AGENDA
PLANNING COMMISSION REGULAR MEETING

Thursday, September 20, 2012
7:00 p.m.

Shoreline City Hall
Council Chamber
17500 Midvale Ave N.

		Estimated Time
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.

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.

5.	**GENERAL PUBLIC COMMENT**	7:08 p.m.
6.	**STUDY ITEMS**	7:15 p.m.
	A. Comprehensive Plan Major Update – Complete Draft • Staff Presentation • Public Comment	
7.	**DIRECTOR'S REPORT**	9:15 p.m.
8.	**REPORTS OF COMMITTEES & COMMISSONERS/ANNOUNCEMENTS**	9:20 p.m.
9.	**AGENDA FOR** October 4	9:25 p.m.
10.	**ADJOURNMENT**	9:30 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: Full Draft**
DEPARTMENT:	**Planning & Community Development**
PRESENTED BY:	**Miranda Redinger, Senior Planner** **Steve Szafran, AICP, Senior Planner** **Rachael Markle, AICP, Director P&CD**

☐ **Public Hearing** ☒ **Study Session** ☐ **Recommendation Only**
☐ **Discussion** ☐ **Update** ☐ **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 multiple discussions about all 10 elements that make up the main body of the Comprehensive Plan, initially focusing on individual elements and then in progressively larger groupings. Tonight's meeting is the first opportunity to discuss elements in the context of a complete draft document (Attachment A). The Commission expressed preference for the Land Use Map in Attachment B, but it is not expected to be a topic of discussion at the meeting.

DISCUSSION

In previous meetings, the Commission has gone through each element, page by page, to discuss wording and other details. That process has been very effective for individual or small group element review, however, the task for this meeting will be to review the entire document, and so it will be important to maintain a higher level of focus. Below, staff has outlined one potential method for how Commissioners could structure review of this draft.

DO…

- **Answer remaining *Big Picture Questions*:**
  Are there any outstanding issues that need to be resolved? Staff will also examine this question and prepare a short list of topics it feels Commission may not have reached final decision on. Some of the questions may be appropriate to forward to Council as options.

- **Identify redundancies or issues that are not thoroughly covered:**
  If a policy topic is included more than once within an element, is there a way to combine them so they are not unnecessarily duplicative? Are there single

Approved By: **Project Manager** MR **Planning Director** RLC for RM

policies that attempt to convey too many points and should be divided into separate statements for clarity? If a policy topic is included in multiple elements, is it necessary for it to be stated in each? If not, which one should remain? Are there policy topics that are not addressed, but should be?

- **Remind staff if there are any edits that Commissioners feel were missed:** There have been many versions of each element, and staff has tried to keep track of all internal, Commission, and external stakeholder comments, but it is entirely possible that something slipped through the cracks. If Commissioners feel that something important was missed, please notify staff, so it can be discussed and resolved.

- **Prioritize order for goals, policies, and elements:** Commissioners have mentioned on several occasions that policies should be ordered in terms of priority. Staff has done only minimal reorganization, so if there are goals or policies that Commissioners feel should be higher in the order, please note this preference.

  This is also the first time the elements have been reviewed in a sequence. Staff made some changes to the order in which the elements are listed in the current Comprehensive Plan. The draft Comprehensive Plan under review is presented in the following order:

  1. Land Use
  2. Housing
  3. Transportation
  4. Parks, Recreation, and Open Space
  5. Economic Development
  6. Natural Environment
  7. Community Design
  8. Capital Facilities
  9. Utilities
  10. Shoreline Master Program

  Does the Commission agree with this order, or should it be rearranged?

- **Compile a list of terms to search and replace:** This draft is a compilation of many different documents, by various authors and editors, and consequently, it contains stylistic differences and other inconsistencies. Staff has attempted to edit the document to be more internally consistent, but would appreciate multiple sets of eyes looking for discrepancies. Common examples are appropriate use of "city" verses "City", or consistent hyphenation between chapters, such as "citywide" verses "city-wide." One way to ensure that certain words and phrases are the same throughout the document is to use "find" and "replace." Staff is compiling a list of different terms to search, so if Commissioners identify a word or phrase to be added, please identify them. Note that this task is not necessarily something that should be done during the meeting, but could be sent to staff via email.

- **Identify terms that should be defined in Glossary or sidebars (explanation of highlighted text):**
  Staff has highlighted words or phrases in the draft document that would be helpful to define in sidebar text boxes once the content has been placed in InDesign format. Larger sections of text are also highlighted in the draft because they are not necessarily policy language, and may be more appropriate in a sidebar to add context. Any graphs or pictures included in the body of Goals and Policies sections will also be moved to sidebars.

  While sidebars will only be used in the Goals and Policies sections (not in the Analyses), staff also highlighted portions of text or graphics in the Supporting Analysis sections that may be appropriate to include in sidebars within Goals and Policies to provide graphic interest or relevant background data. Please identify additional terms, text, or graphics that may be interesting and pertinent.

  Attachment C is the Glossary included in the existing Comprehensive Plan, it is intended to be used as reference so Commissioners may check to see if a word is currently defined or should be added. Note that a list of terms for which to add definitions is also not something to devote time to at the meeting, but should be sent to staff.

DO NOT…

- **Be concerned about formatting, including tables:**
  Despite best efforts to format the draft document correctly, there are still areas where the indentation is not consistent or has strange errors. These will be remedied once the content is placed in InDesign, and should not be a concern at this point. Font sizes and tables that have not yet been enclosed with grid walls fall into this category as well.

- **Devote too much discussion to word choice or grammar edits:**
  Commissioners will get the draft document in Word (in an email to Plancom), as well as in pdf form in the mailed packet. If Commissioners have grammatical or syntax edits, please use track changes and/or comment boxes in the Word version and send them to staff rather than devoting discussion in the meeting to these details.

NEXT STEPS

At the conclusion of tonight's meeting, the Commission may direct staff to schedule and notice a public hearing on the full draft Comprehensive Plan document. The earliest opportunity would be on October 18th, 2012. Staff has begun placing the content into InDesign software for a more graphically interesting format. However, recent, temporary reductions in staff may preclude this, and the document may need to be presented for the public hearing and to Council in Word format.

Meanwhile, staff has also been working on various maps to be included in element Supporting Analyses; SEPA review, determination, and noticing; and preparing

checklists for regional and state agencies that require review, within the requisite timeline for potential Council adoption before the end of the year.

Following the public hearing and the Commission's recommendation, staff will present the draft to Council, with the goal of adoption on December 10, 2012.

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.

ATTACHMENTS

Attachment A- Full Draft Comprehensive Plan Document
Attachment B- Draft Land Use Map
Attachment C- Glossary from Existing Plan

Land Use Element Goals & Policies

INTRODUCTION

Land use describes the human use of land, and involves modification of the natural environment into the built environment, and 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 quality of life in regard to recreation, employment opportunities, environmental health, physical health, property values, safety, and other important factors.

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

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

GOALS

Goal LU I: Create plans and 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 anticipated growth.

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

Goal LU V: If annexed, 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: Minimize or mitigate potential health impacts of industrial activities 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: Maintain regulations and procedures that allow for siting of essential public facilities.

Goal LU XIV: 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.

POLICIES

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-4 or 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 may 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, where high levels of transit service are present or likely. This designation creates a transition between commercial uses and lower intensity residential uses. Some commercial uses 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-12, R-18, R-24 or R-48 Residential, or Campus.

LU4: Perform site-specific analysis on properties with both High Density Residential Comprehensive Plan designation and R-12 zoning designation in order to inform recommendation regarding whether to consider removing R-12 from High Density Residential category.

LU5: Allow clustering of residential units to preserve open space and reduce surface water run-off.

LU6: Review and update infill standards and procedures that promote quality development and consider the existing neighborhood.

LU7: Protect existing stands of trees and vegetation and encourage additional plantings that serve as buffers.

LU8: Promote small-scale commercial activity areas within neighborhoods that encourage walkability, and provide opportunities for employment and "3rd places".

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: Through commercial zoning consolidation process, create designation called Arterial Business (for parcels zoned MUZ), combine categories with redundant standards, and base transition and design standards on Town Center Subarea Plan, using "form-based" rather than maximum densities.

LU11: The Mixed Use 1 (MU1) designation encourages the development of walkable places with architectural interest that integrate 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. Limited manufacturing uses may be permitted under certain conditions.

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

LU12: The Mixed Use 2 (MU2) designation is similar to the MU1 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 Avenue 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, transit, and amenities.

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

LU13: The Town Center designation applies to the area along the Aurora Corridor between N 170th Street and N 188th Street and between Stone Avenue N and Linden Avenue N, and provides for a mix of uses, including retail, service, office, and residential with greater densities.

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).

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

Other Land Uses

LU16: The Public Facilities land use designation applies to a number of current or proposed facilities within the community. If the use becomes discontinued, underlying zoning shall remain unless adjusted by a formal amendment.

LU17: 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.

LU18: 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.

LU19: 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 Light Rail Station Study Areas, Cedarbrook School, and Ballinger Commons Apartments.

NE 185th and NE 145th Light Rail Station Study Areas

The City of Shoreline looks forward to Sound Transit delivering light rail service and stations as part of an integrated transit system that serves our community and region. Light rail is a key strategy 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 land 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 corridor, 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:

LU20: 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.

LU21: 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.

LU22: Encourage regional transit providers to work closely with affected neighborhoods in the design of any light rail transit facilities through workshops, design charettes, and/or advisory committees.

LU23: 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 light rail and other transit facilities.

LU24: 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.

LU25: 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.

LU26: Evaluate property within a quarter-mile radius of a light rail station for 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.

LU27: 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.

LU28: Implement a robust community involvement process that develops tools and plans to create vibrant, livable and sustainable light rail station areas.

LU29: Create and apply innovative methods and tools to address land use transitions in order to manage impacts on residents and businesses in a way that respects individual property rights. Develop mechanisms to provide timely information so residents can plan for and respond to changes.

LU30: 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; environmental preservation organizations; and transit, affordable housing, and public health agencies.

LU31: Create a strategy in partnership with the adjoining neighborhoods for phasing redevelopment of current land uses to those suited for Transit-Oriented Communities (TOCs), taking into account when the City's development needs and market demands are ready for change.

LU32: Allow and encourage uses in station areas that will foster the creation of communities that are socially, environmentally, and economically sustainable.

LU33: 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.

LU34: Pursue market studies to determine the feasibility of developing any of Shoreline's station areas as destinations (example: regional job, shopping or entertainment centers).

LU35: Identify the market and potential for redevelopment of public properties located in station and study areas.

LU36: Develop station areas as inclusive neighborhoods in Shoreline with connections to other transit systems, commercial nodes, and neighborhoods.

LU37: Design station areas to provide a gradual transition from high-density multi-family residential development to single-family residential development.

LU38: 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 adjacent natural areas.

LU39: Use the investment in light rail as a foundation for other community enhancements.

LU40: Explore and promote a reduced dependence upon automobiles by developing transportation alternatives and determining the appropriate number of parking stalls required for TOCs. These alternatives may include: ride-sharing or vanpooling, car-sharing (i.e. Zipcar), bike-sharing; and walking and bicycle safety programs, including Safe Routes to School.

LU41: Consider a flexible approach to designing parking to serve light rail stations that can be converted to other uses if demands for parking are reduced over time.

LU42: Transit Oriented Communities should include non-motorized corridors, including undeveloped rights-of-way, which are accessible to the public and provide shortcuts for bicyclists and pedestrians to destinations and transit. These corridors should be connected with the surrounding bicycle and sidewalk networks.

LU43: Employ design techniques and effective technologies that deter crime and protect the safety of transit users and neighbors.

Potential Annexation Area

LU44: Support annexations that are in the best interest of the long-term general welfare of the residents of the annexation area, the Shoreline community, and the City because they:

- share a community identity;
- are logical additions, and contiguous with the City;
- complete the geographical areas of interest as indicated in pre- incorporation boundaries;
- offer benefits and opportunities consistent with City vision statements and framework goals;
- would benefit from consistent regulations and coordinated land use and impact mitigation;
- balance the short-term costs of annexation with long-term gains to the fiscal health of the annexation areas and the City;
- could access public safety, emergency and urban services at a level equal to or better than services in existence at the time of annexation, without affecting level of service for existing residents; and

- could provide improved local governance for the City and the annexation areas.

LU45: Consider annexation of 145th Street adjacent to the existing southern border of the City. Boundaries would be as follows: (western) west side of 3rd Avenue NW; (eastern) up to, but not including, the Bothell Way NE (SR 522) right-of-way; and (southern) all of the 145th Street right-of-way.

LU46: Assure that adequate funding is in place, or will be available within a reasonable time, to support required public facilities and services.

LU47: Assign an equitable share of the City's bonded indebtedness to newly annexed areas.

Transit & Parking

LU48: Consider the addition of compatible mixed uses and shared (joint-use) parking at Park and Ride facilities.

LU49: Evaluate existing Park and Ride facilities to determine if the use is optimally located to advance the City's Vision and goals.

LU50: Encourage large commercial or residential projects to include transit stop improvements when appropriate.

LU51: 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 the King County Right-Sized Parking Initiative.

LU52: Examine the creation of residential parking zones or other strategies to protect neighborhoods from spillover from major parking generators.

Sustainable Land Use

LU53: Educate the community about LEED-Neighborhood Development concepts as part of the station area planning process to build support for future policy and regulatory changes.

LU54: Explore whether "Ecodistricts" could be an appropriate 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.

LU55: Initiate public/private partnerships between utilities, and support research, development, and innovation for energy efficiency and renewable energy technology.

LU56: Explore providing incentives to residents and businesses that improve building energy performance.

LU57: Explore offering incentives for low carbon buildings and onsite renewable energy.

LU58: Support regional and state Transfer of Development Rights (TDR) programs throughout the city where infrastructure improvements are needed, and where additional density, height and bulk standards can be accommodated.

Essential Public Facilities (EPF)

Essential public facilities, which are often difficult to site or expand, provide services to the public, are substantially funded and contracted for by government, or are provided by private entities subject to public service obligation.

LU59: Require land use decisions on essential public facilities meeting the following criteria to be made consistent with the process and criteria set forth in LU60:

a. The facility meets the Growth Management Act definition of an essential public facility at RCW 36.70A.200(1) now and as amended; or
b. 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
c. The facility is not otherwise regulated by the Shoreline Municipal Code (SMC).

LU60: 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 that becomes the site of a facility of a state-wide, regional or county-wide nature.

The essential public facility siting process set forth in LU60 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.

LU61: 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 LU59 and LU60 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, when 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.

LU62: After a final siting decision has been made on an essential public facility according to the process described in LU61, pursue any amenities or incentives offered by the operating agency, or by state law, other rule, or regulation to jurisdictions within which such EPF is located.

LU63: For EPF having public safety impacts that cannot be mitigated through the process described in LU60, 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.

LU64: Locate essential public facilities equitably throughout the city, county, and state. No jurisdiction or area of the city should have 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

LU65: 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.

LU66: Pursue state and federal grants to improve surface water management and water quality.

LU67: Protect water quality through the continuation and possible expansion of City programs, regulations, and pilot projects.

LU68: Protect water quality by educating citizens about proper waste disposal and eliminating pollutants that enter the stormwater system.

LU69: Maintain and enhance natural drainage systems to protect water quality, reduce public costs, protect property, and prevent environmental degradation.

LU70: Collaborate with the Department of Ecology and neighboring jurisdictions, including participation in regional forums and committees, to improve regional surface water management, enhance water quality, and resolve related inter-jurisdictional concerns.

LU71: 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.

LU72: 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.

Housing Element
Goals & Policies

INTRODUCTION

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

> *"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 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 or childless households create a market demand for housing styles other than a single-family home on a large lot.

GOALS

Goal H I: Provide sufficient development capacity to accommodate the 20 year growth forecast and promote other goals, such as creating demand for transit and local businesses through increased residential density along arterials, and improved infrastructure, like sidewalks and stormwater treatment, through redevelopment.

Goal H II: Encourage development of an appropriate mix of housing choices through innovative land use 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, including underserved populations, such as households making less than 30% of Area Median Income.

Goal H IV: "Protect and Connect" residential neighborhoods so they retain identity and character, yet 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 older adults, people with disabilities, or people with language barriers.

Goal H VII: Collaborate 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.

Goal H IX: Employ strategies specifically intended to attract families with young children in order to support the school system.

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 clustered 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 would otherwise make it unattainable.

H8: Explore a variety and combination of incentives to encourage market rate and non-profit developers to build more units with deeper levels of affordability.

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

H10: Explore all available options for financing affordable housing, including private foundations and federal, state, and local programs, and assist local organizations with obtaining funding when appropriate.

H11: Encourage affordable housing availability in all neighborhoods throughout the City, particularly in proximity 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 it is not currently required, and incorporate tiered levels so that a smaller percentage of units would be required if they were affordable to lower income households.

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 a proactive role in local and regional efforts regarding education and lobbying for housing affordability, in order to engender community acceptance and promote innovative funding.

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

H18: Encourage, assist, and 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

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 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 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 targeted populations.

H26: Support development of emergency, transitional, and permanent supportive housing with appropriate services for people with special needs, such as those fleeing domestic violence, throughout the City and region.

H27: Support opportunities for older adults and people with disabilities to remain in the community as their housing needs change, by encouraging universal design or retrofitting homes for lifetime use.

H28: Improve coordination among the County and other jurisdictions, housing and service providers, and funders to identify, promote, and implement local and regional strategies that increase housing opportunities.

H29: Support the development of public and private, short-term and long-term housing and services for Shoreline's population of people who are homeless.

Participate in Regional Housing Initiatives

H30: Collaborate with King and Snohomish Counties, other neighboring jurisdictions, and the King County Housing Authority and Housing Development Consortium to assess housing needs, create affordable housing opportunities, and coordinate funding.

H31: Partner with private and not-for-profit developers, social and health service agencies, funding institutions, and all levels of government to identify and address regional housing needs.

H32: Work to increase the availability of public and private resources on a regional level for affordable housing and prevention of homelessness, including factors related to cost-burdened households, like availability of transit, food, health services, employment, and education.

H33: Support and encourage legislation at the county, state and federal levels that would promote the City's housing goals and policies.

Transportation Element
Goals and Policies

INTRODUCTION

The Transportation Element will guide the development and funding of a transportation network that provides mobility for residents, employees, and visitors within the City of Shoreline in a way that preserves citizens' quality of life. The City's transportation system will be multi-modal transportation, with an emphasis on moving people and a "Complete Streets" approach where the system accommodates all users and emulates natural systems. Because of Shoreline's location between the City of Seattle and Snohomish County, as well as the multiple entities that influence transportation in Shoreline, such as the Washington State Department of Transportation and various transit agencies, the City should work to coordinate transportation improvements with neighboring jurisdictions and transit providers.

The Transportation Element establishes policies on how to prioritize Shoreline's transportation system improvements, and how to identify the City's strategic interests in regional investments, adjacent transportation facilities, and funding alternatives. The transportation policies are designed to guide the actions of public agencies, including the City, as well as private decisions related to individual developments. The Transportation Element also provides the foundation for development regulations contained in the Shoreline Development Code and Engineering Development Manual.

The City's transportation system supports development of the land uses envisioned by the Comprehensive Plan and helps to shape the form of development within Shoreline's mixed-use, commercial, and residential neighborhoods. To further that purpose, the City adopted a Transportation Master Plan (TMP) in 2011 (See Transportation Supporting Analysis). The TMP is the City's long-range blueprint for travel and mobility in Shoreline. The TMP provides guidance for public and private sector decisions on local and regional transportation investments, including short-, mid-, and long-range transportation and related land use activities. The City then can assess the relative importance of projects and schedule their planning, engineering, and construction as growth takes place, and the need for facilities and improvements is warranted. It also establishes a prioritization of the projects to be included in future capital improvement programs.

The TMP is a long-range plan with policies, programs and projects that will be implemented over the next 20 years. As the City's transportation needs change over time, the TMP will be updated and adopted as an amendment to the Comprehensive Plan.

GOALS

Goal T I: Provide safe and friendly streets for Shoreline citizens.

Goal T II: Work with transportation providers to develop a safe, efficient, and effective multimodal transportation system to address overall mobility and accessibility. Maximize the people carrying capacity of the surface transportation system.

Goal T III: Protect the livability and safety of residential neighborhoods from the adverse impacts of the automobile.

Goal T IV: Encourage alternative modes of transportation to reduce the number of automobiles on the road.

Goal T V: Maintain the transportation infrastructure so that it is safe and functional.

Goal T VI: Develop a transportation system that enhances the delivery and transport of goods and services.

Goal T VII: Coordinate the implementation and development of Shoreline's transportation system with neighboring transit systems and regional partners.

Goal T VIII: Develop a bicycle system that is connective, safe, and encourages bicycling as a viable alternative to driving.

Goal T IX: Provide a pedestrian system that is safe, connects to destinations, accesses transit, and is accessible by all.

Goal T X: Support and encourage increased transit coverage and service that connects local and regional destinations to improve mobility options for all Shoreline residents.

Goal T XI: Secure reliable funding to ensure continuous maintenance and improvement of the transportation system.

POLICIES

Sustainability and Quality of Life

T1: Make safety the first priority of citywide transportation planning and traffic management. Place a higher priority on pedestrian, bicycle, and automobile safety over vehicle capacity improvements at intersections.

T2: Reduce the impact of the City's transportation system on the environment through the use of technology, expanded transit use, and non-motorized transportation options.

T3: Enhance neighborhood safety and livability. Use engineering, enforcement, and educational tools to improve traffic safety on city roadways.

T4: Communicate with and involve residents and businesses in the development and implementation of transportation projects.

T5: Support and promote opportunities and programs so residents have options to travel throughout Shoreline and the region using modes other than single occupancy vehicles.

T6: Implement the City's Commute Trip Reduction Plan.

T7: In accordance with Complete Streets practices and guidelines, new or rebuilt streets shall address, as much as practical, right-of-way use by all users.

T8: Develop a comprehensive, detailed street lighting and outdoor master lighting plan to guide ongoing public and private street lighting efforts.

T9: Use Low Impact Development techniques or other elements of "complete" or "green" streets, except when determined to be infeasible. Explore opportunities to expand the use of natural stormwater treatment in the right-of-way through partnerships with public and private property owners.

T10: Site, design, and construct transportation projects and facilities to avoid or minimize negative environmental impacts to the extent feasible.

T11: Develop a regular maintenance program and schedule for all components of the transportation infrastructure. Maintenance schedules should be based on safety/imminent danger and preservation of transportation resources.

T12: Direct service and delivery trucks and other freight transportation to appropriate streets so that they can move through Shoreline safely and efficiently, while minimizing impacts to neighborhoods.

T13: Implement a strategy for regional coordination that includes the following activities:

- Identify important transportation improvements in Shoreline that involve other agencies. These may include improvements that will help keep traffic on I-5 and off of Shoreline streets, such as changes to on-ramp metering and construction of a southbound collector-distributor lane from NE 205th Street to NE 145th Street.
- Remain involved in federal, state, regional, and county budget and appropriations processes.
- Participate in regional and county planning processes that will affect the City's strategic interests.
- Form strategic alliances with potential partners, such as adjacent jurisdictions or like-minded agencies.
- Develop legislative agendas, and meet with federal and state representatives who can help fund key projects.
- Develop a regional legislative agenda and meet with area representatives from the Puget Sound Regional Council, Sound Transit, and King County Council.
- Develop partnerships with the local business community to advocate at the federal, state, and regional level for common interests.

T14: Balance the necessity for accessibility to and from new development with the need to minimize traffic impacts to existing neighborhoods.

T15: Design and development standards that are adopted to minimize the negative traffic impacts of new development should also take into consideration the needs of the new residents that will occupy the buildings.

T16: Maintain the City's existing street grid network to maximize multimodal connectivity throughout the City. Utilize mechanisms which are appropriate for different street classifications to address increased traffic volumes and speeds.

Bicycle System

T17: Implement the Bicycle System Plan included in the City's Transportation Master Plan. Develop a program to construct and maintain bicycle facilities that are safe, connect to destinations, access transit, and are easily accessible. Use short-term improvements, such as signage and markings, to identify routes when large capital improvements will not be constructed for several years.

T18: Develop standards for creation of bicycle facilities.

T19: Develop a public outreach program to inform residents about options for bicycling in the City, and educate residents about bicycle safety and health benefits of bicycling. This program should include coordination or partnering with outside agencies.

Pedestrian System

T20: Implement the Pedestrian System Plan included in the City's Transportation Master Plan through a combination of public and private investments.

T21: When identifying transportation improvements, prioritize construction of sidewalks, walkways, and trails. Pedestrian facilities should connect to destinations, access transit, and be accessible by all.

T22: Design crossings that are appropriately located, and provide safety and convenience for pedestrians.

T23: Develop flexible sidewalk standards to fit a range of locations, needs, and costs.

T24: Develop a public outreach program to inform residents about options for walking in the City, and educate residents about pedestrian safety and health benefits of walking. This program should include coordination or partnering with outside agencies.

Transit System

T25: Make transit a more convenient, appealing, and viable option for all trips through implementation of the Shoreline Transit Plans included in the City's Transportation Master Plan.

T26: Monitor the level and quality of transit service in the City, and advocate for improvements as appropriate.

T27: Encourage development that is supportive of transit, and advocate for expansion and addition of new routes in areas with transit supportive densities and uses.

T28: Encourage transit providers to expand service on existing transit routes in accordance with adopted transit agency service guidelines.

T29: Work with transportation providers to develop a safe, efficient and effective multimodal transportation system to address overall mobility and accessibility. Maximize the people-carrying capacity of the surface transportation system.

T30: Work with Metro Transit to implement "RapidRide" Bus Rapid Transit (BRT) service on the Aurora Avenue N corridor, and operate it as a convenient, appealing option for people who live or work in Shoreline, and those that want to visit.

T31: Work with transit agencies to improve east-west service across the City of Shoreline and service from Shoreline to the University of Washington.

T32: Strengthen Aurora Avenue N as a high usage transit corridor that encourages cross-county, seamless service.

T33: Work with Sound Transit, the Shoreline School District, the Washington State Department of Transportation, King County Metro Transit, the City of Seattle, and Shoreline neighborhoods to develop the final light rail alignment and station area plans for the areas surrounding the future Link light rail stations.

T34: Work with King County Metro Transit and/or Sound Transit to develop a plan for bus service to serve the light rail station at Northgate coinciding with the opening of service at Northgate.

T35: Support and encourage the development of additional high capacity transit service in Shoreline.

T36: Continue to install and support the installation of transit supportive infrastructure.

T37: Work with Metro Transit, Sound Transit, and Community Transit to develop a bus service plan that connects residents to light rail stations, high-capacity transit corridors, and Park and Ride lots throughout the City.

T38: Implement traffic mitigation measures at Light Rail Station Areas.

T39: Promote livable neighborhoods around the light rail stations through land use patterns, transit service, and transportation access.

Master Street Plan

T40: Design City transportation facilities with a primary purpose of moving people and goods via multiple modes, including automobiles, freight trucks, transit, bicycles and walking, with vehicle parking identified as a secondary use.

T41: Implement the standards outlined in the Master Street Plan for development of the City's roadways.

T42: Frontage improvements shall support the adjacent land uses, and fit the character of the areas in which they are located.

Concurrency and Level of Service

T43: Adopt LOS D at the signalized intersections on arterials and unsignalized intersecting arterials within the City as the level of service standard for evaluating planning level concurrency and reviewing traffic impacts of developments, excluding the Highways of Statewide Significance and Regionally Significant State Highways (I-5, Aurora Avenue N and Ballinger Way). Intersections that operate worse than LOS D will not meet the City's established concurrency threshold. The level of service shall be calculated with the delay method described in the Transportation Research Board's Highway Capacity Manual 2010 or its updated versions. Adopt a supplemental level of service for Principal Arterials and Minor Arterials that limits the volume to capacity (V/C) ratio to 0.90 or lower, provided the V/C ratio on any leg of a Principal or Minor Arterial intersection may be greater than 0.90 if the intersection operates at Level of Service (LOS) D or better. These Level of Service standards apply throughout the city unless an alternative Level of Service standard is identified in the Transportation Element for intersections or road segments, where an alternate level of service has been adopted in a subarea plan, or for Principal or Minor Arterial segments where:

- Widening the roadway cross-section is not feasible, due to significant topographic constraints; or
- Rechannelization and safety improvements result in acceptable levels of increased congestion in light of the improved operational safety of the roadway.

Arterial segments meeting at least one of these criteria are:

- Dayton Avenue N from N 175th Street – N 185th Street: V/C may not exceed 1.10
- 15th Ave NE from N 150th Street – N 175th Street: V/C may not exceed 1.10

T44: The following levels of service are the desired frequency of transit service in the City of Shoreline:

- Headways on all-day service routes should be no less than thirty minutes, including weekends and evenings (strive for twenty-minute or less headways during the day on these routes).
- Headways on peak-only routes should be no more than twenty minutes (strive for fifteen-minute or less headways on these routes).

Transportation Improvements

T45: Projects should be scheduled, designed and constructed with the following criteria taken into consideration:

- Greatest benefit and service to as many people as possible;
- Ability to be flexible and respond to a variety of needs and changes;
- Coordination with other City projects to minimize costs and disruptions;
- Ability to partner with private development and other agencies and leverage funding from outside sources; and
- Flexibility in the implementation of projects when funding sources or opportunities arise.

T46: Consider and coordinate the construction of new capital projects with upgrades or projects needed by utility providers operating in the City.

T47: Pursue corridor studies on key corridors to determine improvements that address safety, capacity, and mobility, and support adjacent land uses.

T48: Expand the city's pedestrian network. Prioritize projects shown on the Pedestrian System Plan included in the TMP using the following criteria:

- Ability to be combined with other capital projects or leverage other funding ;
- Proximity to a school or park;
- Located on an arterial;
- Located in an activity center, such as Town Center, North City, Ballinger, or connects to Aurora Avenue N;
- Connects to an existing walkway or the Interurban Trail;
- Connects to transit; and/or
- Links major destinations such as neighborhood businesses, high-density housing, schools, and recreation facilities.

T49: Prioritize projects that complete the city's bicycle networks, as shown on the Bicycle System Plan included in the TMP, using the following criteria:

- Connects to the Interurban Trail;
- Completes a portion of the routes connecting the Interurban and Burke Gilman Trails;
- Provides access to bus rapid transit or light rail;
- Connects to existing facilities;
- Connects to high-density housing, commercial areas, or public facilities;
- Connects to a regional route, or existing or planned facilities in a neighboring jurisdiction;
- Links to a school or park; and/or
- Able to be combined with other capital projects or leverage other funding.

T50: Coordinate with the Washington State Department of Transportation to evaluate and design improvements to the interchange at NE 175th Street and I-5. Develop a funding strategy for construction.

Funding

T51: Aggressively seek grant opportunities to implement the City's Transportation Master Plan, and work to ensure that Shoreline receives regional and federal funding for its high-priority projects.

T52: Support efforts at the state and federal level to increase funding for the transportation system.

T53: Identify and secure funding sources for transportation projects, including bicycle and pedestrian projects.

T54: Develop and implement a city-wide transportation impact fee program to fund growth related transportation improvements, and when necessary, use the State Environmental Policy Act to provide traffic mitigation for localized development project impacts.

T55: Provide funding for maintenance, preservation, and safety.

Parks, Recreation and Open Space Element Goals and Policies

INTRODUCTION

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

The element is a direct reflection of the Parks, Recreation and Open Space (PROS) Master Plan, adopted by the Shoreline City Council on July 25, 2011. The PROS Plan is the framework for strategic planning for the Parks Board and the Parks, Recreation, and Cultural Services Department. In addition to the goals and policies included here, the PROS Plan also delineates implementation strategies to establish a method for achieving the long-term vision for the City's parks, recreation, cultural service facilities and programs.

Goals and policies support the following:

- The preservation, enhancement, maintenance, and acquisition of facilities;
- Diverse, affordable community-based recreational, cultural, and arts programs;
- Equitable distribution of resources;
- Partnerships that maximize the public use of all community resources; and
- Community engagement in parks, recreation, and cultural service activities and decisions

VISION

Provide quality parks, recreation, and cultural services to promote public health and safety; protect the natural environment; and enhance quality of life of the community.

GOALS

Goal PRI: Preserve, enhance, maintain, and acquire built and natural facilities to ensure quality opportunities exist.

Goal PRII: Provide community-based recreational and cultural programs that are diverse and affordable.

Goal PRIII: Meet the parks, recreation, and cultural service needs of the community by equitably distributing resources.

Goal PRIV: Establish and strengthen partnerships with other public agencies, non-governmental organizations, volunteers, and City departments to maximize the public use of all community resources.

Goal PRV: Engage the community in park, recreation, and cultural services decisions and activities.

POLICIES

PR1: Preserve, protect, and enhance the city's natural, cultural, and historical resources; encourage restoration, education, and stewardship.

PR2: Provide a variety of indoor and outdoor gathering places for recreational and cultural activities.

PR3: Maintain current facilities, and plan, develop, and acquire assets as the need is identified.

PR4: Maintain environmentally sustainable facilities that reduce waste, protect ecosystems, and address impacts of past practices.

PR5: Create efficiencies and reduce maintenance costs by using contracted services and volunteers where feasible.

PR6: Maintain safe, attractive facilities using efficient and environmentally sustainable practices.

PR7: Encourage a variety of transportation options that provide better connectivity to recreation and cultural facilities.

PR8: Improve accessibility and usability of existing facilities.

PR9: Provide and enhance recreational and cultural programs to serve all ages, abilities, and interests.

PR10: Provide affordable programs and offer financial support for those who qualify.

PR11: Create programs to support and encourage an active and healthy lifestyle.

PR12: Determine the community's needs by conducting need assessments.

PR13: Adjust program and facility offerings to align with demographic trends and need assessment findings.

PR14: Equitably distribute facilities and program offerings based on identified needs.

PR15: Collaborate with and support partners to strengthen community-wide facilities and programs.

PR16: Seek partners in the planning, enhancement, and maintenance of facilities and programs.

PR17: Develop mechanisms for public outreach, communication, and coordination among partners.

PR18: Encourage consistent and effective public involvement in the short- and long-range park planning process.

PR19: Provide public relations and publicity efforts to inform citizens of community-wide opportunities.

PR20: Create volunteer opportunities to encourage citizen involvement and participation.

Economic Development Element
Goals & Policies

INTRODUCTION

The intent of the Economic Development Element is to improve the quality of life by encouraging a greater number and variety of commercial businesses that provide services and create employment opportunities for Shoreline residents, as well as grow the tax base to take the burden off of residential property tax.

The policies in this element address four aspects of creating a healthy economic climate for Shoreline: quality of life, sustainable revenue sources, opportunities and partnerships, and placemaking. The policies presented in this element will guide future City initiatives that, together with private sector actions, will produce a strong economy. The results will preserve and improve the quality of life that Shoreline's residents and workers currently enjoy.

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

GOALS

Goal ED I: Maintain and improve the quality of life in the community by:

- Increasing employment opportunities and the job base;
- Supporting businesses that provide goods and services to local and regional populations;
- Reducing reliance on residential property tax to fund city operations and capital improvements;
- Providing quality public services;
- Complementing community character; and
- Maximizing opportunities along Bus Rapid Transit corridors and areas to be served by light rail.

Goal ED II: Promote retail and office activity to diversify sources of revenue and expand the employment base.

Goal ED III: Facilitate private sector economic development through partnerships and coordinating funding opportunities.

Goal ED IV: Promote and sponsor improvements and events throughout Shoreline that attract investment.

Goal ED V: Grow revenue sources that support City programs, services, and infrastructure.

Goal ED VI: Support employers and new businesses that create more and better jobs.

Goal ED VII: Encourage multi-story buildings for efficient land use.

Goal ED VIII: Promote and support vibrant activities and businesses that grow local economy.

Goal ED IX: Incorporate environmental quality and social equity into economic development as part of a three pronged approach to sustainability.

POLICIES

Quality Of Life

ED1: Improve economic vitality by:

- Promoting existing businesses;
- Recruiting new businesses;
- Assisting businesses to create strategies and action plans through the Small Business Accelerator Program;
- Encouraging increased housing density around commercial districts, especially those served by high capacity rapid transit, to expand customer base; and
- Developing design guidelines to enhance commercial areas with pedestrian amenities, and "protect and connect" adjacent residential areas.

ED2: Promote non-motorized connections between commercial businesses, services, and residential neighborhoods.

ED3: Encourage and support home-based businesses in the City, provided that signage, parking, storage, and noise levels are compatible with neighborhoods.

ED4: Use incentives and development flexibility to encourage quality development.

ED5: Attract a diverse population, including artists and innovators. Attract families with young children to support schools. Identify other targeted populations that contribute to a vibrant, multi-generational community.

ED6: Work to reinvigorate economically blighted areas in Shoreline by establishing Community Renewal Areas with associated renewal plans.

ED7: Enhance existing neighborhood shopping and community nodes to support increased commercial activity, neighborhood identity, and walkability.

ED8: Explore whether creating an "Aurora Neighborhood" as a fifteenth neighborhood in Shoreline would allow the City to better serve citizens.

Sustainable Revenue Sources

ED9: Promote land use and urban design that allows for smart growth and dense nodes of transit-supportive commercial activity to promote a self-sustaining local economy.

ED10: Coordinate with local community and technical colleges, and other institutions of higher learning, including the University of Washington, to train a workforce that is prepared for emerging jobs markets.

ED11: Diversify and expand the city's job base, with a focus on attracting living-wage jobs, to allow people to work and shop in the community.

Opportunities and Partnerships

ED12: Focus on the Aurora Corridor as the economic core of the City.

ED13: Revitalize commercial business districts, and encourage high-density mixed-use.

ED14: Support and retain small businesses, and create an environment where new businesses can flourish.

ED15: Encourage a mix of businesses that complement each other, and provide variety to the community to create activity and economic momentum.

ED16: Direct capital improvements to key areas to promote the city's image, create a sense of place, and grow and attract businesses.

ED17: Actively work with other jurisdictions, educational institutions, agencies, economic development organizations, and local business associations to stimulate business retention and implement interlocal and regional strategies.

ED18: Provide expeditious, predictable, and customer service oriented permitting processes for commercial improvements, expansions, and developments.

ED19: Use and/or conduct market research as needed to guide the City's economic development strategies and to assist businesses.

ED20: Coordinate and initiate financial assistance for businesses, when appropriate, using county, state, and federal program funds, facility grants, loans, and revolving loan funds.

ED21: Encourage businesses to plan for shared parking when redeveloping commercial areas.

ED22: Support public/private partnerships to facilitate or fund infrastructure improvements that will result in increased economic opportunity.

ED23: Provide incentives for land uses that enhance the city's vitality through a variety of regulatory and financial strategies.

ED24: Encourage the redevelopment of key and/or underused parcels through incentives and public/private partnerships.

Placemaking

ED25: Establish specific districts, such as cultural, entertainment, or ecological districts.

ED26: Develop a vision and strategies for creating dense mixed-use nodes anchored by Aurora's retail centers, including how to complement, support, and connect them with midrise residential, office, and destination retail buildings.

ED27: Practice the Activities of Place Making:

- Create unique cachet, or distinctive character;
- Build infrastructure;
- Collaborate;
- Serve businesses that serve the community; and
- Hone legislation.

ED28: Focus efforts on City-shaping Place Making Projects:

- Create a dynamic Aurora corridor neighborhood to capitalize on potential created by the City's tremendous infrastructure investment;
- Reinvent Aurora Square to help catalyze a master-planned, sustainable lifestyle destination;
- Unlock the Fircrest Surplus Property to establish a new campus for hundreds of family-wage jobs; and
- Plan the Light Rail Station Areas to create connectivity for appropriate growth.

ED29: Foster On-going Place Making Projects:

- Revitalize development areas in:
    - Town Center
    - Echo Lake
    - North City
    - Richmond Beach
    - Ridgecrest
    - Ballinger
- Attract mid-sized businesses;
- Support farmers market;
- Expand events and festivals;
- Surplus institutional property; and
- Support educational institutions.

Natural Environment Element
Goals & Policies

INTRODUCTION

This Element contains goals and policies necessary to support the City's responsibility for protection of the natural environment. Previously, these policies were in the Land Use Element, but were separated into their own element in the 2012 update to support the City's emphasis on sustainability, with major impetus provided by the 2007 Council goal to "Create an Environmentally Sustainable Community."

To demonstrate this commitment to sustainability, the City has also signed on to the U.S. Conference of Mayor's Climate Protection Agreement, the Cascade Agenda, the Green City Partnership Program, and the King County- Cities Climate Collaboration. In 2008, the City adopted an Environmental Sustainability Strategy and created a Green Team tasked with its implementation. In 2012, with funding from the federal Energy Efficiency and Conservation Block Grant, the City launched a webpage to track indicators of environmental sustainability over time. Information displayed on this webpage (www.shorelinewa.gov/forevergreen) informs citizens and decision-makers about progress of goals and policies contained in this element.

GOALS

Goal NE I: Minimize adverse impacts on the natural environment through leadership, policy, and regulation, and address impacts of past practices where feasible.

Goal NE II: Lead and support efforts to protect and improve the natural environment, protect and preserve environmentally critical areas, and minimize pollution and waste of energy and materials.

Goal NE III: Regulate land disturbances and development to conserve soil resources and protect people, property and the environment from geologic hazards, including steep slope areas, and landslide, seismic, and erosion hazard areas.

Goal NE IV: Protect, enhance and restore habitat of sufficient diversity and abundance to sustain indigenous fish and wildlife populations.

Goal NE V: Protect clean air and the climate for present and future generations through reduction of greenhouse gas emissions, promotion of efficient and effective solutions for transportation, clean industries, and development.

Goal NE VI: Manage the stormwater system through the preservation of natural systems and structural solutions in order to:

- Protect water quality;
- Provide for public safety and services;
- Preserve and enhance fish and wildlife habitat, and critical areas;
- Maintain a hydrologic balance; and
- Prevent property damage.

Goal NE VII: Continue to require that natural and on-site solutions, such as infiltration and rain gardens, be proven infeasible before considering engineered solutions, such as detention.

Goal NE VIII: Preserve, protect, and where feasible, restore wetlands, shorelines, and streams for wildlife, appropriate human use, and the maintenance of hydrological and ecological processes.

Goal NE VIII: Use education and outreach to increase understanding, stewardship, and protection of the natural environment.

POLICIES

General

NE 1: Promote infill and concurrent infrastructure improvements in areas that are already developed in order to preserve rural areas, open spaces, ecological functions, and agricultural lands in the region.

NE 2: Preserve environmental quality by taking into account the land's suitability for development, and directing intense development away from critical areas.

NE 3: Balance the conditional right of private property owners to develop and alter their land with protection of native vegetation and critical areas.

NE 4: Conduct all City operations to minimize adverse environmental impacts, by reducing consumption and waste of energy and materials; minimizing use of toxic and polluting substances; reusing, reducing, and recycling; and disposing of all waste in a safe and responsible manner.

NE 5: Support, promote, and lead public education and involvement programs to raise awareness about environmental issues, motivate individuals, businesses, and community organizations to protect the environment, and provide opportunities for the community and visitors to practice stewardship and enjoy Shoreline's unique environmental features.

NE 6: Provide incentives for site development that minimize environmental impacts. Incentives may include density bonuses for cluster development and/or a Transfer of Development Rights (TDR) program.

NE 7: Coordinate with other governmental agencies, adjacent communities, and non-profit organizations to protect and enhance the environment.

NE 8: Continue to identify and map the location of all critical areas and buffers located within Shoreline. If there is a conflict between the mapped location and field information collected during project review, field information that is verified by the City shall govern.

NE 9: Environmentally critical areas may be designated as open space and should be conserved and protected from loss or degradation wherever feasible.

NE 10: Remove regulatory barriers and create incentives to encourage the use of sustainable building methods and materials (such as those specified under certification systems like LEED, Built Green, Salmon-Safe, and Living Building Challenge) that may reduce impacts on the built and natural environment.

Geological and Flood Hazard Areas

NE 11: Mitigate drainage, erosion, siltation, and landslide impacts, while encouraging native vegetation.

NE 12: Seek to minimize risks to people and property in hazard areas through education and regulation.

NE 13: Research information available on tsunami hazards and map the tsunami hazard areas located in Shoreline. Consider the creation of development standards and emergency response plans for tsunami hazard areas to minimize tsunami-related impacts.

NE 14: Inform landowners about site development, drainage, and yard maintenance practices that affect slope stability and water quality.

NE 15: Develop technical resources for better understanding of overall hydrology and utilize innovative approaches to resolve long-standing flooding issues.

NE 16: Prioritize the resolution of flooding problems based on public safety risk, property damage, and flooding frequency.

NE 17: Promote public education and encourage preparation in areas that are potentially susceptible to geological and flood hazards.

Vegetation Protection

NE 18: Develop educational materials, incentives, policies, and regulations to conserve native vegetation on public and private land for wildlife habitat, erosion control, and human enjoyment. The City should establish regulations to protect mature trees and other native vegetation from the adverse impacts of residential and commercial development, including short-plat development.

NE 19: Minimize removal of healthy trees and encourage planting of native species in appropriate locations.

NE 20: Minimize clearing and grading if development is allowed in an environmentally critical area or critical area buffer.

NE 21: Identify and protect wildlife corridors prior to, during, and after land development through public education, incentives, regulation, and code enforcement.

NE 22: Encourage the use of native and low-maintenance vegetation to provide additional secondary habitat, reduce water consumption, and reduce the use of pesticides, herbicides, and fertilizer.

Wetlands and Habitat Protection

NE 23: Participate in regional species protection efforts, including salmon habitat enhancement and restoration.

NE 24: Preserve critical wildlife habitat, including those identified as priority species or priority habitats by the Washington Department of Fish and Wildlife, through regulation, acquisition, incentives and other techniques. Habitats and species of local importance will also be protected in this manner.

NE 25: Preserve wetland, aquatic, and riparian habitats in a natural state to protect native vegetation, water quality, habitat for fish and wildlife, and hydrologic function.

NE 26: Strive to achieve a level of no net loss of wetlands function, area, and value within each drainage basin.

NE 27: Restore existing degraded wetlands where feasible.

NE 28: Focus on wetland and habitat restoration efforts that will result in the greatest benefit for areas identified by the City as priority for restoration.

Streams and Water Resources

NE 29: Support and promote basin stewardship programs to prevent adverse surface water impacts and to identify opportunities for watershed improvements.

NE 30: Stream alterations, other than habitat improvements, should only occur when it is the only means feasible, and should be the minimum necessary.

NE 31: Identify and prioritize potential stream enhancement projects through surface water basin planning and its public participation process. Enhancement efforts may include daylighting of streams that have been diverted into underground pipes or culverts, removal of anadromous fish barriers, or other options to restore aquatic environments to a natural state.

NE 32: Work with citizen volunteers, state and federal agencies, and Indian tribes to identify, prioritize, and eliminate physical barriers and other impediments to anadromous fish spawning and rearing habitat.

NE 33: Preserve and protect natural surface water storage sites, such as wetlands, aquifers, streams, and water bodies that help regulate surface flows and recharge groundwater.

NE 34: Conserve and protect groundwater resources.

NE 35: Provide additional public access to Shoreline's natural features, including the Puget Sound shoreline. The City will attempt to reach community and neighborhood agreement on any proposal to improve access to natural features where the proposal has the potential to negatively impact private property owners.

NE 36: Educate the public on best management practices regarding use of pesticides and fertilizers to prevent run-off of chemicals and pollution of water bodies.

Clean Air and Climate Protection

NE 37: Support federal, state, and regional policies intended to protect clean air in Shoreline and the Puget Sound Basin.

NE 38: Advocate for expansion of mass transit and encourage car-sharing, cycling, and walking to reduce greenhouse gas emissions, and as an alternative to dependence on automobiles.

NE 39: Reduce the amount of air-borne particulates through continuation and possible expansion of the street-sweeping program, dust abatement on construction sites, education to reduce burning of solid and yard waste, and other methods that address particulate sources.

NE 40: Support and implement the Mayor's Climate Protection Agreement, other climate pledges and commitments undertaken by the City, and other multi-jurisdictional efforts to reduce greenhouse gases, address climate change, sea-level rise, and other impacts of global warming.

Sustainability

NE 41: Establish policy decisions and priorities considering long-term impacts on natural and human environments.

NE 42: Lead by example and encourage other community stakeholders to commit to sustainability. Design our programs, policies, facilities, and practices as models to be emulated.

NE 43: Recognize that a sustainable community requires and supports economic development, human health, and social benefit. Make decisions using the "triple bottom line" approach to sustainability (environment, economy, and equity).

NE 44: Promote community awareness, responsibility, and participation in sustainability efforts through public outreach programs and other opportunities for change. Serve as catalyst and facilitator for partnerships to leverage change in the broader community.

NE 45: Apply adaptive management techniques and clearly communicate findings to the Shoreline community: individuals, businesses, non-profits, utilities, and City decision-makers. Use analytical and monitoring tools with performance targets to evaluate investments.

NE 46: Mimic ecological processes and design natural infrastructure into projects whenever feasible.

NE 47: Create incentives to encourage enhancement and restoration of wildlife habitat on both public and private property through existing programs, such as the Backyard Wildlife Habitat stewardship certification program.

Community Design Element
Goals & Policies

INTRODUCTION

The Community Design policies are to influence how Shoreline physically appears and functions to enhance aesthetic appeal and quality of life. Good community design can increase privacy or visibility, raise property values, encourage people to interact in commercial areas and public places, and create a cohesive community image. Even though the policies emphasize physical design, people using these spaces animate and enhance place-making attributes.

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 and residential uses; 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.

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: Expand on the concept that people using places and facilities draw 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 zones.

POLICIES

Site and Building Design

CD1: Encourage building design that creates distinctive places in the community.

CD2: Refine design standards so new projects enhance the livability 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, 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.

CD10: Encourage signs on multi-tenant buildings to be complementary in size and style for all commercial and mixed-use zones.

CD11: Discourage signage that is distracting to drivers.

CD12: Improve permit process for temporary signs or banners.

Vegetation and Landscaping

CD13: Encourage the use of native and/or drought-tolerant plantings throughout the City.

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, and encourage use of native and/or drought-tolerant plant species whenever possible.

Open Space

CD18: Preserve, encourage, and enhance open space as a key element of the community's character through parks, trails, water features, and other significant 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 amenities and facilities such as seating, lighting, landscaping, kiosks, and connections to surrounding uses and activities that contribute to a sense of security.

CD23: Consider Crime Prevention through Environmental Design (CPTED) principles when developing mixed use, commercial and high density residential uses.

CD24: Utilize landscaping buffers between different uses to provide for natural transition, noise reduction, and delineation of space while maintaining visual connection to the public amenity.

CD25: Encourage building and site design to provide access to sunlight in public spaces as well as protection from weather.

Public Art

CD26: Encourage a variety of artwork and arts activities in public places, such as parks, public buildings, rights-of-way, and plazas.

CD27: Encourage private donations of art for public display and/or money dedicated to the City's Municipal Art Fund.

Sidewalks, Walkways and Trails

CD28: Where appropriate and feasible, provide lighting, seating, landscaping, and other amenities for sidewalks, walkways, and trails.

Street Corridors

CD29: 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.

CD30: Provide identity and continuity to street corridors by using a comprehensive street tree plan and other landscaping standards to enhance corridor appearance and create distinctive districts.

CD31: Provide pedestrian gathering spaces to unify corners of key intersections involving principal arterials.

CD32: Establish and maintain attractive gateways at entry points into the city.

CD33: 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

CD34: Encourage the construction of sound walls between residential neighborhoods and the freeway.

Neighborhood Commercial

CD35: Develop walkable commercial areas that provide adjacent neighborhoods with goods and services.

CD36: Encourage buildings to be sited at or near the public sidewalk.

Residential

CD37: Encourage the installation of entry designs, such as low-profile identification signs and landscaping, into residential neighborhoods and subdivisions.

CD38: Support neighborhood improvement projects with City grants. Possible projects include signs, crosswalks, traffic calming, fencing, special lighting, street furniture, trails, and landscaping.

CD39: Minimize the removal of existing vegetation, especially mature trees, when improving streets or developing property.

Historic Preservation

CD40: Preserve, enhance, and interpret Shoreline's history.

CD41: 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.

CD42: Educate the public about Shoreline's history through commemoration and interpretation.

CD43: 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.

CD44: 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.

CD45: Encourage both public and private stewardship of historic sites and structures.

CD46: Work cooperatively with other jurisdictions, agencies, organizations, and property owners to identify and preserve historic resources.

CD47: Facilitate designation of historic landmark sites and structures to ensure that these resources will be recognized and preserved.

CD48: Continue to inventory the City's historic resources.

CD49: Consider adopting the State Historic Building Code, as an additional guideline or alternative to International Building Codes, to provide for more appropriate, flexible treatment of historic buildings.

Capital Facilities Element
Goals & Policies

INTRODUCTION

The Washington State Growth Management Act (GMA), RCW 36.70A.070 requires cities to prepare a Capital Facilities Element consisting of:

1) An inventory of current capital facilities owned by public entities showing the location and capacities of those public facilities, and identifying any current deficiencies;
2) A forecast of the future needs for such capital facilities;
3) The proposed capacities of expanded or new capital facilities;
4) At least a 6-year plan that will finance capital facilities within the projected funding capacities and clearly identify sources of public money for such purposes; and
5) A requirement to reassess the Land Use Element if probable funding falls short of meeting existing needs, and to ensure that the Land Use Element, Capital Facilities Element, and finance plan within the Capital Facilities Element are coordinated and consistent.

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

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

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

The City of Shoreline directly provides services for parks, streets, and stormwater management. The City has established interlocal agreements or contracts for those services that it does not provide directly. The Capital Facilities Element describes those services the City provides directly and through external organizations. To be consistent with GMA the City maintains a 6- year Capital Improvement Program (CIP). The costs of facilities associated with interlocal or franchise agreements are not included in the CIP. Only city-owned or managed facilities are considered for capital expenditures (have capital expenditure costs). Data regarding the projected needs of indirect services such as water, sewer, and schools were provided by the local service providers. The capital facility plans of the following providers are recognized by the City of Shoreline as supporting the land use objectives of the Comprehensive Plan.

- Ronald Wastewater District #64, Comprehensive Sewer Plan, January 2010
- Shoreline Water District #117, 2011 Water System Plan Update
- Seattle Public Utilities Comprehensive 2013 Water System Plan Update

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

GOALS

Goal CF I: Provide adequate public facilities that address past deficiencies and anticipate the needs of growth through acceptable levels of service, prudent use of fiscal resources, and realistic timelines.

To support Goal CF I:

- Acquire Seattle Public Utilities water system in Shoreline;
- As outlined in the 2002 Interlocal Operating Agreement, complete the assumption of the Ronald Wastewater District; and prepare for the expiration of the Shoreline Water District franchise (scheduled for 2027) by evaluating assumption and consolidation with the City's water system acquired from the City of Seattle (SPU).

Goal CF II: Ensure that capital facilities and public services necessary to support existing and new development are available, concurrent with locally adopted levels of service and in accordance with Washington State Law.

Goal CF III: Provide continuous, reliable, and cost-effective capital facilities and public services in the City and its Urban Growth Area in a phased, efficient manner, reflecting the sequence of development as described in other elements of the Comprehensive Plan.

Goal CF IV: Enhance the quality of life in Shoreline through the planned provision of capital facilities and public services that are provided either directly by the City or through coordination with other public and private entities.

Goal CF V: Facilitate, support, and/or provide city-wide utility services that are:

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

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

POLICIES

General

CF1: The City's 6-year CIP shall serve as the short-term budgetary process for implementing the long-term Capital Facility Plan. Project priorities and funding allocations incorporated in the CIP shall be consistent with the long term CIP.

CF2: Obtain and maintain an inventory that includes locations and capacities of existing City-managed and non-City-managed capital facilities.

CF3: Review capital facility inventory findings and identify future needs regarding improvements and space based on adopted levels of service standards and forecasted growth in accordance with this plan and its established land uses.

CF4: Coordinate with public entities that provide services within the City's planning area in development of consistent service standards.

CF5: Identify, construct, and maintain infrastructure systems and capital facilities needed to promote the full use of the zoning potential in areas zoned for commercial and mixed use.

CF6: Ensure appropriate mitigation for both the community and adjacent areas if Shoreline is selected as a site for a regional capital facility, or is otherwise impacted by a regional facility's expansion, development, or operation.

Financing and Funding Priorities

CF7: Work with service providers to ensure that their individual plans have funding policies that are compatible with this element.

CF8: Capital Facility improvements that are needed to correct existing deficiencies or maintain existing levels of service should have funding priority over those that would significantly enhance service levels above those designated in the Comprehensive Plan.

CF9: Improvements that are needed to provide critical City services such as police, surface water, and transportation at designated service levels concurrent with growth shall have funding priority for City funds over improvements that are needed to provide capital facilities.

CF10: Consider all available funding and financing mechanisms, such as utility rates, bonds, impacts fees, grants, and local improvement districts for funding capital facilities.

CF11: Evaluate proposed public capital facility projects to identify net costs and benefits, including impacts on transportation, stormwater, parks, and other public services. Assign greater funding priority to those projects that provide a higher net benefit and provide multiple functions to the community over projects that provide single or fewer functions.

CF12: Utilize financing options that best facilitate implementation of the CIP in a financially prudent manner.

Mitigation and Efficiency

CF13: Maximize on-site mitigation of development impacts to minimize the need for additional capital facility improvements in the community.

CF14: Promote the co-location of capital facilities, when feasible, to enhance efficient use of land, reduce public costs, and minimize disruption to the community.

CF15: Through site selection and design, seek opportunities to minimize the impact of capital facilities on the environment, and when possible, include enhancements to the natural environment.

CF16: Promote water reuse and water conservation opportunities that diminish impacts on water, wastewater, and surface water systems, and promote conservation or improvement of natural systems.

CF17: Encourage the use of ecologically sound site design in ways that enhance provision of utility services.

CF18: Support local efforts to minimize inflow and infiltration and reduce excessive discharge of surface water into wastewater systems.

Coordination and Public Involvement

CF19: Provide opportunities for public participation in the development or improvement of capital facilities.

CF20: Solicit and encourage citizen input in evaluating whether the City should seek to fund large community-wide capital facility improvements through voter-approved bonds.

CF21: Work with non-City service providers to make capital facility improvements where deficiencies in infrastructure and services have been identified.

CF22: Actively work with providers to address deficiencies that pose a threat to public safety or health, or impediments to meeting identified service levels.

CF23: Critically review updated capital facility plans prepared by special districts or other external service providers for consistency with the Land Use and Capital Facilities Elements and identify opportunities for:

- co-location of facilities;
- service enhancements and coordination with City facilities and services;
- development of public and environmental enhancements; and
- reductions to overall public costs for capital improvements.

CF24: Track technological innovations to take advantage of opportunities to enhance services or create new utilities.

Levels of Service

CF25: Evaluate and establish designated levels of service to meet the needs of existing and anticipated development.

CF26: Plan accordingly so that capital facility improvements needed to meet established level of service standards can be provided by the City or the responsible service providers.

CF27: Identify deficiencies in capital facilities based on adopted levels of service and facility life cycles, and determine the means and timing for correcting these deficiencies.

CF28: Resolve conflicts between level of service standards, capital improvement plans, and service strategies for inter-related service providers.

CF29: Promote the adequate provision of the full range of services, such as parks, schools, municipal facilities, solid waste, telecommunications, and emergency services for new development, at service levels that are consistent throughout the City.

CF30: Work with all outside service providers to determine their ability to continue to meet service standards over the 20-year time frame of the Comprehensive Plan.

City-Managed Capital Facilities and Services

CF31: The City of Shoreline establishes the following levels of service as the minimum thresholds necessary to adequately serve development, as well as the minimum thresholds to which the City will strive to provide for existing development:

Type of Capital Facility or Service	Level of Service
Park Facilities	Park Facility Classification and Service Areas: • Regional Parks - Citywide • Large Urban Parks - Citywide • Community Parks - 1 ½ miles • Neighborhood Parks - ½ miles

	• Natural Areas - ½ miles • Special Use Facilities - Citywide • Street Beautification Areas - None The adopted 2011-2017 Parks, Recreation and Open Space (PROS) Plan provides an inventory of park facilities by classification and service area. The PROS Plan creates an "Amenity Driven Approach" establishing an interconnected relationship between park facilities within the overall park system. Chapter 4 of the PROS Plan analyzes the target level of service for each classification.
Police	0.85 officers per 1,000 residents; and a response time of 5 minutes or less to all high priority calls, and within 30 minutes to all calls.
Transportation	As established by the Transportation Element, adopted Transportation Master Plan, and as provided in the Capital Facilities Supporting Analysis section.
Surface Water	Consistent with the level of service recommended in the most recently adopted Surface Water Master Plan.

Non-City managed Capital Facilities and Services

CF32: The City of Shoreline establishes the following targets to guide the future delivery of community services and facilities, and to provide a measure to evaluate the adequacy of actual services:

Type of Capital Facility or Service	Level of Service
Water	Consistent with fire flow rates stated in the International Fire Code. Potable water as determined by the Washington State Department of Health.
Wastewater	Collection of peak wastewater discharge, including infiltration and inflow, resulting in zero overflow events per year due to capacity and maintenance inadequacies (or consistent with current health standards).
Schools	The City of Shoreline is wholly within the boundaries of the Shoreline School District. The City neither sets nor controls the level of service standards for area schools. The Shoreline School District is charged with ensuring there is adequate facility space and equipment to

	accommodate existing and projected student populations. The City coordinates land use planning with the school district to ensure there is adequate capacity in place or planned.

Utilities Element
Goals & Policies

INTRODUCTION

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

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

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

GOALS

Goal U I: Facilitate, support, and/or provide city-wide utility services that are:

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

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

Goal U III: Acquire Seattle Public Utilities water system in Shoreline.

POLICIES

U1: Coordinate with utility providers to ensure that the utility services are provided at reasonable rates city-wide and that those services meet service levels identified or recommended in the Capital Facilities Element.

U2: Investigate alternative service provision options that may be more effective at providing services to our residents, including the acquisition of Ronald Wastewater, Shoreline Water District, and those portions of Seattle Public Utility water customers within the City of Shoreline.

U3: Encourage and assist the timely provision of the full range of utilities within Shoreline in order to serve existing businesses, including home businesses, and promote economic development.

U4: Support the timely expansion, maintenance, operation, and replacement of utility infrastructure in order to meet anticipated demand for growth identified in the Land Use Element.

Consistency and Coordination

U5: Coordinate with other jurisdictions and governmental entities in the planning and implementation of multi-jurisdictional utility facility additions and improvements.

Mitigation and Efficiency

U6: Encourage the design, siting, construction, operation, and relocation or closure of all utility systems in a manner that:

- is cost effective,
- minimizes and mitigates impacts on adjacent land uses,
- is environmentally sensitive, and
- is appropriate to the location and need.

U7: Encourage the co-location or joint use of trenches, conduits, or poles so that utilities may encourage expansion, maintenance, undergrounding, and upgrading facilities with the least amount of disruption of services or the community.

Solid Waste

U8: Monitor solid waste collection providers for adequacy of service and compliance with service contracts.

U9: Support recycling and waste reduction efforts throughout the community.

Electricity

U10: Where found to be safe and appropriate, promote recreational use of utility corridors, such as trails, sport courts, and similar facilities.

U11: Negotiate and condition electric utility providers to limit trimming of vegetation to that which is necessary for the safety and maintenance of transmission facilities, where feasible.

U12: Promote the undergrounding of new and existing electric distribution lines where physically and financially feasible as streets are improved and/or areas are redeveloped, based on coordination with local utilities.

Telecommunications

U13: Minimize impacts of telecommunication facilities and towers on the community.

U14: Promote the undergrounding of telecommunication lines in coordination with the undergrounding of other utilities and capital facility systems.

U15: Support the provision of high-quality cable and satellite service throughout the community.

U16: Promote opportunities for distance learning and telecommuting to implement economic development and climate initiatives, such as encouraging more home-based businesses that provide jobs without increased traffic.

U17: Encourage and work with telecommunication providers to develop networks which employ technologies that increase interconnectivity between different networks.

U18: Work with utility companies and public institutions to develop a full range of community information services available to citizens and businesses through the telecommunication network.

Wireless Communications Facilities

U19: Facilitate access to reliable wireless communications services throughout the City, including increasing the service area on the western side of the city.

U20: Protect community aesthetics by planning for well-sited and well-designed wireless service facilities that fit unobtrusively with the environment.

U21: Manage the placement of all communication antennas, antenna support structures, buildings, and associated equipment to promote efficient service delivery and avoid unnecessary proliferation.

Natural Gas

U22: Coordinate with natural gas utilities for improvements and expansion throughout the community, and support the eventual provision of full coverage of natural gas services.

Shoreline Master Program Element Goals & Policies

INTRODUCTION

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

The SMA has three broad policies:

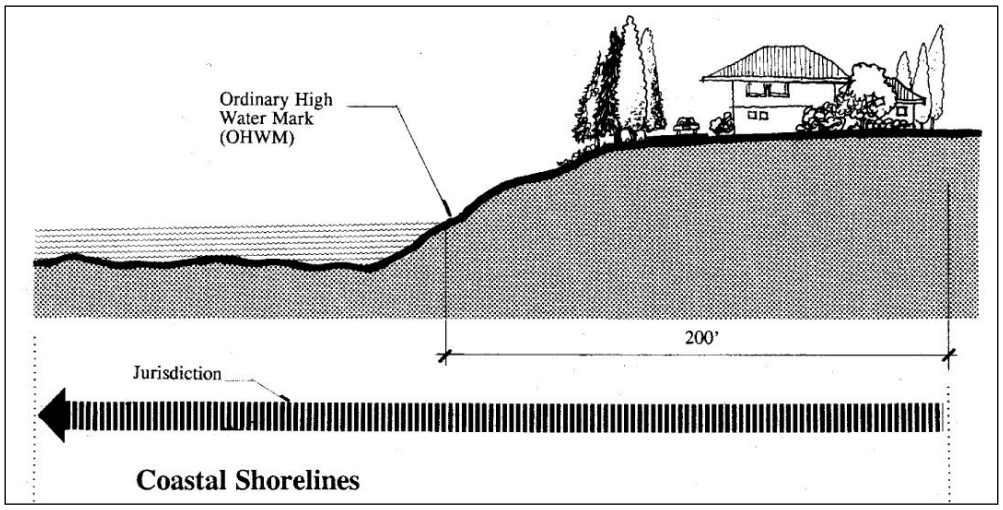
- **Encourage water-dependent and water-oriented uses:** "uses shall be preferred which are consistent with control of pollution and prevention of damage to the natural environment, or are unique to or dependent upon use of the states' shorelines...."
- **Promote public access:** "the public's opportunity to enjoy the physical and aesthetic qualities of natural shorelines of the state shall be preserved to the greatest extent feasible consistent with the overall best interest of the state and the people generally."
- **Protect shoreline natural resources**, including "...the land and its vegetation and wildlife, and the water of the state and their aquatic life...."

Shoreline Jurisdiction

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

The City of Shoreline's shoreline area includes approximately 3.5 miles of marine shorelines within the city limits. There are no "shorelines of the state" associated with rivers, streams, or freshwater lakes in the city or its Potential Annexation Area (PAA) of Point Wells. The portions of Puget Sound within the city limits and its PAA are defined as "shorelines of the state" waterward of the line of extreme low tide by RCW 90.58.030(2)(e)(iii). Under the SMA, the shoreline area to be regulated under the City's Shoreline Master Program must include marine waters and shorelands, defined as the upland area within 200 feet of the OHWM, as well as any associated wetlands (RCW 90.58.030). "Associated wetlands" means those wetlands that are in proximity to, and either influence or are influenced by, tidal waters or a lake or stream subject to the SMA

(WAC 173-22-030[1]). These are typically identified as wetlands that physically extend into the shoreline jurisdiction, or wetlands that are functionally related to the shoreline jurisdiction through surface water connection and/or other factors. Intertidal wetlands have been mapped throughout the city limits along Puget Sound, while smaller wetlands associated with Barnacle and Coyote Creeks are found in proximity to Puget Sound.



Shoreline Master Programs

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

The City of Shoreline incorporated on August 31, 1995, and subsequently adopted the King County Shoreline Master Program (Ord. 23, 1995). With the adoption of the Comprehensive Plan in 1998, the City adopted a Shoreline Master Program Element that contained goals, policies and maps of shoreline environments. While largely consistent with the King County SMP, this newer SMP Element was not reviewed by Ecology, and therefore it did not qualify as part of the City's recognized SMP.

Environment Designations

Part of the process of drafting regulations involved classifying areas of the coastline according to their historic and existing conditions, and ecological function. Those classifications are listed below:

Aquatic Environment (A). Encompasses all submerged lands from OHWM to the middle of Puget Sound. The purpose of this designation is to protect, restore, and manage the unique characteristics and resources of the areas waterward of the ordinary high-water mark.

Urban Conservancy Environment (UC). The purpose of this designation is to protect and restore relatively undeveloped or unaltered shorelines to maintain open space, floodplains, or habitat, while allowing a variety of compatible uses. This designation shall apply to shorelines that retain important ecological functions, even if partially altered. These shorelines are suitable for low intensity development, uses that are a combination of water related or water-enjoyment uses, or uses that allow substantial numbers of people access to the shoreline. Any undesignated shorelines are automatically assigned an urban conservancy designation.

Shoreline Residential Environment (SR). The purpose of this designation is to accommodate residential development and accessory structures that are consistent with the Shoreline Master Program. This designation shall apply to shorelines that do not meet the criteria for Urban Conservancy, and that are characterized by single-family or multi-family residential development, or are planned and platted for residential development.

Waterfront Residential Environment (WR). The purpose of this designation is to distinguish between residential portions of the coastline where natural and manmade features preclude building within the shoreline jurisdiction, and the section along 27th Avenue NW where residential properties directly abut the Puget Sound.

Point Wells Urban Environment (PW). The purpose of this designation is to accommodate higher density uses, while protecting existing ecological functions, and restoring ecological functions that have been degraded.

Point Wells Urban Conservancy Environment (PWC). The purpose of this designation is to distinguish between differing levels of potential and existing ecological function within the Point Wells environment, and regulate uses and public access requirements accordingly.

GOALS

Goal SMPI: Provide for economically productive uses that are particularly dependent on their shoreline location or use.

Goal SMPII: Increase public access to publicly-owned areas of the shoreline.

Goal SMPIII: Develop public and private recreation opportunities that are compatible with adjacent uses, and that protect the shoreline environments.

Goal SMP IV: Provide inter-connected, efficient, and safe transportation networks to and around the shoreline to accommodate vehicles, transit, pedestrians, and cyclists.

Goal SMPV: Regulate land use patterns to locate activity and development in areas of the shoreline that will be compatible with adjacent uses, and will be sensitive to existing shoreline environments, habitat, and ecological systems.

Goal SMPVI: Conserve and protect the natural resources of the shoreline including, but not limited to scenic vistas, aesthetics, and vital estuarine areas for fisheries and wildlife protection.

Goal SMPVII: Identify, preserve, protect, and restore shoreline areas, buildings, and sites having historical, cultural, educational, or scientific values.

Goal SMPVIII: Protect the City and other property owners from losses and damage created by flooding along the coast and/or sea-level rise.

Goal SMP IX: Improve water quality; reduce the impacts of flooding events; and restore natural areas, vegetation, and habitat functions.

POLICIES

General Environment

SMP1: Minimize the adverse impacts of shoreline developments and activities on the natural environment, critical areas, and habitats for proposed, threatened, and endangered species during all phases of development (design, construction, operation, and management).

SMP2: Encourage shoreline developments that protect and/or contribute to the long-term restoration of habitat for proposed, threatened, and endangered species, or that propose to enhance critical areas, other natural characteristics, resources of the shoreline, and/or provide public access and recreational opportunities to the shoreline.

Earth

SMP3: Recognize the recreational value of beaches as well as their role in providing fish spawning substrate.

Water

SMP4: Ensure that shoreline development and activities result in no net loss of ecological function.

SMP5: Minimize impacts to hydrogeologic processes, surface water drainage, and groundwater recharge during development and regulated activities.

SMP6: Incorporate measures into the development, use, or activity to protect water bodies and wetlands from all sources of pollution including, but not limited to sediment and silt, petrochemicals, and wastes and dredge spoils.

SMP7: Implement adequate provisions to prevent water runoff from contaminating surface and ground water in development design. The Planning or Public Works Director may specify the method of surface water control and maintenance programs. Surface water control must comply with the adopted stormwater manual.

SMP8: Conduct all measures for the treatment of surface water run-off for the purpose of maintaining and/or enhancing water quality onsite. Off-site treatment facilities may be considered if onsite treatment is not feasible.

SMP9: Promote basin-wide management of point and non-point source pollution to protect water quality through homeowner education and other programs, and encourage additional efforts of shoreline property owners to maintain ecological functions.

Land Use

SMP10: Regulate intensity and use of shoreline development to maintain compatibility with the surrounding environment and functions.

SMP11: Minimize and mitigate land use conflicts between shoreline developments and properties upstream and downstream from, and adjacent to the proposed site.

Aesthetics

SMP12: Regulate design to minimize the negative aesthetic impact of structures by avoiding placement of service areas, parking lots, and/or view- blocking structures adjacent to the shoreline.

Historical/Cultural

SMP13: Strive to preserve historic or culturally significant resources.

Environmentally Sensitive Areas within the Shoreline

Critical Areas

SMP14: Preserve and protect unique, rare, and fragile natural and man-made features, and wildlife habitats.

SMP15: Protect the diversity of aquatic life, wildlife, and habitat within the shoreline.

SMP16: Conserve and maintain designated open spaces for ecological, educational, and recreational purposes.

SMP17: Recognize that the interest and concern of the public is essential to the improvement of the environment; sponsor and support public information programs.

SMP18: Provide a level of public access appropriate to the degree of uniqueness or fragility of the geological and biological characteristics of the shoreline, such as wetlands and spawning areas.

SMP19: Discourage intensive development of shoreline areas that are identified as hazardous or environmentally sensitive.

Floodplain Management

SMP20: Conduct flood management planning in a coordinated manner that considers affected property owners and public agencies, and the coastal system as a whole, including off-site impacts such as erosion, accretion, and/or flood damage.

SMP21: Prioritize non-structural control solutions (e.g. prohibiting or limiting development in areas that are historically flooded, or limiting increases in peak flow runoff from new upland development) over structural flood control devices wherever possible. Allow structural solutions only after it is demonstrated that non-structural solutions would not be able to reduce the damage.

SMP22: Discourage substantial stream channel modification, realignment, and/or straightening as a means of flood protection.

SMP23: Where possible, integrate public access into the design of publicly financed flood management facilities.

SMP24: Protect and preserve the aquatic environment and the habitats it provides, and balance these interests with protection of life and property from damage caused by flooding.

Wetlands

Wetland ecosystems serve many important ecological and environmental functions, which are beneficial to the public welfare. Such functions include, but are not limited to:

- providing food, breeding, nesting and/or rearing habitat for fish and wildlife;
- recharging and discharging ground water;
- contributing to stream flow during low flow periods;
- stabilizing stream banks and shorelines;
- storing storm and flood waters to reduce flooding and erosion;
- improving water quality through biofiltration, absorption, and retention and transformation of sediments, nutrients, and toxicants; and
- enabling education and scientific research.

SMP25: Identify wetland areas according to established identification and delineation procedures, and provide appropriate protection consistent with the policies and regulations of the Shoreline Master Program and Chapter 20.80, Critical Areas.

SMP26: Provide the greatest protection to wetlands of exceptional resource value, which are defined as those wetlands that include rare, sensitive, or irreplaceable systems.

Wetlands of exceptional resource value include:

- documented or potential habitat for an endangered, threatened, or sensitive species;

- high quality native wetland systems as determined by the Washington State Natural Heritage Program;
- significant habitat for fish or aquatic species as determined by the appropriate state resource agency;
- diverse wetlands exhibiting a high mixture of wetland classes and subclasses as defined in the US Fish and Wildlife Service classification system;
- mature forested swamp communities; and/or
- Sphagnum bogs or fens.

SMP27: Maintain a wetland buffer of adequate width between a wetland and the adjacent development to protect the functions and integrity of the wetland. Base the width of the established buffer zone upon the functions and sensitivity of the wetland, the characteristics of the existing buffer, and the potential impacts associated with the adjacent land use.

SMP28: Regulate all activities within the wetland and the buffer zone to prevent adverse impacts to the wetland functions.

SMP29: Prohibit wetland alteration unless it can be shown that the impact is both unavoidable and necessary, and that resultant impacts are offset through deliberate restoration, creation, or enhancement of wetlands.

SMP30: Verify that wetland restoration, creation, and enhancement projects should result in no net loss of wetland acreage and functions. Where feasible, wetland quality should be improved.

SMP31: Require immediate restoration of wetlands that are impacted by activities of a temporary nature.

SMP32: Prioritize in-kind replacement of functional wetland values. Where in-kind replacement is not practical due to the characteristics of the existing wetland, ecological resources of equal or greater value should be provided.

SMP33: Prioritize on-site replacement of wetlands. Where on-site replacement is not practical due to characteristics of the existing location, replacement should occur within the same watershed, and in as close proximity to the original wetland as possible.

SMP34: Complete wetland restoration, creation, and enhancement projects prior to wetland alteration when possible. Otherwise, replacement should be completed prior to use or occupancy of the activity or development.

SMP35: Require applicants to develop comprehensive mitigation plans that ensure long-term success of the wetland restoration, creation, or enhancement project. Such plans should provide for sufficient monitoring and contingencies to ensure wetland resilience.

SMP36: Require documentation of sufficient scientific expertise, supervisory capability, and financial resources to complete and monitor the mitigation project.

SMP37: Evaluate proposals for restoration, creation, or enhancement with appropriate resource agencies to ensure adequate design and consistency with other regulatory requirements.

SMP38: Prohibit activities in wetland buffer zones, except where it can be demonstrated that such activities should have no adverse impacts on wetland ecosystem functions.

SMP39: Retain the natural condition of wetland buffer zones unless revegetation is necessary to improve or restore the buffer.

SMP40: Regulate land use to avoid adverse impacts to wetlands, and maintain the functions and values of wetlands; establish review procedures for development proposals in and adjacent to wetlands.

Public Access

SMP41: Incorporate public access provisions into all private and public developments. Exceptions may be considered for single family residences, an individual multi-family structure containing four (4) or fewer dwelling units; or where deemed appropriate by the Director.

SMP42: Encourage development uses and activities on or near the shoreline to maximize public visual and/or physical access to the water.

SMP43: In developing public access to the shoreline, consider unique natural characteristics, and preserve the quality of the environment and adjacent wetlands.

SMP44: Require water-oriented public access as close as possible to the water's edge without adversely affecting a sensitive environment.

SMP45: Except for access to the water, encourage placement of public access trails as close to the furthest landward edge of the native vegetation zone as practical. Public access facilities should provide parking and sanitation, and be designed for accessibility by people with disabilities. Publicly owned shorelines should be limited to water-dependent or public recreation uses, otherwise such shorelines should remain protected open space.

SMP46: Preserve, maintain, and enhance public access afforded by public right-of-way street ends adjacent to the shoreline.

SMP47: Design public access to provide for public safety, and to minimize potential impacts to private property and individual privacy. This may include providing a physical separation to reinforce the distinction between public and private space, or through screening with landscape planting or fences.

SMP48: Enhance and preserve public views from the shoreline upland areas. Enhancement of views should not be construed to mean excess removal of vegetation that partially impairs views.

SMP49: Encourage public access facilities to be constructed of environmentally friendly materials, and support healthy natural processes.

SMP50: Require maintenance of public access facilities in order to provide a clean, safe experience, and to protect the environment.

Boating Facilities

SMP51: Public, community, and/or joint-use boating facilities may be allowed depending on the environmental designation; individual private facilities are prohibited. Depending on the scale of the facility, public access requirements should include walkways, viewpoints, restroom facilities, and other recreational uses.

SMP52: Thoroughly address potential impacts of boating facilities on habitat, as well as public health, safety, and welfare before permitting them in the shoreline jurisdiction.

SMP53: Protect navigation rights in development of boating facilities.

SMP54: Restrict extended moorage on waters of the state without a lease or permission, and require mitigation of impacts to navigation and access.

Breakwaters, Jetties, Groins and Weirs

SMP55: Permit breakwaters, jetties, groins, and weirs only for water-dependent uses, and only where mitigated to provide no net loss of shoreline ecological functions and processes.

In-stream Structures

SMP56: Regulate in-stream structures to provide for the protection and preservation of ecosystem-wide processes, ecological functions, and cultural resources including, but not limited to fish and fish passage, wildlife and water resources, shoreline critical areas, hydrogeological processes, and natural scenic vistas. The location and planning of in-stream structures should give due consideration to the full range of public interests, watershed functions and processes, and environmental concerns, with special emphasis on protecting and restoring priority habitats and species.

SMP57: Encourage non-structural and non-regulatory methods to protect, enhance, and restore shoreline ecological functions and processes, and other shoreline resources as an alternative to structural in-stream structures.

Aquaculture

Potential locations for aquaculture are relatively restricted due to specific requirement for water quality, temperature, flows, oxygen content, adjacent land uses, wind protection, commercial navigation, and, in marine waters, salinity. The technology associated with some forms of present- day aquaculture is still in its formative stages and experimental. Therefore, the City recognizes the necessity for some latitude in the development of this use as well as its potential impact on existing uses and natural systems.

SMP58: Prohibit aquaculture in areas where it would result in a net loss of ecological functions, adversely impact eelgrass and macroalgae, or significantly conflict with navigation and other water-dependent uses.

SMP59: Design and locate aquacultural facilities so as not to spread disease to native aquatic life, establish new nonnative species that could cause significant ecological impacts, or significantly impact the aesthetic qualities of the shoreline. Mitigate impacts to ecological functions according to the mitigation sequence described in SMC 20.230.020.

Parking

SMP60: Minimize parking in shoreline areas, and limit it to directly serving a permitted use on the property.

SMP61: Locate and design parking in shoreline areas to minimize adverse impacts, including those related to stormwater runoff, water quality, aesthetic quality, and public access.

SMP62: Require native vegetation in landscaping in order to enhance the habitat opportunities within the shorelines area.

Recreational Facilities

SMP63: Coordinate local, state, and federal recreation planning to mutually satisfy recreational needs, and promote consistency between adopted parks, recreation, and open space plans.

SMP64: When practical, link parks, recreation areas, and public access points, such as hiking paths, bicycle paths, and scenic drives.

SMP65: Locate and design recreational developments to preserve, enhance, or create scenic views and vistas.

SMP66: Restrict the use of jet-skis and similar recreational equipment to special areas; allow this type of activity only where no conflict exists with other uses and/or wildlife habitat.

SMP67: Regulate that all recreational developments include adequate provisions for:

- vehicular and pedestrian access, both on-site and off-site;

- proper water, solid waste, and sewage disposal methods;
- security and fire protection for the use itself and for any use-related impacts to adjacent private property;
- prevention of overflow and trespass onto adjacent properties; and
- buffering of such development from adjacent private property or natural areas.

Residential Development

SMP68: Require residential developments of four (4) or more dwelling units to provide dedicated and improved public access to the shoreline.

SMP69: Prohibit over-water residential development and accessory uses.

SMP70: Encourage new subdivisions to cluster dwelling units in order to preserve natural features, minimize physical impacts, and provide public access to the shoreline.

SMP71: Encourage community or public use shoreline facilities in all new subdivisions and detached single-family development with four (4) or more dwelling units.

SMP72: Regulate design and location of accessory structures to complement existing buildings to the extent practical. Accessory uses and structures should be located landward of the principal residence when feasible.

Non-residential Development

SMP73: Encourage non-residential development to provide water-dependent and water-enjoyment uses. Examples include restaurants that provide a view of the sound to customers, motels and hotels that provide walking areas for the public along the shoreline, and office and retail buildings that have a waterfront theme with public access to the beach or water views.

SMP74: Require non-residential development in the shoreline jurisdiction to incorporate landscaping that enhances shoreline ecological function.

SMP75: Prohibit over-water non-residential development.

Shoreline Modification

SMP76: Regulate biostabilization and other bank stabilization measures to be located, designed, and constructed primarily to prevent damage to the existing primary structure.

SMP77: Prohibit new development requiring shoreline stabilization in areas where no pre-existing shoreline stabilization is present.

SMP78: Allow shoreline modifications only for mitigation or enhancement purposes, or when and where necessary to support or protect an existing primary structure or legally existing shoreline use that is otherwise in danger of loss or substantial damage.

SMP79: Regulate design of shoreline modifications to protect life and property without impacting shoreline resources.

SMP80: Encourage shoreline modifications that are natural in appearance, compatible with ongoing shoreline processes, and provide flexibility for long-term management, such as protective berms or vegetative stabilization, over structural means, such as concrete bulkheads or extensive revetments, where feasible.

SMP81: Require all flood protection measures to be constructed landward of the natural flood boundary, including wetlands that are directly inter-related and inter-dependent with water bodies.

SMP82: Require mitigation or replacement of loss of vegetation and/or wildlife habitat caused by construction or maintenance of shoreline modification.

Dredging and Dredge Spoil

SMP83: Prohibit dredging waterward of the ordinary high water mark for the primary purpose of obtaining fill material.

SMP84: Collaborate with agencies that regulate dredging operations to minimize interference with navigation; avoid creating adverse impacts on other shoreline uses, properties, and ecological shoreline functions and values; and avoid adverse impacts to habitat areas and fish species.

SMP85: Prohibit dredge spoil disposal in water bodies, except for habitat improvement.

SMP86: Restrict disposal of dredge spoil on land to areas where environmental impacts will not be significant.

Bulkheads

SMP87: Permit bulkheads for the purpose of preventing bank erosion by the Puget Sound, specifically to protect property and existing permitted structures. Bulkheads should not be used as the sole solution to geo-physical problems, such as mass slope failure, sloughing, or landslides.

Revetments

SMP88: Limit the use of armored structural revetments to situations where it is determined that nonstructural solutions such as bioengineering, setbacks, buffers or any combination thereof, will not provide sufficient shoreline stabilization.

Land Disturbing Activities

SMP89: Allow land disturbing activities only in association with a permitted shoreline development.

SMP90: Limit land disturbing activities to the minimum necessary to accommodate the shoreline development, or a landscape plan developed in conjunction with the shoreline development.

SMP91: Enforce mechanisms to prevent erosion and sedimentation.

Landfilling

SMP92: Where permitted, limit landfilling to the minimum necessary to provide for the proposed use, and in conjunction with a specific development proposal that is permitted by the Shoreline Master Program. Speculative landfilling activity is prohibited.

Signs

SMP93: Regulate design and placement of signs to be compatible with the natural quality of the shoreline environment and adjacent land and water uses.

Stormwater Management Facilities

SMP94: Encourage stormwater facilities located in the shoreland area to use native vegetation and remove non-native, invasive plant species.

Transportation

SMP95: Minimize construction of new roads within the shoreline area.

SMP96: Collaborate in planning for roads and railroad locations, and advocate for minimal adverse effects to natural conditions, or potential restoration opportunities.

SMP97: Develop and require pedestrian and bicycle trails.

SMP98: Repurpose abandoned transportation corridors for water- dependent use or public access.

SMP99: Encourage joint-use of transportation corridors within the shoreline jurisdiction for roads, utilities, and alternative forms of transportation.

SMP100: Design and retrofit roads to accommodate bicyclists, pedestrians, and transit where feasible.

Utilities

SMP101: Encourage utilities to utilize existing transportation and utility sites, rights-of-way, and corridors whenever possible. Promote joint-use of rights-of-way and corridors.

SMP102: Unless no other feasible alternative exists, prohibit expansion of utilities in the shoreline jurisdiction, wetlands, and other critical areas.

SMP103: Locate new utility facilities so as not to require extensive shoreline modifications.

SMP104: Whenever possible, locate utilities underground, alongside, or under bridges.

SMP105: Prohibit solid waste disposal activities and facilities in shoreline area.

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 categories (residential, commercial, etc.) and intensities of 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 capacity of the infrastructure necessary to serve the projected land uses. Additionally, the GMA requires cities to designate and regulate environmentally critical areas to protect public and private property from natural hazards, to maintain significant environmental features and the community's quality of life, and to preserve ecological functions (RCW 36.70A.172).

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

EXISTING CONDITIONS

Existing Land Use

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

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

Commercial development accounts for approximately 7.2% 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. Four percent of Shoreline's land area is comprised of the Shoreline Community College, Fircrest, CRISTA Ministries and King's Schools, and the Washington State Public Health Lab.

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

Table LU-1
Inventory of Existing Land Uses

Land Use Type	Acres	% Total
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
Total	**7,192**	**100.0**

Source: City of Shoreline GIS Department 2012

Population

The population of Shoreline remained relatively constant from 2000-2010, after increasing 13% 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

				Avg. Annual Growth 2000-2010
	1996	**2000**	**2010**	
King County	1,628,800	1,737,046	1931249	14%
Shoreline	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 5,000 new jobs and 5,000 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 these might be mixed-use structures, with commercial uses on the bottom floor and office or residential uses on the upper floors; some of these will be 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
Net Acres of Land*	30.9	291.2	0	322.1
Density	4	6	N/A	
Capacity in Units	123	1747	N/A	1870
Minus Existing Units on Redevelopable Parcels	(75)	(605)	0	(680)
Net Capacity	**48**	**1142**	**0**	**1190**

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
Net Acres of Land*	35.2	1.8	24	72.1	133.2
Density	11	24	24-48	65	
Capacity in Units	382	43	838	4685	
Minus Existing Units on Redevelopable Parcels	(170)	(0)	(116)	(33)	
Net Capacity	**212**	**43**	**722**	**4652**	**5629**

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 developed at an

average Floor Area Ratio (FAR) of .27. FARs of 1.0 are easily achievable with structured parking. An FAR of 1.0 would result in capacity for almost 7,500 new jobs.

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." Factors that make these facilities difficult to site include the number of jurisdictions affected or served by the facility, the size of the facility, and the facility's potential adverse impacts, such as noise, odor, traffic, and pollution generation. The facilities can be either desirable or undesirable to jurisdictions. Some of the facilities are privately owned and regulated by public entities. Facilities also can be owned by the State and used by residents from throughout the State, such as universities and their branch campuses.

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

The siting process described in this section is intended as an interim process. The Growth Management Planning Council (GMPC), which is made up of the cities in King County and the County, is required by the Countywide Planning Policies (CPP) to establish a county-wide process for siting essential public facilities (ref. CPP FW-32). That process is to address EPF definitions, inventories, incentives, public involvement, environmental protection, and consideration of alternative siting strategies (ref. CPP S-1). When that process is established, Shoreline may modify this process to reflect the GMPC recommendations.

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 jurisdiction within the County. Each target is the amount of growth to be accommodated during the 2006-2031 planning period. Shoreline's growth target for this period is 5,000 additional households. In order to plan for these new households, the City must identify sufficient land (zoning capacity) and strategies to show that there will be available housing and services for this projected population. New housing could include traditional single-family homes, clustered housing, accessory dwelling units, duplexes, triplexes, townhomes, or apartment buildings. Planning for expected growth requires an understanding of current economic and housing market conditions, demographic trends, and household characteristics.

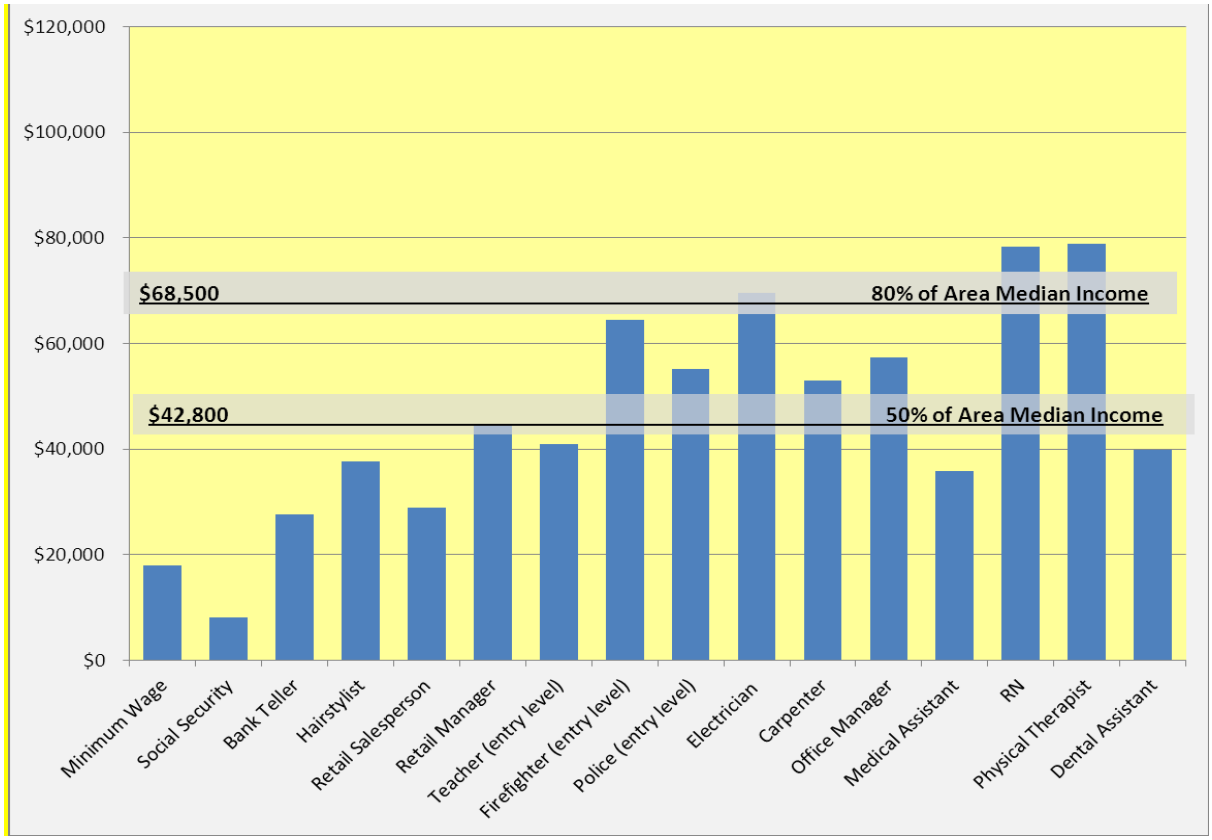
Comprehensive Housing Strategy

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

The Comprehensive Housing Strategy was the culmination of work by a Citizen Advisory Committee formed in 2006 to address the city's housing needs. The strategy contains recommendations for expanding housing choice and affordability while defining and retaining important elements of neighborhood character, educating residents about the importance and community benefit of increasing local choice and affordability, and developing standards to integrate a variety of new or different housing styles within neighborhoods.

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 2011 AMI for Shoreline was $66,476. Therefore, a household with that income would be making 100% of median; a household that made 50% 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% 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, with 1965 being the median year of home construction. 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, with 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

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 that are certified through the Leadership in Energy and Environmental Design (LEED) program. Styles range from expansive homes on large view lots to modest homes on lots less than a quarter acre in size.

According to the 2010 Census, there are 21,561 housing units within the City of Shoreline. About 73% 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:
Number of Dwelling Units for Each Housing Type

Type of Housing	Shoreline (units)	King County (units)
Single-family	16,295 (72.5%)	504,083 (59.5%)
Duplex	258 (1.1%)	16,727 (2.0%)
Triplex/4-plex	516 (2.3%)	37,876 (4.5%)
Multifamily (5+units)	5218 (23.2%)	269,949 (31.9%)
Mobile Home	134 (0.6%)	17,385 (2.1%)
Other (*boat, RV, van, etc.*)	49 (0.2%)	753 (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% of Shoreline's population, or 1,415 people, live in group quarters. This is a slightly higher percentage than the 1.9% 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 or 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

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

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 shelter for their current maximum capacity of 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

	# 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	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% 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% of the City's occupied housing units in 2000, and nearly 35% in 2010. This shift was mainly due to an increase in the number of multi-family rental units in the community (see Table H-4).

Table H-4
Housing Inventory and Tenure

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

Source: 2000 Census; 2010 Census

A substantial increase in vacancies from 2000 to 2010 may partially be explained by apartment complexes, such as Echo Lake, that had been built but not yet occupied during the census count, or by household upheaval caused by the mortgage crisis. More recent data indicate that vacancies are declining (see Table H-14).

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 market demand with regard to number of households; household size, make-up, and tenure (owner vs. renter); and preference for styles and amenities. For instance, young singles and retired people may prefer smaller units with goods, services, and transit within walking distance as opposed to a home on a large lot that would require additional maintenance and car ownership. It is important for Shoreline to have a variety of housing styles to accommodate the 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. The Washington Office of Financial Management estimates that Shoreline added 193 residents in 2011, which is a more modest rate of growth than experienced by the County or many other cities in the Puget Sound region.

In 2010, there were 21,561 households in the city, an increase of 845 since 2000. This 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
Shoreline	2.7	2.5	2.5	2.4
King County	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; approximately 30% were individuals living alone (an increase from 26% in 2000). The remaining 9% were 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
Total Households	20,716	21,561	+845
Households with Children	6,775 32.7% of total	6,015 27.9% of total	-760 11.2% decrease
Single-person Households	5,459 26.5% of total	6,410 29.7% of total	+951 17.4% increase
Households with Individuals over 65	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%.

Shoreline's changing demographic characteristics may impact future housing demand. Newer residents 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 homes with a variety of price points 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 neighborhood amenities and services, and could make residents less dependent on private automobiles.

HOUSING ISSUES

Affordable Housing

The GMA requires CPPs to address the distribution of affordable housing, including housing for all income groups. The 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% of the AMI) and low-income households (earning below 50% 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. In 2011, the median household income in Shoreline was $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

	Shoreline	King County
Very Low Income (<30% AMI)	3,154 (14.8%)	53,784 (12.5%)
Low Income (30%-50% AMI)	2,580 (12.1%)	52,112 (11.2%)
Moderate Income (50%-80% AMI)	3,665 (17.2%)	76,279 (16.0%)
80%-120% AMI	4,443 (20.8%)	97,116 (19.0%)
>120% AMI	7,520 (35.2%)	216,821 (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

	Percent of Units Affordable to Income Group	Affordability Gap
Very Low Income (<30% AMI)	825 (3.9%)	10.9%
Low Income (30%-50% AMI)	2,115 (10.0%)	2.1%
Moderate Income (50%-80% AMI)	4,886 (23.1%)	N/A
80%-120% AMI	6,367 (30.1%)	N/A

Source: King County Comprehensive Plan
**Vacant units are not included in the analysis, since the affordability of vacant units is unknown.*

Where affordability gaps exist, households must take on a cost burden in order to pay for housing. Cost-burdened households paying more than 30% 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.

In order to assess the relative status of housing affordability in the City, comparison cities in King County were selected based on number of households and housing tenure. Two cities (Sammamish and Mercer Island) with few renters were selected for comparison, along with two cities (Kirkland and Renton) with a higher proportion of renting households. To compare Shoreline to these cities and to King County, the number of households in each income group county-wide was compared to the number of housing units affordable at each income level.

Table H-9
Comparison of Affordability Gaps

	Very Low Income Affordability Gap	Low Income Affordability Gap	Moderate Income Affordability Gap	80%-120% AMI Affordability Gap
Sammamish	12.1%	9.6%	10.1%	2.1%
Mercer Island	10.1%	8.9%	6.0%	6.7%
Shoreline	**8.6%***	**1.2%***	**n/a**	**n/a**
Kirkland	9.9%	4.9%	n/a	n/a
Renton	8.8%	n/a	n/a	n/a
King County	8.4%	n/a	n/a	n/a

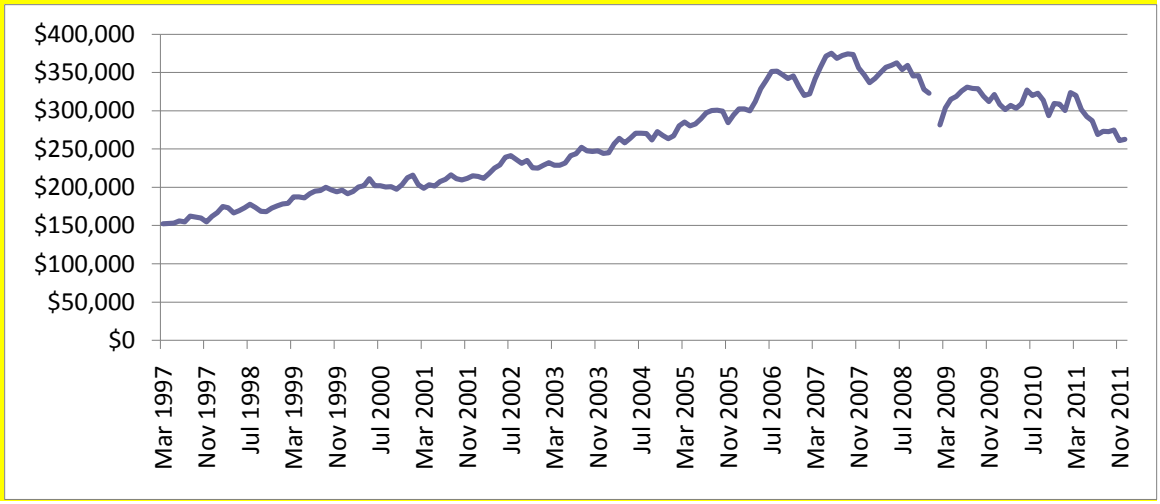
Source: King County Comprehensive Plan

**Discrepancy with Table H-8 results from use of Countywide household data for comparison with other cities and King County*

Falling Home Values

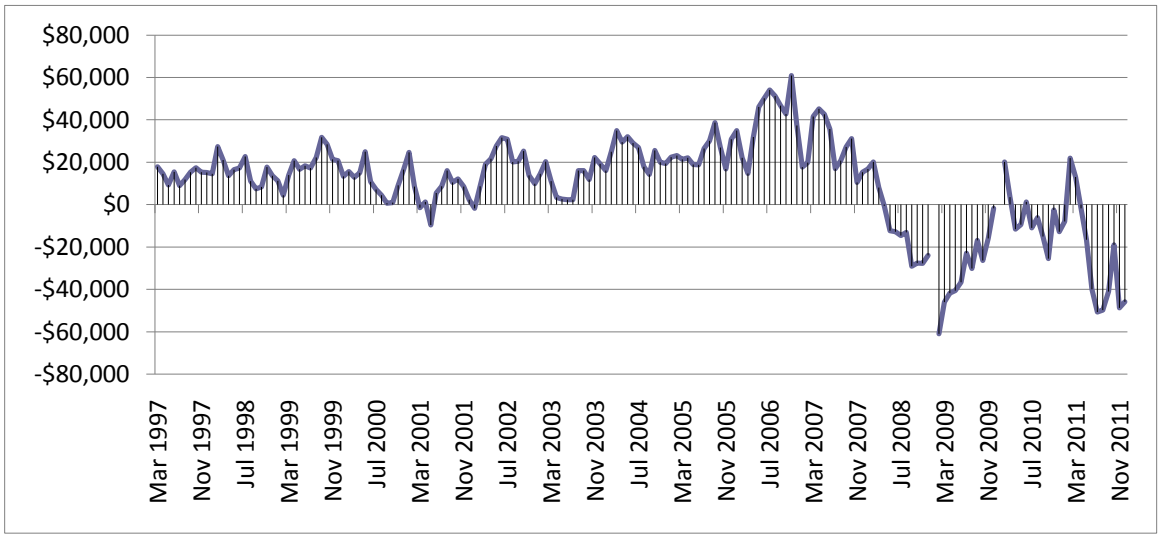
As in much of the rest of the country, home prices in Shoreline have fallen in recent years. After increasing rapidly for over a decade, median sales price reached a peak in June 2007 at $375,300. The median sales price in December 2011 was $262,600, a decrease of 30% (see Charts H-10 and H-11). While decreasing prices lower the affordability gap for prospective buyers, they can also increase risk of deferred maintenance, vacancy, and abandonment.

Chart H-10
Median Sales Price



Source: Zillow.com

Chart H-11
Year-Over-Year Change in Median Sales Price



Source: Zillow.com

A Segmented Market

While home prices have decreased city-wide since 2007, there is a large discrepancy in the value of homes in the city's various neighborhoods. Table H-12 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). City-wide data suggests that home values have continued to decline since 2010, though regional trends suggest the rate of decline is now slowing.

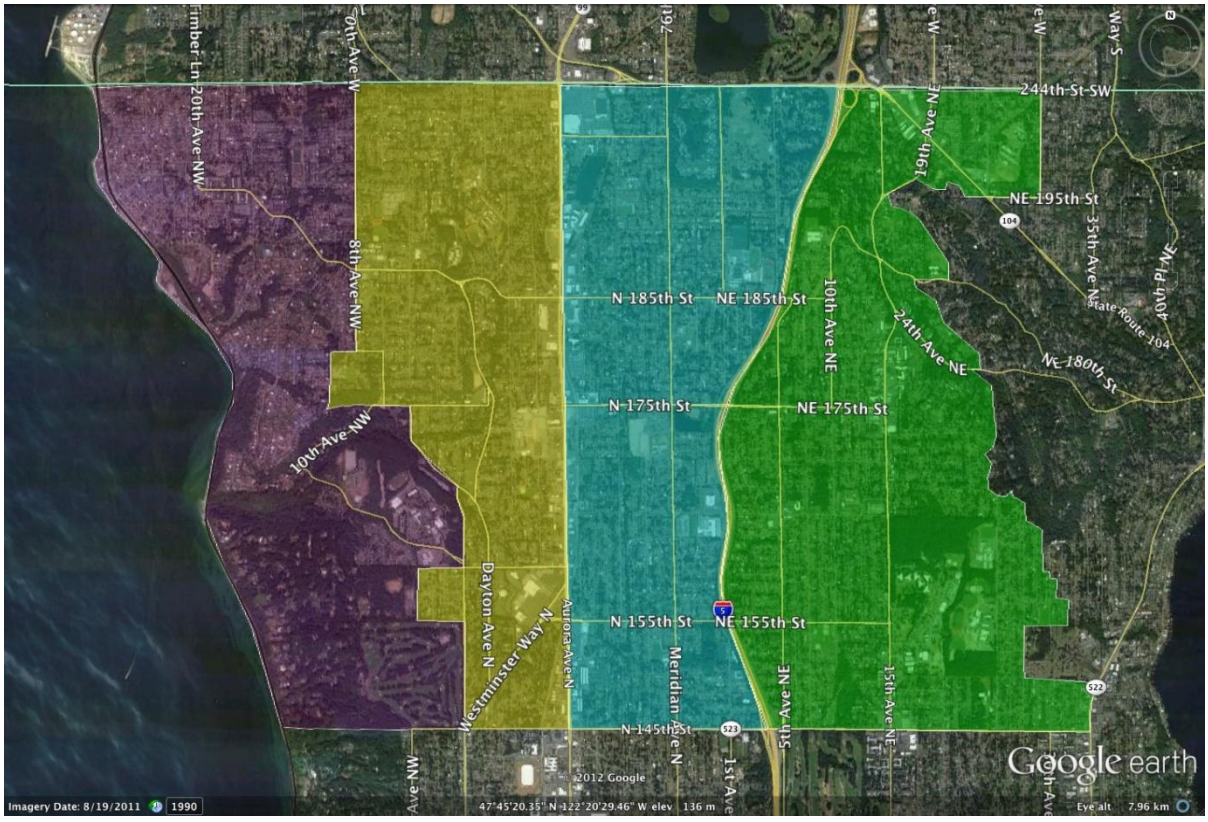
Table H-12
Single Family Housing Prices

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.*

Figure H-13
Shoreline Neighborhood Areas Reference Map



Source: King County Assessor 2011 Area Reports

Rising Rents

In contrast to the single-family market, apartment rents in Shoreline have stabilized near highs reached in 2009, and are likely to continue trending upward as vacancies decline. According to the most recent data available, the average rent has increased from $859 in September 2007 to $966 in March 2012. Year-over-year trends for the past five years in the Shoreline area rental market (which includes the cities of Shoreline and Lake Forest Park) are included in Table H-13.

Table H-14
Shoreline Area Rental Market
Rents & Vacancy Rates

	2008	2009	2010	2011	2012
Average Rent	$897	$977	$949	$934	$966
Market Vacancy*	2.7%	4.6%	7.1%	5.0%	4.0%

Source: Dupre+Scott, The Apartment Vacancy Report

**Market Vacancy excludes units in lease-up and those undergoing renovation*

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 or fixed-income citizens and smaller households.

Neighborhood Quality and Housing Choice

The Citizen Advisory Committee of the Comprehensive Housing Strategy stressed the need to define and retain important elements of neighborhood character, while also providing housing choice. Some members of the community have expressed concern about density and design of infill developments and the impacts of these developments on existing neighborhoods; some members of the community support additional density and infill development in order to preserve undeveloped land in rural areas, support transit and other amenities, and increase affordability. Regulations that implement policy recommendations in the Housing Element and Strategy should strive to balance these concerns and opportunities.

Housing choice refers to the ability of households in the city to live in the neighborhood and housing type of their own choosing. Housing choice is supported by providing a variety of housing that allows older adults to age in place and new families to be welcomed into existing neighborhoods. While Shoreline's single-family housing is in generally good condition and highly desirable for many, new housing close to neighborhood centers may be equally desirable to older adults, small households, or special-needs households with financial or mobility limitations. Other benefits of location efficient housing development include:

- Transportation cost savings;
- Improved fitness and health through increased walking;
- Lower costs for roads, utilities and emergency services;
- Reduced road and parking costs;
- Reduced regional congestion;
- Energy conservation;
- Reduced emissions; and
- Preservation of open space.

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 and those for whom English is a second language; and/or
- 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; and
- Domestic Violence victims.

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

Transportation Element Supporting Analysis
(Placeholder for link to TMP)

Parks, Recreation, and Open Space Element Supporting Analysis
(Placeholder for link)

Economic Development Element Supporting Analysis

BACKGROUND AND CONTEXT

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

Employment Growth Targets

The King County County-wide Planning Policies (CPPs), adopted to implement the GMA, establish employment growth targets for each of the jurisdictions within the County. The employment target is the amount of job growth the jurisdiction should plan to accommodate during the 2006-2031 planning period. Shoreline's growth target for this period is 5,000 additional jobs.

In the past, Shoreline was considered a "bedroom community" from which residents travelled elsewhere for higher-wage jobs and for more complete shopping opportunities. Recognizing new and innovative ways to support the local economy will assist efforts to plan for the addition of 5,000 new jobs. The quality of Shoreline's economy is affected by reliable public services, the area's natural and built attractiveness, good schools, strong neighborhoods, efficient transportation options, and healthy businesses that provide goods and services. Maintaining the community's quality of life requires a strong and sustainable economic climate.

2012-2017 Economic Development Strategic Plan

After a yearlong collaborative process, the City of Shoreline Office of Economic Development adopted the 2012-2017 Economic Development Strategic Plan. The Strategic Plan seeks to achieve Sustainable Economic Growth by supporting "place making" projects that realize the 6 Council Guidelines for Sustainable Economic Growth:

- **Multiple areas** – improvements and events throughout the City that attract investment;
- **Revenue** – growing revenue sources that support City programs;
- **Jobs** – employers and business starts that create more and better jobs;
- **Vertical growth** – sustainable multi-story buildings that efficiently enhance neighborhoods;
- **Exports** – vibrant activities and businesses that bring money into Shoreline; and
- **Collaboration** – broad-based partnerships that benefit all participants.

POPULATION AND EMPLOYMENT

Overview

Within a total land area of 11.7 square miles, encompassing 14 neighborhoods and 2 major transportation corridors, the City of Shoreline has approximately 53,000 residents and 16,400 jobs.

Shoreline's major employment centers include two sizable retail developments on the Aurora Corridor: Aurora Village (anchored by Costco and Home Depot) and Aurora Square. There are additional neighborhood retail concentrations on 15th Ave NE, Ballinger Way, and in Richmond Beach. Shoreline Community College and the Fircrest Campus are two of the City's other major employment centers.

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

Table ED-1
Demographics and Household Income

	Shoreline	King County	Seattle-Tacoma-Bellevue MSA
2010 Population	53,007	1,931,249	3,439,809
Median Age	44.1	37.1	36.8
Labor Force Population (Population, age 16-64)	36,302	1,353,507	2,372,574
Labor Force Population, Percent of Total Population	68.5%	70.1%	69.0%
Median Household Income	$66,476	$67,711	$64,821

Sources: 2010 US Census

Population Trends and Forecasts

Population growth and household creation within the City generate demand for new residential development. Population growth, income growth and job creation within local and extended trade areas provide much of the support for new commercial and retail development. Household creation is discussed in the Comprehensive Plan Housing Element Supporting Analysis. Population and income growth trends and forecasts are summarized in the following tables.

Table ED-2
City of Shoreline and Region

	Historic Population Growth				Annual Percent Change		
	1990	2000	2010	2011	1990-2000	2000-2010	2010-2011
Shoreline	52,109	53,296	53,007	53,200	0.2%	-0.1%	0.4%
King County	1,507,319	1,737,034	1,931,249	1,942,600	1.5%	1.1%	0.6%
Seattle-Tacoma-Bellevue MSA	2,559,164	3,043,878	3,439,809	3,461,750	1.9%	1.3%	0.6%

Source: 1990, 2000, 2010 US Census; OFM April 1, 2011 estimates

Table ED-3
City of Shoreline and Region
Forecast Population Growth

					Projected Ann. Growth		
	2010	2020	2030	2040	2010-2020	2020-2030	2030-2040
Shoreline Forecast Analysis Zone Group*	68,097*	69,190	70,273	70,692	0.2%	0.2%	0.1%
Central Puget Sound Region (MSA plus Kitsap County)	3,690,942	4,148,693	4,544,179	4,988,135	1.2%	1.0%	1.0%
King County	1,942,600	2,075,426	2,234,775	2,401,521	0.7%	0.8%	0.7%

Source: 2010 Census; Puget Sound Regional Council 2006 Small Area Forecasts
**Forecast Analysis Zones follow census tract boundaries that Include areas outside the City. Due to changes in census tract boundaries, the 2010 total population for Shoreline FAZ group is based on 2006 projections, not the actual census count.*

The data presented above support the following key considerations:

- The City's population growth has been and will continue to be slower than growth in King County and the region.
- While Shoreline's population is older than the population in King County and the Metro Area, 68.5% of the population is of working age, which is only 0.5% lower than the Metro Area labor force population.
- Median annual household income in Shoreline is only $1200 lower than in King County, and $1700 higher than in the Metro Area as a whole.

Employment

Employment within the city is a measure of the current level of economic activity, in terms of both number of jobs and the distribution of jobs among employment sectors. Table ED-4 shows a breakdown of city employment by sector. The changing nature of jobs in the City is reflected in Figures ED-5 through ED-8 on the following pages. Forty-six percent of jobs in 2010 were in the

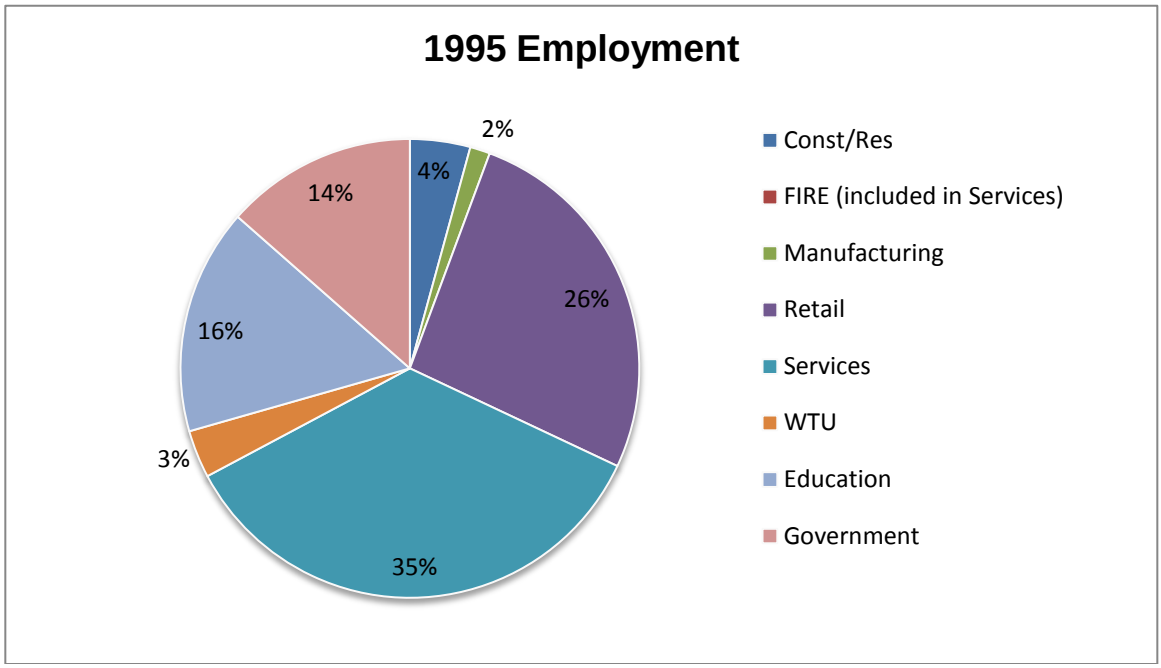
services sector, which includes several sub-sectors. Shoreline's top service sub-sectors in 2010 were Health Care and Social Assistance (2,525 jobs), Administration and Support (1,151 jobs), Accommodation and Food Services (986 jobs), and Other Services (1,147 jobs).

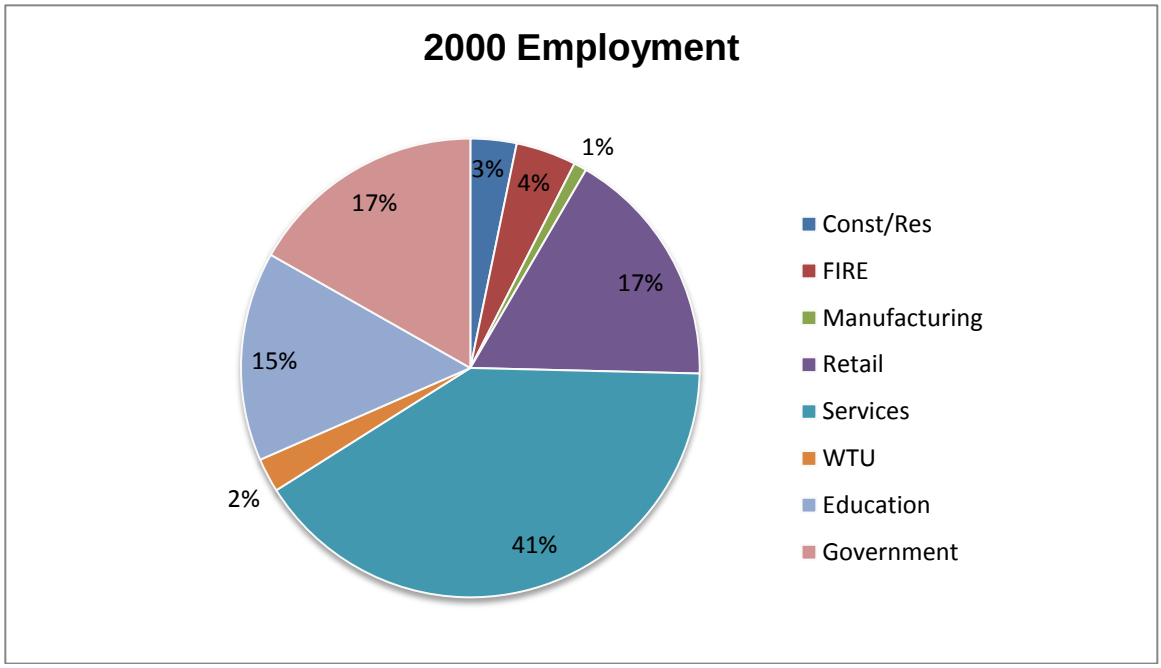
Table ED-4
City of Shoreline
Employment by Sector

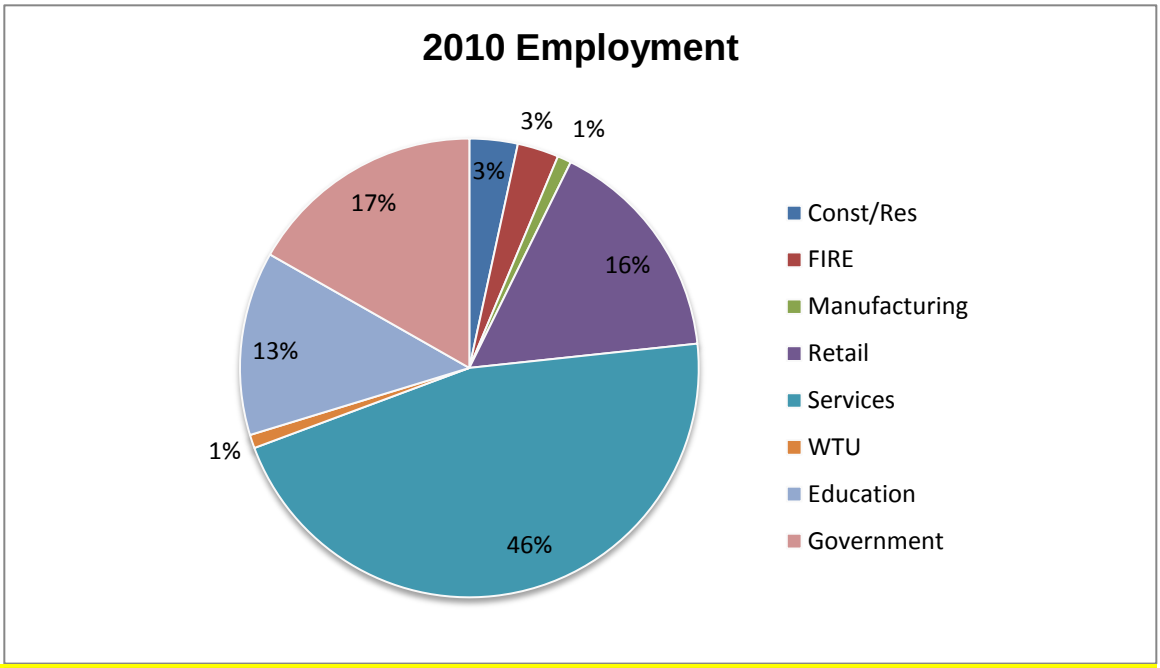
	1995		2000		2010		Avg. Ann. Growth	
	#	% of Total	#	% of Total	#	% of Total	1995-2000	2000-2010
Construction/ Resources	570	4.2%	514	3.2%	558	3.4%	-2.0%	0.9%
FIRE*	***	***	673	4.3%	478	2.9%	***	-2.9%
Manufacturing	189	1.4%	144	0.9%	160	1.0%	-4.8%	1.1%
Retail	3,531	26.2%	2,685	17.0%	2,629	16.0%	-4.8%	-0.2%
Services	4,720	35.0%	6,432	40.7%	7,551	46.0%	7.3%	1.7%
WTU**	451	3.3%	380	2.4%	156	1.0%	-3.1%	-5.9%
Education	2,133	15.8%	2,335	14.8%	2,126	13.0%	1.9%	-0.9%
Government	1,811	13.4%	2,656	16.8%	2,751	16.8%	9.3%	0.4%
TOTAL	13,499	100%	15,820	100%	16,409	100%	3.4%	0.4%

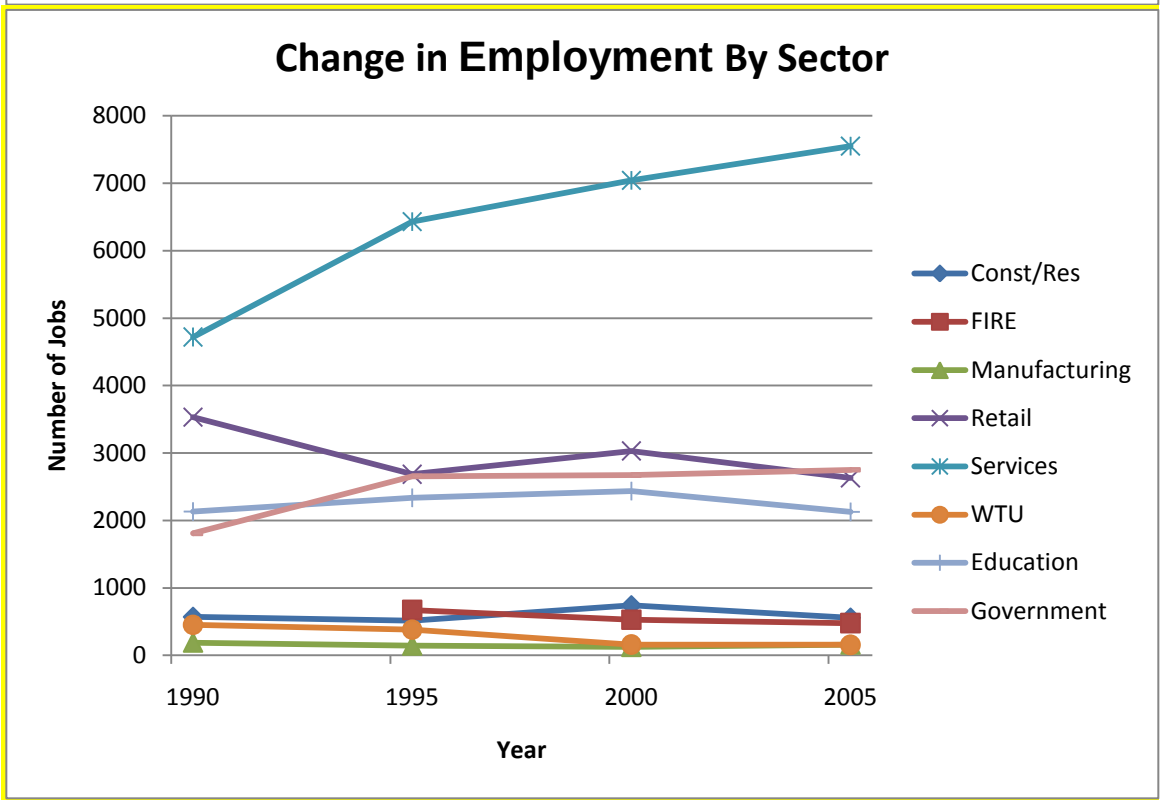
*Finance, Insurance, and Real Estate
** Wholesale Trade, Transportation, and Utilities
***1995 count combines FIRE and other service-sector jobs
Source: Puget Sound Regional Council "Covered Employment" Database

Figures ED-5, ED-6, ED-7, ED-8
Changes in Makeup of Shoreline Employment









Key considerations from employment data:

- Non-government employment in Shoreline is predominantly oriented toward services and retail. These two sectors comprised 62% of total employment as of 2010.
- Employment growth has been concentrated in services, which was the fastest growing sector between 2000 and 2010.

- The other non-government sectors in which employment grew in the last decade were manufacturing and construction/resources. Despite growth, the two sectors together account for only 4.4% of total employment.
- Total employment in Shoreline continued to grow over the past decade, though at a much slower pace than in the previous five years.

Peer Comparison: Household Characteristics

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

Table ED-9
Peer Cities Selected For Comparison

	Population 2010	Employment 2010	"Activity Units"
Lynnwood	35,836	22,889	58,725
Tukwila	19,107	43,126	62,233
Shoreline	53,007	**16,409**	**69,416**
Marysville	60,020	11,431	71,451
Kirkland	48,787	30,942	79,729

Sources: 2010 Census, PSRC "Covered Employment" Database

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

Table ED-10
Shoreline and Peer Cities
Income and Employment

City	Median Household Income	Unemployment Rate	Poverty Rate
Lynnwood	$47,920	8.5%	12.6%
Tukwila	$44,271	10.5%	23.8%
Shoreline	$67,076*	**6.7%**	**8.3%**
Marysville	$64,399	7.0%	9.5%
Kirkland	$84,995	5.0%	5.5%

*Discrepancies with other data in this analysis are due to the use of ACS 5-year estimates, which are required for comparison with peer cities. Three-year estimates are used elsewhere to capture more recent trends.
Source: U.S. Census Bureau, 2006-2010 American Community Survey

Peer Comparison: Jobs-Housing Balance

Encouraging employment growth within the city may improve Shoreline's jobs-housing balance. Jobs and Housing are "balanced" at approximately 1.5 jobs per household. Jobs-housing balance

is "a means to address travel demand by improving accessibility to jobs, as well as to goods, services, and amenities" (PSRC, Vision 2040). The creation of new jobs through economic development can help alleviate a mismatch between jobs and housing, reduce commute times, and create more opportunities for residents to work and shop within their own community.

Table ED-11
Shoreline and Peer Cities
Jobs-Housing Balance

	Employment 2010	Housing Units 2010	Jobs/Housing Unit Ratio	Mismatch (Deviation from 1.5)
Lynnwood	22,889	14,939	1.53	0.03
Tukwila	43,126	7,755	5.56	4.06
Shoreline	**16,409**	**22,787**	**0.72**	**-0.78**
Marysville	11,431	22,363	0.51	-0.99
Kirkland	30,942	24,345	1.27	-0.23
King County	1,099,639	851,261	1.29	-0.21
Snohomish County	235,371	286,659	0.82	-0.68

Sources: 2010 US Census; PSRC Covered Employment Database

The peer comparisons presented above support the following key considerations:

- Despite being of similar size, the economic characteristics of the peer cities vary considerably. Shoreline has the second highest median income, and the second lowest unemployment and poverty rates among peer cities.
- Shoreline and Marysville share the characteristics of "bedroom communities" in that both cities have substantially more residents than jobs. However, Shoreline has a lower jobs-housing mismatch and better transportation access than many suburban bedroom communities.
- There are currently only 0.72 jobs for every housing unit in the City, highlighting the need for job growth and employment-supporting development.

REVENUE BASE

Sales Tax and Property Tax

The revenue base of the City is another measure of the strength of the local economy. A strong revenue base supports the necessary public facilities and services for an attractive place to live and work. Two major elements of the revenue base are taxable retail sales and the assessed valuation for property taxes. Shoreline's taxable sales and assessed valuation are compared to those in the peer communities and King County as a whole in Table ED-12 and Table ED-13.

Table ED-12
Shoreline and Peer Cities
Taxable Retail Sales

	Sales, 2001 (in millions)	Per Capita	Sales, 2010 (in millions)	Per Capita	Avg. Ann. Growth
Lynnwood	$1,720	$51,000	$1,778	$50,000	0.4%
Tukwila	$1,858	$108,000	$1,635	$86,000	-1.3%
Shoreline	**$582**	**$11,000**	**$660**	**$12,000**	**1.5%**
Marysville	$394	$15,000	$722	$12,000	9.2%
Kirkland	$1,307	$29,000	$1,456	$30,000	1.3%
King County	$36,113	$21,000	$39,275	$20,000	1.0%

Source: Washington State Department of Revenue

Table ED-13
Shoreline and Peer Cities
Assessed Valuation

	AV, 2001 (in millions)	Per Capita	AV, 2010 (in millions)	Per Capita	Avg. Ann. Growth
Lynnwood	$2,649	$78,000	$5,237	$146,000	10.9%
Tukwila	$3,005	$174,000	$4,970	$260,000	7.3%
Shoreline	**$4,193**	**$78,000**	**$6,739**	**$127,000**	**6.7%**
Marysville	$1,428	$53,000	$4,437	$74,000	23.4%
Kirkland	$5,964	$130,000	$11,312	$232,000	10.0%
King County	$187,181	$106,000	$340,324	$175,000	9.1%

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

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

- Compared to the peer cities and King County, Shoreline has a relatively low revenue base. Among peer cities, Shoreline had the second lowest per capita taxable sales and second lowest per capita assessed valuation in 2010.
- Growth in assessed valuation has been moderate over the past decade, averaging a 6.7% annual increase. This could be due to a relative lack of new construction in comparison to a younger community, such as Marysville.
- Retail sales growth has averaged 1.5% annually. This is the second highest rate of increase among the peer cities, and higher than King County as a whole.

Other Revenue Sources

Other sources of revenue for the City include the gambling tax, utility tax, permit fees, and other fees. Gambling taxes are collected at a rate of 10% of gross receipts for cardrooms in the City. Projected gambling tax revenue for 2012 equals 6% of the total forecasted general fund operating revenues. Thirteen percent of total forecasted general operating revenues are expected to come from the utility tax and 8% from license and permit fees. This compares to 32% from property

taxes and 20% from sales taxes. The remaining revenue comes from contract payments, state and federal grants, and other sources.

REAL ESTATE MARKET CONDITIONS

Retail

Retail development meets two important economic development objectives. It provides the goods and services needed by residents and businesses, and it provides a major source of tax revenue. Table ED-12 above shows that retail sales have grown over the past decade, yet they are still lower than sales in the peer cities used for comparison.

While Shoreline is home to many retail establishments, there is a significant amount of sales "leakage" in some retail categories. Leakage refers to a deficit in sales made in the City compared with the amount of spending on retail goods by Shoreline residents. Table ED-14 shows the retail categories with high levels of leakage, suggesting potential major retail opportunities in these categories. New retail development or re-development of existing retail may better meet the shopping needs of Shoreline residents and increase sales tax revenue for the City.

Table ED-14
City of Shoreline
Retail Leakage

	Resident Expenditures	Retail Sales	Sales Leakage	% of Resident Dollars Spent Elsewhere
Health and Personal Care Stores	$45,573,818	$26,814,862	$18,758,956	41.2%
Clothing and Clothing Accessories Stores	$38,482,646	$3,649,709	$34,832,937	90.5%
General Merchandise Stores	$110,346,269	$31,820,134	$78,526,135	71.2%
Foodservice and Drinking Places	$91,161,225	$57,864,320	$33,296,905	36.5%

Source: Robert Weis, PhD

Office

Shoreline has few large office concentrations or multi-tenant office buildings. New office development could provide a location for various service providers, as well as the management and support facilities for businesses with multiple outlets. An inventory of selected buildings offering office space for lease in Shoreline provides an indication of the nature and strength of the local office market (see Table ED-15).

Table ED-15
City of Shoreline
Selected Commercial Buildings

	Address	Year Built	Stories	Rentable SF	Available SF	Rent/SF.Yr*
Ballinger Gateway	19500 Ballinger Way NE	2004	4	2,911	0	$21 N
Ballinger Way Buildings	19936-19940 Ballinger Way NE	1978	1	10,289	0	$8-$12 N
Interurban Center	17962 Midvale Avenue N	1960	2	17,593	4,160	$15 FS
North City Office Building	17529-17535 15th Avenue NE	1960	2	10,600	2,252	$12 N
Shoreline Bank Plaza	20011 Ballinger Way NE	1975	1	12,042	1,411	$19-$28 N
Shoreline Business & Professional Center	17544 Midvale Avenue N	1962	4	21,362	5,742	$22.50 N
14625 15th Ave NE		1973	1	6,930	6,930	$29 N
TOTAL				**81,727**	**20,495**	

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

Residential

The CPPs call for Shoreline to plan 5,000 new households in the planning period, which would equate to 200 new households per year. New residential development will provide shelter for the local workforce, and create new opportunities for families to live in the city. Table ED-16 and ED-17 contain information on residential building permit tallies and new apartment units in order to reflect trends in residential development. Additional information on residential market conditions, including vacancy rates and home values, is included in the Housing Element Supporting Analysis.

Table ED-16
City of Shoreline
Newly Issued Building Permits

	Addition/Remodel		New Construction	
	2010	2011	2010	2011
Single-Family	178	161	12	29
Multi-family	10	15	0	1

Table ED-17
City of Shoreline
New Apartment Units by Year

	2007	2008	2009	2010	2011	Total	Yearly Avg.
Number of New Units	0	66	289	0	21	376	75.2

Source: Dupre+Scott Apartment Advisors

The data support the following key considerations:

- Significant market leakage exists in multiple retail categories, creating potential opportunities for new retail development in the City.
- The office vacancy rate for buildings listed on Officespace.com is 25%. However, there is little or no new Class A office space in the City available to prospective tenants.
- Permit activity for new residential development increased from 2010 to 2011. An even faster pace of new development would likely be required to meet the goal of accommodating 200 new households per year.

ECONOMIC DEVELOPMENT INITIATIVES

Shoreline's Economic Development Strategic Plan identified significant projects that can dramatically affect the economic vitality of Shoreline. These City-Shaping Place Making Projects are:

- **Creating a Dynamic Aurora Corridor Neighborhood** – unleashing the potential created by the City's tremendous infrastructure investment;
- **Reinventing Aurora Square** – catalyzing a master-planned, sustainable lifestyle destination;
- **Unlocking the Fircrest Surplus Property** – establishing a new campus for hundreds of family-wage jobs; and
- **Planning Light Rail Station Areas** – two imminent and crucial opportunities to create connectivity for appropriate growth.

Natural Environment
Element Supporting Analysis

BACKGROUND AND CONTEXT

Shoreline's environment is comprised of both natural and built features. Puget Sound vistas, mature trees, vegetation, streams, wetlands, lakes, and tidelands are just some aspects of the natural environment that Shoreline citizens value. The relationships between these features, development, natural processes, and the condition of the resulting environment, have profound impacts on the quality of life in Shoreline. Shoreline is not a pristine landscape, but the very name of the city reflects the importance of the natural environment to community identity. Preserving the quality of the environment depends on government, business, and individual decisions; and coordinated actions to minimize the adverse environmental impacts that can occur during development/redevelopment, or as a result of previous practices.

Environmental Conditions

Shoreline is a community that developed primarily as a suburban residential area with an associated mix of commercial centers, parks, schools, and natural areas. Natural areas are comprised of the Puget Sound shoreline, bluffs, steep slopes, ravines, natural reserves, wetlands, streams, lakes, native growth, and stands of mature trees. These areas are found on both private and public property, including single-family residential lots and parks.

Portions of Shoreline contain the following environmentally critical areas: geological and flood hazard areas, streams, wetlands, and fish and wildlife habitat conservation areas. The City does not contain any known critical aquifer recharge areas that supply potable water. Drinking water comes from surface systems that originate in the Cascade Mountains, flow predominantly through the Tolt River, and are distributed by the Shoreline Water District and the City of Seattle.

Shoreline has adopted regulations to protect environmentally critical areas in the City. These regulations are referred to as the Critical Areas Regulations and are located in Chapter 20.80 of the Shoreline Municipal Code. These regulations are periodically reviewed and updated in accordance with state mandates.

The City has a current Hazard Mitigation Plan in conformance with the Federal Disaster Mitigation Act (DMA), which requires state and local governments to develop such plans as a condition of federal grant assistance, and mandates updating these plans every five years. The DMA improves upon the planning process to emphasize the importance of mitigation, encouraging communities to plan for disasters before they occur. An analysis of the environmental hazards that may impact Shoreline, and the mitigation strategies that have been identified for the City to work on are addressed in detail in the Hazard Mitigation Plan (http://shorelinewa.gov/index.aspx?page=52). Excerpts from that analysis are included in the appropriate hazard areas below.

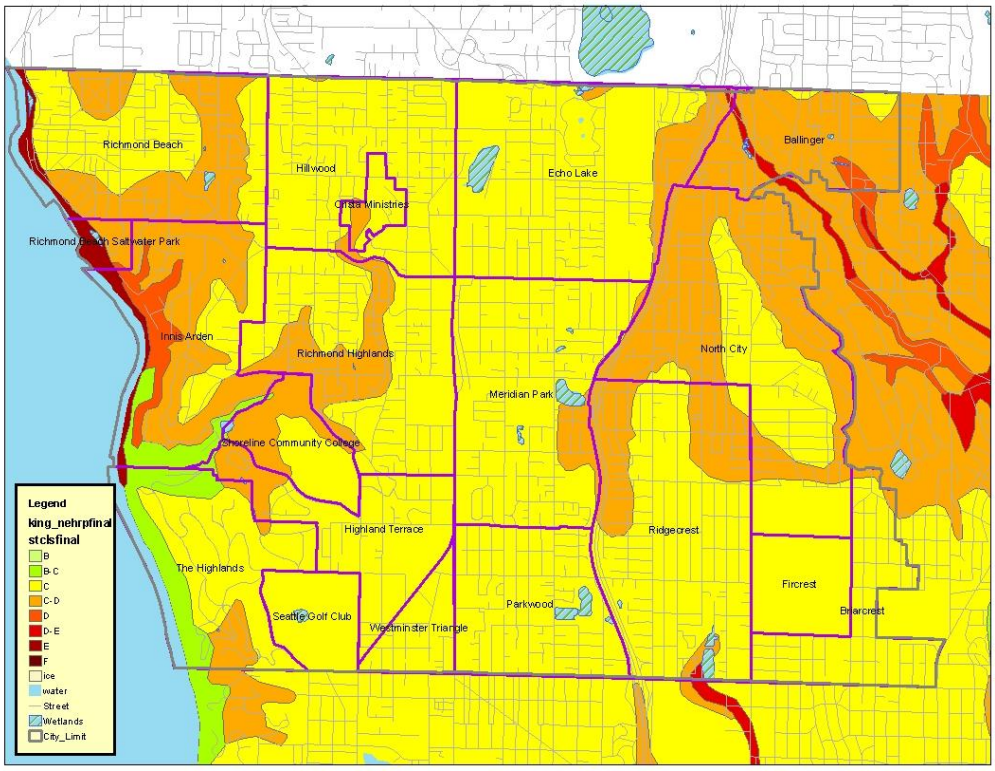
IDENTIFIED HAZARDS

Earthquake
In an earthquake, all of the city would experience potentially damaging ground shaking that may cause major structural and/or non-structural damage to any non-retrofitted facility and hamper its functionality. The city can be impacted by the following three source zones:

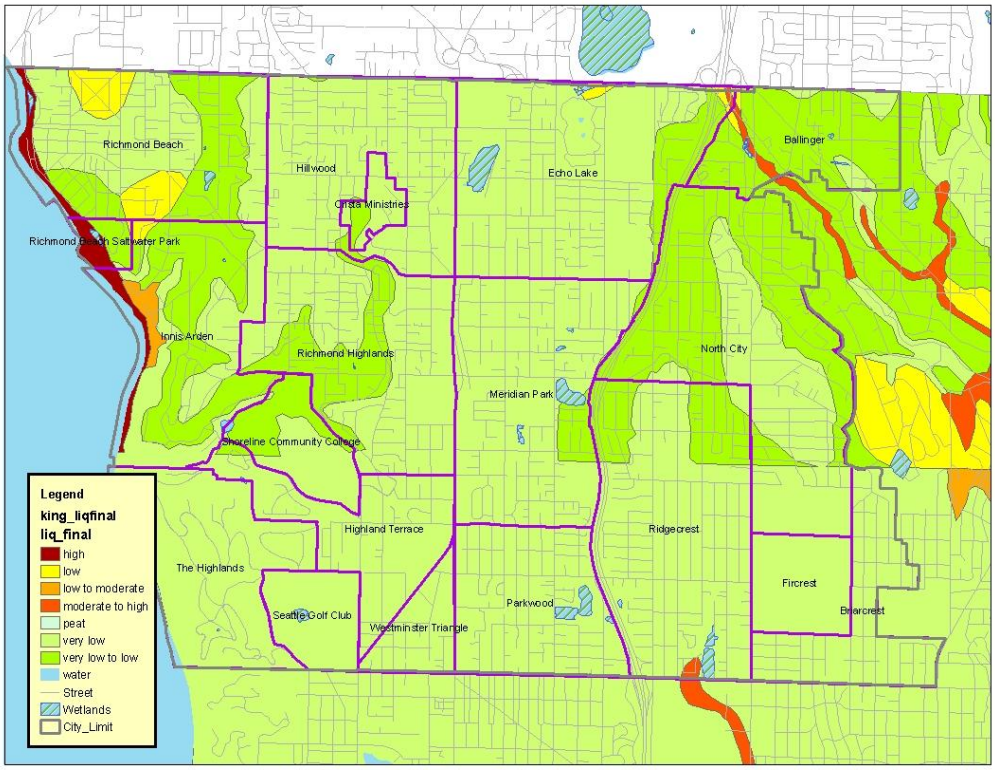
- *Shallow* earthquakes start within the crust of the overlying North America plate. Of concern to the City of Shoreline are the South Whidbey Island Faults within the city and to the north, and the Seattle faults to the south.
- *Deep* earthquakes start below the interface between the subducting Juan de Fuca and Gorda plates and the overlying North America plate. The 2001 Nisqually Earthquake is the most recent example of this type of earthquake.
- The *Cascadia Subduction Zone* is the third zone and is on the interface between the subducting plate and the North America plate. Because of its great extent, it could break over an enormous area, causing chaos across all of Cascadia.

As can be seen by the maps below, areas of special concern from earthquake ground shaking and liquefaction include the following neighborhoods: Richmond Beach, Innis Arden, Ballinger and Ridgecrest. The data shows that these neighborhoods have areas of National Earthquake Hazard Reduction Program (NEHRP) D, E and F soils, and are classified as either moderate to high or high risk from liquefaction.

Shoreline NEHRP Soils Map



Shoreline Liquefaction Map



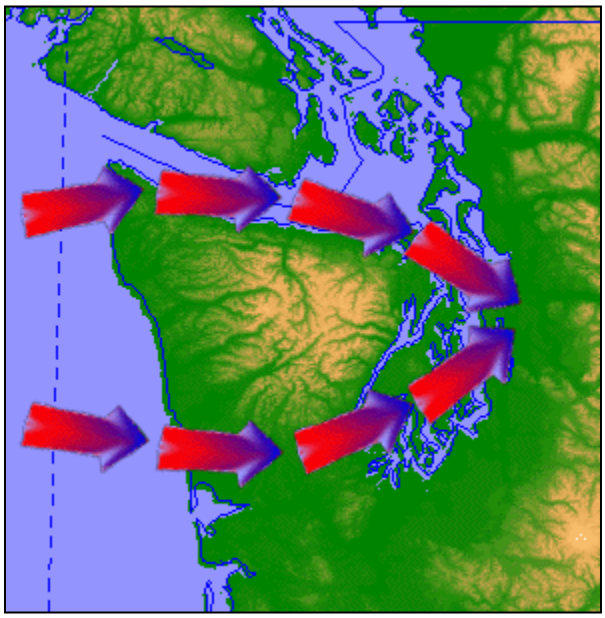
Secondary hazards from an earthquake event may be numerous, including fire, landslides, tsunamis, and possible hazardous material releases. Landslides do not always occur immediately following an earthquake, but can happen days later. Fires can be caused by downed power or ruptured gas lines that occur as a result of an earthquake. There may be leaks or breaks in natural gas. Hazardous materials can be spilled from ruptured containers, accidents can occur during ground shaking, and possible train derailment can occur from buckling tracks or landslides caused by an earthquake.

Severe Weather

Severe weather is one of the most damaging natural hazards. Severe weather can bring heavy rain, high winds, snow and ice, and lead to storm surges that flood low-lying and coastal areas. Severe weather can lead to secondary effects such as landslides, flooding from streams and poor drainage, fires caused by either ruptured gas lines or down electrical lines, and wildfires caused by lightning and high winds. King County and the City are subject to various local storms that affect the Pacific Northwest throughout the year, such as wind, snow, ice, hail and tornadoes. Although rare, tornadoes are the most violent weather phenomena known to man.

The entire city is susceptible to severe weather. The City of Shoreline is located in what is commonly referred to as the "Puget Sound Convergence Zone". This generally means that the city tends to receive higher than normal precipitation and stronger winds compared to other cities in the region.

Convergence Zone



Neighborhoods located on slopes near the coast including the Highlands, Richmond Beach, Innis Arden, Hillwood, and Richmond Highlands are more vulnerable because of their location and limited ingress and egress points creating a possibility of isolation during a severe weather event.

The Highlands, Highland Terrace, Ballinger, North City, and neighborhoods located on the slopes formed by McAleer Creek are similarly vulnerable, and have been isolated during extreme weather events.

Ice will more likely affect those areas at a higher elevation. Richmond Beach lies near sea level, below the bluffs of the city and may be isolated during a snow or ice storm, and can also be affected by a strong storm surge. Properties located along 27th Avenue NW and the BNSF railroad tracks would be most affected by a storm surge.

Critical infrastructure is more likely to be impacted or damaged as a result of severe weather. Trees that are overgrown or have blown down can create problems for overhead power lines, resulting in downed lines cutting power to residents. Power is lost due to severe storms about four times a year for approximately four to six hours. A survey by the Public Works Department estimates that there are approximately 35,000 trees in City rights-of-way. Power outages could also result in disruption to the water systems. Sanitation and water systems could experience contamination or overflow problems. Given that electrical utilities and roads are most often affected by severe weather, all critical infrastructure managers and operators should plan for possible power outages and how to access areas with difficult ingress and egress.

Climate Change

Governor Gregoire and the State of Washington, in recognition that the planet's climate is changing and that impacts of expected changes could be profound, have instructed cities to significantly reduce the State's contribution to climate change through the *Washington Climate Change Challenge* (*Executive Order 07- 02*).

In the report "The Preparation and Adaptation Working Groups" (PAWG), the State asked the City to incorporate climate change and its impacts into planning and decision-making processes. Extensive research done by the International Panel on Climate Change (IPCC) and University of Washington Climate Impact Group confirmed that Washington's climate is changing, and the impacts of these projected changes will be far reaching. Although Washington state is working to significantly reduce its contributions to climate change, some changes are likely inevitable, although there is not clear consensus about exactly what those will be. One potential scenario for the Puget Sound region could result in hotter, drier summers; wetter winters with increasing rainfall and rain intensity; and increases in weather extremes.

Additional potential hazards include increased chance of wildland/urban interface fires, heat waves, insect infestation, drought, potable water shortages, flooding, erosion, and landslides. The City and Emergency Services should develop plans to educate people who live in non-air-conditioned homes about the potential health risks associated with extreme heat, and encourage more homeowners, apartment complexes, and critical facilities to invest in alternative power. In 2013, the City expects to adopt a Climate Action Plan, which will delineate a strategy to reduce carbon emissions, and address potential methods of adaptation and mitigation.

Flooding

Due to its geographical location, Shoreline does not have any major rivers that are subject to severe flooding. Shoreline is drained by one minor stream on the west, Boeing Creek, which flows through steep bluffs and into Puget Sound, and two minor streams, McAleer and Thornton

Creeks, which flow into Lake Washington. Boeing and McAleer Creeks flow through steep ravines, and do not pose much of a hazard to the development above them. Thornton Creek flows through a swampy area parallel to I-5 on the west, which has drainage issues and is subject to flooding.

Flooding in Shoreline is largely a result of surface water collecting in low-lying areas and natural depressions with impermeable soils. The City prepared a Surface Water Master Plan and adopted the Department of Ecology Stormwater Manual for Western Washington to address surface water concerns.

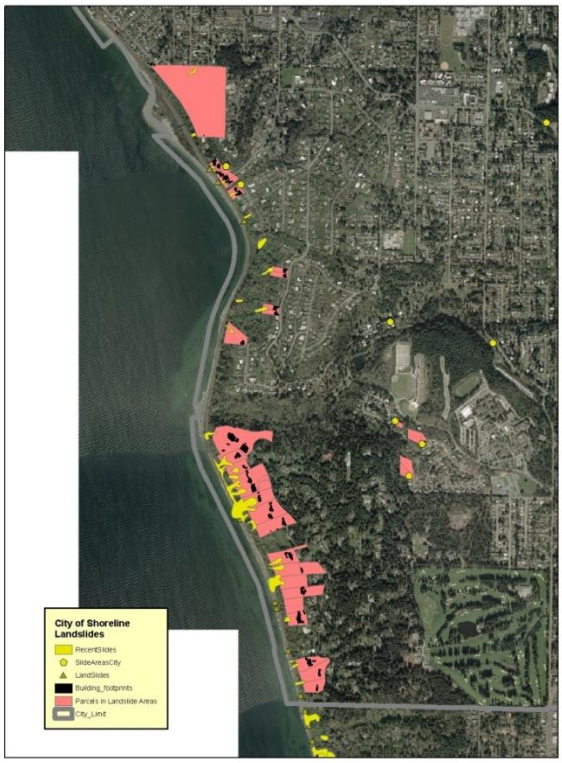
FEMA floodplains have been mapped in Boeing Creek and along the Puget Sound shoreline. Properties along the coast may experience coastal flooding during a strong storm surge. A flood study was conducted in 2009 along Thornton Creek between Ronald Bog and I-5 near Twin Ponds. This study was submitted to FEMA in 2012 to update the Flood Insurance Rate Maps for the City.

Landslide/Sinkholes

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

Four types of landslides can potentially affect Shoreline. They are deep-seated, shallow, bench, and large slides. Puget Sound's shoreline contains many large, deep-seated dormant landslides. Shallow slides are the most common type and the most probable for Shoreline. Occasionally, large catastrophic slides occur along Puget Sound. The figure below is a map of the landslide hazard areas for Shoreline and the structures located in the landslide hazard area. Landslides are often triggered by other natural hazards, such as earthquakes, heavy rain, floods, or wildfires.

Landslide Hazard Area



The Holiday Blast Storm of December 1996 and January 1997 caused a large washout/landslide or "Sinkhole" within Shoreline along NW 175th Street near 6th Avenue NW, which was a federally declared disaster (see picture below). The 100-foot long sinkhole cost $2,000,000 to repair. However, the sinkhole provided opportunities to implement a series of Low Impact Development concepts ultimately reducing flooding and water quality issues, while increasing fish habitat and providing recreation opportunities.

Holiday Blast Storm Sinkhole - Shoreline

Wildland Fire

Wildland fires can be caused by lightning strike or human error and spread to homes and businesses, block roads, and create significant economic and environmental damage if fuel loads and vegetation are not properly maintained. Specific areas, such as Richmond Beach Saltwater Park and the Highlands neighborhood are especially vulnerable because they are highly vegetated areas with limited ingress and egress for emergency vehicles. Vegetated areas in Innis Arden and south of Richmond Beach may also be of concern.

Volcanic Eruption

Shoreline has low vulnerability to volcanic hazards. Solid matter ejected into the air by an erupting volcano, otherwise known as tephra, can potentially cause the most damage. Ash only ½ inch thick can impede the movement of most vehicles and disrupt transportation, communication, and utility systems. Tephra may cause eye and respiratory problems, particularly for those with existing medical conditions. Ash may also clog ventilation systems and other machinery. It is easily carried by winds and air currents remaining a hazard long after the eruption.

When tephra mixes with rain it becomes a much greater nuisance because wet ash is much heavier, more difficult to remove, and can cause structures or utility lines to collapse. Wet ash may also cause electrical shorts. An ash fall may cause secondary hazards, such as fire or flooding.

Hazardous Material

Three major rights-of-way traverse Shoreline and are used to transport hazardous material. These are the BNSF railroad, which is located along the western shore of the city, State Highway 99/ Aurora Avenue, which runs through the middle of the city, and Interstate 5, which is east of Aurora Avenue. Although the identity and quantity of what is being transported is unknown, Shoreline has a similar vulnerability for spillage as the rest of King County, which has one of the highest probabilities in the state due to the large amounts of industry and port facilities in the area. Hazardous material releases can affect both human and ecological health. The severity depends on the type and amount of chemical released and the effects range from minor to catastrophic.

Tsunami/Seiche

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

There is a low probability of a tsunami or seiche occurring in Shoreline. It is unlikely that a tsunami or seiche generated by a distant or Cascadia Subduction earthquake would result in much damage in Shoreline. One computer model suggests that a tsunami generated by such an earthquake with a magnitude of 8.5 would only be 0.2 to 0.4 meters in height when it reached the Seattle/Shoreline area. This results from the shielding of the Olympic Peninsula and the Puget Sound islands. However, Puget Sound is vulnerable to tsunamis generated by local crustal earthquakes (such as along the Seattle or South Whidbey Island faults), or by submarine landslides triggered by earthquake shaking. This type of tsunami could impact Shoreline. The

low-lying areas along the Puget Sound coastline could suffer damage. Warning vulnerable areas would be nearly impossible due to the close proximity to the origin of the tsunami.

Properties located along Puget Sound may be vulnerable to tsunamis. There are 32 parcels that could be affected and are located on 27th Avenue NW. Properties directly adjacent to ponds or the small lakes in Shoreline may be potentially affected by a seiche caused by a local or distant quake. Echo Lake has development surrounding it, as does Ronald Bog on its south side.

Vegetation Protection

Residents characterize the city as a wooded community; this is often cited as a key reason for locating in the area. Large evergreen trees can be seen rising above residential neighborhoods, on hilltops, and even on the periphery of Aurora Avenue. As the City becomes more urbanized, it is a priority to maintain and enhance the tree canopy, and in 2012, the City took steps to be recognized as a Tree City. The City has also developed Vegetation Management Plans for parks, and will track tree canopy over time to gauge the effect of policies related to tree retention and replacement.

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

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

Habitat Protection

The process of urbanization can result in the conversion of wildlife habitat to other uses. The loss of certain types of habitat can have significant, adverse effects on the health of certain species. Fish and wildlife habitat conservation areas are those that are necessary for maintaining species within their natural geographic distribution so that isolated subpopulations are not created. Designated habitats are those areas associated with species that state or federal agencies have designated as endangered, threatened, sensitive, or candidate species.

Currently in the Puget Sound, the bald eagle and Chinook salmon are listed as threatened species by the federal government under the Endangered Species Act. The Washington Department of Fish and Wildlife (WDFW) indicates bald eagle territory in the Richmond Beach and Point Wells areas. WDFW maps and the City's stream inventory indicate the presence of Chinook salmon in portions of McAleer, Thornton, and Boeing Creeks. Other sources have indicated the presence of fish in other streams within the city, although the full extent of fish habitat has not been

confirmed. To help restore healthy salmon runs, local governments and the State must work proactively to address salmon habitat protection and restoration.

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

The City has developed a Geographic Information System (GIS) layer that includes detailed maps of PHS areas based on data provided by the WDFW and other mapping resources. WDFW provides management recommendations for priority species and habitats that are intended to assist landowners, users, and managers in conducting land use activities in a manner that incorporates the needs of fish and wildlife. Management recommendations are developed through a comprehensive review and synthesis of the best scientific information available. The City has reviewed the PHS management recommendations developed by WDFW for species identified in Shoreline and used them to guide the development of critical areas regulations that fit the existing conditions and limitations of our relatively urbanized environment.

STREAMS AND WATER RESOURCES

Wetlands

Wetlands perform valuable functions that include surface and flood water storage, water quality improvement, groundwater exchange, stream base flow augmentation, and biological habitat support. A review of background information, including aerial photos from 1992, identified 17 individual wetlands within the city. These wetlands range from the large estuarine system (a mixture of salt and fresh waters) adjacent to Puget Sound, to lakes and small excavated ponds. With the exception of the Puget Sound estuarine system, all wetlands in the city are palustrine systems (freshwater). The largest palustrine system is Echo Lake, located in the north-central portion of the city. Other large wetlands include ponds within Ronald Bog, Twin Ponds, and Paramount Open Space Parks, and the Seattle Country Club, as well as numerous undocumented wetlands of .5 acres or less. Most wetlands in the city are relatively isolated systems and surrounded by development.

Under the Shoreline Municipal Code, wetlands are designated using a tiered classification system (from Type I to Type IV) based on size, vegetative complexity, and the presence of threatened or endangered species. No wetlands in the city have received a Class I rating. All wetlands, regardless of size, are regulated under the Shoreline Municipal Code. When a development is proposed on a site with known or suspected wetlands, a wetland evaluation is required to verify and classify wetlands and delineate boundaries and buffer areas. The Department of Ecology mandates minimum wetland buffer areas based on typology and other factors.

All of the documented wetlands within the city have experienced some level of disturbance as a result of development and human activity. Disturbances have included major alterations, such as

wetland excavation, fill, or water impoundment. Some wetland areas occur within parks that receive constant use by people, threatening the wetlands with impacts from human activity, such as trash and trampling of vegetation.

Lakes

There are four lakes in the city: Echo Lake, Ronald Bog, Hidden Lake and Twin Ponds. Like most small urban lakes, Shoreline's lakes contain pollutants and contaminated runoff, including fertilizers and pesticides from lawns and gardens; oils, greases, and heavy metals from vehicles; and fecal coliform bacteria. The quality of the water in the lakes is a concern to many residents and City staff. Ronald Bog and Twin Ponds were historically dredged. As urban development has occurred, the process by which the nutrient level and vegetation in these lakes increases has accelerated. Ronald Bog and Twin Ponds will eventually revert to bogs.

Hidden Lake is currently used as a sediment storage facility and has been significantly altered to accommodate this function. King County completely reconstructed this feature by removing the sediment eroded from sites further upstream in the basin. Hidden Lake has served as a sink for this sediment and was designed to permanently reestablish the lake in a way that increases habitat for fish and wildlife, and prevents the passage of fine sediments downstream.

Streams and Creeks

Numerous small streams and creeks are found within or adjacent to the city. Many of these streams have been placed in culverts, channels, or otherwise altered and degraded. Boeing Creek flows to the Puget Sound and drains an area that includes Boeing Creek and Shoreview Parks. The headwaters of Thornton Creek originate north of Cromwell Park and then flow through a series of stormwater pipes to Cromwell Park Stormwater Wetland, and then to Ronald Bog, near the geographic center of the city. South of Ronald Bog, the creek flows through a series of open stream channel segments and pipes to Twin Ponds, crosses the city limits, and emerges as an open channel in the City of Seattle's Jackson Park Golf Course. McAleer Creek flows in the southeasterly direction and passes through the northeast corner of the city and into Lake Forest Park. Lyons Creek flows in a similar direction just outside of the city. Other features include small and unnamed creeks that flow into the Puget Sound in the Richmond Beach, Innis Arden, and Highlands neighborhoods**.**

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

Groundwater

Groundwater aquifers are used for supplying water to lakes, wetlands, and streams during the dry season, and for a few private wells that supply water for irrigation and possibly drinking water in a few isolated instances. Wetlands and lakes are thought to be the main groundwater recharge areas in the city.

Water Quality and Drainage

Drainage in the city consists of nine separate drainage basins: Lyons, McAleer, Thornton, and Boeing Creeks, West Lake Washington, Bitter Lake, Seattle Golf Club, and 2 separate areas of the Middle Puget Sound Basin (north and south). Along the western half of the city, the Boeing Creek Basin drains directly into Puget Sound. The Middle Puget Sound basins drain into Puget Sound via small creeks and surface water systems. The McAleer Creek Basin in the northeastern portion of the City drains into Echo Lake and Lake Ballinger, and eventually into Lake Washington. The approximate eastern half of the city drains to Lake Washington via Thornton Creek. The Ballinger area drains to Lake Washington via Lyon Creek. Small portions of the city at the north and northeastern edges drain into Lake Washington through small creeks and surface water systems.

Drainage facilities in the city consist of a combination of conveyance pipes, ditches, and stream channels. Much of the development in the city took place in the 1940's and 1950's, prior to the implementation of stormwater mitigation regulations in the 1970's. Many water quality facilities have been constructed in the city, including Boeing Park stormwater pond, Cromwell Park stormwater wetland, dozens of raingardens and bioretention facilties, and proprietary water quality treatments systems associated with the Aurora Corridor Improvement Project.

Many natural creek systems have been stabilized or reconstructed to repair and prevent slope erosion or bank failures from urban stormwater runoff. The water quality of lakes and streams in the city has been adversely impacted by the urbanization of the watersheds and the associated stormwater runoff. Stormwater regulations are required of the City by the EPA and WA State Department of Ecology; these regulations require the implementation of stormwater management programs and regulations meant to improve water quality of the streams, wetlands, and Puget Sound that eventually receive the stormwater.

Air Quality

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

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

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

Sustainability

Shoreline residents, elected and appointed officials, and staff place a priority on sustainable land use and building practices, resilience of our natural systems, and reducing the city's carbon footprint. Following direction from a 2007 Council goal to "create an environmentally sustainable community," staff worked with a consultant team and the community to develop an Environmental Sustainability Strategy, which was adopted in 2008. The City also built a new City Hall facility, completed in 2009, that achieved a Leadership in Energy and Environmental Design (LEED) Gold certification.

By 2012, the City's interdepartmental Green Team, tasked with implementation of the Strategy, had completed 42 of the 50 recommendations. One of those recommendations was to "create baselines for all Sustainability Strategy focus areas and implement an indicator tracking system to track progress over time." In April 2012, the *forevergreen* web page (www.shorelinewa.gov/forevergreen) was launched. The page was organized according to the 5 focus areas identified in the Strategy: Climate Protection, Natural Habitat, Resource Conservation, Built Environment, and City Initiatives. It identifies 13 categories of performance measures and 43 indicators that will be tracked over time to quantify progress of City initiatives.

With the launch of the web page and substantial implementation of the Sustainability Strategy, the City shifted focus from incorporating sustainability into internal operations to communication about City initiatives and providing information and resources for households to make sustainable decisions. The City recognizes the importance of contributing to sustainability through directing public projects to provide connectivity of trails and transit, land use to encourage commercial development that provides jobs and services to neighborhoods, and innovative stormwater and building practices that promote Low Impact Development. However, when examining Shoreline's overall carbon footprint, the portion that is attributed to City operations is small. If the community is to make a significant difference in their impact on local and global systems, it will be because of individual and household choices.

The focus of the City is also shifting from environmental sustainability to the other 2 prongs of a 3-pronged "triple-bottom line" approach, or what is often referred to as the 3E's of sustainability: Environment, Economics, and Equity. This is reflected in Council Goals, Vision 2029 Framework Goals for the Comprehensive Plan Update and for Light Rail Station Area planning. This direction filters into functional Master Plans, the Capital Improvement Plan, and annual department budgets and work plans, and is thereby manifested in projects and programs.

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 residential and commercial land uses;
- Tree and view preservation;
- Functional and aesthetic improvements to the Aurora Corridor; and
- Basic design review for single-family, multi-family, and commercial development.

Design Quality

Design quality is important to Shoreline because citizens want anticipated new development to enhance the community; frequently, development becomes more acceptable if it is well-designed. Design describes more than appearance. Design also means the way a development functions and relates to surrounding properties. Examples are similar building form, comparable landscaping, collective open and public space, shared driveways, and connections for pedestrians that provide continuous protection from weather.

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

Public Places and Connections

The best public places appeal to the broadest number of people: young and old, residents and visitors, workers and shoppers, the agile and 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 activities in which people want to participate, like a farmer's market. Creating this sense of place is also a positive feedback loop in that people interacting in a space draw more people to the place. There are many examples of neighborhoods in the region, such as Fremont, Wallingford, and Ballard that have successfully created this atmosphere, and this is why policies about "creating cachet" and attracting artisans and other creative people into Shoreline are a focus of various elements.

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 crafted. The vision was delineated in the Gateway Master Plan Policy and Procedure Manual (2003), and has been substantially implemented, but the City encourages private development to contribute to 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. Identifying areas with unique characteristics, such as Town Center or neighborhoods, with banners or other distinctive signage, also facilitates this type of place-making.

Neighborhoods

Shoreline is comprised of 14 neighborhoods that include homes, schools, parks and other public facilities, and commercial and public centers that provide a variety of shopping and services. Neighborhood 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 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. One option to consider is whether it would be beneficial to create a 15th neighborhood along the Aurora corridor because that area has characteristics, and residents have concerns, that are unique to their proximity to this major arterial.

Historic Landmarks

The city's history gives it context, perspective, and uniqueness. Different parts of the city have their own individual mixture of past events, people, and buildings. Most people are familiar with historic buildings and districts, such as the Ronald School, Firland Sanitarium, the North City Tavern, the Stone Castle in Highland Terrace, and post-WWII housing in Ridgecrest and Innis Arden. However, in Shoreline there are also other less obvious places that are reminders of the past, such as the unique 1800's platting of Richmond Beach; the Interurban Rail 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 175th Street.

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

The City can enrich the lives of its citizens, instill community pride, and enhance its appeal to visitors by commemorating and interpreting its heritage. In some cases, this may mean active

involvement in the preservation and renovation of historic landmarks; in others cases, historical interpretation may be sufficient. Preserving historic resources can help retain community values, provide for continuity over time, and contribute to a sense of place within Shoreline.

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

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

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

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

Capital Facilities Element
Supporting Analysis

BACKGROUND AND CONTEXT

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

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

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

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

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

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

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

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

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

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

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

EXISTING CONDITIONS

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

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

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

CITY-MANAGED BUILDINGS, FACILITIES, AND SERVICES

This section addresses existing public capital facilities owned or largely operated and managed by the City of Shoreline: city-managed buildings, and stormwater, transportation, and park and recreation facilities.

Current City-Managed Facilities
The City of Shoreline offices provide a wide variety of services and functions The services are provided at a variety of facilities.

The City of Shoreline Civic Center, which includes the City Hall building at 17500 Midvale Avenue N, provides approximately 66,400 square feet of office space where governmental services are available. These services include, but are not limited to, customer response, administration, permitting, environmental and human services, road and park maintenance, and neighborhood coordination. The campus also includes a 21,000 square foot auditorium, a 75 car elevated parking structure, and a one acre public park and plaza.

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

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

Stormwater Facilities
The Surface Water Master Plan, adopted in 2011, provides a detailed discussion of the stormwater facilities in Shoreline. The plan responds to both state and federal requirements for managing surface water in the city. The Plan reviews current and anticipated regulatory requirements, discusses current stormwater management initiatives, identifies flooding and water quality programs, and discusses the resources needed for the City to fully implement the plan. Management of surface waters in the city is funded through the City's Surface Water Utility. The plan also provides a detailed inventory of the existing stormwater facilities and necessary capital facility upgrades.

Transportation Facilities
The Transportation Master Plan, adopted in 2011, and Transportation Element of this Plan provide a detailed discussion of the transportation facilities in Shoreline. The City prepares and adopts a six-year Transportation Improvement Plan (TIP) each year. This plan lists street and non-motorized projects, and can include both funded and unfunded projects. This plan is prepared for transportation project scheduling, prioritization, and grant eligibility purposes.

Parks and Recreation Facilities
There are a number of public parks and recreation facilities within the community. These facilities are discussed in more detail in the 2011-2017 Parks, Recreation, and Open Space Plan and Parks, Recreation, and Open Space Element of this Plan.

Current Police Facilities
The main Police Station was built in 1956. The building is 5,481 square feet and is constructed of unreinforced masonry that has not been retrofitted to earthquake standards. There is a process underway to identify a location and funding for a new facility. This need was identified during the City's 2009 Hazard Mitigation Planning effort.

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

Police Station	**Neighborhood Center**	**Neighborhood Center**
Building owned by the City	Eastside Storefront	Westside Storefront
1206 N 185th Street	*Space leased by the City*	*Space leased by the City*
	521 NE 165th Street	630 NW Richmond Beach Road

Police services are provided to the City through a year-to-year contract with King County. Services are provided to the City of Shoreline under the "City Model" police contract in two major areas:

- City Services: staff is assigned to and works within the City. In 2012, there were 52 FTE's dedicated to the City.
- Support Services: staff is assigned within the King County Sheriff's Office and is deployed to the City on an as-needed basis, such as criminal investigations and special response teams.

Two Community Policing Specialists (Storefront Officers) are assigned to the two Neighborhood Centers (West and East "storefronts"). Storefront Officers are assigned to these locations on a full-time basis, working with the local neighborhoods, businesses, and schools to resolve issues and problems affecting them. Storefront Officers generally do not answer 911 calls. Emergency calls for service to Shoreline are managed through the King County 911 Communications Center.

There are no city-managed jail cells located within the City. The Shoreline Police maintain two holding cells at the Police Station on N 185th Street to detain suspects until they can be transferred to the King or Snohomish County jail facilities.

NON-CITY-MANAGED FACILITIES AND SERVICES

There are additional public capital facilities and services available to the City of Shoreline. These include facilities and services that are provided through contracts between the City and private or public utility districts and entities, or between individual residents and utilities or district service providers. These include fire and police, wastewater, water, public schools, and solid waste facilities and services. Facilities and services, such as electrical, natural gas, and

telecommunications, which are specifically characterized as "utilities" by the Growth Management Act, are addressed in the Utilities Element.

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

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

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

City of Shoreline Emergency Operations Center (EOC)
RCW 38.52.070 authorizes and directs the City to assume responsibility of emergency management for their jurisdiction. The City has established its Emergency Operations Center at the Shoreline Fire Headquarters through a Memorandum of Understanding (MOU) signed by the City Manager and Fire Chief. The City supports the equipment needed to operate from the Fire Department's community room. The need for a more permanent EOC was also discussed in the Hazard Mitigation Planning process. This could potentially be included in the planning for a new police facility, and is considered a "critical facility" during emergencies.

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

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

Current Public School District Facilities
School District #412 encompasses a 16 square mile area, bounded by Puget Sound on the west, Lake Washington to the east, the Seattle City limits to the south, and the King/Snohomish County line to the north. Residents of Shoreline are served by all District schools except Brookside Elementary School and Lake Forest Park Elementary School.

The School District operates 1 preschool/daycare center, 8 elementary schools, 2 middle schools, 2 high schools, the Shoreline Center (described in detail in the following section) and 2 additional

surplus properties located within the City of Shoreline. In addition to these facilities, the School District maintains a Transportation Center located adjacent to the Ridgecrest Elementary School site, and a warehouse with a central kitchen located adjacent to Hamlin Park. These facilities are listed in the following table.

Table CF-1:
Shoreline School District Facilities

Name of Facility	Location
Preschool/Daycare Centers:	
Shoreline Children's Center	1900 N 170th Street
Elementary Schools:	
Briarcrest Elementary	2715 NE 158th Street
Echo Lake Elementary	19345 Wallingford Avenue N
Highland Terrace Elementary	100 N 160th Street
Meridian Park Elementary	17077 Meridian Avenue N
North City Elementary	816 NE 190th Street
Parkwood Elementary	1815 N 155th Street
Ridgecrest Elementary	16516 10th Avenue NE
Syre Elementary	19545 12th Avenue NW
Middle Schools:	
Einstein Middle School	19343 3rd Avenue NW
Kellogg Middle School	16045 25th Avenue NE
High Schools:	
Shorecrest High School	15343 25th Avenue NE
Shorewood High School	17300 Fremont Avenue N
Other Facilities:	
The Shoreline Center	18560 1st Avenue NE
Transportation Center	124 NE 165th Street
Warehouse and Central Kitchen	2003 NE 160th Street
Cedarbrook (closed)	2000 NE Perkins Way
Sunset Elementary(closed)	17800 10th Avenue NW

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

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

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

Planned School District Facilities
The School District substantially renovated Shorecrest and Shorewood High Schools in 2012 to the Evergreen School green building standard.

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

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

Water Service

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

- Seattle Public Utilities (SPU), which serves the portion of the City located generally west of I-5.
- Shoreline Water District (SWD), which serves the portion of the City generally east of I-5.

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

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

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

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

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

Planned Seattle Public Utilities Water Service and Facilities
The capital expenditures that SPU has identified are included in their plan update. The actual capital facility upgrades for Shoreline will be re-evaluated by the City as part of the potential acquisition process.

Existing Shoreline Water District (SWD) Services and Facilities
The Shoreline Water District's administrative offices are located at 15th Avenue NE and NE 177th Street. The maintenance facility is located south of the administrative offices, at 15th Avenue NE and NE 169th Street. The District was formed in 1931, and has operated as Shoreline Water District since 1991. The majority of the system was constructed between 1948 and 1975. In 1982, 27 cities, water districts, and associations signed 30-year contracts to buy some or all of their water from SPU on a wholesale basis; SWD was one of these districts. The contract signed by SWD in 1982 was effective until January 1, 2012. In November 2001, SWD was one of nine associations that signed a new 60-year water service agreement with SPU; this new contract extends to January 1, 2062. This contract allows SWD to acquire all of its water from metered connections from SPU's Tolt Transmission Pipeline.

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

The Shoreline Water District storage capacity is composed of a 3.7 million gallon reservoir and a 2.0 million gallon reservoir. A detailed inventory of the system's existing facilities is included in the District's 2011 Water System Update.

Planned Shoreline Water District Services and Facilities
A comprehensive Water System Plan update was completed by the Shoreline Water District in 2012. This Plan identifies numerous projects including: equipment replacement and maintenance, pressure zone improvements, main replacements, new booster pump station to increase fire flows, and continued monitoring of water quality. The District has current plans to upgrade their administrative offices and maintenance facility.

Future Water Service
The City has a tentative agreement with the City of Seattle regarding the sale of the Seattle Public Utilities (SPU) water system located in Shoreline. The Shoreline City Council has established SPU water system acquisition as a specific goal to allow citizens a direct say in how rates for services are set and how the utility is managed. Currently, rate and management decisions are made solely by the City of Seattle.

While there are currently differences in the level of investment between SPU and the SWD, the City is interested in assuring that the level of reinvestment back into the water systems will be a rate sufficient to meet the long-term goals of the Shoreline community. By controlling reinvestment in the system, the City will be able to improve its fire protection, facilitate future

economic development, and manage growth by making utility infrastructure available. The latter is important if the City is to diversify its economic base by growing commercial and retail segments. Economic development provides the opportunity to improve access to goods and services, and reduces the City's financial dependency on residential property tax. Controlling the water utilities will provide one set of common standards and policies, and help streamline the permitting process for investors.

Consolidation of the water services with the general government of the City will provide an opportunity to share resources among the two water systems, and ultimately with general City operations. This sharing of resources provides direct savings to the water utilities on such functions as billing, accounting, equipment, manpower, and facilities. This creates a more efficient utility, less cost to the rate payers, and a more stable rate structure over time.

Wastewater

Ronald Wastewater District was formed in 1951. It is the primary wastewater service provider for the City of Shoreline, and in October 2002 the City executed a franchise agreement with the District to construct, maintain, operate, replace, and repair the sanitary sewer within the City. The Highlands Sewer District serves a small part of the City in the Highlands neighborhood.

There are 31 known lots scattered individually throughout the District with onsite sewage disposal systems. Many of the lots have sewer available, but the property owners have not chosen to connect for a variety of reasons.

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

Existing Ronald Wastewater District (RWD) Services and Facilities

Ronald Wastewater District's service area includes the entire City of Shoreline, with the exception of the Highlands neighborhood. In October 2001, RWD purchased the portion of sewer system owned by Seattle Public Utilities known as the Lake City Sewer District. This area covers most of the I-5 corridor, along with the southeastern portion of the City. The District presently owns, operates, and maintains a domestic wastewater collector and interceptor system consisting of 16 lift stations, 21 individual grinder pumps, and approximately 190 miles of 6- to 30-inch diameter sanitary sewer mains, not including private sewers. Sewer service is generally provided to customers by gravity flow through the District system, or by gravity flow to District owned and operated lift stations.

The wastewater collected from within the District is treated at two facilities, King County Wastewater Division's West Point Treatment Plant and the City of Edmonds Treatment Plant, under contract arrangements. The Highlands Sewer District discharges wastewater flow into the Ronald Wastewater District system. The existing collection system is detailed in the District's 2010 Comprehensive Water Plan.

Planned Ronald Wastewater District Services and Facilities

To further the goal of consolidating services, the City and District entered into an Interlocal Operating Agreement in 2002, which facilitates assumption of the District in October 2017. This assumption would allow coordination and resource sharing with other City utility and street

operations. The Agreement outlines the unification process between the City and the District. The City intends use the assumption process authorized in Chapter 38.13A, which means all assets, reserve funds, employees, equipment and any District debt would be assumed by the City, and the Ronald Wastewater District would cease to exist as a separate government entity.

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

Existing and Planned Highlands Sewer District (HSD) Services and Facilities
The Highlands Sewer District maintains a sanitary sewer collection system that conveys wastewater from approximately 100 households in the Highlands Neighborhood to the Ronald Wastewater District. There are no known changes to future provision of service within the Highlands Sewer District.

Treatment Facilities

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

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

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

In response to increased growth in our region, King County constructed a regional wastewater treatment plant, called Brightwater. Construction started in 2006. Treatment plant start-up and operations began in September 2011.

Brightwater serves portions of King and Snohomish. The facilities include a treatment plant, conveyance (pipes and pumps taking wastewater to and from the plant), and a marine outfall (at Point Wells). The capacity needed to treat future wastewater flows from Shoreline will be accommodated by this facility.

Solid Waste

Existing Solid Waste Collection Services and Facilities
The City of Shoreline currently has a solid waste collection contract with Cleanscapes, LLC that expires in 2015 for residential curbside solid waste and recycling collection, and commercial solid waste collection. Shoreline maintains an interlocal agreement with King County for use of the First Northwest Transfer Station. In addition to solid waste collection, the City also operates a household battery recycling program and a composting facility for recycling city-managed and school district green waste. The City also sponsors two recycling events during the year for residents to recycle household items.

Planned Solid Waste Services and Facilities
The City plans to continue solid waste collection through contract services, and to continue its agreement with King County for the use of the First Northwest Transfer Station, which was renovated in 2008. The facility no longer accepts plastic, glass, cardboard, or mixed paper for recycling. Curbside recycling for these materials is provided by Cleanscapes. The City continues to encourage recycling by modeling it in all City-owned facilities, and through environmental education and stewardship.

CAPITAL FACILITY ISSUES

General Growth Projections
According to growth projections, which provide the foundation for the Land Use Element of the Comprehensive Plan, the city could experience an increase of up to approximately 5,000 additional households over the next 20 years. This figure is based on the housing target allocated to the city by King County (see the Land Use Element for additional discussion of the housing target).

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

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

Levels of Service
Level of service is a term that describes the amount, type, or quality of facilities that are needed in order to serve the community at a desired and measurable standard. This standard varies,

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

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

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

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

Adequacy and Concurrency

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

Water and sewer service providers have demonstrated the ability to meet current demand at the service levels established in the Comprehensive Plan. The City uses the most current Department of Ecology stormwater manual to assure that new development meets the established service standards for surface water management and requirements of the current NPDES permit. The City continues to work with all non-city-managed service providers to determine their ability to continue to meet these service standards over the next 20 years under the Future Land Use Map identified in Figure LU-1. If the City determines that water and sewer providers or the City (for

transportation and surface water management) will not be able to meet these service standards, the City could choose to:

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

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

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

Coordinating Among Competing Projects

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

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

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

Prioritization

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

Coordination and Public Involvement

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

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

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

The City is currently dependent upon the service providers to inventory and address deficiencies.

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

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

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

Environmental Impacts from Utility Improvements
When capital facilities and utilities are renovated, expanded, or created, they have an impact on the community. These projects raise questions about how the community addresses and mitigates utility facilities. The City relies upon State Environmental Policy Act (SEPA) and adopted development regulations to identify and address most impacts; however, the

community may consider additional approaches to mitigate the impact of utility facilities and infrastructure through enhanced development regulations.

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

Adequacy of Service
The community has expressed a desire to maintain current levels of service. However, in several areas, concern has been expressed about the quality of current services, and the means to improve the way that these utilities provide service to the community. These concerns range from equitable rates to the quantity of available water for fire suppression for existing buildings and future development. In response to these concerns, the City is pursuing purchase of Seattle Public Utilities facilities in the City of Shoreline, assumption of Ronald Wastewater, and evaluating acquisition of Shoreline Water District.

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

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

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

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

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

Limited Funding Sources

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

Impacts fees are one method that could be used to pay for capital improvements, such as parks or roads. For development, impact fees can create public benefits, but also raise home sale prices, and thus property taxes for existing homes. A potential trade-off is reduced demand on the general fund for capital improvements that support growth. However, in a built-out community the amount of revenue derived from new and redevelopment will be limited. The community will need to decide if impact fees are an acceptable way to help fund new capital facilities. Likewise, they may have to consider creation of local improvement districts to fund projects like sidewalk construction, because the demand exceeds City resources to develop them to the extent desired by the community.

Utilities Element
Supporting Analysis

BACKGROUND AND CONTEXT

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

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

This Supporting Analysis section presents basic information regarding the general location, proposed location, and capacity of all existing and proposed utilities, including electrical, natural gas, telephone, and cable. Water, wastewater, and stormwater utilities are discussed in the Capital Facilities Element. Further information is available from individual utilities, or in the planning documents of the various service districts.

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

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

EXISTING CONDITIONS

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

Electrical Service

Electrical service is provided within the City of Shoreline by Seattle City Light. The City has a non-exclusive franchise agreement with Seattle City Light through January 31, 2014 (Ordinance #187).

Natural Gas Service

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

Existing Natural Gas Service and Facilities

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

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

As of December 2011, Puget Sound Energy serves approximately 11,556 customers in the City of Shoreline.

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

Planned Natural Gas Services and Facilities

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

Telecommunications

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

Existing Telephone Services and Facilities

Local telephone service in Shoreline (PSTN - Public Switched Telephone Network), also sometimes denoted by the acronym POTS (plain old telephone service), is provided by CenturyLink east of Meridian Avenue N and South of N 160 Street/NW Innis Arden Way, and by

Frontier west of Meridian Avenue N and north of N 160 Street/NW Innis Arden Way. The City does not have franchise agreements with CenturyLink or Frontier for local telephone service.

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

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

Finally, mobile telephone phone services (cellular phone) are widely available in Shoreline and are operated by many different cellular networks, including Verizon Wireless, AT&T Mobility, Sprint Nextell, and T-Mobile USA, among others. Mobile telephones make and receive telephone calls over a radio link by connecting to a cellular network provided by a mobile phone operator, allowing access to the public telephone network. All of Shoreline is serviced by multiple cellular networks, although some areas of Shoreline, particularly on in the western portion of the City, do not have reliable access to cellular networks.

Future Telephone Services and Facilities

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

Existing Cable Television Service

Land-line Cable Television service is provided in the City of Shoreline by Comcast and Frontier. The City maintains franchise agreements with Comcast and Frontier for use of the City's rights-of-way to maintain and operate their cable network. The City of Shoreline is also served by two satellite Cable Television providers – Dish Network and Direct TV.

Comcast serves the entire city of Shoreline. Frontier serves the same area as their PTSN telephone network - west of Meridian Avenue N and north of N 160 Street/NW Innis Arden Way. Dish Network and Direct TV serve all of Shoreline, depending on the geography and satellite line-of-site access of individual properties.

Future Cable Television and Broadband Services and Facilities

Although the demand for cable television is likely to continue to increase as population grows, access to cable television in Shoreline is pervasive, and thus, growth in cable subscribers is likely

to increase at the same pace as population growth. However, the demand for broadband services, whether they be cable television, VoIP telephone or data/internet services, is likely to continue to grow as networks are bolstered with additional bandwidth. This growth will most likely occur relative to data/internet service, as more content become accessible online, and as we continue to communicate and interact online. These broadband services can be provided over fiber optic networks, cable networks or Digital Subscriber Line (DSL) telephone networks.

Fiber Optic Facilities

The City maintains franchise agreements with Integra Telecom (Electric Lightwave) and AboveNet Communications for their fiber optic data networks in Shoreline. These fiber optic networks, which primarily serve commercial or institutional users, pass through Shoreline, but there are currently very few end users in Shoreline. Given that these networks utilize City of Shoreline streets and rights-of-way, franchise agreements are required for these service providers. These franchise agreements expire on July 24, 2026 and September 9, 2021, respectively.

UTILITY ISSUES

Equitable Funding

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

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

Environmental Impacts from Utility Improvements

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

Opportunities for Cooperation

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

Adequacy of Service

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

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

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

NON-CITY MANAGED CAPITAL FACILITIES PLANS

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

General Facilities

Historical Museum

Public Schools
Shoreline Center
Shoreline School District

Libraries
King County Library District

Postal Buildings
U.S. Postal Service

Public Housing
King County Housing Authority

Human Services
Washington Department of Health
Washington State Department of Social and Health Services (DSHS)

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

Community College
Shoreline Community College

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

Land Reserves
Washington Department of Natural Resources

Non-City Managed Facilities and Utilities

Water
Seattle Public Utilities Water Division
Shoreline Water District

Wastewater
Highlands Sewer District
Ronald Wastewater District

Solid Waste
King County Solid Waste Division
CleanScapes

Electricity
Seattle City Light

Natural Gas
Puget Sound Energy

Telecommunications and Cable
Comcast
Electric Lightwave
AboveNet Communications
Frontier
CenturyLink

Shoreline Master Program Supporting Analysis *(Placeholder for SMP)*

Appendix- Subarea Plans

Subarea Plan 1 – North City: ***(Placeholder for link)***
Subarea Plan 2 – Point Wells: ***(Placeholder for link)***
Subarea Plan 3 - Southeast Neighborhoods: ***(Placeholder for link)***
Subarea Plan 4 – Aldercrest: ***(Placeholder for link)***
Subarea Plan 5 – Town Center: ***(Placeholder for link)***

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Point Wells Potential Annexation Area

Woodway

Edmonds

Lake Ballinger

Mountlake Terrace

Puget Sound

Seattle

145th Corridor Potential Annexation Area

CITY OF SHORELINE

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

0 500 1,000 2,000 Feet

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

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Glossary

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

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

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

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

Comprehensive Plan Advisory Committees (CPACs)

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

Concurrency Management System

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

Conservation Easement

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

Conveyance System

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

Corner Lot

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

Cottage Housing

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

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

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

Critical Areas Areas which are ecologically important, generally unsuitable for development, and highly susceptible to negative environmental impacts. Critical areas include: critical aquifer recharge areas, geologically hazardous areas, frequently flooded areas, streams, wetlands, and fish and wildlife habitat conservation areas. These individual critical areas are defined in the Shoreline Municipal Code Title 20 (the Development Code).

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

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

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

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

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

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

Drainage Basin	A sub-unit of a watershed which is defined by hydrology and topography. An area that drains to common outlet or an identifiable water body, such as a creek, wetland, river, or stream. In King County 72 drainage basins are contained with six major watersheds.
Duplex	A building containing two complete dwelling units. Depending on how they are configured, duplexes are considered single-family attached dwellings or multi-family dwellings. Accessory Dwelling Units are not considered duplexes.
Dwelling Unit	A unit that accommodates one household. The unit can be a single-family house, an accessory dwelling unit, or one unit of a duplex, triplex, townhome, apartment building, or condominium. The growth targets in King County are measured in dwelling units.
Ecological Function	Physical, chemical, and biological processes or attributes of a species, habitat or ecosystem. For example, the ecological functions of wetlands include food chain support, water quality maintenance, flood storage, and wildlife habitat.
Endangered Species	Any native fish or wildlife species that the State of Washington and/or the federal government has formally determined is seriously threatened with extinction through all or a significant portion of its range (within either the State of Washington or the United States.)
Enhance	An improvement of one or more of the functions or values that an ecosystem or environmental feature possesses. An improvement is a functional attribute or value.
Erodible soils	Soil materials that are easily eroded and transported by running water, typically fine or medium-grained sand with minor gravel, silt, or clay content. Such soils are commonly described as Everett or Indianola series soil types in the SCS classification. Also included are any soils showing examples of existing severe stream channel incision as indicated by unvegetated streambanks standing over 2 feet above the base of the channel.
Erosion	Detachment of soil or rock fragments by water, wind, ice, and gravity as defined in the Sensitive Areas Ordinance.
Essential Public Facility	Facilities that are facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities as defined in RCW 47.06.140, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020 (RCW 36.70A.200).

Estuarine Of, relating to, or found in an estuary. Estuarine wetlands in Shoreline occur where the saltwater of the Puget Sound meets the freshwater of creeks.

Fen Low, flat, swampy land.

Fair Housing Ordinance King County's Fair Housing Ordinance prohibits housing discrimination against persons on the basis of race, color, religion, national origin, age, sex, marital status, parental status, use of subsidy (Section 8), sexual orientation, disability or the use of a trained guide dog.

Family-Wage Jobs Jobs which are capable of supporting a family. For the purposes of this Plan, the term means jobs which pay at least 80% of the annual average wage for King County in a given year.

Flag Lot A lot where access to the public street right-of-way is by a private driveway, access tract or easement.

Floodplain The areas of land adjacent to lakes, rivers, and streams that are subject to periodic flooding. Floodplains are designated based on the predicted frequency of flooding for a particular area. For example, a 100-year floodplain is a land area that has a one-percent probability of experiencing flooding in any given year.

Floor Area Ratio (FAR) A ratio which expresses the relationship between the amount of gross floor area permitted in a structure to the area of the lot on which the structure is located.

Flow When used in reference to surface water management, this term refers to the rate of water discharged from a source expressed in cubic feet of water per minute.

Front Yard Setback The required minimum distance separating a building from the public street right-of-way or the edge of a sidewalk which extends beyond a right-of-way, whichever is closer.

Functional Plans Detailed plans for facilities and services and action plans and programs for other governmental activities. Some functional plans are operational or programmatic, which means they guide daily management decisions. Others include specific details of facility design and location. Plans must be consistent with the Comprehensive Plan and development regulations.

“Green Streets” City rights-of-way that are designed to serve as vehicular facilities as well as to provide a city-wide system that links parks, open spaces, recreation areas, trails, schools and shopping areas. “Green Streets” are intended to accommodate bicycle and pedestrian travel with more emphasis on streetscape design including generous sidewalks separated from the vehicular lanes by landscaping, and

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

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

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

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

Puget Sound Clean Air Agency (PSCAA)	The lead agency for developing air quality standards for the Central Puget Sound Region in compliance with federal laws.
Puget Sound Regional Council (PSRC)	The designated metropolitan planning organization for our area and responsible for regional growth management and transportation planning in the four-county region which includes King, Pierce, Snohomish and Kitsap Counties. PSRC's General Assembly includes mayors, county executives, and council commission members from the four counties. The Council also includes as members the ports of Everett, Seattle and Tacoma and the State Department of Transportation and Transportation Commission. The PSRC prepared Multi-county Planning Policies for the four-county region.
Rear Yard Setback	The required minimum distance separating a building from the lot line which is opposite or most distant from the lot line used to measure the front yard setback.
Regional Detention Facility	A stormwater quantity control structure designed to correct the existing excess surface water runoff problems of a basin or sub-basin.
Regional Transit Authority (RTA)	State legislation of 1992 allowed the creation of RTA, a new agency in King, Snohomish and Pierce Counties. The RTA was formed in 1993. Its board is made up of local elected officials from the three counties and the State Department of Transportation Secretary. The RTA has the responsibility to collect and distribute new tax revenues for regional rail transit and to build and operate a regional rail transit system. The RTA would also distribute funds to local transit agencies to provide feeder services for the rail system. Its funding depends on local voter approval of a regional high-capacity transit plan and funding. The RTA has been renamed Sound Transit.
Retention / Detention Facility (R/D)	A type of drainage facility designed either to hold water for a considerable length of time and then release it by evaporation, plant transpiration and/or infiltration into the ground; or to hold surface and storm water runoff for a short period of time and then release it to the surface and stormwater management system.
Rezone	A change to the zoning classification of a current parcel or area accomplished according to City regulations and through a public review process.
Rip Rap	A facing layer or protective mound of stones placed to prevent erosion or sloughing of a structure or embankment due to flow of surface and stormwater runoff.
Riparian	Of, on, or relating to the banks of a natural course of water.

Runoff	Waste water originating from rainfall and other precipitation and that is found in drainage facilities, rivers, streams, springs, seeps, ponds, lakes, and wetlands, as well as shallow groundwater.
Salmonid	A member of the fish family samonidea, including: Chinook, coho, chum, sockeye and pink salmon; rainbow, steelhead and cutthroat salmon; brown trout; brook and dolly varden char; Kokanee; and whitefish.
Scour	Erosion of channel banks due to excessive velocity of the flow of surface and stormwater runoff.
Screenline Analysis	Imaginary reference lines usually along physical barriers such as rivers, lakes, creeks, railroad tracks or freeways. The screenlines generally "cut" across several key roadways, and can be used to gauge a total traffic movement (such as north-south or east-west).
Sediment	Fragmented material that originates from weathering and erosion of rocks or unconsolidated deposits, and is transported by, suspended in, or deposited by water. Sediment can alter stream flows and damage healthy aquatic habitat. Major urban sources include construction sites, unvegetated slopes, roads, ditches, and gardens.
Sedimentation	Deposition or formation of sediment.
Sensitive Species	Any native fish or wildlife species that the State of Washington has formally determined is vulnerable or declining and is likely to become endangered or threatened throughout a significant portion of its natural range within the State without cooperative management or removal of threats.
Shall	Means “obliged to”. “Shall” is mandatory. If a policy contains “shall”, the decision maker must follow the policy in all applicable situations.
Shoreline Municipal Code	The document which contains all laws adopted by the City of Shoreline. This document includes or incorporates by reference all regulations, rules, and procedures pertaining to entire range of City responsibilities and initiatives. Chapters of the Code relating to planning include: Land Use and Development, Subdivisions, Building and Construction, Environment, Vehicles and Traffic, and Streets, Sidewalks, and Public Places.
Should	Means “ought to”. If a policy contains “should”, the decision maker is to follow the policy in all applicable situations, unless the decision maker finds a compelling reason to override the policy.
Side Yard Setback	The required minimum distance separating a building from a lot line other than the front or rear lot line.

Significant Adverse Environmental Impact	A reasonable likelihood of more than a moderate adverse impact on the environment. As used in the State Environmental Policy Act (SEPA), "significance" involves context and intensity and does not lend itself to a formula or quantifiable text. The context may vary with the physical setting. Intensity depends on the magnitude and duration of an impact. The severity of an impact should be weighed along with the likelihood of its occurrence. An impact may be significant if its chance of occurrence is not great, but the resulting environmental impact would be severe if it occurred.
Siltation	The process by which a river, lake or other water body becomes clogged with sediment. Silt can clog gravel beds and prevent successful salmon spawning.
Single-family Attached Housing	One dwelling unit that is attached to at least one other dwelling unit by common or abutting walls and with each dwelling unit located on a separate (fee simple) lot or on a common parcel. Examples could include duplexes, triplexes, or townhomes.
Single-family Detached Housing	A building containing one dwelling unit that is not attached to any other dwelling by any means and is typically located on a fee simple (separate) lot surrounded by a private yard. Includes manufactured homes.
Slope	The inclination of the land surface from the horizontal. Percentage of slope is the vertical distance divided by the horizontal distance, multiplied by 100. Slope is also measured in degrees (90 degrees being vertical) or as a ratio. A 100% slope would be 45 degrees or a 1:1 ratio.
Soil Permeability	The ease with which gasses, liquids, or plant roots penetrate or pass through a layer of soil.
Street Functional Classification	A hierarchy of streets based upon the degree to which they provide through movement and land access functions. Categories include principal arterial, minor arterial, collector arterial, and local street. Certain land use policies and street standards are based on these functional classifications.
Strip Commercial	An area occupied by small and medium sized commercial businesses that are generally organized in a linear fashion along an arterial street.
Storm Drain System	The system of gutters, pipes, streams, or ditches used to carry surface and storm water from surrounding lands to streams, lakes, or Puget Sound.
Storm Drains	The enclosed conduits that transport surface and stormwater runoff toward points of discharge (sometimes called storm sewers).

Stormwater	Water that is generated by rainfall and is often routed into drain systems in order to prevent flooding.
Subarea Planning	Subarea plans are meant to provide detailed land use plans for local geographic areas. This level of planning brings the policy direction of the Comprehensive Plan to a smaller geographic area. These plans are meant to implement the Comprehensive Plan and be consistent with the Comprehensive Plan's policies, development regulations, and Land Use Map, when adopted.
Subdivision	Land that has been divided into legal lots, or the process of dividing land into lots.
Subdivision, Long (also known as Formal Subdivision and Formal Plat)	The subdivision of land into five lots or more.
Subdivision, Short (also known as Short Plat)	Subdivisions in the City of Shoreline that are limited to four lots or less, and generally are approved administratively by the City of Shoreline Planning and Development Services Department (PADS).
Surface and Storm Water	Water originating from rainfall and other precipitation that is found in drainage facilities, rivers, streams, springs, seeps, ponds, lakes and wetlands as well as shallow ground water.
Surface and Storm Water Management System	Drainage facilities and any other natural features which collect, store, control, treat, and/or convey surface and storm water.
Suspended Solids	Organic or inorganic particles that are suspended in and carried by the water. The term includes sand, mud, and clay particles as well as solids in wastewater.
Sustainable Revenue	Sources of City revenue that can be maintained over the long-term to provide a stable funding base for City operations and investments.
Swale	A shallow natural or constructed drainage feature. Swales are vegetated low-lying areas which can help filter pollutants as they collect, percolate, and/or slowing direct stormwater. A swale and berm (raised earthen area) combination can be an attractive and functional landscape feature that helps detain and percolate runoff that would otherwise rush into streets, storm drains and waterways.
Threatened Species	Any native fish or wildlife species that the State of Washington and/or the federal government has formally determined is likely to become an endangered species within the foreseeable future throughout a significant portion of its range (within either the State of Washington or the United States) without cooperative management or removal of threats.

Townhouse	A one-family dwelling in a row of at least three such units in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more vertical common fire-resistant walls. Townhomes may be located on a separate (fee simple) lot or several units may be located on a common parcel. Townhomes may be considered single-family attached dwellings or multi-family dwellings.
Transfer of Development Rights (TDR)	Permits an owner of real property to sell or exchange the development rights associated with that property to another owner in return for compensation. A program in which the unused portion of a "sending" property's zoned capacity, expressed as dwelling units per acre or floor area, is transferred to the developer of a "receiving" site who is allowed to add the additional capacity to the zoned limit of that site. TDR's can be used to prevent the demolition of affordable housing units or to protect sensitive resources, open space, or historical properties. By designating appropriate receiving areas and criteria for sending sites, local governments can meet identified community goals with market mechanisms.
Transportation Demand Management (TDM)	A strategy for the reduction of automobile trips, particularly trips taken in single-occupant vehicles. TDM encourages public transportation over automobile use and specifically refers to policies, programs and actions implemented to increase the use of high-occupancy vehicles (public transit, car-pooling and van-pooling) and spread travel to less congested time periods through alternative work hour programs.
Transportation Facilities and Services	Physical assets of the transportation system that are used to provide mobility. They include roads, transit, bridges, traffic signals, ramps, buses, bus garages, park and ride lots and passenger shelters.
Tributary	A water channel that drains into a major stream or lake.
Tributary Area	A geographical area not constrained by property boundaries that drain to the point of concern.
Triplex	A building containing three complete dwelling units, each of which has direct access to the outside or to a common hall. Depending on configuration, triplexes may be considered single-family attached dwellings on separate (fee simple) lots or multi-family dwellings on a common lot.
Truck Route	A roadway, usually a highway or major arterial, which is identified by federal, state, or local governments as an appropriate route for heavy commercial vehicle transport.
Unemployment Rate	The percentage of the civilian labor force that is unemployed and actively seeking employment.

Unincorporated Areas	Areas outside any city and under county jurisdiction.
Urban Growth	Residential, commercial and industrial growth that makes intensive use of land for the location of buildings, structures and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources. Urban growth typically requires urban governmental services. "Characterized by urban growth" refers to land having urban growth located on it, or to land located in relationship to an area with urban growth.
Urban Growth Area (UGA)	The Growth Management Act requires King County's Comprehensive Plan to designate an Urban Growth Area (UGA), where most future urban growth and development is to occur to limit urban sprawl, enhance open space, protect rural areas and more efficiently use human services, transportation and utilities. The Comprehensive Plan designates an UGA which includes areas and densities sufficient to permit the urban growth that is projected to occur in the County for the succeeding 20-year period.
Urban Growth Target	The Growth Management Act and the Countywide Planning Policies require King County and its cities to plan for a 20-year population and employment growth target for each jurisdiction, based on designation of the Urban Growth Area, Urban Centers and the criteria of the Countywide Planning Policies.
Urban Natural Open Space	A Priority Habitat designation under the Washington Department of Fish and Wildlife's Priority Habitats and Species (PHS) Program. This designation has one or more of the following characteristics: 1) a priority species resides within or is adjacent to the open space and uses it for breeding and/or regular feeding; 2) the open space functions as a corridor connecting other *priority habitats*, especially those that would otherwise be isolated; and 3) the open space is an isolated remnant of natural habitat larger than 4 ha (10 acres) and is surrounded by urban development. Local considerations may be given to open space areas smaller than 4 ha (10 acres). The following criteria is used in designating this habitat: 1) comparatively high fish and wildlife density, 2) high fish and wildlife species diversity, 3) important fish and wildlife breeding habitat, 4) important fish and wildlife movement corridors, 4) limited availability, and/or 4) high vulnerability to habitat alteration.
Vehicle Miles Traveled (VMT)	A vehicle mile represents 1 vehicle traveling for 1 mile. This number is derived by counting the number of cars and the number of miles each car travels over a fixed period of time. This measure is frequently used by transportation planners.
Water-Dependent Uses	A use that is dependent on water for the intrinsic nature of its operation.

Water-Oriented Uses A combination of water-dependent, water-related (e.g., a boat building), and water-enjoyment uses.

Water Re-Use Using treated wastewater in place of drinking water for commercial irrigation and industrial processes. Also called wastewater reclamation.

Watershed An aggregation of individual drainage basins. A watershed is an area that eventually drains to a larger water body, such as Lake Washington or Puget Sound. The six major watersheds in King County are Cedar River, Green River, Skykomish River, Snoqualmie River, White River, and Puget Sound. These watersheds contain a total of 72 individual drainage basins.

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

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

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

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