals.

**Comment [m81]:** Not sure what this is getting at?

**LU630:** Encourage large commercial or residential projects to include transit stop improvements when appropriate. –

**LU641:** Parking requirements should be designed for average need, not full capacity. Include regulatory provisions to reduce parking standards, especially for those uses located within ¼ mile of high-capacity transit, or serving a population characterized by low rates of car ownership. Other parking reductions should be based on results of King County Right-Sized Parking Initiative.

**LU652:** Examine ~~Support~~ the creation of residential parking zones or other strategies to protect neighborhoods from spillover parking from major parking generators.

**LU663:** Encourage shared use of parking lots, and construction of underground parking areas, and parking structures.

**Comment [m82]:** DaMa: Combine with LU58?

**Sustainable Land Use**

**LU674:** Educate the community about EcoDistrict and LEED-Neighborhood Development concepts as part of the station area planning process to build support for future policy and regulatory changes.

**Comment [m83]:** DoMo: Don't we want to do this throughout the city, not just for station areas?

**LU685:** Initiate public/private partnerships between utilities, and support research, development, and innovation for energy efficiency and renewable energy technology.

**LU696:** Explore providing incentives to residents and businesses that improve building energy performance.

**LU670:** Explore offering incentives for low carbon buildings and onsite renewable energy.

**LU68:** Support TDR programs throughout the City of Shoreline where infrastructure improvements are needed and where additional density, height and bulk standards can be accommodated.

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**Identifying Essential Public Facilities (EPF)**

**LU71698:** Define essential public facilities, consistent with the GMA, as facilities that are difficult to site or expand and that provide services to the public, or are substantially funded by government, or are contracted for by government, or are provided by private entities subject to public service obligation.

**LU727069:** Require land use decisions on essential public facilities meeting the following criteria to be made consistent with the process and criteria set forth in

LU731:

1. The facility meets the Growth Management Act definition of an essential public facility at RCW 36.70A.200(1) now and as amended; or
2. The facility is on the statewide list maintained by the Office of Financial Management, ref. RCW 36.70A.200(4) or on the countywide list of essential public facilities; AND
3. The facility is not otherwise regulated by the Shoreline Municipal Code (SMC).

#### **Siting Essential Public Facilities (EPF)**

**LU730:** Participate in efforts to create an inter-jurisdictional approach to the siting of countywide or statewide essential public facilities with neighboring jurisdictions as encouraged by Countywide Planning Policies FW-32 (establish a countywide process for siting essential public facilities) and S-1 (consideration of alternative siting strategies). Through participation in this process, seek agreements among jurisdictions to mitigate against the disproportionate financial burden which may fall on the jurisdiction which becomes the site of a facility of a state-wide, regional or county-wide nature.

The essential public facility siting process set forth in LU731 is an interim process. If the CPP FW-32 siting process is adopted through the Growth Management Planning Council the city may modify this process to be consistent with the GMPC recommendations.

**LU741:** Use this interim Siting Process to site the essential public facilities described in LU7469 in Shoreline. Implement this process through appropriate procedures incorporated into the SMC.

#### **Interim EPF Siting Process**

1. Use policies LU7068 and LU7469 to determine if a proposed essential public facility serves local, countywide or statewide public needs.
2. Site EPF through a separate *multi-jurisdictional* process, if one is available, if the city determines that a proposed essential public facility serves a countywide or statewide need.
3. Require an agency, special district or organization proposing an essential public facility to provide information about the difficulty of siting the essential public facility, and about the alternative sites considered for location of the essential public facility proposed.
4. Process applications for siting essential public facilities through SMC Section 20.30.330 — Special Use Permit.
5. Address the following criteria *in addition* to the Special Use Permit decision criteria:
  - a. Consistency with the plan under which the proposing agency, special district or organization operates, if any such plan exists;

**Comment [m84]:** DaMa: Is it important to have a new section or just have EPF one section?

**Comment [m85]:** DoMo: it seems like much of the language is regulatory. Is it necessary to go into this much detail in the plan, or could some of it be moved to supporting analysis?

b. Include conditions or mitigation measures on approval that may be imposed within the scope of the city's authority to mitigate against any environmental, compatibility, public safety or other impacts of the EPF, its location, design, use or operation; and  
 c. The EPF and its location, design, use and operation must be in compliance with any guidelines, regulations, rules or statutes governing the EPF as adopted by state law or by any other agency or jurisdiction with authority over the EPF.

**LU752:** After a final siting decision has been made on an essential public facility according to the process described in LU74, pursue any amenities or incentives offered by the operating agency or by state law or other rule or regulation to jurisdictions within which such EPF are located.

**LU763:** For EPF having public safety impacts that cannot be mitigated through the process described in LU741, the city should participate in any process available to provide comments and suggested conditions to mitigate those public safety impacts to the agency, special district or organization proposing the EPF. If no such process exists, the city should encourage consideration of such comments and conditions through coordination with the agency, special district or organization proposing the EPF. A mediation process may be the appropriate means of resolving any disagreement about the appropriateness of any mitigating condition requested by the city as a result of the public safety impacts of a proposal.

**LU774:** Locate essential public facilities equitably throughout the city, county and state. No jurisdiction or area of the city should take a disproportionate share of essential public facilities. This policy shall not be interpreted to require the preclusion of an essential public facility from any specific locations in the city.

**Comment [m86]:** DoMo: We only have authority for the city? Can we include county and state in our comp plan policy? Perhaps rewrite the section related to county/state to advocate that the City does not take a disproportionate share of EPF?

### Water Quality and Drainage

**LU758:** Design, locate, and construct surface water facilities to:

- promote water quality;<sup>17</sup>
- enhance public safety;<sup>1</sup>
- preserve and enhance natural habitat;<sup>1</sup>
- protect critical areas;<sup>17</sup> and
- reasonably minimize significant, individual and cumulative adverse impacts to the environment.

**LU796:** Pursue state and federal grants to improve surface water management and water quality.

**LU8077:** Protect water quality through the continuation and possible expansion of City programs, Development Code, and pilot projects.

- | **LU784:** Protect water quality by educating citizens about proper waste disposal and eliminating pollutants that enter the stormwater system.
- | **LU8279:** Maintain and enhance natural drainage systems to protect water quality, reduce public costs, protect property, and prevent environmental degradation.
- | **LU830:** Cooperate with the Department of Ecology and neighboring jurisdictions, including participation in regional forums and committees, to improve regional surface water management, water quality, and resolve related inter-jurisdictional concerns.
- | **LU814:** Where feasible, stormwater facilities, such as retention and detention ponds, should be designed to provide supplemental benefits, such as wildlife habitat, water quality treatment, and passive recreation.
- | **LU825:** Pursue obtaining access rights, such as easements or ownership, to lands needed to maintain, repair or improve portions of the public drainage system that are located on private property and for which the City does not currently have legal access.



## Land Use Element Goals & Policies

### *Introduction*

Land use describes the human use of land, and involves the modification of natural environment into built environment, and the management of these interrelated systems. Land use designations delineate a range of potentially appropriate zoning categories and more broadly define standards for allowable uses and intensity of development. The combination and location of residential neighborhoods, commercial centers, schools, churches, natural areas, regional facilities, and other uses is important in determining the character of Shoreline. The pattern of how property is designated in different parts of the city directly affects the quality of life in relation to enjoyment, opportunities, environmental health, physical health, property values, safety, etc.

This Element contains the goals and policies necessary to support the City's responsibility for managing land uses and to implement regulations, guidelines and programs. The Land Use policies contained in this element, along with the Comprehensive Plan Map, (see *Figure LU-1*), identify the intensity of development and density recommended for each area of the City. These designations help to achieve the City's vision by providing for sustainable growth that encourages housing choice; locates population centers adjacent to transit and services; provides areas within the City to grow businesses, services, jobs and entertainment; respects existing neighborhoods; provides for appropriate transitions between uses with differing intensities; safeguards the environment; and maintains Shoreline's sense of community. The goals and policies of this element also address identifying Essential Public Facilities.

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

### *Land Use Goals*

- Goal LU I:** Create plans and implementation strategies that implement the City's Vision 2029 and Light Rail Station Area Planning Framework Goals for transit supportive development to occur within a ½ mile radius of future light rail stations.
- Goal LU II:** Work with regional transportation providers to develop a system that includes two light rail stations in Shoreline and connects all areas of the City to high capacity transit using a multi modal approach.

**Goal LU III:** Enhance the character, quality, and function of existing residential neighborhoods while accommodating the City's anticipated growth.

**Goal LU IV:** Establish land use patterns that promote walking, biking and using transit to access goods, services, education, employment, recreation, and protection from exposure to harmful substances and environments.

**Goal LU V:** Implement the City of Shoreline Subarea Plan for Point Wells.

**Goal LU VI:** Encourage development that creates a variety of housing, shopping, entertainment, recreation, gathering spaces, employment, and services that are accessible to neighborhoods.

**Goal LU VII:** Encourage pedestrian-scale design in commercial and mixed-use areas.

**Goal LU VIII:** Plan for commercial areas that serve the community, are attractive, and have long-term economic vitality.

**Goal LU IX:** Encourage redevelopment of the Aurora Corridor from a commercial strip to distinct centers with variety, activity, and interest.

**Goal LU X:** Appropriately site industrial uses to mitigate their impacts on surrounding areas.

**Or**

Minimize or mitigate potential health impacts of the activities in Manufacturing/Industrial Centers on residential communities, schools, open space, and other public facilities.

**Goal LU XI:** Allow areas in the City where clean, green industry may be located.

**Goal LU XII:** Nominate Shoreline as a Regional Growth Center as defined by the Puget Sound Regional Council.

**Goal LU XIII:** Consider "Ecodistricts as a potential means of neighborhood empowerment and mechanism to implement triple-bottom line sustainability goals by having local leaders commit to ambitious targets for green building, smart infrastructure and behavioral change at individual, household, and community levels.

**Goal LU XIV:** Maintain regulations and procedures that allow for siting of essential public facilities.

**Goal LU XV:** Increase access to healthy food by encouraging the location of healthy food purveyors, such as grocery stores, farmers markets, and community food gardens in proximity to residential uses and transit facilities.

**Residential Land Use**

**LU1:** The Low Density Residential land use designation allows single family detached dwelling units. Other dwelling types, such as duplexes, single-family attached, clustered housing, and accessory dwellings may be allowed under certain conditions.

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

**LU2:** The Medium Density Residential land use designation allows single family dwelling units, duplexes, triplexes, zero lot line houses, townhouses and clustered housing. Apartments will be allowed under certain conditions.

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

**LU3:** The High Density Residential designation is intended for areas near employment and/or commercial areas; and where high levels of transit service are present or likely; and areas currently zoned high density residential. This designation creates a transition between commercial uses and lower intensity residential uses. Some commercial uses are may also be permitted.

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

**LU4:** Allow clustering of residential units to preserve open space and reduce surface water run-off.

**LU5:** Review and update infill standards and procedures that promote quality development and consider the existing neighborhood.

**LU6:** Protect, and expand when possible, existing stands of trees and vegetation that serve as buffers.

- LU7:** Promote maintenance and establishment of small-scale commercial activity areas within neighborhoods that encourage walkability and provide opportunities for residents to meet.
- LU8:** Maintain stability and improve the vitality of residential neighborhoods through adherence to, and enforcement of, the city's land use regulations.
- LU9:** Provide, through land use regulation, the potential for a broad range of housing choices and levels of affordability to meet the changing needs of a diverse community.

#### **Mixed Use and Commercial Land Use**

- LU10:** The Mixed Use 1 (MU 1) designation encourages the development of walkable places, with architectural interest, that integrates a wide variety of retail, office, and service uses along with residential uses. Transition to adjacent single family neighborhoods may be accomplished through appropriate design solutions or decreased density/intensity. Limited manufacturing uses may be permitted under certain conditions.

Appropriate zoning for this designation is Arterial Business, Neighborhood Business or Community Business.

- LU11:** The Mixed Use 2 (MU 2) designation is similar to the MU 1 designation except it is not intended to allow more intense uses such as manufacturing and other uses that generate light, glare, noise or odor that may be incompatible with existing and proposed land uses. The Mixed Use 2 (MU2) designation applies to commercial areas not on the Aurora or Ballinger Way corridors, such as Ridgecrest, Briarcrest, Richmond Beach, and North City. This designation provides retail, office, and service uses, and greater residential densities than are allowed in purely residential zones, and promotes pedestrian connections and amenities.

Appropriate zoning for this designation is Neighborhood Business, Community Business, R-12, R-18, R-24, or R-48.

- LU12:** The Town Center designation applies to the area along the Aurora Corridor between N 170<sup>th</sup> Street and N 188<sup>th</sup> Street and between Stone Avenue N and Linden Avenue N, and provides for a mix of uses, including retail, service, office, and residential with greater densities. Appropriate zoning designations for this area are Town Center -1 (TC-1), Town Center -2 (TC-2), Town Center 3 (TC-3) and Town Center 4 (TC-4).

- LU13:** Participate in public/private partnerships that assist in making commercial areas more vital and attractive with pedestrian scale amenities such as signage, art, gateways, and public spaces.
- LU14:** Reduce impacts to single-family neighborhoods adjacent to mixed use and commercial land uses with regard to traffic, noise, and glare through design standards and other development criteria.
- LU15:** Consider crime prevention through design standards when developing mixed use, commercial and high density residential uses.
- LU16:** Encourage the assembly and redevelopment of key, underdeveloped parcels through incentives and public/private partnerships.

#### **Subareas**

Subarea Plans are optional elements in Comprehensive Plans. These plans include goals and policies for specific geographic areas within the City that serve to supplement the general goals and policies of the Comprehensive Plan.

Subarea plans are prepared in partnership with interested public stakeholders, the Planning Commission and City Council. The City has adopted five subarea plans. These plans include:

- Subarea Plan 1 – North City
- Subarea Plan 2 – Point Wells
- Subarea Plan 3 -- Southeast Neighborhoods
- Subarea Plan 4 – Aldercrest
- Subarea Plan 5 – Town Center

#### **Other Land Uses**

- LU17:** The Public Facilities land use designation applies to a number of current or proposed facilities within the community. The underlying zoning for public facilities shall remain unless adjusted by a formal amendment to this plan.
- LU18:** The Campus land use designation applies to four institutions within the community that serve a regional clientele on a large campus. All development within the Campus land use designation shall be governed by a Master Development Plan Permit. Existing uses in these areas constitute allowed uses in the City's Development Code. A new use or uses may be approved as part of a Master Development Plan Permit.

These areas include:

1. CRISTA Ministries Campus
2. Fircrest Campus
3. Public Health Laboratory Campus
4. Shoreline Community College Campus

- LU19:** The Public Open Space land use designation applies to all publicly owned open space and to some privately owned property that might be appropriate for public acquisition. The underlying zoning for this designation shall remain until the City studies and approves the creation of a complementary zone for this designation.
- LU20:** The Private Open Space land use designation applies to all privately owned open space. It is anticipated that the underlying zoning for this designation shall remain.
- LU21:** The Special Study Area designates future subarea planning or station areas. The underlying zoning for this designation remains unless it is changed through an amendment to the Comprehensive Plan Future Land Use Map and Development Code.

Special study areas include the Light Rail Station Study Areas, Cedarbrook School and Ballinger Commons Apartments.

#### **NE 185<sup>th</sup> and NE 145<sup>th</sup> Light Rail Station Study Areas**

The City of Shoreline looks forward to Sound Transit delivering light rail service and stations that are part of an integrated transit system that serves our community and region. Light rail is a key strategy that is highlighted in the City's adopted Vision 2029, the Environmental Sustainability Strategy, and the Transportation Master Plan. The following policies will guide the City's future discussions and decisions regarding the planning and development of the areas surrounding light rail stations. The City will begin station area planning in 2013.

The light rail station study area is generally the area within a half mile of a light rail station. These boundaries encompass a larger area than is likely to undergo significant change of use, and will vary depending upon the existing development and transportation facilities, as well as natural boundaries, such as topography or critical areas. The analysis and the evaluation of the study area will include (but not be limited to) existing and proposed major land uses; opportunities for non-motorized and transit connections between Town Center/Aurora, North City, Ballinger Way, and other population centers; transitions between uses of various intensities; traffic and parking impacts; and restoration opportunities for natural areas in the vicinity.

Public involvement will be critically important to this planning endeavor. Through public outreach and participation, the City will be able to present information and ideas to the community, and invite input from those interested in and affected by future development of the areas around light rail stations.

The following policies apply to the light rail station study areas:

- LU22:** Partner with regional transit providers to design transit stations and facilities that further the City's vision by employing superior design techniques, such as use of sustainable materials; inclusion of public amenities, open space, and art; and substantial landscaping and retention of significant trees.
- LU23:** Encourage regional transit providers to work closely with affected neighborhoods (e.g. through neighborhood workshops, design charettes, advisory committees) in the design of any light rail transit facilities.
- LU24:** Work with neighborhood groups, business owners, regional transit providers, public entities, and other stakeholders to identify and fund additional improvements that can be constructed efficiently in conjunction with the construction of light rail and other transit facilities.
- LU25:** Maintain and enhance the safety of Shoreline's streets when incorporating light rail, through the use of street design features, materials, street signage, and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.
- LU26:** Develop and implement an integrated wayfinding system.
- LU27:** Evaluate property within a half mile radius of a light rail station for multi-family residential choices (R-18 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.
- LU28:** Evaluate property within a quarter mile walk of a light rail station multi-family residential housing choices (R-48 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.
- LU29:** Evaluate property along transportation corridors that connects light rail stations and other commercial nodes in the City including Town Center, North City, Fircrest, and Ridgecrest for multi-family, mixed-use, and non-residential uses.
- LU30:** Implement a robust community involvement process that develops tools and plans to create vibrant, livable and sustainable light rail station areas. The process shall include early notification to interested groups of the planning process, Planning Commission and Council as integral members of the process, schedule of the planning process, periodic updates to be determined by the group, Council process updates, plan implementation steps, etc.

- LU31:** Create and apply innovative methods to address land use transitions in order to manage impacts on residents and businesses and respect individual property rights. Develop mechanisms to provide timely information so residents can plan for and respond to changes.
- LU32:** Encourage and solicit the input of all stakeholders associated with station area planning to evaluate a variety of issues in the planning process. Participants may include residents, property and business owners, non-motorized transportation advocates, transit agencies, affordable housing experts, environmental preservation organizations, and public health agencies.
- LU33:** Identify long-range development tools and mechanisms to assist people that live in areas adjacent to light rail stations during transitions from their present use to a planned use.
- LU34:** Create a strategy in partnership with the adjoining neighborhoods for phasing redevelopment of current land uses to Equitable Transit Communities, taking into account when the City's development needs and market demands are ready for change.
- LU35:** Allow and encourage uses in station areas that will foster the creation of communities that are socially, environmentally, and economically sustainable, and are supported by planned minimum and maximum residential densities.
- LU36:** Develop land use regulations for light rail station areas that include transit supportive densities, encourage existing businesses, enhance property values, encourage the creation of jobs, are built sustainably, encourage affordable housing stock, and attract investment.
- LU37:** Design station areas with large residential components mixed with complementary commercial and office uses to serve the greatest number of riders traveling to and from Shoreline through a combination of appropriate residential densities, a mix of land uses, and multi-modal transportation facilities.
- LU38:** Pursue market studies to determine the feasibility of developing any of Shoreline's station areas as destinations (example: regional job, shopping or entertainment centers).
- LU39:** Identify the market and potential for redevelopment of public properties located in station and study areas.



- LU40:** Develop station areas as inclusive neighborhoods in Shoreline with connections to:
- Commercial nodes (North City, 15<sup>th</sup> Avenue NE, Town Center, Aurora Corridor);
  - Existing neighborhoods;
  - Planned areas for growth and transit-oriented development, such as the N 192<sup>nd</sup> Street Park and Ride; and
  - Bus rapid transit and local transit corridors.
- LU41:** Encourage the location of uses within station areas in a manner that limits noise and visual impacts to the most sensitive receptors, such as residential development.
- LU42:** Design study areas to provide a gradual transition from high density multi-family residential development to single family residential development utilizing parks and other public facilities as buffers and community amenities.
- LU43:** Through redevelopment opportunities in station areas, promote restoration of adjacent streams, creeks, and other environmentally sensitive areas; improve public access to these areas; and provide public education about the functions and values of the adjacent natural areas.
- LU44:** Use the investment in light rail as a foundation for other community enhancements.
- LU45:** Design and construct transportation facilities in station areas to maximize safety for pedestrians, bicyclists, and drivers.
- LU46:** Identify and implement measures to accommodate the anticipated increase in the number of people accessing light rail stations via motorized and non-motorized transportation options within station and study areas, with the objective of creating livable communities.
- LU47:** Work with Metro Transit, Sound Transit and Community Transit to develop a transit service plan for the light rail stations. The plan should focus on connecting residents from all neighborhoods in Shoreline to the stations in a reliable, convenient and efficient manner. The service plan should integrate with the transit needs of the entire City, allowing residents to travel to, from and within Shoreline using transit.
- LU48:** Explore and promote a reduced dependence upon automobiles by developing transportation alternatives and determining the appropriate number of parking stalls required for TODs. These alternatives may include: ride-sharing or vanpooling, car-sharing (i.e. Zipcar) or bike-sharing; and walking and bicycle safety programs for school children.

**LU49:** Consider a flexible approach to designing parking to serve light rail stations that can be converted to other uses as demands for parking may be reduced over time.

**LU50:** Transit Oriented Developments (TODs) should include non-motorized corridors that are accessible to the public and provide shortcuts for bicyclists and pedestrians. These corridors should be connected with the surrounding bicycle and sidewalk networks.

**LU51:** Explore opportunities to use undeveloped right-of-way for pedestrian and bicycle connections that shorten travel distances to public transit.

**LU52:** Employ design techniques and effective technologies that deter crime and protect the safety of transit users and neighbors within station areas.

#### **Potential Annexation Area**

**LU53:** Support annexations that are in the mutual desire, best interest, and general welfare of the community members of the annexation area and the City.

**LU54:** Support annexations:

- in which the areas to be annexed and the City share a community identity;
- which are logical, orderly, and contiguous with the City;
- which complete the geographical areas of interest as indicated in pre-incorporation boundaries;
- which offer benefits and opportunities consistent with City vision statements and framework goals;
- which balance the short-term costs of annexation with long-term gains to the fiscal health of the annexation areas and the City;
- to which the City can provide public safety, emergency and urban services at a level equal to or better than services in existence at the time of annexation;
- where uniform land use, regulations and coordinated impact mitigation are in the best interests of the City and annexation area; and
- which provide improved local governance for the City and the annexation areas.

**LU55:** Consider annexation of 145<sup>th</sup> Street adjacent to the existing southern border of the City. Boundaries would be as follows: (western) west side of 3<sup>rd</sup> Avenue NW; (eastern) up to, but not including, the Bothell Way NE (SR 522) right-of-way; and (southern) all of the 145<sup>th</sup> Street right-of-way.

**LU56:** Assure that adequate funding is in place or will be available within a reasonable time to support required public facilities and services.

**LU57:** Assign an equitable share of the City's bonded indebtedness to newly annexed areas.

#### **Transit & Parking**

**LU58:** Consider the addition of compatible mixed uses and shared (joint-use) parking at Park and Ride facilities.

**LU59:** Evaluate existing Park and Ride facilities to determine if the use is optimally located to advance the City's Vision and goals.

**LU60:** Encourage large commercial or residential projects to include transit stop improvements when appropriate.

**LU61:** Parking requirements should be designed for average need, not full capacity. Include regulatory provisions to reduce parking standards, especially for those uses located within ¼ mile of high-capacity transit, or serving a population characterized by low rates of car ownership. Other parking reductions may be based on results of King County Right-Sized Parking Initiative.

**LU62:** Examine the creation of residential parking zones or other strategies to protect neighborhoods from spillover from major parking generators.

**LU63:** Encourage shared use of parking lots, and construction of underground parking areas and structures.

#### **Sustainable Land Use**

**LU64:** Educate the community about EcoDistrict and LEED-Neighborhood Development concepts as part of the station area planning process to build support for future policy and regulatory changes.

**LU65:** Initiate public/private partnerships between utilities, and support research, development, and innovation for energy efficiency and renewable energy technology.

**LU66:** Explore providing incentives to residents and businesses that improve building energy performance.

**LU67:** Explore offering incentives for low carbon buildings and onsite renewable energy.

**LU68:** Support TDR programs throughout the City of Shoreline where infrastructure improvements are needed and where additional density, height and bulk standards can be accommodated.

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### Identifying Essential Public Facilities (EPF)

**LU69:** Define essential public facilities, consistent with the GMA, as facilities that are difficult to site or expand and that provide services to the public, or are substantially funded by government, or are contracted for by government, or are provided by private entities subject to public service obligation.

**LU70:** Require land use decisions on essential public facilities meeting the following criteria to be made consistent with the process and criteria set forth in LU71:

1. The facility meets the Growth Management Act definition of an essential public facility at RCW 36.70A.200(1) now and as amended; or
2. The facility is on the statewide list maintained by the Office of Financial Management, ref. RCW 36.70A.200(4) or on the countywide list of essential public facilities; AND
3. The facility is not otherwise regulated by the Shoreline Municipal Code (SMC).

### Siting Essential Public Facilities (EPF)

**LU71:** Participate in efforts to create an inter-jurisdictional approach to the siting of countywide or statewide essential public facilities with neighboring jurisdictions as encouraged by Countywide Planning Policies FW-32 (establish a countywide process for siting essential public facilities) and S-1 (consideration of alternative siting strategies). Through participation in this process, seek agreements among jurisdictions to mitigate against the disproportionate financial burden which may fall on the jurisdiction which becomes the site of a facility of a state-wide, regional or county-wide nature.

The essential public facility siting process set forth in LU71 is an interim process. If the CPP FW-32 siting process is adopted through the Growth Management Planning Council the city may modify this process to be consistent with the GMPC recommendations.

**LU72:** Use this interim Siting Process to site the essential public facilities described in LU69 in Shoreline. Implement this process through appropriate procedures incorporated into the SMC.

### Interim EPF Siting Process

1. Use policies LU68 and LU69 to determine if a proposed essential public facility serves local, countywide or statewide public needs.

2. Site EPF through a separate *multi-jurisdictional* process, if one is available, if the city determines that a proposed essential public facility serves a countywide or statewide need.
3. Require an agency, special district or organization proposing an essential public facility to provide information about the difficulty of siting the essential public facility, and about the alternative sites considered for location of the essential public facility proposed.
4. Process applications for siting essential public facilities through SMC Section 20.30.330 — Special Use Permit.
5. Address the following criteria *in addition* to the Special Use Permit decision criteria:
  - a. Consistency with the plan under which the proposing agency, special district or organization operates, if any such plan exists;
  - b. Include conditions or mitigation measures on approval that may be imposed within the scope of the city's authority to mitigate against any environmental, compatibility, public safety or other impacts of the EPF, its location, design, use or operation; and
  - c. The EPF and its location, design, use and operation must be in compliance with any guidelines, regulations, rules or statutes governing the EPF as adopted by state law or by any other agency or jurisdiction with authority over the EPF.

**LU73:** After a final siting decision has been made on an essential public facility according to the process described in LU74, pursue any amenities or incentives offered by the operating agency or by state law or other rule or regulation to jurisdictions within which such EPF are located.

**LU74:** For EPF having public safety impacts that cannot be mitigated through the process described in LU71, the city should participate in any process available to provide comments and suggested conditions to mitigate those public safety impacts to the agency, special district or organization proposing the EPF. If no such process exists, the city should encourage consideration of such comments and conditions through coordination with the agency, special district or organization proposing the EPF. A mediation process may be the appropriate means of resolving any disagreement about the appropriateness of any mitigating condition requested by the city as a result of the public safety impacts of a proposal.

**LU75:** Locate essential public facilities equitably throughout the city, county and state. No jurisdiction or area of the city should take a disproportionate share of essential public facilities. This policy shall not be interpreted to require the preclusion of an essential public facility from any specific locations in the city.

**Water Quality and Drainage**

- LU76:** Design, locate, and construct surface water facilities to:
- promote water quality;
  - enhance public safety;
  - preserve and enhance natural habitat;
  - protect critical areas; and
  - reasonably minimize significant, individual and cumulative adverse impacts to the environment.
- LU77:** Pursue state and federal grants to improve surface water management and water quality.
- LU78:** Protect water quality through the continuation and possible expansion of City programs, Development Code, and pilot projects.
- LU79:** Protect water quality by educating citizens about proper waste disposal and eliminating pollutants that enter the stormwater system.
- LU80:** Maintain and enhance natural drainage systems to protect water quality, reduce public costs, protect property, and prevent environmental degradation.
- LU81:** Cooperate with the Department of Ecology and neighboring jurisdictions, including participation in regional forums and committees, to improve regional surface water management, water quality, and resolve related inter-jurisdictional concerns.
- LU82:** Where feasible, stormwater facilities, such as retention and detention ponds, should be designed to provide supplemental benefits, such as wildlife habitat, water quality treatment, and passive recreation.
- LU83:** Pursue obtaining access rights, such as easements or ownership, to lands needed to maintain, repair or improve portions of the public drainage system that are located on private property and for which the City does not currently have legal access.

# Land Use Element Supporting Analysis

## **Background and Context**

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

One of the features of Shoreline's high quality of life is its attractive and vital residential neighborhoods. Part of this quality results from the trees and views in the neighborhoods. The variety of housing types adds immensely to Shoreline's diversity and provides safe haven for many families. Encouraging this vitality and diversity will help maintain Shoreline's quality of life for our children. Allowing for more retail and commercial development will provide a broader choice of goods and services in the community. Encouraging entertainment and cultural uses will enrich the community and provide activities for all age groups within the City. Providing opportunities for businesses will help provide employment opportunities for Shoreline's citizens. And finally, suitable locations for industrial and institutional uses will protect the City's neighborhoods, ~~while and provideing these~~ essential facilities needed by every ~~community~~.

The original ~~f~~ramework ~~g~~oals for the city were developed through a series of more than 300 activities held in 1996-1998. They were updated through another series of community visioning meetings and open houses in 2008-2009. These Framework Goals provide the overall policy foundation for the Comprehensive Plan and support the City Council's vision. When implemented, the Framework Goals are intended to preserve the best qualities of Shoreline's neighborhoods today and protect the City's future. To achieve balance in the City's development the Framework Goals must be viewed as a whole and not one pursued to the exclusion of others. Shoreline is committed to being a sustainable city in all respects.

**FG 1:** Continue to support exceptional schools and opportunities for lifelong ~~learning~~.

**FG 2:** Provide high quality public services, utilities, and infrastructure that accommodate anticipated levels of growth, protect public health and safety, and enhance the quality of life.

**FG 3:** Support the provision of human services to meet community needs.

**Comment [m1]:** KCPH: Consider including a statement about plans for creating a healthy Shoreline (social interaction places, bicycling and walking trails,... )

**Comment [m2]:** KCPH: Also consider how land use and transportation planning can impact the environment around schools and students, teachers, parents make their way to school everyday.

- FG 4:** Provide a variety of gathering places, parks, and recreational opportunities for all ages and expand them to be consistent with population changes.
- FG 5:** Encourage an emphasis on arts, culture and history throughout the community.
- FG 6:** Make decisions that value Shoreline's social, economic, and cultural diversity.
- FG 7:** Conserve and protect our environment and natural resources, and encourage restoration, environmental education and stewardship.
- FG 8:** Apply innovative and environmentally sensitive development practices.
- FG 9:** Promote quality building, functionality, and walkability through good design and development that is compatible with the surrounding area.
- FG 10:** Respect neighborhood character and engage the community in decisions that affect them.
- FG 11:** Make timely and transparent decisions that respect community input.
- FG 12:** Support diverse and affordable housing choices that provide for Shoreline's population growth, including options accessible for ~~the aging and/or developmentally disabled older adults and/or people with disabilities.~~ the aging and/or developmentally disabled older adults and/or people with disabilities.
- FG 13:** Encourage a variety of transportation options that provide better connectivity within Shoreline and throughout the region.
- FG 14:** Designate specific areas for high density development, especially along major transportation corridors.
- FG 15:** Create a business friendly environment that supports small and local businesses, attracts large businesses to serve the community and expand our jobs and tax base, and encourages innovation and creative partnerships.
- FG 16:** Encourage local neighborhood retail and services distributed throughout the city.
- FG 17:** Strengthen partnerships with schools, non-governmental organizations, volunteers, public agencies and the business community.
- FG 18:** Encourage Master Planning at Fircrest School that protects residents and encourages energy and design innovation for sustainable future development.

**Comment [m3]:** DoMo: This change uses people first language which respects the individual. I know the FG were written and approved by Council, but they need to be amended here and in general. People first language was adopted by the Washington State in 2004.

## ***Existing Conditions***

### **Existing Land Use**

The City is substantially developed, with 56 acres of the total land area remaining vacant. Single lots scattered throughout the City (rather than large contiguous tracts of land) primarily characterize the vacant land. Approximately 11% of the city's land area is redevelopable; most of these sites are zoned for commercial or multifamily uses.



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

Commercial development accounts for approximately 7.2 percent of the land uses in the community. Large commercial uses within the City are located primarily along Aurora Avenue. Smaller commercial centers are located throughout the City. 4 percent of Shoreline's land area is comprised of the Shoreline Community College, Fircrest, CRISTA Ministries and King's Schools, and the Washington State Public Health Lab.

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

**Table LU-1  
Inventory of Existing Land Uses**

<b>Land Use Type</b>	<b>Acres</b>	<b>% Total</b>
Single Family	4,061.	55
Multi Family	235	4
Commercial	536	8
Institution	224	3
Parks & Recreation	365	5
Private Open Space/Water	342	5
Public Facilities	632	9
Right-of-way	797	11
<b>Total</b>	<b>7,192</b>	<b>100.0</b>

*Source: City of Shoreline GIS Department 2012*

### **Population**

The population of Shoreline remained relatively constant from 2000-2010, after increasing 13 percent from 1990 to 2000 (About two-thirds of this growth was due to annexation.) Shoreline's population was basically stable over the decade, as compared to growth in the County of 11% and the State of 14%.

**Table LU-2  
City of Shoreline & King County  
Historic Population Growth Comparison**

				<b>Avg. Annual Growth 2000-2010</b>
	<b>1996</b>	<b>2000</b>	<b>2010</b>	
<b>King County</b>	1,628,800	1,737,046	1,931,249	14%
<b>Shoreline</b>	48,195	53,296	53,025	0%

*Source: Census 2000 and 2010*

### **Residential and Employment Growth Targets and Capacity**

The King County Countywide Planning Policies (CPPs) establish residential and employment growth targets for all the municipalities in King County as well as growth targets for the unincorporated portions of the County. The State Office of Financial Management develops growth targets for each County based on its forecast for statewide growth over the next 20 years. In King County, the County and cities work collaboratively to allocate the targets to smaller areas based on city policies and policies in the CPPs. For the 25 year period 2006-2031, Shoreline has a growth target of 5,000 housing units and 5,000 jobs. This translates to an average growth of 200 new homes and jobs each year. Due to economic fluctuations, over portions of the 25 year period, the city may see more growth or less. Assuming that the County grows by 233,000 new homes and 428,000 new jobs by 2031, Shoreline would be expected to have the zoning and infrastructure in place to accept the 5000 new jobs and 5000 new households assumed in its growth target.

### **Residential and Job Growth Capacity**

Shoreline's existing Comprehensive Plan would support the zoning to accommodate the growth assumed in the adopted 25 year targets. Most of the growth is likely to occur along the Aurora Avenue corridor, either in the Town Center or in other parts of the corridor. It is expected that redevelopment along Aurora will largely occur in multi-story buildings, some of which might be mixed-use structures, with commercial uses on the bottom floor and office or residential uses on the upper floors, and some of which will be horizontal mixed use with several structures on a lot, often structures of varying heights, some of which might be purely residential or office buildings and others that might be solely retail or other commercial uses. Redevelopment is also a potential in the smaller mixed use commercial areas located adjacent to several neighborhoods. These areas, developed decades ago, might be redeveloped more intensely as mixed use areas.

**Table LU-3**  
**Capacity in Single Family Zones (including vacant and redevelopable properties)**

	0-5 du/acre	5-7 du/acre	7-9 du/acre	Total Capacity in SF Zones
<b>Net Acres of Land*</b>	30.9	291.2	0	322.1
<b>Density</b>	4	6	N/A	
<b>Capacity in Units</b>	123	1747	N/A	1870
<b>Minus Existing Units on Redevelopable Parcels</b>	(75)	(605)	0	(680)
<b>Net Capacity</b>	<b>48</b>	<b>1142</b>	<b>0</b>	<b>1190</b>

Source: King County Buildable Lands Report, 2007

\* Net acres of land = Gross Acres of vacant and redevelopable land reduced to account for critical areas, right of way, public purpose lands, and market factors

**Table LU-4**  
**Capacity in Multi Family Zones (including vacant and redevelopable properties)**

	9-13 du/acre	13-31 du/acre	31-48 du/acre	Over 48 du/acre	Total Capacity in MF Zones
<b>Net Acres of Land</b>	35.2	1.8	24	72.1	133.2
<b>Density</b>	11	24	24-48	65	
<b>Capacity in Units</b>	382	43	838	4685	
<b>Minus Existing Units on Redevelopable Parcels</b>	(170)	(0)	(116)	(33)	
<b>Net Capacity</b>	<b>212</b>	<b>43</b>	<b>722</b>	<b>4652</b>	<b>5629</b>

Source: King County Buildable Lands Report 2007

\* Net acres of land = Gross Acres of vacant and redevelopable land reduced to account for critical areas, right of way, public purpose lands, and market factors

### Capacity for Commercial & Industrial Growth

Shoreline's commercial/mixed-use areas are largely located along Aurora Avenue. The 2007 King County Buildable Lands Report estimates that there are approximately 80 net acres of redevelopable land in these commercial/mixed use areas. They are currently

**Comment [m4]:** DoMo: 5 is included in the previous column and 7 in the next column....should these be 0-4 and 5-8? We don't have any R9 designations and that column does not add value.

developed at an average FAR of .27. FARs of 1.0 are easily achievable with structured parking. An FAR of 1.0 would result in capacity for almost 7500 new jobs.

### Essential Public Facilities

#### Process for Identifying and Siting Essential Public Facilities

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

The GMA defines essential public facilities as those “that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities as defined in RCW 47.06.140, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020.” Difficulties that make these facilities difficult to site include the number of jurisdictions affected or served by the facility, the size of the facility, and the facility’s potential adverse impacts, such as noise, odor, traffic, and pollution generation. The facilities can be either desirable or undesirable to jurisdictions. Some of the facilities are privately owned and regulated by public entities. Facilities also can be owned by the State and used by residents from throughout the State, such as universities and their branch campuses.

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**Comment [m5]:** DoMo: Some of the information below seems redundant to information in the comp plan. Can it just be kept here and some of the areas I noted in the comp plan be added here since they seem like background?

# Land Use Element Supporting Analysis

## *Background and Context*

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

One of the features of Shoreline's high quality of life is its attractive and vital residential neighborhoods. Part of this quality results from the trees and views in the neighborhoods. The variety of housing types adds immensely to Shoreline's diversity and provides safe haven for many families. Encouraging this vitality and diversity will help maintain Shoreline's quality of life for our children. Allowing for more retail and commercial development will provide a broader choice of goods and services in the community. Encouraging entertainment and cultural uses will enrich the community and provide activities for all age groups within the City. Providing opportunities for businesses will help provide employment opportunities for Shoreline's citizens. And finally, suitable locations for industrial and institutional uses will protect the City's neighborhoods, while providing essential facilities needed by every community.

The original Framework Goals for the city were developed through a series of more than 300 activities held in 1996-1998. They were updated through another series of community visioning meetings and open houses in 2008-2009. These Framework Goals provide the overall policy foundation for the Comprehensive Plan and support the City Council's vision. When implemented, the Framework Goals are intended to preserve the best qualities of Shoreline's neighborhoods today and protect the City's future. To achieve balance in the City's development the Framework Goals must be viewed as a whole and not one pursued to the exclusion of others. Shoreline is committed to being a sustainable city in all respects.

**FG 1:** Continue to support exceptional schools and opportunities for lifelong learning.

**FG 2:** Provide high quality public services, utilities, and infrastructure that accommodate anticipated levels of growth, protect public health and safety, and enhance the quality of life.

**FG 3:** Support the provision of human services to meet community needs.

- FG 4:** Provide a variety of gathering places, parks, and recreational opportunities for all ages and expand them to be consistent with population changes.
- FG 5:** Encourage an emphasis on arts, culture and history throughout the community.
- FG 6:** Make decisions that value Shoreline's social, economic, and cultural diversity.
- FG 7:** Conserve and protect our environment and natural resources, and encourage restoration, environmental education and stewardship.
- FG 8:** Apply innovative and environmentally sensitive development practices.
- FG 9:** Promote quality building, functionality, and walkability through good design and development that is compatible with the surrounding area.
- FG 10:** Respect neighborhood character and engage the community in decisions that affect them.
- FG 11:** Make timely and transparent decisions that respect community input.
- FG 12:** Support diverse and affordable housing choices that provide for Shoreline's population growth, including options accessible for older adults and/or people with disabilities.
- FG 13:** Encourage a variety of transportation options that provide better connectivity within Shoreline and throughout the region.
- FG 14:** Designate specific areas for high density development, especially along major transportation corridors.
- FG 15:** Create a business friendly environment that supports small and local businesses, attracts large businesses to serve the community and expand our jobs and tax base, and encourages innovation and creative partnerships.
- FG 16:** Encourage local neighborhood retail and services distributed throughout the city.
- FG 17:** Strengthen partnerships with schools, non-governmental organizations, volunteers, public agencies and the business community.
- FG 18:** Encourage Master Planning at Fircrest School that protects residents and encourages energy and design innovation for sustainable future development.

## ***Existing Conditions***

### **Existing Land Use**

The City is substantially developed, with 56 acres of the total land area remaining vacant. Single lots scattered throughout the City (rather than large contiguous tracts of land) primarily characterize the vacant land. Approximately 11% of the city's land area is redevelopable; most of these sites are zoned for commercial or multifamily uses.

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

Commercial development accounts for approximately 7.2 percent of the land uses in the community. Large commercial uses within the City are located primarily along Aurora Avenue. Smaller commercial centers are located throughout the City. 4 percent of Shoreline's land area is comprised of the Shoreline Community College, Fircrest, CRISTA Ministries and King's Schools, and the Washington State Public Health Lab.

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

**Table LU-1  
Inventory of Existing Land Uses**

<b>Land Use Type</b>	<b>Acres</b>	<b>% Total</b>
Single Family	4,061.	55
Multi Family	235	4
Commercial	536	8
Institution	224	3
Parks & Recreation	365	5
Private Open Space/Water	342	5
Public Facilities	632	9
Right-of-way	797	11
<b>Total</b>	<b>7,192</b>	<b>100.0</b>

*Source: City of Shoreline GIS Department 2012*

## Population

The population of Shoreline remained relatively constant from 2000-2010, after increasing 13 percent from 1990 to 2000 (About two-thirds of this growth was due to annexation.) Shoreline's population was basically stable over the decade, as compared to growth in the County of 11% and the State of 14%.

**Table LU-2  
City of Shoreline & King County  
Historic Population Growth Comparison**

				<b>Avg. Annual Growth 2000-2010</b>
	<b>1996</b>	<b>2000</b>	<b>2010</b>	
<b>King County</b>	1,628,800	1,737,046	1931249	14%
<b>Shoreline</b>	48,195	53,296	53025	0%

*Source: Census 2000 and 2010*

### **Residential and Employment Growth Targets and Capacity**

The King County Countywide Planning Policies (CPPs) establish residential and employment growth targets for all the municipalities in King County as well as growth targets for the unincorporated portions of the County. The State Office of Financial Management develops growth targets for each County based on its forecast for statewide growth over the next 20 years. In King County, the County and cities work collaboratively to allocate the targets to smaller areas based on city policies and policies in the CPPs. For the 25 year period 2006-2031, Shoreline has a growth target of 5,000 housing units and 5,000 jobs. This translates to an average growth of 200 new homes and jobs each year. Due to economic fluctuations, over portions of the 25 year period, the city may see more growth or less. Assuming that the County grows by 233,000 new homes and 428,000 new jobs by 2031, Shoreline would be expected to have the zoning and infrastructure in place to accept the 5000 new jobs and 5000 new households assumed in its growth target.

### **Residential and Job Growth Capacity**

Shoreline's existing Comprehensive Plan would support the zoning to accommodate the growth assumed in the adopted 25 year targets. Most of the growth is likely to occur along the Aurora Avenue corridor, either in the Town Center or in other parts of the corridor. It is expected that redevelopment along Aurora will largely occur in multi-story buildings, some of which might be mixed-use structures, with commercial uses on the bottom floor and office or residential uses on the upper floors, and some of which will be horizontal mixed use with several structures on a lot, often structures of varying heights, some of which might be purely residential or office buildings and others that might be solely retail or other commercial uses. Redevelopment is also a potential in the smaller mixed use commercial areas located adjacent to several neighborhoods. These areas, developed decades ago, might be redeveloped more intensely as mixed use areas.



**Table LU-3**  
**Capacity in Single Family Zones (including vacant and redevelopable properties)**

	0-5 du/acre	5-7 du/acre	7-9 du/acre	Total Capacity in SF Zones
<b>Net Acres of Land*</b>	30.9	291.2	0	322.1
<b>Density</b>	4	6	N/A	
<b>Capacity in Units</b>	123	1747	N/A	1870
<b>Minus Existing Units on Redevelopable Parcels</b>	(75)	(605)	0	(680)
<b>Net Capacity</b>	<b>48</b>	<b>1142</b>	<b>0</b>	<b>1190</b>

Source: King County Buildable Lands Report , 2007

\* Net acres of land = Gross Acres of vacant and redevelopable land reduced to account for critical areas, right of way, public purpose lands, and market factors

**Table LU-4**  
**Capacity in Multi Family Zones (including vacant and redevelopable properties)**

	9-13 du/acre	13-31 du/acre	31-48 du/acre	Over 48 du/acre	Total Capacity in MF Zones
<b>Net Acres of Land</b>	35.2	1.8	24	72.1	133.2
<b>Density</b>	11	24	24-48	65	
<b>Capacity in Units</b>	382	43	838	4685	
<b>Minus Existing Units on Redevelopable Parcels</b>	(170)	(0)	(116)	(33)	
<b>Net Capacity</b>	<b>212</b>	<b>43</b>	<b>722</b>	<b>4652</b>	<b>5629</b>

Source: King County Buildable Lands Report 2007

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### Capacity for Commercial & Industrial Growth

Shoreline's commercial/mixed-use areas are largely located along Aurora Avenue. The 2007 King County Buildable Lands Report estimates that there are approximately 80 net acres of redevelopable land in these commercial/mixed use areas. They are currently

developed at an average FAR of .27. FARs of 1.0 are easily achievable with structured parking. An FAR of 1.0 would result in capacity for almost 7500 new jobs.

### **Essential Public Facilities**

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**City of Shoreline**  
COMPREHENSIVE PLAN

**DRAFT**

**Proposed Comprehensive Plan Land Use Designations**

- High Density Residential
- Institution/Campus
- Low Density Residential
- Medium Density Residential
- Mixed Use 1
- Mixed Use 2
- Private Open Space
- Public Facility
- Public Open Space
- Special Study Area
- Town Center District

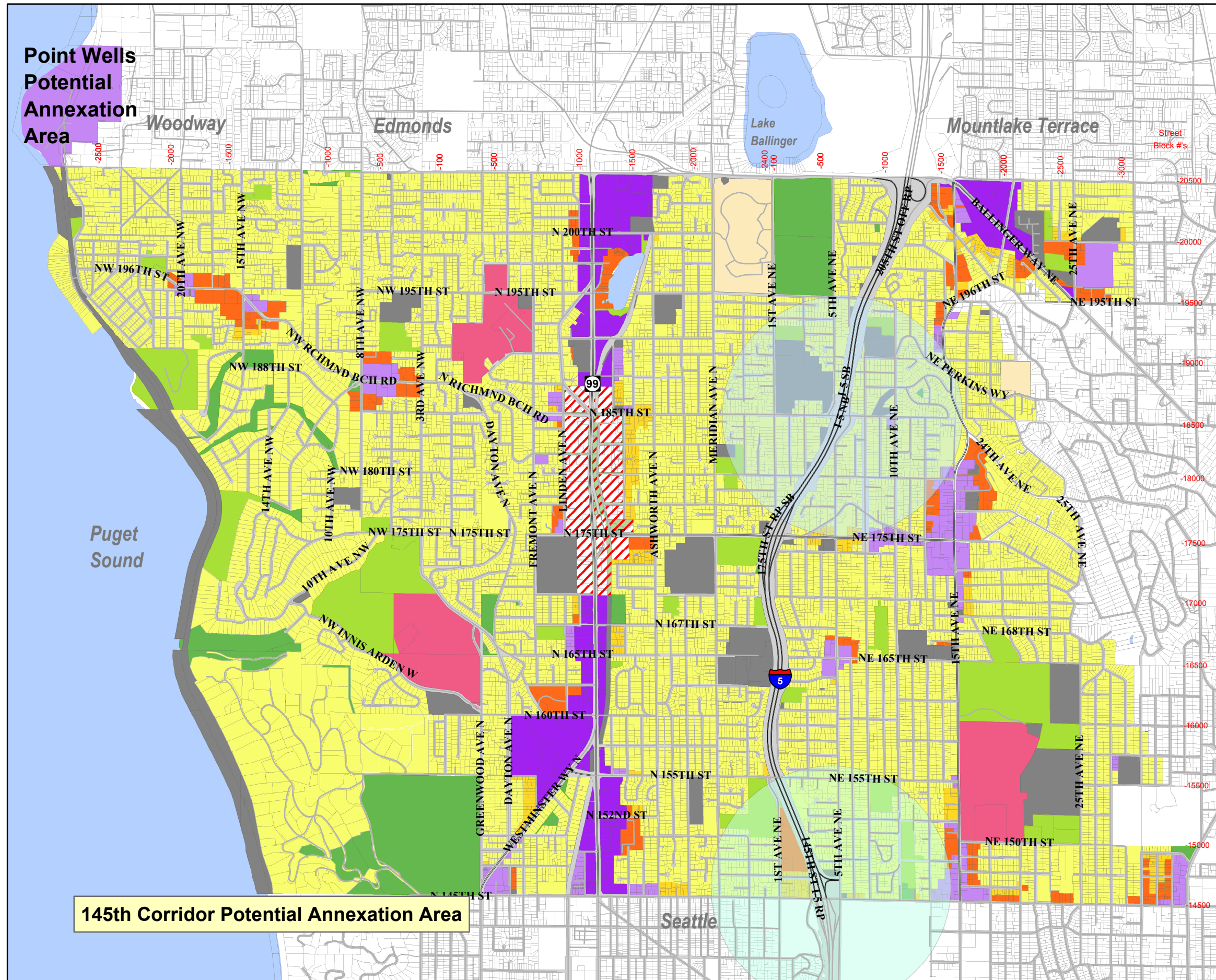
**Light Rail Station Study Areas**

- N 185th St Station
- N 145th St Station



This map is not an official map. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.

**Comprehensive Plan Land Use**



**145th Corridor Potential Annexation Area**



# City of Shoreline COMPREHENSIVE PLAN

## DRAFT

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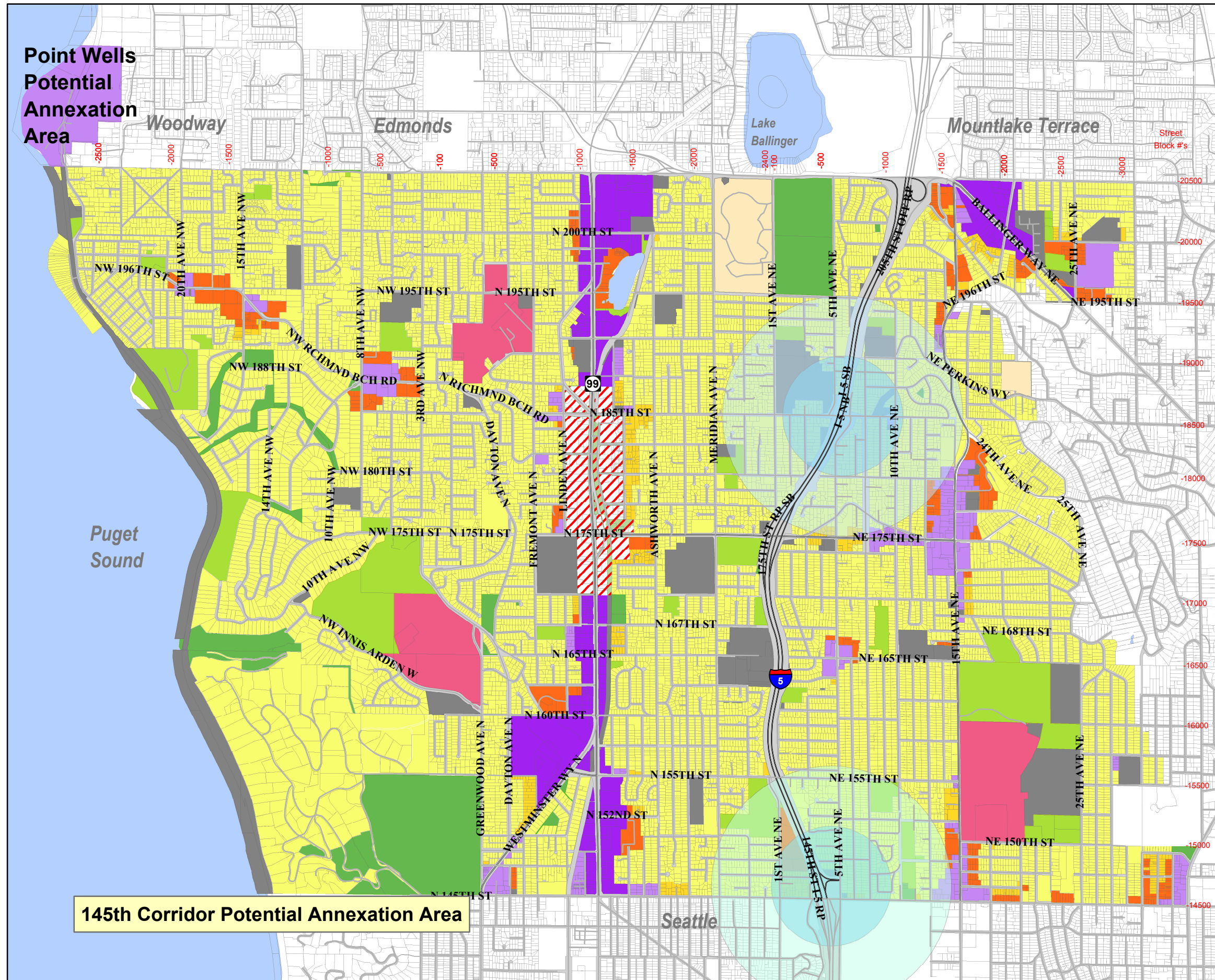
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0 500 1,000 2,000 Feet



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### Comprehensive Plan Land Use



145th Corridor Potential Annexation Area