



AGENDA (v. 2)

SHORELINE CITY COUNCIL SPECIAL MEETING

Monday, February 6, 2012
5:00 p.m.

Conference Room C-104 · Shoreline City Hall
17500 Midvale Avenue North

EXECUTIVE SESSION – Evaluate the Qualifications of an Applicant for Public Employment- RCW 42.30.110(1)(g)

The Council may hold Executive Sessions from which the public may be excluded for those purposes set forth in RCW 42.30.110 and RCW 42.30.140. Before convening an Executive Session the presiding officer shall announce the purpose of the Session and the anticipated time when the Session will be concluded. Should the Session require more time a public announcement shall be made that the Session is being extended.

Monday, February 6, 2012
7:00 p.m.

Council Chamber · Shoreline City Hall
17500 Midvale Avenue North

	<u>Page</u>	<u>Estimated Time</u>
1. CALL TO ORDER		7:00
2. FLAG SALUTE/ROLL CALL (Flag Ceremony provided by Boy Scout Troop 853)		
(a) Proclamation of Black History Month	<u>1</u>	
3. REPORT OF THE CITY MANAGER		
4. COUNCIL REPORTS		
5. PUBLIC COMMENT		
<i>Members of the public may address the City Council on agenda items or any other topic for three minutes or less, depending on the number of people wishing to speak. The total public comment period will be no more than 30 minutes. If more than 15 people are signed up to speak, each speaker will be allocated 2 minutes. When representing the official position of a State registered non-profit organization or agency or a City-recognized organization, a speaker will be given 5 minutes and it will be recorded as the official position of that organization. Each organization shall have only one, five-minute presentation. Speakers are asked to sign up prior to the start of the Public Comment period. Individuals wishing to speak to agenda items will be called to speak first, generally in the order in which they have signed. If time remains, the Presiding Officer will call individuals wishing to speak to topics not listed on the agenda generally in the order in which they have signed. If time is available, the Presiding Officer may call for additional unsigned speakers.</i>		
6. APPROVAL OF THE AGENDA		
7. ACTION ITEMS: OTHER ORDINANCES, RESOLUTIONS, AND MOTIONS		
(a) Resolution No. 322 Declaring Support for Marriage Equality in Washington State and Urging the Washington State Legislature to Pass Senate Bill 6239	<u>3</u>	7:20

8. STUDY ITEMS

(a) Challenges for Long-Term Economic Development	<u>20</u>	7:30
(b) Review Comprehensive Plan Proposed Docket Items	<u>43</u>	8:15
(c) Commercial Zones Scope of Work	<u>72</u>	8:45

9. ADJOURNMENT

9:15

The Council meeting is wheelchair accessible. Any person requiring a disability accommodation should contact the City Clerk's Office at 801-2231 in advance for more information. For TTY service, call 546-0457. For up-to-date information on future agendas, call 801-2236 or see the web page at www.shorelinewa.gov. Council meetings are shown on Comcast Cable Services Channel 21 and Verizon Cable Services Channel 37 on Tuesdays at 12 noon and 8 p.m., and Wednesday through Sunday at 6 a.m., 12 noon and 8 p.m. Online Council meetings can also be viewed on the City's Web site at <http://shorelinewa.gov>.

Council Meeting Date: February 6, 2012

Agenda Item: 2(a)

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Proclamation of "Black History Month"
DEPARTMENT:	CMO/CCK
PRESENTED BY:	CMO/CCK

PROBLEM/ISSUE STATEMENT:

Much of Shoreline's honor, strength and distinction can be attributed to the diversity of cultures and traditions that are celebrated by the residents of this region. African Americans have played a significant role in the history of Washington State's economic, cultural, spiritual and political development.

This proclamation recognizes the month of February as Black History Month, a time in which all Americans are encouraged to reflect on past successes and challenges of African Americans and look to the future to improve society so that we live up to the ideals of freedom, equality and justice.

RECOMMENDATION

The Mayor should read the proclamation.

Approved By: City Manager - *JU* City Attorney _____

ATTACHMENTS

Attachment A - Proclamation



PROCLAMATION

WHEREAS, much of Shoreline's honor, strength and distinction can be attributed to the diversity of cultures and traditions that are celebrated by the residents of this great region; and

WHEREAS, African Americans have played a significant role in the history of our nation, and Washington State's economic, cultural, spiritual and political development while working tirelessly to promote their culture and history; and

WHEREAS, as a result of their determination, hard work, and perseverance, African Americans have made valuable and lasting contributions to our community and our state, achieving exceptional success in all aspects of society including business, education, politics, science, and the arts; and

WHEREAS, in 1976, Black History Month was formally adopted to honor and affirm the importance of Black History throughout our American experience, which goes back thousands of years and includes some of the most advanced and innovative societies in history; and

WHEREAS, Black History Month is a time for us to remember the stories and lessons of those who helped build our nation, realizing that Black History is American History, and that it is intertwined with the founding of America. Black History is full of individuals who took a stance against prejudice, advanced the cause of civil rights, strengthened families, communities, and our nation; and

WHEREAS, all Americans are encouraged to reflect on past successes and challenges of African Americans and look to the future to improve society so that we live up to the ideals of freedom, equality and justice; and

WHEREAS, the Shoreline City Council encourages all residents to honor the many contributions made by African Americans throughout the region and to participate in the many educational events honoring the contributions of Africans Americans;

NOW, THEREFORE, I, Keith McGlashan, Mayor of the City of Shoreline, on behalf of the Shoreline City Council, do hereby proclaim in the City of Shoreline the month of February 2012 as

BLACK HISTORY MONTH

Keith A. McGlashan, Mayor

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Resolution No. 322 Declaring Support for Marriage Equality in Washington State and Urging the Washington State Legislature to Pass Senate Bill 6239 and Urging the United States Congress to Pass the Respect for Marriage Act.
DEPARTMENT:	City Manager's Office
PRESENTED BY:	Scott MacCall, Intergovernmental Relations Manager Eric Bratton, Management Analyst
ACTION:	<u>Ordinance</u> <u>X</u> Resolution <u> </u> Motion <u> </u> Discussion

PROBLEM/ISSUE STATEMENT

Mayor Keith McGlashan has requested that this item be placed on the City Council agenda for consideration. The attached resolution would declare City Council support for marriage equality in Washington State and more specifically call on the legislature to pass Senate Bill 6239. It would also urge the United States Congress to pass the Respect for Marriage Act, which would repeal the 1996 Defense of Marriage Act and would recognize an individual to be married for federal law purposes if that individual's marriage is valid in the State where the marriage was entered into.

BACKGROUND

In 1996, the United States Congress passed the Defense of Marriage Act (DOMA) and President Clinton signed it into law. DOMA defines marriage for federal purposes as a legal union between one woman and one man. In addition, under DOMA no U.S. state (or other political subdivision) is required to recognize a same-sex relationship as a marriage even if the relationship is considered a marriage in a another state.

Soon after passage of DOMA, states began passing laws and amending their constitutions to define marriage as a union between one woman and one man. In 1998, the Washington State Legislature passed the state's version of DOMA restricting marriage to one man and one woman. In 2005, the State Supreme Court ruled against marriage equality for same-sex couples and upheld Washington's DOMA.

Domestic Partnerships in Washington State

During the 2007 legislative session, the Washington State Legislature passed the first state-wide domestic partnership law allowing same-sex couples in Washington the right to enter into domestic partnerships. The domestic partnership law granted a limited number of the rights granted to married couples in Washington State. In 2008, the legislature expanded domestic partnerships to include more of the rights and responsibilities afforded to marriage.

In April 2009, the Washington State Legislature expanded the domestic partnership law so that all of the rights, responsibilities, and obligations accorded to state-registered same-sex partners be equivalent to those of married spouses. At the same time, the legislature specifically acknowledged that a domestic partnership was not a marriage.

Immediately after the expanded domestic partnership law was enacted, opponents began gathering signatures to place a referendum on the ballot to overturn it. Enough signatures were acquired to place Referendum 71 on the November 2009 ballot. Referendum 71 asked voters to approve or reject the law passed by the legislature. In November 2009, Washington State voters approved Referendum 71, thereby upholding the expanded domestic partnership law, by a margin of 53% to 47%.

Marriage Equality in Washington State

Senate Bill 6239 will end discrimination in marriage based on gender and sexual orientation in Washington and will allow all persons in Washington state the freedom to marry on equal terms, while also respecting the religious freedom of clergy and religious institutions to determine for whom to perform marriage ceremonies and to determine which marriages to recognize for religious purposes.

Federal Respect for Marriage Act

In March 2011 companion bills were introduced into the United States House of Representatives and the United States Senate that would repeal the federal DOMA. In November 2011, the Senate Judiciary Committee approved sending the bill to the Senate floor for a vote. The House bill was referred to the House Judiciary Committee, which referred it to the Subcommittee on the Constitution. No further action has been taken.

RECOMMENDATION

It is recommended that the Council review and consider the adoption of Resolution No. 322.

Approved By: City Manager - *JU* City Attorney ____

ATTACHMENT A: Resolution 322

ATTACHMENT B: Washington State Senate Bill 6239

ATTACHMENT C: United States Senate Bill S.598

ATTACHMENT D: United States House of Representatives Bill H.R.1116

RESOLUTION NO. 322

A RESOLUTION OF THE CITY COUNCIL, CITY OF SHORELINE, WASHINGTON, SUPPORTING MARRIAGE EQUALITY IN WASHINGTON STATE AND URGING THE WASHINGTON STATE LEGISLATURE TO PASS SENATE BILL 6239 AND URGING THE UNITED STATES CONGRESS TO PASS THE RESPECT FOR MARRIAGE ACT.

WHEREAS, the City of Shoreline believes that all individuals, regardless of gender or sexual orientation, should be granted the freedom to marry; and

WHEREAS, marriage equality is essential for the establishment and protection of strong healthy families and relationships; and

WHEREAS, the 2012 Regular Session of the Washington State Legislature is considering the adoption of Senate Bill 6239, introduced in January 2012, which will end discrimination in marriage based on gender and sexual orientation, while respecting the religious freedom of religious institutions to determine for whom to perform marriage ceremonies; and

WHEREAS, same-sex couples are denied over 1,000 rights and responsibilities under federal law due to the failure to recognize marriage equality, which have dramatic impacts on the health and well-being of families, including increased tax burdens, denial of health benefits, and risk of deportation of mixed-nationality families; and

WHEREAS, the Respect for Marriage Act, which would repeal the 1996 Defense of Marriage Act and ensure respect for State regulation of marriage by recognizing individual's as being married if the marriage is valid in the State where the marriage was entered into, has been introduced in both houses of the United States Congress; now therefore

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, AS FOLLOWS:

Section 1. The City Council of the City of Shoreline fully supports marriage equality in Washington State and urges the Washington State Legislature, in its 2012 Regular Session, to pass Senate Bill 6239, ending discrimination in marriage based on gender and sexual orientation in the State of Washington.

Section 2. The City Council also supports marriage equality at the national level and urges the United States Congress to pass the Respect for Marriage Act ensuring that legally married same-sex couples be granted the same rights, responsibilities and obligations granted heterosexual married couples under federal law.

ADOPTED BY THE CITY COUNCIL ON FEBRUARY 6, 2012.

Keith A. McGlashan, Mayor

ATTEST:

Scott Passey, City Clerk

Z-0950.1

SENATE BILL 6239

State of Washington

62nd Legislature

2012 Regular Session

By Senators Murray, Pflug, Hobbs, Litzow, Kohl-Welles, Ranker, Tom, Harper, Pridemore, Keiser, Kline, Regala, Eide, Rolfes, McAuliffe, Brown, Nelson, Chase, Fraser, Frockt, Conway, Kilmer, and Prentice; by request of Governor Gregoire

Read first time 01/16/12. Referred to Committee on Government Operations, Tribal Relations & Elections.

1 AN ACT Relating to providing equal protection for all families in
2 Washington by creating equality in civil marriage and changing the
3 domestic partnership laws, while protecting religious freedom; amending
4 RCW 26.04.010, 26.04.020, 26.04.050, 26.04.060, 26.04.070, 26.60.010,
5 26.60.030, 26.60.090, and 1.12.080; adding new sections to chapter
6 26.04 RCW; adding a new section to chapter 26.60 RCW; creating new
7 sections; and providing a contingent effective date.

8 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

9 NEW SECTION. **Sec. 1.** (1) It is the intent of this act to end
10 discrimination in marriage based on gender and sexual orientation in
11 Washington, to ensure that all persons in this state may enjoy the
12 freedom to marry on equal terms, while also respecting the religious
13 freedom of clergy and religious institutions to determine for whom to
14 perform marriage ceremonies and to determine which marriages to
15 recognize for religious purposes.

16 (2) No official of any religious denomination or nonprofit
17 institution authorized to solemnize marriages may be required to
18 solemnize any marriage in violation of his or her right to free

exercise of religion guaranteed by the First Amendment to the United States Constitution or by the Washington state Constitution.

Sec. 2. RCW 26.04.010 and 1998 c 1 s 3 are each amended to read as follows:

(1) Marriage is a civil contract between ~~((a male and a female))~~ two persons who have each attained the age of eighteen years, and who are otherwise capable.

(2) Every marriage entered into in which either ~~((the husband or the wife))~~ person has not attained the age of seventeen years is void except where this section has been waived by a superior court judge of the county in which one of the parties resides on a showing of necessity.

(3) Where necessary to implement the rights and responsibilities of spouses under the law, gender specific terms such as husband and wife used in any statute, rule, or other law must be construed to be gender neutral and applicable to spouses of the same sex.

Sec. 3. RCW 26.04.020 and 1998 c 1 s 4 are each amended to read as follows:

(1) Marriages in the following cases are prohibited:

(a) When either party thereto has a ~~((wife or husband))~~ spouse or registered domestic partner living at the time of such marriage, unless the registered domestic partner is the other party to the marriage; or

(b) When the ~~((husband and wife))~~ spouses are nearer of kin to each other than second cousins, whether of the whole or half blood computing by the rules of the civil law~~((; or~~

~~((c) When the parties are persons other than a male and a female))~~.

(2) It is unlawful for any ~~((man to marry his father's sister, mother's sister, daughter, sister, son's daughter, daughter's daughter, brother's daughter or sister's daughter; it is unlawful for any woman to marry her father's brother, mother's brother, son, brother, son's son, daughter's son, brother's son or sister's son))~~ person to marry his or her sibling, child, grandchild, aunt, uncle, niece, or nephew.

(3) A marriage between two persons that is recognized as valid in another jurisdiction is valid in this state only if the marriage is not prohibited or made unlawful under subsection (1)(a)~~((, (1)(c),~~) or (2) of this section.

1 (4) A legal union, other than a marriage, between two individuals
2 that was validly formed in another state or jurisdiction and that
3 provides substantially the same rights, benefits, and responsibilities
4 as a marriage, does not prohibit those same two individuals from
5 obtaining a marriage license in Washington.

6 **Sec. 4.** RCW 26.04.050 and 2007 c 29 s 1 are each amended to read
7 as follows:

8 (1) The following named officers and persons, active or retired,
9 are hereby authorized to solemnize marriages, to wit: Justices of the
10 supreme court, judges of the court of appeals, judges of the superior
11 courts, supreme court commissioners, court of appeals commissioners,
12 superior court commissioners, any regularly licensed or ordained
13 minister or any priest, imam, rabbi, or similar official of any church
14 or religious denomination, and judges of courts of limited jurisdiction
15 as defined in RCW 3.02.010.

16 (2) No regularly licensed or ordained minister or any priest, imam,
17 rabbi, or similar official of any church or religious denomination is
18 required to solemnize any marriage. A refusal to solemnize any
19 marriage under this section by a regularly licensed or ordained
20 minister or priest, imam, rabbi, or similar official of any church or
21 religious denomination does not create a civil claim or cause of
22 action. No state agency or local government may base a decision to
23 penalize, withhold benefits from, or refuse to contract with any church
24 or religious denomination on the refusal of a person associated with
25 such church or religious denomination to solemnize a marriage under
26 this section.

27 **Sec. 5.** RCW 26.04.060 and 1975-'76 2nd ex.s. c 42 s 25 are each
28 amended to read as follows:

29 A marriage solemnized before any person professing to be a minister
30 or a priest (~~(of any)~~), imam, rabbi, or similar official of any church
31 or religious denomination in this state or professing to be an
32 authorized officer thereof, is not void, nor shall the validity thereof
33 be in any way affected on account of any want of power or authority in
34 such person, if such marriage be consummated with a belief on the part
35 of the persons so married, or either of them, that they have been
36 lawfully joined in marriage.

1 **Sec. 6.** RCW 26.04.070 and Code 1881 s 2383 are each amended to
2 read as follows:

3 In the solemnization of marriage no particular form is required,
4 except that the parties thereto shall assent or declare in the presence
5 of the minister, priest, imam, rabbi, or similar official of any church
6 or religious denomination, or judicial officer solemnizing the same,
7 and in the presence of at least two attending witnesses, that they take
8 each other to be husband and wife.

9 NEW SECTION. **Sec. 7.** A new section is added to chapter 26.04 RCW
10 to read as follows:

11 (1) Consistent with the law against discrimination, chapter 49.60
12 RCW, no religious organization is required to provide accommodations,
13 facilities, advantages, privileges, services, or goods related to the
14 solemnization or celebration of a marriage unless the organization
15 offers admission, occupancy, or use of those accommodations or
16 facilities to the public for a fee, or offers those advantages,
17 privileges, services, or goods to the public for sale.

18 (2) A refusal by any religious organization to provide
19 accommodations, facilities, advantages, privileges, services, or goods
20 related to the solemnization or celebration of a marriage does not
21 create a civil claim or cause of action unless the organization offers
22 those accommodations, facilities, advantages, privileges, services, or
23 goods to the public in transactions governed by law against
24 discrimination, chapter 49.60 RCW.

25 **Sec. 8.** RCW 26.60.010 and 2007 c 156 s 1 are each amended to read
26 as follows:

27 Many Washingtonians are in intimate, committed, and exclusive
28 relationships with another person to whom they are not legally married.
29 These relationships are important to the individuals involved and their
30 families; they also benefit the public by providing a private source of
31 mutual support for the financial, physical, and emotional health of
32 those individuals and their families. The public has an interest in
33 providing a legal framework for such mutually supportive relationships,
34 whether the partners are of the same or different sexes, and
35 irrespective of their sexual orientation.

1 (~~The legislature finds that same sex couples, because they cannot~~
2 ~~marry in this state, do not automatically have the same access that~~
3 ~~married couples have to certain rights and benefits, such as those~~
4 ~~associated with hospital visitation, health care decision-making, organ~~
5 ~~donation decisions, and other issues related to illness, incapacity,~~
6 ~~and death. Although many of these rights and benefits may be secured~~
7 ~~by private agreement, doing so often is costly and complex.))~~

8 The legislature ((also)) finds that the public interest would be
9 served by extending rights and benefits to ((different sex)) couples in
10 which either or both of the partners ((is)) are at least sixty-two
11 years of age. While these couples are entitled to marry under the
12 state's marriage statutes, some social security and pension laws
13 nevertheless make it impractical for these couples to marry. For this
14 reason, chapter 156, Laws of 2007 specifically allows couples to enter
15 into a state registered domestic partnership if one of the persons is
16 at least sixty-two years of age, the age at which many people choose to
17 retire and are eligible to begin collecting social security and pension
18 benefits.

19 The rights granted to state registered domestic partners in chapter
20 156, Laws of 2007 will further Washington's interest in promoting
21 family relationships and protecting family members during life crises.
22 Chapter 156, Laws of 2007 does not affect marriage or any other ways in
23 which legal rights and responsibilities between two adults may be
24 created, recognized, or given effect in Washington.

25 **Sec. 9.** RCW 26.60.030 and 2007 c 156 s 4 are each amended to read
26 as follows:

27 To enter into a state registered domestic partnership the two
28 persons involved must meet the following requirements:

29 (1) Both persons share a common residence;

30 (2) Both persons are at least eighteen years of age and at least
31 one of the persons is sixty-two years of age or older;

32 (3) Neither person is married to someone other than the party to
33 the domestic partnership and neither person is in a state registered
34 domestic partnership with another person;

35 (4) Both persons are capable of consenting to the domestic
36 partnership; and

37 (5) Both of the following are true:

1 (a) The persons are not nearer of kin to each other than second
2 cousins, whether of the whole or half blood computing by the rules of
3 the civil law; and

4 (b) Neither person is a sibling, child, grandchild, aunt, uncle,
5 niece, or nephew to the other person(~~(; and~~

6 ~~(6) Either (a) both persons are members of the same sex; or (b) at~~
7 ~~least one of the persons is sixty-two years of age or older))~~).

8 NEW SECTION. Sec. 10. A new section is added to chapter 26.60 RCW
9 to read as follows:

10 (1) Partners in a state registered domestic partnership may apply
11 and receive a marriage license and have such marriage solemnized
12 pursuant to chapter 26.04 RCW, so long as the parties are otherwise
13 eligible to marry, and the parties to the marriage are the same as the
14 parties to the state registered domestic partnership.

15 (2) A state registered domestic partnership is dissolved by
16 operation of law by any marriage of the same parties to each other, as
17 of the date of the marriage stated in the certificate.

18 (3)(a) Except as provided in (b) of this subsection, any state
19 registered domestic partnership in which the parties are the same sex,
20 and neither party is sixty-two years of age or older, that has not been
21 dissolved or converted into a marriage by the parties by June 30, 2014,
22 is automatically merged into a marriage and is deemed a marriage as of
23 June 30, 2014.

24 (b) If the parties to a state registered domestic partnership have
25 proceedings for dissolution, annulment, or legal separation pending as
26 of June 30, 2014, the parties' state registered domestic partnership is
27 not automatically merged into a marriage and the dissolution,
28 annulment, or legal separation of the state registered domestic
29 partnership is governed by the provisions of the statutes applicable to
30 state registered domestic partnerships in effect before June 30, 2014.
31 If such proceedings are finalized without dissolution, annulment, or
32 legal separation, the state registered domestic partnership is
33 automatically merged into a marriage and is deemed a marriage as of
34 June 30, 2014.

35 (4) For purposes of determining the legal rights and
36 responsibilities involving individuals who had previously had a state
37 registered domestic partnership and have been issued a marriage license

1 or are deemed married under the provisions of this section, the date of
2 the original state registered domestic partnership is the legal date of
3 the marriage. Nothing in this subsection prohibits a different date
4 from being included on the marriage license.

5 NEW SECTION. **Sec. 11.** A new section is added to chapter 26.04 RCW
6 to read as follows:

7 If two persons in Washington have a legal union, other than a
8 marriage, that:

9 (1) Was validly formed in another state or jurisdiction;

10 (2) Provides substantially the same rights, benefits, and
11 responsibilities as a marriage; and

12 (3) Does not meet the definition of domestic partnership in RCW
13 26.60.030,

14 then they shall be treated as having the same rights and
15 responsibilities as married spouses in this state, unless:

16 (a) Such relationship is prohibited by RCW 26.04.020 (1)(a) or (2);
17 or

18 (b) They become permanent residents of Washington state and do not
19 enter into a marriage within one year after becoming permanent
20 residents.

21 **Sec. 12.** RCW 26.60.090 and 2011 c 9 s 1 are each amended to read
22 as follows:

23 A legal union, other than a marriage, of two persons (~~(of the same~~
24 ~~sex))~~) that was validly formed in another jurisdiction, and that is
25 substantially equivalent to a domestic partnership under this chapter,
26 shall be recognized as a valid domestic partnership in this state and
27 shall be treated the same as a domestic partnership registered in this
28 state regardless of whether it bears the name domestic partnership.

29 **Sec. 13.** RCW 1.12.080 and 2011 c 9 s 2 are each amended to read as
30 follows:

31 For the purposes of this code and any legislation hereafter enacted
32 by the legislature or by the people, with the exception of chapter
33 26.04 RCW, the terms spouse, marriage, marital, husband, wife, widow,
34 widower, next of kin, and family shall be interpreted as applying
35 equally to state registered domestic partnerships or individuals in

1 state registered domestic partnerships as well as to marital
2 relationships and married persons, and references to dissolution of
3 marriage shall apply equally to state registered domestic partnerships
4 that have been terminated, dissolved, or invalidated, unless the
5 legislation expressly states otherwise and to the extent that such
6 interpretation does not conflict with federal law. Where necessary to
7 implement chapter 521, Laws of 2009 and this act, gender-specific terms
8 such as husband and wife used in any statute, rule, or other law shall
9 be construed to be gender neutral, and applicable to individuals in
10 state registered domestic partnerships and spouses of the same sex.

11 NEW SECTION. **Sec. 14.** (1) Within sixty days after the effective
12 date of this section, the secretary of state shall send a letter to the
13 mailing address on file of each same-sex domestic partner registered
14 under chapter 26.60 RCW notifying the person that Washington's law on
15 the rights and responsibilities of state registered domestic partners
16 will change in relation to certain same-sex registered domestic
17 partners.

18 (2) The notice must provide a brief summary of the new law and must
19 clearly state that provisions related to certain same-sex registered
20 domestic partnerships will change as of the effective dates of this
21 act, and that those same-sex registered domestic partnerships that are
22 not dissolved prior to June 30, 2014, will be converted to marriage as
23 an act of law.

24 (3) The secretary of state shall send a second similar notice to
25 the mailing address on file of each domestic partner registered under
26 chapter 26.60 RCW by May 1, 2014.

27 NEW SECTION. **Sec. 15.** Sections 8 and 9 of this act take effect
28 June 30, 2014, but only if all other provisions of this act are
29 implemented.

--- END ---

Calendar No. 228

112TH CONGRESS
1ST SESSION

S. 598

To repeal the Defense of Marriage Act and ensure respect for State regulation
of marriage.

IN THE SENATE OF THE UNITED STATES

MARCH 16, 2011

Mrs. FEINSTEIN (for herself, Mr. LEAHY, Mrs. GILLIBRAND, Mr. AKAKA, Mr. BLUMENTHAL, Mrs. BOXER, Mr. COONS, Mr. DURBIN, Mr. FRANKEN, Mr. INOUE, Mr. KERRY, Mr. LAUTENBERG, Mrs. MURRAY, Mr. MERKLEY, Mr. SCHUMER, Mrs. SHAHEEN, Mr. UDALL of Colorado, Mr. WHITEHOUSE, Mr. WYDEN, Ms. CANTWELL, Mr. KOHL, Mr. HARKIN, Mr. BROWN of Ohio, Mr. UDALL of New Mexico, Mr. CARDIN, Mr. BENNET, Mr. BINGAMAN, Mr. SANDERS, Ms. KLOBUCHAR, Ms. MIKULSKI, and Mr. LEVIN) introduced the following bill; which was read twice and referred to the Committee on the Judiciary

NOVEMBER 10, 2011

Reported by Mr. LEAHY, without amendment

A BILL

To repeal the Defense of Marriage Act and ensure respect
for State regulation of marriage.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

1 **SECTION 1. SHORT TITLE.**

2 This Act may be cited as the “Respect for Marriage
3 Act of 2011”.

4 **SEC. 2. REPEAL OF SECTION ADDED TO TITLE 28, UNITED**
5 **STATES CODE, BY SECTION 2 OF THE DE-**
6 **FENSE OF MARRIAGE ACT.**

7 Section 1738C of title 28, United States Code, is re-
8 pealed, and the table of sections at the beginning of chap-
9 ter 115 of title 28, United States Code, is amended by
10 striking the item relating to that section.

11 **SEC. 3. MARRIAGE RECOGNITION.**

12 Section 7 of title 1, United States Code, is amended
13 to read as follows:

14 **“§ 7. Marriage**

15 “(a) For the purposes of any Federal law in which
16 marital status is a factor, an individual shall be considered
17 married if that individual’s marriage is valid in the State
18 where the marriage was entered into or, in the case of
19 a marriage entered into outside any State, if the marriage
20 is valid in the place where entered into and the marriage
21 could have been entered into in a State.

22 “(b) In this section, the term ‘State’ means a State,
23 the District of Columbia, the Commonwealth of Puerto
24 Rico, or any other territory or possession of the United
25 States.”.

Calendar No. 228

112TH CONGRESS
1ST SESSION

S. 598

A BILL

To repeal the Defense of Marriage Act and ensure
respect for State regulation of marriage.

NOVEMBER 10, 2011

Reported without amendment

112TH CONGRESS
1ST SESSION

H. R. 1116

To repeal the Defense of Marriage Act and ensure respect for State regulation
of marriage.

IN THE HOUSE OF REPRESENTATIVES

MARCH 16, 2011

Mr. NADLER (for himself, Mr. FRANK of Massachusetts, Ms. BALDWIN, Mr. POLIS, Mr. CICILLINE, Mr. CONYERS, Ms. PELOSI, Mr. HOYER, Mr. LARSON of Connecticut, Mr. ACKERMAN, Ms. BASS of California, Ms. BERKLEY, Mr. BERMAN, Mr. BLUMENAUER, Mr. BRADY of Pennsylvania, Mrs. CAPPS, Mr. CAPUANO, Ms. CASTOR of Florida, Ms. CLARKE of New York, Ms. CHU, Mr. CLEAVER, Mr. CONNOLLY of Virginia, Mr. COURTNEY, Mr. CROWLEY, Mr. DAVIS of Illinois, Mrs. DAVIS of California, Ms. DEGETTE, Ms. DELAURO, Mr. DEUTCH, Mr. DOYLE, Ms. EDWARDS, Mr. ELLISON, Mr. ENGEL, Ms. ESHOO, Mr. FARR, Mr. FATTAH, Mr. FILNER, Ms. FUDGE, Mr. GARAMENDI, Mr. GRIJALVA, Mr. GUTIERREZ, Mr. HASTINGS of Florida, Mr. HEINRICH, Mr. HIGGINS, Mr. HIMES, Mr. HINCHEY, Ms. HIRONO, Mr. HOLT, Mr. HONDA, Mr. ISRAEL, Mr. JACKSON of Illinois, Ms. JACKSON LEE of Texas, Ms. EDDIE BERNICE JOHNSON of Texas, Mr. JOHNSON of Georgia, Mr. KEATING, Mr. KUCINICH, Ms. LEE of California, Mr. LEWIS of Georgia, Ms. ZOE LOFGREN of California, Mrs. LOWEY, Mr. LYNCH, Mrs. MALONEY, Mr. MARKEY, Ms. MATSUI, Ms. MCCOLLUM, Mr. MCDERMOTT, Mr. MCGOVERN, Mr. MEEKS, Mr. GEORGE MILLER of California, Ms. MOORE, Mr. MORAN, Mr. MURPHY of Connecticut, Mrs. NAPOLITANO, Ms. NORTON, Mr. OLVER, Mr. PALLONE, Mr. PASTOR of Arizona, Mr. PAYNE, Mr. PETERS, Ms. PINGREE of Maine, Mr. PRICE of North Carolina, Mr. QUIGLEY, Mr. RANGEL, Mr. ROTHMAN of New Jersey, Ms. ROYBAL-ALLARD, Ms. LINDA T. SÁNCHEZ of California, Mr. SARBANES, Ms. SCHAKOWSKY, Mr. SCHIFF, Mr. SCOTT of Virginia, Mr. SERRANO, Mr. SHERMAN, Mr. SIRES, Ms. SLAUGHTER, Ms. SPEIER, Mr. STARK, Mr. TIERNEY, Mr. TONKO, Mr. TOWNS, Ms. TSONGAS, Mr. VAN HOLLEN, Ms. VELÁZQUEZ, Ms. WASSERMAN SCHULTZ, Mr. WAXMAN, Mr. WEINER, Mr. WELCH, Ms. WOOLSEY, Mr. WU, and Mr. YARMUTH) introduced the following bill; which was referred to the Committee on the Judiciary

A BILL

To repeal the Defense of Marriage Act and ensure respect
for State regulation of marriage.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Respect for Marriage
5 Act”.

6 **SEC. 2. REPEAL OF SECTION ADDED TO TITLE 28, UNITED**
7 **STATES CODE, BY SECTION 2 OF THE DE-**
8 **FENSE OF MARRIAGE ACT.**

9 Section 1738C of title 28, United States Code, is re-
10 pealed, and the table of sections at the beginning of chap-
11 ter 115 of title 28, United States Code, is amended by
12 striking the item relating to that section.

13 **SEC. 3. MARRIAGE RECOGNITION.**

14 Section 7 of title 1, United States Code, is amended
15 to read as follows:

16 **“§ 7. Marriage**

17 **“(a) For the purposes of any Federal law in which**
18 **marital status is a factor, an individual shall be considered**
19 **married if that individual’s marriage is valid in the State**
20 **where the marriage was entered into or, in the case of**
21 **a marriage entered into outside any State, if the marriage**

1 is valid in the place where entered into and the marriage
2 could have been entered into in a State.

3 “(b) In this section, the term ‘State’ means a State,
4 the District of Columbia, the Commonwealth of Puerto
5 Rico, or any other territory or possession of the United
6 States.”.

○

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Challenges for Long-term Economic Development
DEPARTMENT: Economic Development
PRESENTED BY: Dan Eernisse, Economic Development Manager
ACTION: <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Discussion

PROBLEM/ISSUE STATEMENT

Improving economic development opportunities in Shoreline has been a long-term Council goal and community priority. The ability to expand our local economy through new development and jobs will have a significant impact on the City's long-term financial sustainability and stability. Vibrant economic growth provides increased revenue that allows the City to continue providing municipal services in the face of rising costs.

In addition, the adopted Vision 2029 statement (Attachment A) describes a thriving city, a city of neighborhoods with vibrant neighborhood "main streets," Aurora Avenue as a thriving corridor with a variety of shops, businesses, eateries and entertainment, a safe and progressive place to live, and a place that is known for its outstanding schools, parks and youth services. The City's Economic Development Program is in large part aimed at implementing and fulfilling this vision for the community.

Council has indicated that the focus of its March retreat will be strategic planning and economic development. In order to prepare for that discussion, staff thought it would be helpful to review factors and metrics over the last decade that measure economic development activity in Shoreline. This will give Council context to understand choices that the City may have to consider to improve its track record of economic expansion in the future.

Over the past decade Shoreline experienced a low rate of growth in assessed property value, a decline in gambling tax revenue, and essentially no population growth. The bright spot was in retail sales tax revenue, which grew by nearly 12% over the decade. Some of the malaise should be attributed to the "Great Recession," but certainly not all. For example, consider that during the same decade, King County and Washington State's population grew by 11.2% and 14.1% respectively, while Shoreline's population did not grow at all.

Tonight's discussion will focus on what stifled Shoreline's growth in the last decade, what Council and staff can do to stimulate a higher growth rate in the future, and whether setting measurable growth rate targets is helpful.

RESOURCE/FINANCIAL IMPACT

Future Council policies may require additional resources, but none are anticipated at this time.

RECOMMENDATION

No recommendation is necessary as this item is for discussion only.

Approved By: City Manager City Attorney

INTRODUCTION

Improving economic development opportunities in Shoreline has been a long-term Council goal and community priority. The ability to expand our local economy through new development and jobs will have a significant impact on the City's long-term financial sustainability and stability. Vibrant economic growth results in increased revenue allows the City to continue providing services that our community desires in the face of rising costs.

Council has indicated that it will focus on strategic planning and economic development during the upcoming Council retreat in March. In order to prepare for that discussion, staff thought it would be helpful to have some context of the economic development activity in Shoreline since 2000. This will help Council understand how the City may have to move forward if Council desires to have policies and practices that encourage an improved track record on economic expansion in the future.

Tonight's discussion will focus on Shoreline's growth in the last decade, what Council and staff can do to stimulate a higher growth rate in the future, and whether setting measurable growth rate targets is helpful.

DISCUSSION

Shoreline's economic growth can be measured by many factors and metrics. This report focuses on growth in assessed value from new construction, population growth, and growth in sales tax. Attachments B through L to the staff report include detail of these factors along with a review of the change in average home values, commercial and apartment vacancy rates, employment, zoning, vacant and large lots, building age, and permit activity for Shoreline. The detailed information, in many cases, also provides a comparison of Shoreline's trends to other cities within King County.

Description and Trends of Growth Factors

- 1) Growth in Assessed Value from New Construction (Attachment B). This metric is valuable because the property tax revenue generated from new construction represents new and on-going revenue for the City. Another feature is that assessed valuation growth from new construction is an indication of permit activity and construction sales tax the City collects. Since year 2000, Shoreline has averaged 0.86% percent annual growth in assessed valuation from new construction. The average for the 39 cities in King County was 1.98%. Shoreline's peak was in 2007 when new construction resulted in assessed valuation growth of 1.26%. With the exception of 2007, Shoreline ranked in the lowest 25% of all the King County cities for the 12 years reviewed.
- 2) Population Growth (Attachment C). Population growth does not always create strong economic growth; that said, it is difficult to imagine a City with a robust economy that does not attract more people. In Shoreline's case, population growth would likely contribute to increased retail sales and new construction of residential units. In addition, population growth also would increase Shoreline's shared revenues. Currently state shared revenues are distributed to cities based on their population; as other cities grow at a more rapid pace than Shoreline, Shoreline's percentage of these revenues declines. The most notable state

shared revenues include liquor excise taxes and profits, motor vehicle fuel tax, motor vehicle excise taxes and criminal justice funding. Over the last decade Shoreline's population has declined slightly. In 2001 the City's population was 53,421 and in 2011 it was 53,200.

- 3) Retail Sales/Use Tax Revenue (Attachments D). This metric is valuable because it tracks commercial activity within the City. The attachment provides a review of the overall growth in sales tax along with a more detailed review by major sector including construction, auto sales, restaurants and hotels, and general merchandise. Shoreline had positive sales tax growth over the last decade, with 2010 revenues being nearly 12% greater than they were in 2000. Sales tax collections peaked in 2008, and then—as a result of the recession—declined in 2009 in Shoreline as well as in all comparable cities. A review of Shoreline's sales tax by sector shows that all sectors increased over the decade with the notable exception of construction related sales tax, which fell by nearly 12% in 2010 as compared to collections in 2000.
- 4) Average Home Value (Attachment E). Average home value indicates where Shoreline falls in affordability, and it is an indicator of the relative desirability of Shoreline housing. In years of increasing home valuation home prices aren't directly driving revenue collections, since the City is limited in its ability to raise property taxes on established homes. However, in years of declining home valuation, the reduction in overall valuation throughout the City results in an increase in the City's property tax rate. In 2012 this resulted in the City's tax rate rising to its statutory limit. If home values continue to decline in the future, resulting in an overall decrease in assessed value throughout the City, the City will not be able to increase its property tax collections other than those from new construction.
- 5) Vacancy Report (Attachment F). Commercial and multifamily residential vacancy is an important indicator of economic health. A vacancy rate of up to 5% in either industry is considered very healthy. Staff estimates that the City's commercial vacancy rate in July 2011 was 3.4 to 4.5%. In November 2011 apartment vacancy rates averaged approximately 5%, with vacancy rates for newer apartments running slightly higher.
- 6) Employment (G, H, I). The location, number and types of jobs in Shoreline are indicated in these attachments. Educational services, health care, professional and management, and retail trades were the highest employment sectors within Shoreline. Please note that this data is sensitive, difficult to gather, and lags behind reality by many months or even years.
- 7) Land by Zoning Designation (Attachment J). This table provides the square footage and acreage area of each zoning designation in the City. There is a total of 6,854 acres of land in Shoreline, with 797 acres in right-of-way and public land, 797 acres of commercial and high-density zoned property, and 5,260 acres of low and mid-density zoned land.

- 8) Vacant and Large Lots (Attachment K). This map helps evaluate the capacity of Shoreline's single-family zoned properties. It shows the handful of vacant lots in blue and the large lots that could conceivably be short-platted in green.
- 9) 30+ Year Old Buildings (Attachment L). Like the previous map, this map helps evaluate the capacity of Shoreline's commercial properties by identifying those with older buildings that are ripe for redevelopment. A majority of Shoreline's older commercial stock is obsolete if it is not updated. For example, City Hall is now sitting on one of the sites shown that once had older buildings.
- 10) Permits Since 2001 (Attachment M). The commercial, multifamily, and mixed use permits since 2001 are identified on the map provided.

INSIGHTS FROM SUPPORTING DOCUMENTS

While certainly not exhaustive, the following insights were gained by staff's examination of economic performance in the last decade.

- 1) Shoreline Isn't Alone. The lack of population and assessed valuation growth was mirrored in five other cities that also are Seattle's first-tier bedroom communities that grew rapidly 50 years ago: Burien, Des Moines, Edmonds, Normandy Park, and Lake Forest Park. These cities – like Shoreline – are all communities that long ago exhausted much of the vacant land within their city boundaries, are boarded by other cities (as opposed to unincorporated area that may serve as future annexation areas), and have borders along Puget Sound or Lake Washington. These cities also do not have major economic drivers such as a regional mall (Tukwila), airport (Sea-Tac), or major employer like Boeing (Renton).
- 2) Retail Sales Tax Was Resilient. The retail sales tax grew at about 1% per year over the decade. While construction was devastated by the Great Recession in the second half of the decade, it also experienced significant growth in the first half that somewhat mitigated the impact when viewed as a whole. The other categories remained remarkably stable throughout the decade. Note on the Retail/Use Tax Revenue document (Attachment D), for instance, how consistent vehicle sales and service tax revenues remained through the decade.

IMPLICATIONS GOING FORWARD

While this report highlights some of our challenges to economic development, it does not mean that we are not optimistic about Shoreline's ability to accomplish the community's vision. That said, accomplishing the community's vision may involve examining and implementing new strategies that will attract investment, including the following:

- 1) Focus on Large Assets that Reshape the City. First, small projects lack capacity for sustained growth, yet they consume large amounts of Council time and staff resources. Second, Shoreline is at a point in its lifecycle as a community when thoughtful reshaping is needed. Shoreline's reshaping, though, cannot happen through annexation or by developing vacant parcels; it must work within itself on

its most significant assets such as Aurora Square, Fircrest, Town Center, North City, and ultimately the Light Rail Station Areas.

- 2) Realize Aurora Corridor's Potential. Shoreline is nearing completion of a radical reshaping effort: the Aurora Corridor Project. The City cannot achieve aggressive economic goals without a generous return on its Aurora Corridor investment. Therefore, anything hindering Aurora's success must be aggressively addressed. Not only will this aid our city, but Shoreline can become a sustainability paradigm for similar first-tier bedroom communities throughout the region and the nation.
- 3) Protect Long-term Growth Priorities. In order to grow in a sustained way over the next two decades, Council and staff must consider ways to protect growth initiatives from being derailed by political, economic, or personnel changes. One tool that the Council may want to explore is creating a public development authority that works to fulfill the community's vision, yet takes its direction from its charter and from a board of directors.
- 4) Create A Multifaceted Approach To Population Growth. A growing housing stock in Shoreline will require a variety of investors and builders working on projects in many areas. While the Aurora Corridor provides a great deal of property zoned for high density, new residential construction in Shoreline shouldn't be limited to six-story buildings. Mid-sized investors and builders need more property zoned for townhomes, row houses, clustered homes and other mid-density homes in order to build in Shoreline. In addition, efforts to increase the average household size in existing single-family homes should be encouraged.
- 5) Grow in our Reputation as Investor-friendly. Steps recently taken such as the Town Center Subarea Plan and the expansion of the Property Tax Exemption program made doing business or building in Shoreline more attractive. Future steps may include comprehensive parking reductions, relaxing height restrictions, advancing development agreements, honing legislative codes, constructing infrastructure, forming public-private partnerships, and streamlining permitting (one-time shopping).

COUNCIL GOALS ADDRESSED

The City Council's Goal #3 – "Improving economic development opportunities in Shoreline" – emerged from the City's Framework Goals. Many of the 18 Framework Goals touch on successful economic development strategies:

- Building infrastructure (FG2),
- Providing attractive places (FG4),
- Emphasizing culture (FG5),
- Promoting quality buildings and design (FG9),
- Supporting housing choices (FG12),
- Providing dense transit-oriented development (FG14),
- Creating a business-friendly environment (FG15),
- Encouraging neighborhood business services (FG16), and
- Master planning Fircrest surplus property (FG18).

Major Objectives for 2011 - 2012:

- Form partnerships to create “Transit-oriented Developments” (TOD) that capitalize on public transportation infrastructure
- Update the Economic Development Strategic Plan for 2012-2017 (Council adopted January 23, 2012)
- Promote investments in Shoreline’s neighborhood centers to increase economic vitality, environmental quality, and housing choices
- Provide a business-friendly environment that attracts and retains both large and small businesses

RESOURCE/FINANCIAL IMPACT

Future Council policies may require additional resources, but none are anticipated at this time.

RECOMMENDATION

No recommendation is necessary as this item is for discussion only

ATTACHMENTS

Attachment A – Vision 2029 Statement
Attachment B – Growth in Assessed Value from New Construction
Attachment C – Population Growth
Attachment D – Sales/Use Tax Growth
Attachment E – Average Home Value
Attachment F – Vacancy Report
Attachment G – Map of Employment Locations
Attachment H – Employment: 2008 – 2010 American Community Survey
Attachment I – Employment: 2010 Census
Attachment J – Shoreline Land by Zoning Designation
Attachment K – Shoreline Vacant and Large Lots
Attachment L – Shoreline 30+ Year Old Buildings
Attachment M – Shoreline Permits Issued Since 2001



VISION 2029

Imagine for a moment that it is the year 2029 and you are in the City of Shoreline.

This vision statement describes what you will see.

ATTACHMENT A



VISION 2029

Shoreline in 2029 is a thriving, friendly city where people of all ages, cultures, and economic backgrounds love to live, work, play and, most of all, call home. Whether you are a first-time visitor or long-term resident, you enjoy spending time here.

There always seems to be plenty to do in Shoreline -- going to a concert in a park, exploring a Puget Sound beach or dense forest, walking or biking miles of trails and sidewalks throughout the city, shopping at local businesses or the farmer's market, meeting friends for a movie and meal, attending a street festival, or simply enjoying time with your family in one of the city's many unique neighborhoods.

People are first drawn here by the city's beautiful natural setting and abundant trees; affordable, diverse and attractive housing; award-winning schools; safe, walkable neighborhoods; plentiful parks and recreation opportunities; the value placed on arts, culture, and history; convenient shopping, as well as proximity to Seattle and all that the Puget Sound region has to offer.

The city's real strengths lie in the diversity, talents and character of its people. Shoreline is culturally and economically diverse, and draws on that variety as a source of social and economic strength. The city works hard to ensure that there are opportunities to live, work and play in Shoreline for people from all backgrounds.

Shoreline is a regional and national leader for living sustainably. Everywhere you look there are examples of sustainable, low impact, climate-friendly practices come to life -- cutting edge energy-efficient homes and businesses, vegetated roofs, rain gardens, bioswales along neighborhood streets, green buildings, solar-powered utilities, rainwater harvesting systems, and local food production to name only a few. Shoreline is also deeply committed to caring for its seashore, protecting and restoring its streams to bring back the salmon, and to making sure its children can enjoy the wonder of nature in their own neighborhoods.

A CITY OF Neighborhoods

Shoreline is a city of neighborhoods, each with its own character and sense of place. Residents take pride in their neighborhoods, working together to retain and improve their distinct identities while embracing connections to the city as a whole. Shoreline's neighborhoods are attractive, friendly, safe places to live where residents of all ages, cultural backgrounds and incomes can enjoy a high quality of life and sense of community. The city offers a wide diversity of housing types and choices, meeting the needs of everyone from newcomers to long-term residents.

Newer development has accommodated changing times and both blends well with established neighborhood character and sets new standards for sustainable building, energy efficiency and environmental sensitivity. Residents can leave their car at home and walk or ride a bicycle safely and easily around their neighborhood or around the whole city on an extensive network of sidewalks and trails.

No matter where you live in Shoreline there's no shortage of convenient destinations and cultural activities. Schools, parks, libraries, restaurants, local shops and services, transit stops, and indoor and outdoor community gathering places are all easily accessible, attractive and well maintained. Getting around Shoreline and living in one of the city's many unique, thriving neighborhoods is easy, interesting and satisfying on all levels.



Neighborhood CENTERS

The city has several vibrant neighborhood "main streets" that feature a diverse array of shops, restaurants and services. Many of the neighborhood businesses have their roots in Shoreline, established with the help of a local business incubator, a long-term collaboration between the Shoreline Community College, the Shoreline Chamber of Commerce and the city.

Many different housing choices are seamlessly integrated within and around these commercial districts, providing a strong local customer base. Gathering places - like parks, plazas, cafes and wine bars - provide opportunities for neighbors to meet, mingle and swap the latest news of the day.

Neighborhood main streets also serve as transportation hubs, whether you are a cyclist, pedestrian or bus rider. Since many residents still work outside Shoreline, public transportation provides a quick connection to downtown, the University of Washington, light rail and other regional destinations. You'll also find safe, well-maintained bicycle routes that connect all of the main streets to each other and to the Aurora core area, as well as convenient and reliable local bus service throughout the day and throughout the city. If you live nearby, sidewalks connect these hubs of activity to the surrounding neighborhood, bringing a car-free lifestyle within reach for many.

The Signature BOULEVARD

Aurora Avenue is Shoreline's grand boulevard. It is a thriving corridor, with a variety of shops, businesses, eateries and entertainment, and includes clusters of some mid-rise buildings, well-designed and planned to transition to adjacent residential neighborhoods gracefully. Shoreline is recognized as a business-friendly city. Most services are available within the city, and there are many small businesses along Aurora, as well as larger employers that attract workers from throughout the region. Here and elsewhere, many Shoreline residents are able to find family-wage jobs within the City.

Housing in many of the mixed-use buildings along the boulevard is occupied by singles, couples, families, and seniors. Structures have been designed in ways that transition both visually and physically to reinforce the character of adjacent residential neighborhoods.

The improvements put in place in the early decades of the 21st century have made Aurora an attractive and energetic district that serves both local residents and people from nearby Seattle, as well as other communities in King and Snohomish counties. As a major transportation corridor, there is frequent regional rapid transit throughout the day and evening. Sidewalks provide easy access for walking to transit stops, businesses, and connections to adjacent neighborhoods.

Aurora has become a green boulevard, with mature trees and landscaping, public plazas, and green spaces. These spaces serve as gathering places for neighborhood and city-wide events throughout the year. It has state-of-the-art stormwater treatment and other sustainable features along its entire length.

As you walk down Aurora you experience a colorful mix of bustling hubs – with well-designed buildings, shops and offices – big and small – inviting restaurants, and people enjoying their balconies and patios. The boulevard is anchored by the vibrant Town Center, which is focused between 175th and 185th Street. This district is characterized by compact, mixed-use, pedestrian-friendly development highlighted by the Shoreline City Hall, the Shoreline Historical Museum, Shorewood High School, and other civic facilities. The interurban park provides open space, recreational opportunities, and serves as the city's living room for major festivals and celebrations.



A HEALTHY Community

Shoreline residents, city government and leaders care deeply about a healthy community. The city's commitment to community health and welfare is reflected in the rich network of programs and organizations that provide human services throughout the city to address the needs of all its residents.

Shoreline is a safe and progressive place to live. It is known region wide for the effectiveness of its police force and for programs that encourage troubled people to pursue positive activities and provide alternative treatment for non-violent and non-habitual offenders.



BETTER FOR THE Next Generation

In Shoreline it is believed that the best decisions are informed by the perspectives and talents of its residents. Community involvement in planning and opportunities for input are vital to shaping the future, particularly at the neighborhood scale, and its decision making processes reflect that belief. At the same time, elected leaders and city staff strive for efficiency, transparency and consistency to ensure an effective and responsive city government.

Shoreline continues to be known for its outstanding schools, parks and youth services. While children are the bridge to the future, the city also values the many seniors who are a bridge to its shared history, and redevelopment has been designed to preserve our historic sites and character. As the population ages and changes over time, the City continues to expand and improve senior services, housing choices, community gardens, and other amenities that make Shoreline such a desirable place to live.

Whether for a 5-year-old learning from volunteer naturalists about tides and sea stars at Richmond Beach or a 75-year-old learning yoga at the popular Senior Center, Shoreline is a place where people of all ages feel the city is somehow made for them. And, maybe most importantly, the people of Shoreline are committed to making the city even better for the next generation.





Framework GOALS

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

Shoreline is committed to being a sustainable city in all respects.

- FG 1:** Continue to support exceptional schools and opportunities for lifelong learning.
- FG 2:** Provide high quality public services, utilities, and infrastructure that accommodate anticipated levels of growth, protect public health and safety, and enhance the quality of life.
- FG 3:** Support the provision of human services to meet community needs.
- FG 4:** Provide a variety of gathering places, parks, and recreational opportunities for all ages and expand them to be consistent with population changes.
- FG 5:** Encourage an emphasis on arts, culture and history throughout the community.
- FG 6:** Make decisions that value Shoreline's social, economic, and cultural diversity.
- FG 7:** Conserve and protect our environment and natural resources, and encourage restoration, environmental education and stewardship.
- FG 8:** Apply innovative and environmentally sensitive development practices.
- FG 9:** Promote quality building, functionality, and walkability through good design and development that is compatible with the surrounding area.
- FG 10:** Respect neighborhood character and engage the community in decisions that affect them.
- FG 11:** Make timely and transparent decisions that respect community input.
- FG 12:** Support diverse and affordable housing choices that provide for Shoreline's population growth, including options accessible for the aging and/or developmentally disabled.
- FG 13:** Encourage a variety of transportation options that provide better connectivity within Shoreline and throughout the region.
- FG 14:** Designate specific areas for high density development, especially along major transportation corridors.
- FG 15:** Create a business friendly environment that supports small and local businesses, attracts large businesses to serve the community and expand our jobs and tax base, and encourages innovation and creative partnerships.
- FG 16:** Encourage local neighborhood retail and services distributed throughout the city.
- FG 17:** Strengthen partnerships with schools, non-governmental organizations, volunteers, public agencies and the business community.
- FG 18:** Encourage Master Planning at Fircrest School that protects residents and encourages energy and design innovation for sustainable future development.

Growth in Assessed Value from New Construction

ATTACHMENT B

Staff Comments: The assessed value of Shoreline has grown very slowly in comparison to other cities in King County and to the average county growth. Note that cities that grew under 1% per year in the last decade fell into two categories. The first category are cities -- marked in blue -- located in the Cascade foothills (North Bend and Skykomish). The second group marked in orange (Burien, Des Moines, Normandy Park, and Lake Forest Park) like Shoreline developed as first-tier bedroom communities approximately fifty years ago along Puget Sound/Lake Washington. The other first-tier suburban cities in that category that outpaced 1% growth generally have significant economic drivers such as Renton (Boeing and IKEA), Tukwila (Southcenter Mall), Sea-Tac (the airport), and Mercer Island (its unique island location between Bellevue and Seattle). Kenmore is perhaps a noteworthy exception; it seems to have outpaced similar cities without a large economic driver.

City	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	Average
Algona	1.66%	2.42%	No	1.90%	2.87%	1.52%	4.12%	1.33%	0.59%	1.22%	0.78%	1.25%	1.79%
Auburn	3.14%	3.71%	Data	1.60%	1.18%	1.50%	2.34%	1.88%	2.50%	1.71%	0.96%	1.59%	2.01%
Beaux Arts	0.42%	0.52%		0.31%	2.05%	2.01%	1.48%	3.20%	1.43%	0.91%	1.83%	0.43%	1.33%
Bellevue	3.40%	3.18%		1.27%	0.94%	1.15%	1.57%	1.89%	3.06%	4.11%	2.48%	1.32%	2.22%
Black Diamond	2.73%	3.43%		0.88%	0.48%	1.01%	0.79%	0.47%	1.29%	1.70%	0.49%	0.58%	1.26%
Bothell	4.59%	8.57%		2.82%	1.62%	10.19%	7.78%	0.71%	6.98%	1.77%	6.77%	0.36%	4.74%
Burien	1.39%	0.79%		0.56%	1.32%	0.56%	0.89%	0.75%	1.25%	1.07%	1.42%	0.70%	0.97%
Carnation	4.12%	1.44%		1.61%	0.00%	0.55%	3.40%	0.22%	0.12%	0.48%	0.25%	1.01%	1.20%
Clyde Hill	1.13%	1.22%		1.46%	1.89%	2.22%	1.91%	2.53%	2.13%	2.38%	1.82%	0.19%	1.72%
Covington	1.40%	0.88%		5.15%	6.86%	7.42%	3.66%	1.70%	2.13%	3.07%	1.59%	0.23%	3.10%
Des Moines	1.24%	0.71%		0.77%	0.35%	0.58%	1.17%	1.06%	0.95%	1.30%	0.51%	0.55%	0.83%
Duvall	9.30%	7.15%		8.31%	5.02%	3.00%	2.41%	2.17%	2.39%	2.00%	2.22%	0.81%	4.07%
Enumclaw	1.63%	1.31%		1.46%	1.57%	0.99%	0.56%	1.34%	1.96%	1.09%	1.17%	2.11%	1.38%
Federal Way	1.91%	1.78%		1.08%	1.08%	0.64%	1.50%	2.08%	1.94%	1.12%	0.54%	0.34%	1.27%
Hunts Point	0.47%	0.84%		1.13%	2.52%	1.27%	0.81%	0.84%	1.28%	0.92%	0.70%	0.81%	1.05%
Issaquah	6.21%	6.75%		4.61%	7.27%	8.48%	7.97%	7.68%	4.74%	3.64%	1.23%	1.17%	5.43%
Kenmore	1.45%	1.18%		1.21%	2.38%	2.68%	2.31%	2.05%	2.68%	2.71%	1.05%	1.12%	1.89%
Kent	3.67%	2.01%		2.45%	1.37%	1.40%	1.25%	3.03%	2.55%	1.77%	0.94%	0.56%	1.91%
Kirkland	2.16%	2.19%		1.47%	1.30%	1.60%	2.38%	3.26%	3.18%	1.55%	0.91%	0.37%	1.85%
Lake Forest Park	0.93%	0.73%		0.41%	0.43%	1.04%	0.79%	0.54%	0.81%	0.37%	0.28%	0.23%	0.60%
Maple Valley	4.58%	3.25%		6.10%	6.26%	6.46%	6.90%	6.33%	3.83%	2.03%	1.86%	1.58%	4.47%
Medina	4.09%	1.15%		2.24%	1.37%	1.15%	1.14%	1.31%	1.47%	1.95%	0.97%	0.31%	1.56%
Mercer Island	1.01%	1.80%		1.64%	0.99%	0.73%	1.61%	2.08%	1.52%	1.40%	1.00%	0.59%	1.31%
Milton	1.44%	1.46%		0.23%	0.60%	6.04%	3.21%	0.28%	0.11%	2.27%	2.48%	4.27%	2.04%
Newcastle	3.43%	2.66%		8.48%	5.18%	5.82%	4.25%	6.66%	3.43%	2.88%	0.62%	0.31%	3.98%
Normandy Park	0.53%	0.63%		0.45%	1.01%	0.62%	0.39%	0.49%	0.66%	1.83%	0.68%	0.31%	0.69%
North Bend	4.65%	1.26%		0.46%	0.12%	0.66%	0.38%	0.49%	0.26%	0.53%	0.53%	1.18%	0.99%
Pacific	1.70%	1.38%		3.35%	3.36%	1.72%	2.75%	3.47%	4.60%	3.06%	2.33%	0.51%	2.57%
Redmond	4.87%	3.28%		1.60%	3.04%	5.75%	3.55%	2.05%	2.38%	2.62%	7.69%	3.50%	3.66%
Renton	2.23%	2.66%		2.77%	4.47%	3.11%	4.25%	3.14%	3.22%	4.14%	1.38%	0.90%	2.93%
Sammamish	9.07%	5.48%		4.40%	4.20%	4.64%	3.00%	1.88%	1.64%	1.17%	0.46%	1.21%	3.38%
Seatac	0.84%	3.41%		2.08%	0.46%	2.55%	2.68%	4.83%	7.78%	1.13%	1.45%	1.28%	2.59%
Seattle	1.66%	1.76%		1.25%	1.24%	1.14%	1.31%	1.51%	1.98%	2.05%	1.47%	0.61%	1.45%
Shoreline	1.01%	0.96%		0.78%	0.90%	0.70%	0.83%	1.26%	1.24%	0.91%	0.67%	0.23%	0.86%
Skykomish	1.42%	2.30%		0.00%	1.57%	0.00%	0.97%	0.14%	0.85%	1.26%	0.03%	1.75%	0.94%
Snogualmie	27.30%	21.38%		11.01%	14.88%	14.97%	11.23%	16.50%	9.49%	8.10%	4.99%	3.10%	13.00%
Tukwila	2.66%	2.40%		1.33%	2.51%	0.57%	0.79%	0.76%	1.48%	6.60%	8.33%	0.35%	2.53%
Woodinville	2.99%	1.59%		1.44%	1.94%	2.58%	3.13%	2.53%	1.66%	2.19%	0.83%	0.23%	1.92%
Yarrow Point	1.03%	1.54%		1.81%	2.14%	1.81%	1.83%	1.54%	1.78%	3.66%	1.49%	1.77%	1.85%
Mean	3.32%	2.85%		2.36%	2.53%	2.84%	2.66%	2.46%	2.40%	2.16%	1.72%	1.02%	2.39%
Median	1.91%	1.78%		1.47%	1.57%	1.52%	1.91%	1.88%	1.94%	1.77%	1.05%	0.70%	1.85%

Rank of first-tier bedroom communities

Shoreline	34	32		31	32	31	33	27	31	36	30	38	36
Burien	29	35		33	24	37	32	31	30	33	16	20	34
Des Moines	30	37		32	37	35	28	28	32	26	34	25	37
Lake Forest Park	35	36		36	36	27	37	33	34	38	37	35	39
Normandy Park	37	38		35	29	34	39	34	35	19	29	34	38
Mercer Island	33	19		16	30	30	22	14	24	25	21	22	28
Seatac	36	8		13	35	14	15	5	2	30	15	10	11
Tukwila	17	15		24	13	36	35	30	25	2	1	30	13
Kenmore	25	30		27	14	12	19	17	11	10	20	15	19

First-tier bedroom communities along Puget Sound/Lake Washington
Foothill cities

Population Growth

Source: State of Washington - Office of Financial Management

ATTACHMENT C

Staff Comments: Shoreline has experienced no population growth in the past decade as opposed to 11.2% growth in King County and 14.1% growth in Washington State. However, similar to the results from AV Growth, the first-tier land-locked bedroom communities of Burien (pre-annexation), Des Moines, Edmonds, Lake Forest Park, and Normandy Park all experienced similar population stagnation.

Comparable Cities	2000	2001	Growth	2002	Growth	2003	Growth	2004	Growth	2005	Growth	2006	Growth	2007	Growth	2008	Growth	2009	Growth	2010 Census	Growth	2011	Growth	2011 v. 2011
Auburn	42,901	43,420	1.2%	43,970	1.3%	43,890	-0.2%	43,670	-0.5%	43,540	-0.3%	43,820	0.6%	44,300	1.1%	60,400	36.3%	60,820	0.7%	62,761	3.2%	63,050	0.5%	45.2%
Bellevue	109,827	111,500	1.5%	117,000	4.9%	116,400	-0.5%	116,500	0.1%	115,500	-0.9%	117,000	1.3%	118,100	0.9%	119,200	0.9%	120,600	1.2%	122,363	1.5%	123,400	0.8%	10.7%
Federal Way	83,259	83,890	0.8%	83,850	0.0%	83,500	-0.4%	83,590	0.1%	85,800	2.6%	86,530	0.9%	87,390	1.0%	88,040	0.7%	88,580	0.6%	89,306	0.8%	89,370	0.1%	6.5%
Kent	79,524	81,900	3.0%	84,275	2.9%	84,210	-0.1%	84,560	0.4%	84,920	0.4%	85,650	0.9%	86,660	1.2%	86,980	0.4%	88,380	1.6%	92,411	4.6%	118,200	27.9%	44.3%
Kirkland	45,054	45,770	1.6%	45,790	0.0%	45,630	-0.3%	45,800	0.4%	45,740	-0.1%	47,180	3.1%	47,890	1.5%	48,410	1.1%	49,010	1.2%	48,787	-0.5%	49,020	0.5%	7.1%
Redmond	45,256	45,490	0.5%	46,040	1.2%	46,480	1.0%	46,900	0.9%	47,600	1.5%	49,890	4.8%	50,680	1.6%	51,320	1.3%	51,890	1.1%	54,144	4.3%	55,150	1.9%	21.2%
Renton	50,052	51,140	2.2%	53,840	5.3%	54,900	2.0%	55,360	0.8%	56,840	2.7%	58,360	2.7%	60,290	3.3%	78,780	30.7%	83,650	6.2%	90,927	8.7%	92,590	1.8%	81.1%
Shoreline	53,296	53,421	0.2%	53,250	-0.3%	52,730	-1.0%	52,740	0.0%	52,500	-0.5%	52,830	0.6%	53,190	0.7%	53,440	0.5%	54,320	1.6%	53,007	-2.4%	53,200	0.4%	-0.4%
Edmonds	39,544	39,590	0.1%	39,460	-0.3%	39,580	0.3%	39,620	0.1%	39,860	0.6%	40,360	1.3%	40,560	0.5%	40,760	0.5%	40,900	0.3%	39,709	-2.9%	39,800	0.2%	0.5%
Everett	91,488	95,990	4.9%	96,070	0.1%	95,470	-0.6%	96,840	1.4%	97,500	0.7%	101,100	3.7%	101,800	0.7%	102,300	0.5%	103,500	1.2%	103,019	-0.5%	103,100	0.1%	7.4%
Lakewood	58,293	58,272	0.0%	58,662	0.7%	58,940	0.5%	59,010	0.1%	58,850	-0.3%	59,000	0.3%	58,950	-0.1%	58,780	-0.3%	58,840	0.1%	58,163	-1.2%	58,190	0.0%	-0.1%
Olympia	42,514	42,530	0.0%	42,690	0.4%	42,860	0.4%	43,040	0.4%	43,330	0.7%	43,740	0.9%	44,460	1.6%	44,800	0.8%	45,250	1.0%	46,478	2.7%	46,780	0.6%	10.0%
ALL King County	2000	2001	Growth	2002	Growth	2003	Growth	2004	Growth	2005	Growth	2006	Growth	2007	Growth	2008	Growth	2009	Growth	2010 Census	Growth	2011	Growth	
Unincorporated	349,234	353,040	1.1%	351,136	-0.5%	351,843	0.2%	356,795	1.4%	364,498	2.2%	367,070	0.7%	368,255	0.3%	341,150	-7.4%	343,180	0.6%	325,000	-5.3%	285,265	-12.2%	-19.2%
Algona	2,460	2,500	1.6%	2,525	1.0%	2,690	2.6%	2,605	0.6%	2,660	2.1%	2,695	1.3%	2,725	1.1%	2,740	0.6%	2,760	0.7%	3,014	9.2%	3,055	1.4%	22.2%
Auburn	42,901	43,420	1.2%	43,970	1.3%	43,890	-0.2%	43,670	-0.5%	43,540	-0.3%	43,820	0.6%	44,300	1.1%	60,400	36.3%	60,820	0.7%	62,761	3.2%	63,050	0.5%	45.2%
Beaux Arts Village	307	310	1.0%	295	-4.8%	302	2.4%	300	-0.7%	297	-1.0%	300	1.0%	310	3.3%	310	0.0%	315	1.6%	299	-5.1%	300	0.3%	-3.2%
Bellevue	109,827	111,500	1.5%	117,000	4.9%	116,400	-0.5%	116,500	0.1%	115,500	-0.9%	117,000	1.3%	118,100	0.9%	119,200	0.9%	120,600	1.2%	122,363	1.5%	123,400	0.8%	10.7%
Black Diamond	3,970	4,015	1.1%	4,015	0.0%	3,995	-0.5%	4,000	0.1%	4,080	2.0%	4,085	0.1%	4,120	0.9%	4,155	0.8%	4,180	0.6%	4,153	-0.6%	4,160	0.2%	3.6%
Bothell	16,119	16,244	0.8%	16,264	0.1%	16,250	-0.1%	16,250	0.0%	16,250	0.0%	16,600	2.2%	16,950	2.1%	17,130	1.1%	17,260	0.8%	17,090	-1.0%	17,150	0.4%	5.6%
Burien (w/ annex)	31,881	31,830	-0.2%	31,810	-0.1%	31,480	-1.0%	31,130	-1.1%	31,040	-0.3%	31,080	0.1%	31,410	1.1%	31,540	0.4%	31,890	1.1%	33,313	4.5%	47,660	43.1%	49.7%
Burien (2000 - 2009)	31,881	31,830	-0.2%	31,810	-0.1%	31,480	-1.0%	31,130	-1.1%	31,040	-0.3%	31,080	0.1%	31,410	1.1%	31,540	0.4%	31,890	1.1%					0.0%
Carnation	1,893	1,920	1.4%	1,905	-0.8%	1,905	0.0%	1,895	-0.5%	1,900	0.3%	1,900	0.0%	1,900	0.0%	1,905	0.3%	1,910	0.3%	1,786	-6.5%	1,780	-0.3%	-7.3%
Clyde Hill	2,890	2,900	0.3%	2,895	-0.2%	2,830	-2.2%	2,790	-1.4%	2,780	-0.4%	2,795	0.5%	2,810	0.5%	2,805	-0.2%	2,815	0.4%	2,984	6.0%	2,985	0.0%	2.9%
Covington	13,783	13,840	0.4%	14,395	4.0%	14,850	3.2%	15,190	2.3%	16,610	9.3%	17,240	3.8%	17,190	-0.3%	17,360	1.0%	17,530	1.0%	17,575	0.3%	17,640	0.4%	27.5%
Des Moines	29,267	29,600	1.1%	29,510	-0.3%	29,120	-1.3%	29,020	-0.3%	28,960	-0.2%	29,020	0.2%	29,090	0.2%	29,180	0.3%	29,270	0.3%	29,673	1.4%	29,680	0.0%	0.3%
Duvall	4,616	4,660	5.3%	5,190	6.8%	5,460	5.2%	5,545	1.6%	5,595	0.9%	5,735	2.5%	5,845	1.9%	5,925	1.4%	5,980	0.9%	6,695	12.0%	6,715	0.3%	38.2%
Enumclaw	11,116	11,180	0.6%	11,195	0.1%	11,140	-0.5%	11,160	0.2%	11,190	0.3%	11,220	0.3%	11,320	0.9%	11,470	1.3%	11,460	-0.1%	10,669	-6.9%	10,920	2.4%	-2.3%
Federal Way	83,259	83,890	0.8%	83,850	0.0%	83,500	-0.4%	83,590	0.1%	85,800	2.6%	86,530	0.9%	87,390	1.0%	88,040	0.7%	88,580	0.6%	89,306	0.8%	89,370	0.1%	6.5%
Hunts Point	443	455	2.7%	455	0.0%	445	-2.2%	450	1.1%	450	0.0%	480	6.7%	480	0.0%	475	-1.0%	465	-2.1%	394	-15.3%	390	-1.0%	-14.3%
Issaquah	11,212	12,950	15.5%	13,790	6.5%	15,110	9.6%	15,510	2.6%	17,060	10.0%	19,570	14.7%	24,710	26.3%	26,320	6.5%	26,890	2.2%	30,434	13.2%	30,690	0.8%	137.0%
Kenmore	18,678	18,790	0.6%	19,180	2.1%	19,200	0.1%	19,170	-0.2%	19,290	0.6%	19,680	2.0%	19,940	1.3%	20,220	1.4%	20,450	1.1%	20,460	0.0%	20,780	1.6%	10.8%
Kent	79,524	81,900	3.0%	84,275	2.9%	84,210	-0.1%	84,560	0.4%	84,920	0.4%	85,650	0.9%	86,660	1.2%	86,980	0.4%	88,380	1.6%	92,411	4.6%	118,200	27.9%	44.3%
Kirkland	45,054	45,770	1.6%	45,790	0.0%	45,630	-0.3%	45,800	0.4%	45,740	-0.1%	47,180	3.1%	47,890	1.5%	48,410	1.1%	49,010	1.2%	48,787	-0.5%	49,020	0.5%	7.1%
Lake Forest Park	12,871	12,889	0.1%	12,860	-0.2%	12,750	-0.9%	12,770	0.2%	12,730	-0.3%	12,770	0.3%	12,770	0.0%	12,810	0.3%	12,820	0.1%	12,598	-1.7%	12,610	0.1%	-2.2%
Maple Valley	14,209	14,590	2.7%	15,040	3.1%	15,730	4.6%	16,280	3.5%	17,870	9.8%	19,140	7.1%	20,020	4.6%	20,480	2.3%	20,840	1.8%	22,684	8.8%	22,930	1.1%	57.2%
Medina	3,011	2,990	-0.7%	3,010	0.7%	2,970	-1.3%	2,955	-0.5%	2,930	-0.8%	2,945	0.5%	2,950	0.2%	2,955	0.2%	2,970	0.5%	2,969	0.0%	2,970	0.0%	-0.7%
Mercer Island	22,036	21,970	-0.3%	21,955	-0.1%	21,840	-0.5%	21,830	0.0%	21,710	-0.5%	21,860	0.7%	22,380	2.4%	22,650	1.2%	22,720	0.3%	22,699	-0.1%	22,710	0.0%	3.4%
Milton	814	815	0.1%	815	0.0%	820	0.6%	800	-2.4%	815	1.9%	825	1.2%	825	0.0%	825	0.0%	830	0.6%	831	0.1%	835	0.5%	2.5%
Newcastle	7,737	7,815	1.0%	8,205	5.0%	8,320	1.4%	8,375	0.7%	8,890	6.1%	9,175	3.2%	9,550	4.1%	9,720	1.8%	9,925	2.1%	10,380	4.6%	10,410	0.3%	33.2%
Normandy Park	6,392	6,405	0.2%	6,395	-0.2%	6,345	-0.8%	6,400	0.9%	6,385	-0.2%	6,415	0.5%	6,435	0.3%	6,425	-0.2%	6,485	0.9%	6,335	-2.3%	6,345	0.2%	-0.9%
North Bend	4,746	4,755	0.2%	4,735	-0.4%	4,680	-1.2%	4,660	-0.4%	4,685	0.5%	4,690	0.1%	4,705	0.3%	4,710	0.1%	4,760	1.1%	5,731	20.4%	5,830	1.7%	22.6%
Pacific	5,373	5,380	0.1%	5,405	0.5%	5,525	2.2%	5,545	0.4%	5,640	1.7%	5,815	3.1%	5,945	2.2%	6,120	2.9%	6,200	1.3%	6,514	5.1%	6,520	0.1%	21.2%
Redmond	45,256	45,490	0.5%	46,040	1.2%	46,480	1.0%	46,900	0.9%	47,600	1.5%	49,890	4.8%	50,680	1.6%	51,320	1.3%	51,890	1.1%	54,144	4.3%	55,150	1.9%	21.2%
Renton	50,052	51,140	2.2%	53,840	5.3%	54,900	2.0%	55,360	0.8%	56,840	2.7%	58,360	2.7%	60,290	3.3%	78,780	30.7%	83,650	6.2%	90,927	8.7%	92,590	1.8%	81.1%
Sammamish	34,104	34,560	1.3%	34,660	0.3%	35,930	3.7%	36,560	1.8%	38,640	5.7%	39,730	2.8%	40,260	1.3%	40,550	0.7%	40,670	0.3%	45,790	12.6%	46,940	2.5%	35.8%
SeaTac	25,496	25,380	-0.5%	25,320	-0.2%	25,100	-0.9%	25,130	0.1%	25,140	0.0%	25,230	0.4%	25,530	1.2%	25,720	0.7%	25,730	0.0%	26,909	4.6%	27,110	0.7%	6.8%
Seattle	563,376	568,102	0.8%	570,802	0.5%	571,900	0.2%	572,600	0.1%	573,000	0.1%	578,700	1.0%	586,200	1.3%	592,800	1.1%	602,000	1.6%	608,660	1.1%	612,100	0.6%	7.7%
Shoreline	53,296	53,421	0.2%	53,250	-0.3%	52,730	-1.0%	52,740	0.0%	52,500	-0.5%	52,830	0.6%	53,190	0.7%	53,440	0.5%	54,320	1.6%	53,007	-2.4%	53,200	0.4%	-0.4%
Skykomish	214	215	0.5%	215	0.0%	210	-2.3%	210	0.0%	210	0.0%	210	0.0%	210	0.0%	210	0.0%	210	0.0%	198	-5.7%	195	-1.5%	-9.3%
Snoqualmie	1,631	1,716	109.4%	4,210	23.2																			

Sales/Use Tax (RCW 82.14.030) of Cities & Counties: 2000 - 2010 (January through December)

Staff Comments: Shoreline has outperformed most of its comparable cities and King County in sales tax, especially if one compares where each was in 2001 to where it ended up in 2010. In fact, most of the categories such as vehicle sales stayed surprisingly strong throughout the decade. The marked exception was construction spending and building materials/garden. I've highlighted both the dramatic run in the early part of the decade followed by the "Great Recession," which especially devastated the construction industry.

Location	2000 Total	2001 Total	Percent Change from 2000	2002 Total	Percent Change from 2001	2003 Total	Percent Change from 2002	2004 Total	Percent Change from 2003	2005 Total	Percent Change from 2004	2006 Total	Percent Change from 2005	2007 Total	Percent Change from 2006	2008 Total	Percent Change from 2007	2009 Total	Percent Change from 2008	2010 Total	Percent Change from 2009	Change from 2001 vs. 2010
King County	73,508,847	71,438,200	-2.8%	68,868,015	-3.6%	68,665,302	-0.3%	71,577,403	4.2%	76,483,297	6.9%	82,647,871	8.1%	90,634,641	9.7%	89,705,650	-1.0%	76,431,059.54	-14.8%	75,032,206	-1.8%	5.03%
Auburn	12,230,513	12,486,218	2.1%	12,417,024	-0.6%	12,882,623	3.7%	14,294,011	11.0%	15,003,043	5.0%	16,188,819	7.9%	17,617,191	8.8%	15,600,884	-11.4%	11,888,987.37	-23.8%	12,286,732	3.3%	-1.60%
Bellevue	41,929,316	38,445,267	-8.3%	37,226,265	-3.2%	36,255,634	-2.6%	37,173,969	2.5%	42,057,601	13.1%	45,353,532	7.8%	52,852,820	16.5%	51,981,909	-1.6%	43,629,622.89	-16.1%	41,518,256	-4.8%	7.99%
Federal Way	10,302,450	10,302,061	0.0%	10,773,246	4.6%	10,518,231	-2.4%	10,536,298	0.2%	11,229,704	6.6%	12,353,246	10.0%	13,028,680	5.5%	11,509,921	-11.7%	10,613,415.79	-7.8%	10,714,378	1.0%	4.00%
Kent	20,410,790	20,106,828	-1.5%	19,353,935	-3.7%	18,502,147	-4.4%	20,102,888	8.7%	20,732,130	3.1%	23,777,654	14.7%	24,339,404	2.4%	21,706,575	-10.8%	15,462,330.62	-28.8%	14,331,270	-7.3%	-28.72%
Kirkland	12,745,495	11,837,426	-7.1%	11,220,760	-5.2%	12,672,452	12.9%	12,703,978	0.2%	14,309,797	12.6%	16,428,027	14.8%	16,526,446	0.6%	15,031,233	-9.0%	12,244,929.33	-18.5%	12,806,886	4.6%	8.19%
Redmond	17,408,997	16,255,521	-6.6%	14,422,037	-11.3%	16,634,068	15.3%	16,418,571	-1.3%	17,028,531	3.7%	18,338,064	7.7%	23,014,428	25.5%	19,204,753	-16.6%	17,996,964.16	-6.3%	17,375,769	-3.5%	6.89%
Renton	15,264,189	15,343,552	0.5%	15,037,534	-2.0%	16,007,449	6.4%	16,653,825	4.0%	17,108,459	2.7%	18,690,826	9.2%	20,342,171	8.8%	20,956,089	3.0%	17,995,836.41	-14.1%	17,198,220	-4.4%	12.09%
Shoreline	4,943,661	5,107,340	3.3%	5,123,952	0.3%	5,365,974	4.7%	5,744,116	7.0%	6,016,941	4.7%	6,074,065	0.9%	6,573,128	8.2%	6,687,338	1.7%	6,003,058.30	-10.2%	5,719,275	-4.7%	11.98%
Edmonds	4,372,470	4,188,839	-4.2%	4,154,315	-0.8%	4,282,667	3.1%	4,523,588	5.6%	4,746,815	4.9%	5,269,753	11.0%	5,455,122	3.5%	5,060,348	-7.2%	4,414,874.43	-12.8%	4,446,112	0.7%	6.14%
Everett	19,953,018	19,390,600	-2.8%	19,067,439	-1.7%	18,560,777	-2.7%	18,934,259	2.0%	20,464,845	8.1%	25,483,557	24.5%	26,435,038	3.7%	25,381,912	-4.0%	20,718,346.19	-18.4%	21,509,618	3.8%	10.93%
Lakewood	4,915,660	5,249,366	6.8%	5,599,324	6.7%	5,899,487	5.4%	6,291,947	6.7%	6,781,452	7.8%	7,265,120	7.1%	7,777,413	7.1%	7,967,621	2.4%	7,417,023.16	-6.9%	7,543,804	1.7%	43.71%
Olympia	12,448,995	12,618,299	1.4%	13,292,646	5.3%	14,192,807	6.8%	14,722,630	3.7%	15,358,928	4.3%	16,125,374	5.0%	16,926,375	5.0%	15,636,729	-7.6%	14,365,394.96	-8.1%	15,126,628	5.3%	19.88%

Shoreline Retail Sales by Category (December through November)

Category	2000 Total	2001 Total	Percent Change from 2000	2002 Total	Percent Change from 2001	2003 Total	Percent Change from 2002	2004 Total	Percent Change from 2003	2005 Total	Percent Change from 2004	2006 Total	Percent Change from 2005	2007 Total	Percent Change from 2006	2008 Total	Percent Change from 2007	2009 Total	Percent Change from 2008	2010 Total	Percent Change from 2009	Change from 2001 vs. 2010
Construction	579,591	\$596,426	2.9%	\$539,644	-9.5%	\$587,640	8.9%	\$642,928	9.4%	\$819,750	27.5%	\$805,402	-1.8%	\$1,171,409	45.4%	1,191,402	1.7%	839,938	-29.5%	526,408	-37.3%	-11.74%
Retail Sales	3,203,323	\$3,298,104	3.0%	\$3,305,649	0.2%	\$3,563,777	7.8%	\$3,741,558	5.0%	\$3,727,107	-0.4%	\$3,856,732	3.5%	\$3,912,881	1.5%	3,842,640	-1.8%	3,664,807	-4.6%	3,745,849	2.2%	13.58%
Motor Vehicle and Parts Dealer		802,822		\$805,046	0.3%	\$833,626	3.6%	\$863,382	3.6%	\$845,324	-2.1%	\$832,873	-1.5%	\$822,296	-1.3%	830,666	1.0%	816,338	-1.7%	830,707	1.8%	3.47%
Building Material and Garden		528,494		\$592,334	12.1%	\$619,790	4.6%	\$688,241	11.0%	\$721,923	4.9%	\$773,108	9.1%	\$773,108	-1.8%	679,073	-12.2%	562,175	-17.2%	565,748	0.6%	7.05%
Food and Beverage Stores		234,957		\$250,299	6.5%	\$244,159	-2.5%	\$291,703	19.5%	\$272,530	-6.6%	\$264,263	-3.0%	\$272,253	3.0%	291,388	7.0%	276,241	-5.2%	266,585	-3.5%	13.46%
General Merchandise Stores		1,123,765		\$1,064,336	-5.3%	\$1,309,127	23.0%	\$1,258,082	-3.9%	\$1,253,201	-0.4%	\$1,299,716	3.7%	\$1,340,120	3.1%	1,330,686	-0.7%	1,295,735	-2.6%	1,314,806	1.5%	17.00%
All Other		608,066		593,634	-2.4%	557,075	-6.2%	640,150	14.9%	634,129	-0.9%	672,215	6.0%	705,104	4.9%	710,827	0.8%	714,318	0.5%	768,003	7.5%	26.30%
Hotels/Restaurants	263,868	\$286,886	8.7%	\$292,550	2.0%	\$290,130	-0.8%	\$330,056	13.8%	\$352,084	6.7%	\$357,278	1.5%	\$388,669	8.8%	384,767	-1.0%	367,041	-4.6%	373,611	1.8%	30.23%
All Others	845,317	\$888,591	5.1%	\$957,976	7.8%	\$1,025,762	7.1%	\$1,048,668	2.2%	\$1,097,511	4.7%	\$1,072,143	-2.3%	\$1,162,109	8.4%	1,221,758	5.1%	1,074,389	-12.1%	1,099,889	2.4%	23.78%
Total	4,892,099	5,070,007	3.6%	5,095,819	0.5%	5,467,309	7.3%	5,763,210	5.4%	5,996,452	4.0%	6,091,555	1.6%	6,635,068	8.9%	6,640,567	0.1%	5,946,175	-10.5%	5,745,757	-3.4%	13.33%
Run up in construction																						
Great Recession																						

Average Home Value by City

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City	2000	2001	AV Change from Prior Year	2002	AV Change from Prior Year	2003	AV Change from Prior Year	2004	AV Change from Prior Year	2005	AV Change from Prior Year	2006	AV Change from Prior Year	2007	AV Change from Prior Year	2008	AV Change from Prior Year	2009	AV Change from Prior Year	2010	AV Change from Prior Year	2011	AV Change from Prior Year	AV Change 2001 to 2011
Algona	112,500	125,000	11.1%	134,000	7.2%	142,400	6.3%	151,800	6.6%	160,300	5.6%	169,400	5.7%	193,500	14.2%	219,500	13.4%	237,100	8.0%	193,700	-18.3%	189,500	-2.2%	51.6%
Auburn	142,800	156,000	9.4%	168,000	7.7%	180,700	7.6%	189,400	4.8%	201,500	6.4%	217,100	7.7%	230,300	6.1%	259,000	12.5%	302,900	16.9%	246,000	-18.8%	239,400	-2.7%	53.5%
Beaux Arts	437,100	492,000	12.6%	592,000	20.3%	591,000	-0.2%	610,200	3.2%	657,300	7.7%	732,000	11.4%	836,400	14.3%	981,700	17.4%	1,097,600	11.8%	871,300	-20.6%	766,900	-12.0%	55.9%
Bellevue	304,400	347,000	14.0%	383,000	10.4%	416,000	8.6%	432,400	3.9%	454,400	5.1%	490,400	7.9%	536,800	9.5%	617,100	15.0%	696,000	12.8%	579,400	-16.8%	563,600	-2.7%	62.4%
Black Diamond	195,600	213,000	8.9%	230,000	8.0%	247,800	7.7%	260,700	5.2%	278,900	7.0%	292,700	4.9%	322,100	10.0%	360,000	11.8%	401,000	11.4%	343,500	-14.3%	317,400	-7.6%	49.0%
Bothell	218,600	243,000	11.2%	268,000	10.3%	286,600	6.9%	289,000	0.8%	310,000	7.3%	334,200	7.8%	355,400	6.3%	403,800	13.6%	453,000	12.2%	360,400	-20.4%	365,300	1.4%	50.3%
Burien	178,700	194,000	8.6%	214,000	10.3%	228,500	6.8%	243,700	6.7%	260,000	6.7%	285,000	9.6%	302,500	6.1%	340,100	12.4%	378,000	11.1%	304,900	-19.3%	276,500	-9.3%	42.5%
Carnation	172,000	190,000	10.5%	204,000	7.4%	215,500	5.6%	226,500	5.1%	237,000	4.6%	248,900	5.0%	264,300	6.2%	297,700	12.6%	337,300	13.3%	298,700	-11.4%	275,900	-7.6%	45.2%
Clyde Hill	581,600	658,000	13.1%	769,000	16.9%	866,500	12.7%	893,900	3.2%	960,200	7.4%	1,054,900	9.9%	1,174,200	11.3%	1,420,700	21.0%	1,608,600	13.2%	1,290,900	-19.8%	1,135,100	-12.1%	72.5%
Covington	152,500	163,000	6.9%	176,000	8.0%	192,200	9.2%	203,500	5.9%	215,300	5.8%	233,800	8.6%	251,700	7.7%	281,200	11.7%	312,700	11.2%	253,200	-19.0%	243,500	-3.8%	49.4%
Des Moines	158,700	174,000	9.6%	189,000	8.6%	211,000	11.6%	216,600	2.7%	227,500	5.0%	246,900	8.5%	267,600	8.4%	300,100	12.1%	333,900	11.3%	271,300	-18.7%	264,200	-2.6%	51.8%
Duvall	212,000	238,000	12.3%	254,000	6.7%	261,800	3.1%	279,300	6.7%	292,500	4.7%	307,200	5.0%	327,800	6.7%	366,100	11.7%	415,500	13.5%	339,700	-18.2%	340,300	0.2%	43.0%
Enumclaw	138,700	148,000	6.7%	158,000	6.8%	167,800	6.2%	177,900	6.0%	187,000	5.1%	203,900	9.0%	217,400	6.6%	248,000	14.1%	274,800	10.8%	233,900	-14.9%	227,400	-2.8%	53.6%
Federal Way	166,800	179,000	7.3%	193,000	7.8%	206,000	6.7%	217,900	5.8%	228,700	5.0%	248,200	8.5%	267,200	7.7%	298,900	11.9%	328,300	9.8%	271,900	-17.2%	264,400	-2.8%	47.7%
Hunts Point	1,881,000	2,292,000	21.9%	2,718,000	18.6%	2,909,200	7.0%	3,085,100	6.0%	3,333,100	8.0%	3,427,200	2.8%	3,642,000	6.3%	3,991,900	9.6%	4,484,500	12.3%	4,065,000	-9.4%	3,608,700	-11.2%	57.4%
Issaquah	280,900	317,000	12.9%	329,000	3.8%	353,200	7.4%	362,100	2.5%	379,700	4.9%	418,000	10.1%	459,500	9.9%	538,600	17.2%	606,800	12.7%	493,200	-18.7%	503,700	2.1%	58.9%
Kenmore	224,900	250,000	11.2%	272,000	8.8%	287,000	5.5%	298,500	4.0%	317,400	6.3%	344,900	8.7%	369,900	7.2%	415,600	12.4%	466,400	12.2%	378,300	-18.9%	373,500	-1.3%	49.4%
Kent	167,800	180,000	7.3%	195,000	8.3%	210,000	7.7%	221,100	5.3%	230,500	4.3%	249,100	8.1%	267,500	7.4%	301,000	12.5%	330,900	9.9%	259,200	-21.7%	245,200	-5.4%	36.2%
Kirkland	256,400	293,000	14.3%	327,000	11.6%	354,400	8.4%	374,600	5.7%	403,600	7.7%	448,300	11.1%	494,900	10.4%	565,300	14.2%	640,500	13.3%	511,800	-20.1%	503,900	-1.6%	72.0%
Lake Forest Park	243,700	271,000	11.2%	292,000	7.7%	311,900	6.8%	339,800	8.9%	351,900	3.6%	378,600	7.6%	400,000	5.7%	446,700	11.7%	500,600	12.1%	432,700	-13.6%	415,900	-3.9%	53.5%
Maple Valley	180,400	194,000	7.5%	207,000	6.7%	222,000	7.2%	233,300	5.1%	244,700	4.9%	260,600	6.5%	277,300	6.4%	311,300	12.3%	346,000	11.1%	294,400	-14.9%	285,300	-3.1%	47.1%
Medina	1,025,500	1,203,000	17.3%	1,429,000	18.8%	1,612,400	12.8%	1,648,900	2.3%	1,795,400	8.9%	1,897,900	5.7%	2,053,500	8.2%	2,228,100	8.5%	2,496,200	12.0%	2,116,900	-15.2%	1,886,500	-10.9%	56.8%
Mercer Island	542,500	644,000	18.7%	733,000	13.8%	813,000	10.9%	817,400	0.5%	824,300	0.8%	908,100	10.2%	986,300	8.6%	1,111,100	12.7%	1,274,400	14.7%	1,057,500	-17.0%	1,037,500	-1.9%	61.1%
Milton	146,200	157,000	7.4%	165,000	5.1%	174,200	5.6%	185,900	6.7%	199,900	7.5%	216,500	8.3%	248,200	14.6%	268,700	8.3%	295,400	9.9%	239,400	-19.0%	232,800	-2.8%	48.3%
Newcastle	270,600	300,000	10.9%	333,000	11.0%	366,500	10.1%	389,000	6.1%	420,900	8.2%	456,800	8.5%	504,000	10.3%	576,400	14.4%	647,200	12.3%	506,600	-21.7%	517,600	2.2%	72.5%
Normandy Park	285,500	308,000	7.9%	337,000	9.4%	357,100	6.0%	384,100	7.6%	411,800	7.2%	448,000	8.8%	474,500	5.9%	538,200	13.4%	606,700	12.7%	476,300	-21.5%	491,800	3.3%	59.7%
North Bend	216,500	237,000	9.5%	254,000	7.2%	267,300	5.2%	280,900	5.1%	295,200	5.1%	308,900	4.6%	332,700	7.7%	362,900	9.1%	411,000	13.3%	344,400	-16.2%	331,200	-3.8%	39.7%
Pacific	131,400	143,000	8.8%	152,000	6.3%	164,900	8.5%	173,900	5.5%	185,300	6.6%	197,300	6.5%	215,500	9.2%	246,300	14.3%	267,900	8.8%	216,200	-19.3%	209,800	-3.0%	46.7%
Redmond	246,200	272,000	10.5%	295,000	8.5%	321,800	9.1%	328,100	2.0%	353,100	7.6%	383,400	8.6%	413,300	7.8%	471,600	14.1%	539,600	14.4%	444,600	-17.6%	445,900	0.3%	63.9%
Renton	165,700	183,000	10.4%	203,000	10.9%	218,800	7.8%	233,500	6.7%	249,600	6.9%	269,800	8.1%	293,400	8.7%	335,500	14.3%	357,900	6.7%	293,500	-18.0%	285,500	-2.7%	56.0%
Sammamish	326,400	368,000	12.7%	397,000	7.9%	423,100	6.6%	429,600	1.5%	452,200	5.3%	490,600	8.5%	522,700	6.5%	584,800	11.9%	654,100	11.9%	548,900	-16.1%	549,800	0.2%	49.4%
Seatac	138,100	152,000	10.1%	168,000	10.5%	179,200	6.7%	187,900	4.9%	199,900	6.4%	213,400	6.8%	231,400	8.4%	262,900	13.6%	296,000	12.6%	240,300	-18.8%	229,500	-4.5%	51.0%
Seattle	232,800	265,000	13.8%	301,000	13.6%	335,000	11.3%	347,000	3.6%	368,700	6.3%	399,500	8.4%	428,800	7.3%	479,100	11.7%	531,100	10.9%	448,500	-15.6%	453,300	1.1%	71.1%
Shoreline	200,300	222,000	10.8%	241,000	8.6%	262,000	8.7%	273,500	4.4%	288,800	5.6%	314,000	8.7%	336,100	7.0%	372,500	10.8%	407,300	9.3%	335,300	-17.7%	336,300	0.3%	51.5%
Skykomish	67,300	76,000	12.9%	86,000	13.2%	92,000	7.0%	97,400	5.9%	100,300	3.0%	100,700	0.4%	116,500	15.7%	126,100	8.2%	173,500	37.6%	128,200	-26.1%	129,300	0.9%	70.1%
Snoqualmie	214,000	247,000	15.4%	297,000	20.2%	314,500	5.9%	328,000	4.3%	353,000	7.6%	380,600	7.8%	417,300	9.6%	461,000	10.5%	506,000	9.8%	413,500	-18.3%	413,300	0.0%	67.3%
Tukwila	129,900	144,000	10.9%	160,000	11.1%	174,800	9.3%	186,500	6.7%	198,000	6.2%	212,500	7.3%	229,800	8.1%	266,100	15.8%	296,400	11.4%	234,200	-21.0%	227,800	-2.7%	58.2%
Woodinville	249,000	279,000	12.0%	301,000	7.9%	318,200	5.7%	329,200	3.5%	350,400	6.4%	382,600	9.2%	410,700	7.3%	459,700	11.9%	510,200	11.0%	427,700	-16.2%	408,800	-4.4%	46.5%
Yarrow Point	822,300	974,000	18.4%	1,143,000	17.4%	1,252,700	9.6%	1,298,300	3.6%	1,416,000	9.1%	1,534,400	8.4%	1,658,100	8.1%	1,860,300	12.2%	2,118,900	13.9%	1,809,500	-14.6%	1,619,800	-10.5%	66.3%
Unincorporated Area	214,800	239,000	11.3%	257,000	7.5%	273,900	6.6%	284,600	3.9%	299,300	5.2%	323,200	8.0%	352,400	9.0%	396,100	12.4%	449,000	13.4%	371,800	-17.2%	372,800	0.3%	56.0%

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2001 - 2011
	AV Home	AV Home	AV Change from Prior Year	AV Home	AV Change from Prior Year	AV Home	AV Change from Prior Year	AV Home	AV Change from Prior Year	AV Home	AV Change from Prior Year	AV Home	AV Change from Prior Year
Average	300,798	351,053	11.40%	397,079	10.26%	429,092	7.49%	447,689	4.70%	478,016	6.08%	512,118	7.71%
Median	214,400	238,500	11.53%	255,500	10.47%	270,600	7.56%	282,750	4.68%	297,250	6.09%	318,600	7.70%
Shoreline	200,300	222,000	10.8%	241,000	8.6%	262,000	8.7%	273,500	4.4%	288,800	5.6%	314,000	8.7%
Shoreline Ranking	23	23	23	23	21	22	11	23	24	23	25	21	10

Vacancy Report

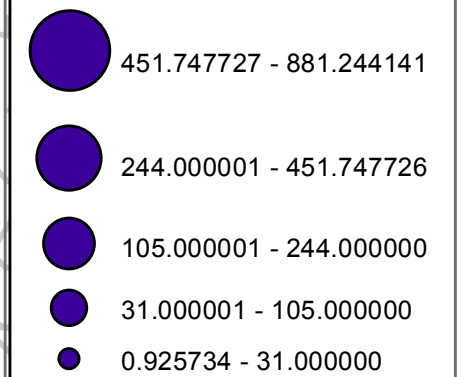
	Date	Source	Vacancy	NNN Rents sf/year
Commerical Vacancy	Jul-11	Dan's estimate	3.4 - 4.5%	
	Jan-12	Dan's estimate		
		Aurora Village		\$25 - 30
		Gateway		\$20 - 25
		Aurora Square		\$15 - 20
		Mid-block Aurora		\$10 - 15
		Hard Corner on Aurora		\$20 - 25
Apartment Vacancy	Nov-11	Dupre Scott		
		All Apartments		Rents per sf/month
		All Studios	5.6%	\$ 1.38
		All 1 bed	5.8%	\$ 1.24
		All 2 bed/1 bath	2.3%	\$ 1.12
		All 2 bed/2 bath	4.7%	\$ 1.14
		All 3 bed/2 bath	6.3%	\$ 1.20
		Built since 2000		
		New Studios	12.2%	\$ 1.60
		New 1 bed	11.8%	\$ 1.42
		New 2/1	4.3%	\$ 1.30
		New 2/2	8.1%	\$ 1.27
		New 3/2	1.7%	\$ 1.22

Location of Employment

Location of
Employment

2008

Jobs, 2008



0 455 910 1,820 2,730 3,640 Feet

User: jclark
Date: 1/26/2012Puget
Sound

Woodway

Edmonds

Mountlake Terrace

Lake Forest
Park

Seattle

000036

Path: J:\GIS\Maps\CMO\EconDev\StationAnalysis\Jobs2008.mxd

Employment: 2008 - 2010 American Community Survey

ATTACHMENT H

Subject	Shoreline city, Washington											
	Total		Management, business,		Service occupations		Sales and office		Natural resources,		Production,	
	Estimate	Margin of	Estimate	Margin of	Estimate	Margin of	Estimate	Margin of	Estimate	Margin of	Estimate	Margin of
Civilian employed population 16 years and	26,829	+/-935	44.1%	+/-3.3	16.9%	+/-2.4	23.5%	+/-2.3	7.8%	+/-1.4	7.6%	+/-1.2
Agriculture, forestry, fishing and hunting,	104	+/-95	17.3%	+/-29.1	0.0%	+/-38.7	18.3%	+/-32.5	64.4%	+/-42.9	0.0%	+/-38.7
Construction	1,521	+/-340	26.2%	+/-10.3	1.1%	+/-1.6	9.5%	+/-6.2	59.8%	+/-9.8	3.5%	+/-3.3
Manufacturing	2,367	+/-406	52.6%	+/-9.0	0.8%	+/-1.3	15.4%	+/-7.2	8.9%	+/-7.0	22.3%	+/-6.5
Wholesale trade	565	+/-215	18.8%	+/-20.8	0.0%	+/-9.7	63.5%	+/-19.3	6.7%	+/-7.4	11.0%	+/-10.2
Retail trade	3,195	+/-497	12.2%	+/-5.4	6.1%	+/-3.7	58.7%	+/-8.3	8.0%	+/-5.6	15.0%	+/-5.4
Transportation and warehousing, and	1,326	+/-369	26.5%	+/-11.0	1.0%	+/-1.7	21.6%	+/-15.1	8.0%	+/-8.2	43.0%	+/-13.1
Information	897	+/-278	70.8%	+/-11.3	0.0%	+/-6.2	21.9%	+/-10.7	7.4%	+/-6.7	0.0%	+/-6.2
Finance and insurance, and real estate and	1,873	+/-402	44.7%	+/-9.6	1.3%	+/-2.1	49.0%	+/-8.3	3.8%	+/-4.1	1.1%	+/-1.8
Professional, scientific, and management,	3,730	+/-599	58.8%	+/-7.8	10.6%	+/-4.5	26.0%	+/-7.6	0.9%	+/-1.0	3.7%	+/-3.5
Educational services, and health care and	6,819	+/-646	62.5%	+/-5.3	23.5%	+/-5.0	11.8%	+/-2.8	0.6%	+/-0.9	1.6%	+/-1.8
Arts, entertainment, and recreation, and	2,285	+/-626	24.9%	+/-9.1	68.4%	+/-10.6	1.9%	+/-2.2	3.2%	+/-5.1	1.6%	+/-1.9
Other services, except public administration	1,179	+/-290	18.4%	+/-9.5	48.9%	+/-12.6	11.1%	+/-8.4	19.1%	+/-11.4	2.5%	+/-2.8
Public administration	968	+/-263	64.4%	+/-12.2	14.0%	+/-8.5	19.6%	+/-10.2	0.0%	+/-5.8	2.0%	+/-3.1
PERCENT IMPUTED												
Industry	3.6%	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

Employment Data: 2000 Census

Subject	Shoreline city, Number	Percent
EMPLOYMENT STATUS		
Population 16 years and over	42,504	100.0
In labor force	28,144	66.2
Civilian labor force	28,077	66.1
Employed	26,798	63.0
Unemployed	1,279	3.0
Percent of civilian labor force	4.6	(X)
Armed Forces	67	0.2
Not in labor force	14,360	33.8
Females 16 years and over	22,124	100.0
In labor force	13,176	59.6
Civilian labor force	13,161	59.5
Employed	12,688	57.3
Own children under 6 years	3,175	100.0
All parents in family in labor force	2,000	63.0
COMMUTING TO WORK		
Workers 16 years and over	26,276	100.0
Car, truck, or van -- drove alone	18,405	70.0
Car, truck, or van -- carpooled	3,373	12.8
Public transportation (including taxicab)	2,692	10.2
Walked	450	1.7
Other means	270	1.0
Worked at home	1,086	4.1
Mean travel time to work (minutes)	26.9	(X)
Employed civilian population 16 years and over	26,798	100.0
OCCUPATION		
Management, professional, and related	10,781	40.2
Service occupations	3,888	14.5
Sales and office occupations	7,165	26.7
Farming, fishing, and forestry occupations	54	0.2
Construction, extraction, and maintenance	2,169	8.1
Production, transportation, and material moving	2,741	10.2
INDUSTRY		
Agriculture, forestry, fishing and hunting, and	137	0.5
Construction	1,610	6.0
Manufacturing	2,573	9.6
Wholesale trade	950	3.5
Retail trade	3,120	11.6
Transportation and warehousing, and utilities	1,493	5.6
Information	887	3.3
Finance, insurance, real estate, and rental and	2,117	7.9
Professional, scientific, management,	3,292	12.3
Educational, health and social services	6,073	22.7
Arts, entertainment, recreation, accommodation	1,923	7.2
Other services (except public administration)	1,653	6.2
Public administration	970	3.6

ATTACHMENT I

CLASS OF WORKER		
Private wage and salary	20,196	75.4
Government workers	4,388	16.4
Self-employed workers in	2,182	8.1
Unpaid family workers	32	0.1
INCOME IN 1999		
Households	20,746	100.0
Less than \$10,000	1,247	6.0
\$10,000 to \$14,999	856	4.1
\$15,000 to \$24,999	1,737	8.4
\$25,000 to \$34,999	2,505	12.1
\$35,000 to \$49,999	3,622	17.5
\$50,000 to \$74,999	4,963	23.9
\$75,000 to \$99,999	2,917	14.1
\$100,000 to \$149,999	2,011	9.7
\$150,000 to \$199,999	468	2.3
\$200,000 or more	420	2.0
Median household income	51,658	(X)
With earnings	16,948	81.7
Mean earnings (dollars)	61,131	(X)
With Social Security	5,126	24.7
Mean Social Security	12,452	(X)
With Supplemental	725	3.5
Mean Supplemental	6,715	(X)
With public assistance	525	2.5
Mean public assistance	4,445	(X)
With retirement income	3,650	17.6
Mean retirement income	19,957	(X)
Families	13,650	100.0
Less than \$10,000	402	2.9
\$10,000 to \$14,999	256	1.9
\$15,000 to \$24,999	822	6.0
\$25,000 to \$34,999	1,404	10.3
\$35,000 to \$49,999	2,274	16.7
\$50,000 to \$74,999	3,519	25.8
\$75,000 to \$99,999	2,511	18.4
\$100,000 to \$149,999	1,679	12.3
\$150,000 to \$199,999	401	2.9
\$200,000 or more	382	2.8
Median family income	61,450	(X)
Per capita income (dollars)	24,959	(X)
Median earnings (dollars):		
Male full-time, year-round	40,955	(X)
Female full-time, year-	33,165	(X)

POVERTY STATUS IN 1999		
Families	599	(X)
Percent below poverty level	(X)	4.4
With related children under	379	(X)
Percent below poverty	(X)	5.6
With related children	201	(X)
Percent below poverty	(X)	8.9
Families with female	258	(X)
Percent below poverty level	(X)	12.5
With related children under	218	(X)
Percent below poverty	(X)	19.1
With related children	111	(X)
Percent below poverty	(X)	33.9
Individuals	3,614	(X)
Percent below poverty level	(X)	6.9
18 years and over	2,828	(X)
Percent below poverty	(X)	7.0
65 years and over	520	(X)
Percent below poverty	(X)	7.3
Related children under 18	705	(X)
Percent below poverty	(X)	6.1
Related children 5 to 17	459	(X)
Percent below poverty	(X)	5.2
Unrelated individuals 15	1,823	(X)
Percent below poverty	(X)	16.6

(X) Not applicable.

Detailed Occupation Code List (PDF)
Detailed Industry Code List (PDF 46KB)
User note on employment status data
Source: U.S. Census Bureau, Census
2000 Summary File 3, Matrices P30,

DP-3: Profile of Selected Economic
Census 2000 Summary File 3 (SF 3) -

NOTE: Data based on a sample except in P3, P4, H3, and
H4. For information on confidentiality protection, sampling

Land by Zoning Designation

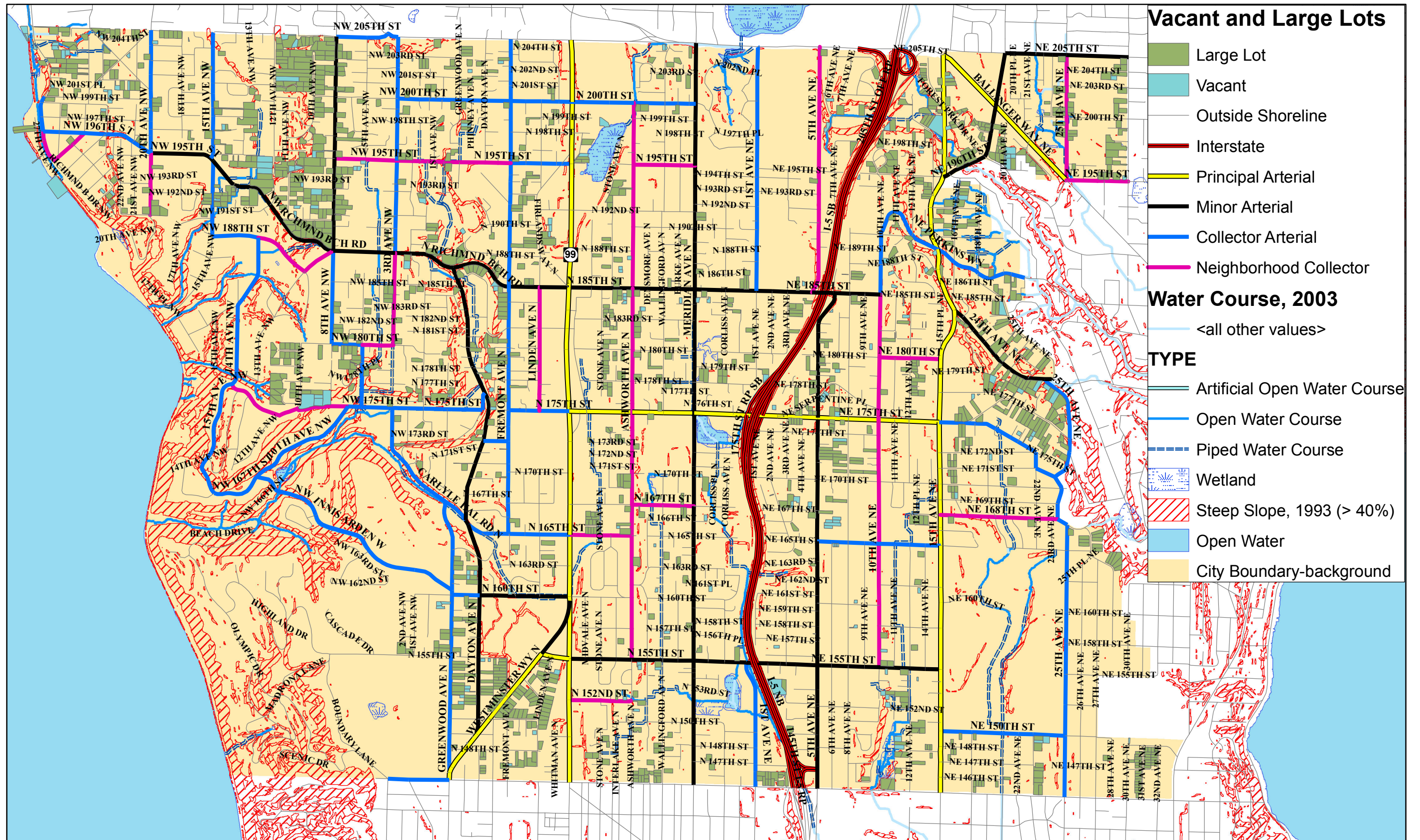
ATTACHMENT J

Staff Comments: The following does not reflect the changes made by the Town Center Subarea plan

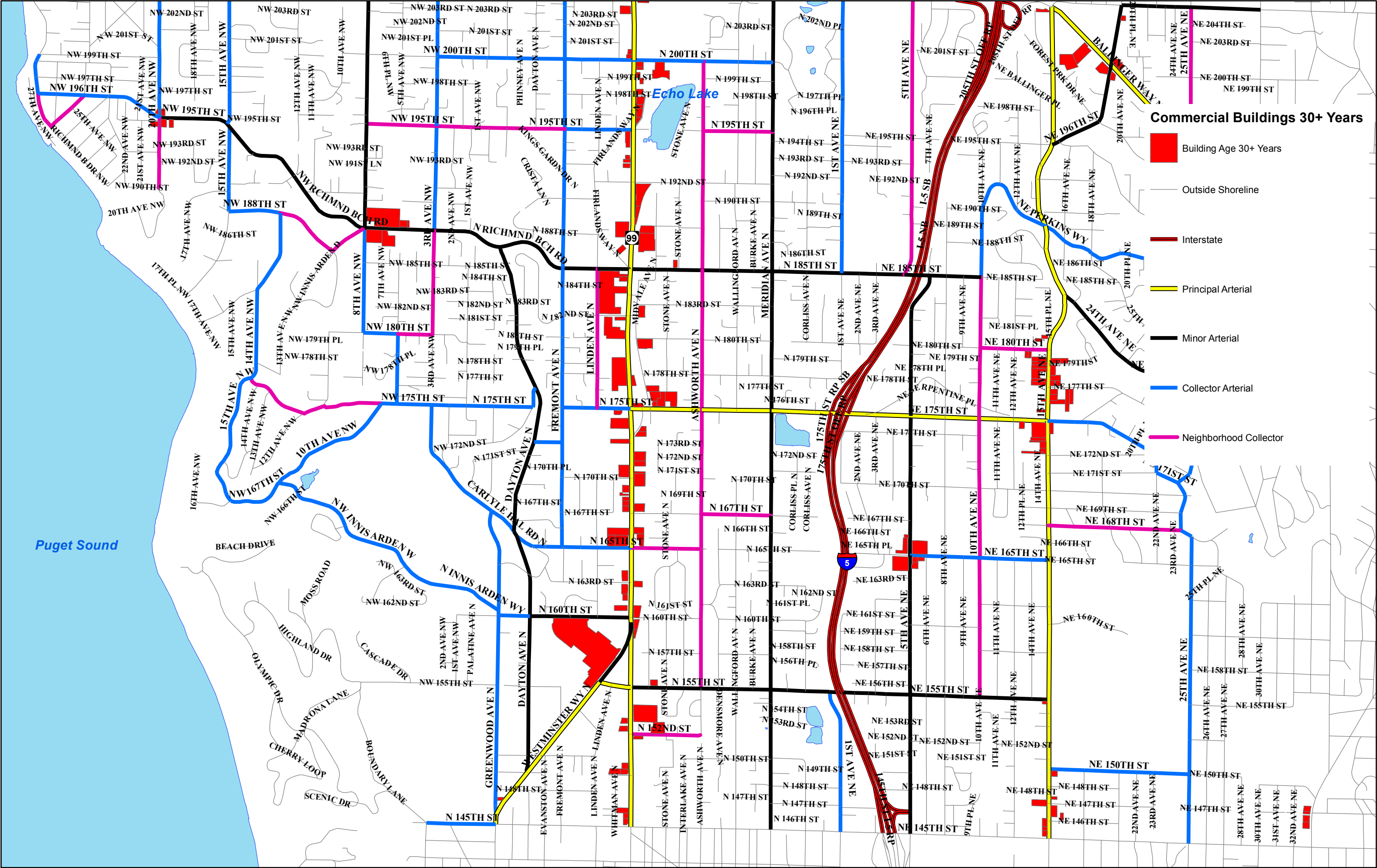
Zone	Zone Designation	Number of Parcels	Area sf	Area acres	Overall Percentage	Percentage of Zoned Land
Total Shoreline Land			323,389,440	7,424		263,858,972
Public Land, ROW			59,530,468	1,367	18.41%	
Campus	C	28	9,699,713	222.7	3.00%	3.68%
Community Business	CB	53	1,551,469	35.6	0.48%	0.59%
Contract Zone	CZ	6	177,116	4.1	0.05%	0.07%
Industrial	I	27	992,979	22.8	0.31%	0.38%
Mixed Use Zone	MUZ	269	10,929,435	250.9	3.38%	4.14%
Mixed Use Contract Zone	MUZ-CZ	8	379,783	8.7	0.12%	0.14%
Neighborhood Business	NB	80	1,199,663	27.5	0.37%	0.45%
North City Business District	NCBD	63	1,364,966	31.3	0.42%	0.52%
Office	O	30	663,430	15.2	0.21%	0.25%
Planned Area	PA	12	299,699	6.9	0.09%	0.11%
Residential, 24 units per acre	R24	225	4,067,070	93.4	1.26%	1.54%
Residential, 48 units per acre	R48	222	3,387,927	77.8	1.05%	1.28%
Commercial and High-density		1,023	34,713,252	796.9	10.73%	13.16%
Residential, 4 units per acre	R4	1,227	53,606,464	1,230.6	16.58%	20.32%
Residential, 6 units per acre	R6	15,977	166,628,943	3,825.3	51.53%	63.15%
Residential, 8 units per acre	R8	273	2,486,452	57.1	0.77%	0.94%
Residential, 12 units per acre	R12	402	3,627,135	83.3	1.12%	1.37%
Residential, 18 units per acre	R18	139	2,796,726	64.2	0.86%	1.06%
Low- and Mid-density		18,018	229,145,719	5,260.5	70.86%	86.84%

Vacant and Large Lots

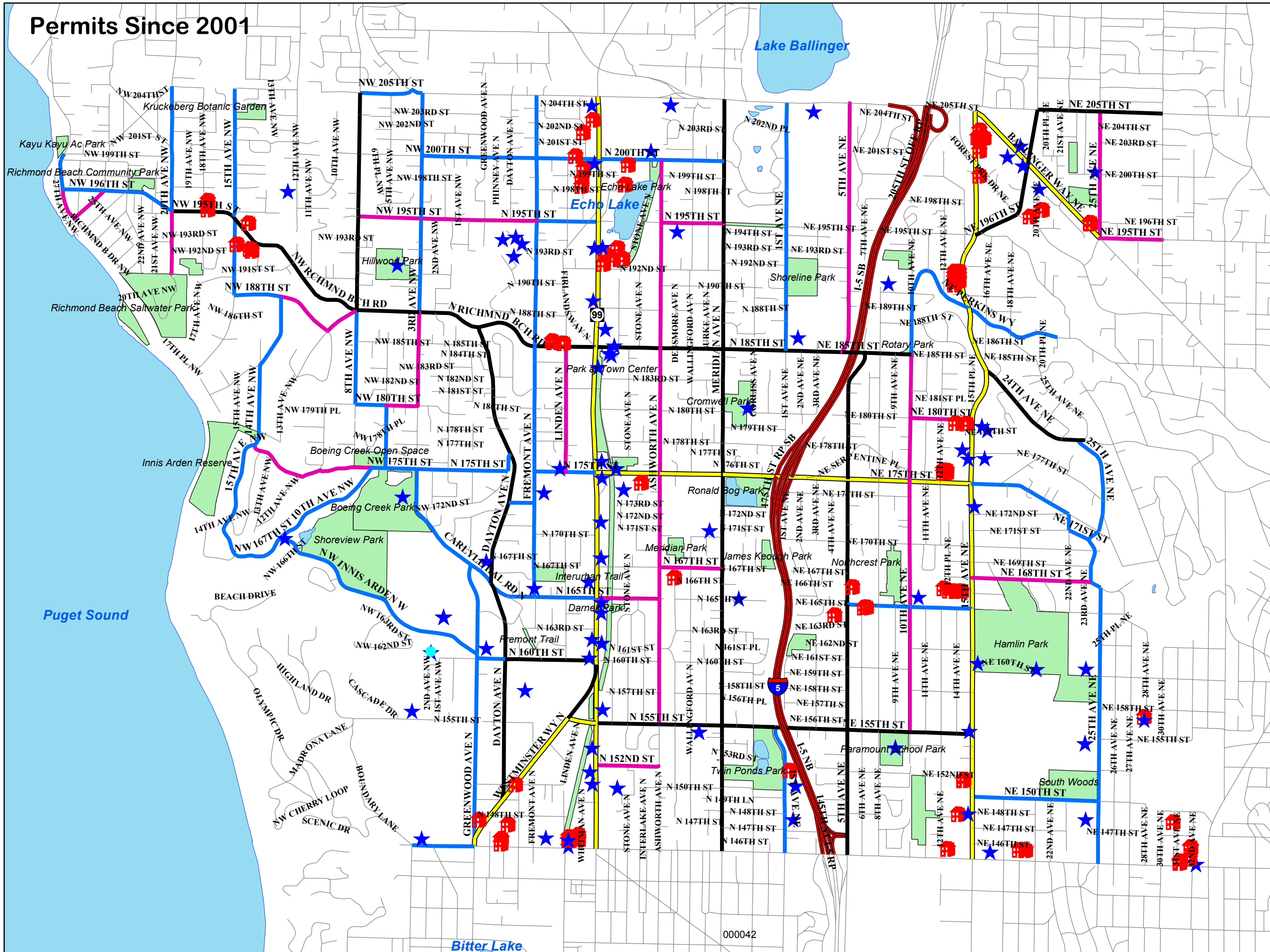
ATTACHMENT K



30+ Year Old Buildings



Permits Since 2001



SHORELINE

Geographic Information System



Permits Since 2001

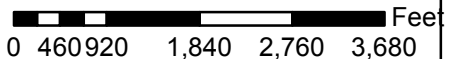
Permits

WORKTYPE

- Multifamily
- Mixed Use
- Commercial
- Outside Shoreline
- Interstate
- Principal Arterial
- Minor Arterial
- Collector Arterial
- Neighborhood Collector
- Open Water



1 inch = 1,905 feet



No warranties of any sort, including accuracy, fitness, or merchantability, accompany this product.

Plot Date: December 14, 2011

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Review of the 2012 Proposed Comprehensive Plan Docket Items
DEPARTMENT: Planning & Community Development
PRESENTED BY: Rachael Markle, Director
Steven Szafran, Associate Planner, AICP
ACTION: ☐ Ordinance ☐ Resolution ☐ Motion
 ☒ Discussion ☐ Public Hearing

PROBLEM/ISSUE STATEMENT:

The State Growth Management Act limits review of proposed Comprehensive Plan Amendments (CPAs) to no more than once a year. To ensure that the public can view the proposals within a citywide context, the Growth Management Act directs cities to create a docket that lists the amendments to be considered in this “once a year” review process.

The City Council may add, modify, and delete items from the docket (Attachment A). The following items are “docketed” and on the work plan for the Planning Commission’s review in 2012 (they are not listed in priority order):

1. Major update of the City of Shoreline’s Comprehensive Plan. Estimated timeframe for Council review/adoption: December, 2012
2. Amend LU 43 by adding student housing to the Shoreline Community College Campus as an approved use. Estimated timeframe for Council review/adoption of Shoreline Community College Master Development Plan: Summer/Fall 2012.

The following items were requested to be added to the 2012 docket and Planning Work Program.

3. Amend the Implementation Plan Section of Subarea Plan 2 – Point Wells.
4. Amend the Corridor Study and Implementation Plan sections of Subarea Plan 2 – Point Wells.
5. Amend the Capital Facilities Element by adding a new policy, CF 16.5 and amending the Capital Facilities supporting analysis.
6. Amend the Comprehensive Plan Land Use Supporting Analysis, Natural Environment Section, page 101 by adding language about Point Wells under the Seismic Hazards Section.

RESOURCE/FINANCIAL IMPACT:

The first two items on the proposed docket, 2012 Comprehensive Plan Major Update and Student Housing at Shoreline Community College (SCC), will not require additional resources as those two items are already included in the Planning Department's 2012 work plan. The last four items submitted by Save Richmond Beach will require additional staff time and potentially additional financial resources.

RECOMMENDATION

Tonight Council should review the proposed docket items. The City Council is scheduled to adopt the official 2012 docket on February 27. Staff recommends the Council consider placing amendments 1, 2, 3, and 6 on the official 2012 docket. Staff recommends that Council not place amendment 4 and 5 on the official 2012 docket.

Approved By: City Manager - *JU* City Attorney ____

BACKGROUND

The State Growth Management Act limits review of proposed Comprehensive Plan Amendments (CPAs) to no more than once a year. To ensure that the public can view the proposals within a citywide context, the Growth Management Act directs cities to create a docket that lists the amendments to be considered in this “once a year” review process. The City Council, in its review of the proposed amendments (which usually occurs near the end of the year), looks at the proposed amendments as a package in order to consider the combined impacts of the proposals.

There are two exceptions to “once a year” review. One exception applies to the first time adoption of a subarea plan, such as the Town Center Subarea Plan. The second applies to amendments adopted under an “emergency” authority. The City Council is permitted to review and adopt these exceptions independent from the once a year rule.

Comprehensive Plan Amendments usually take two forms: Privately-initiated amendments and city-initiated amendments. This year there were 5 privately-initiated amendments and 1 city-initiated amendment.

Staff reviewed the draft docket with the Planning Commission on January 5. The Commission did not add anything to the draft docket.

The draft docket (Attachment A) has been available to the public for several weeks. In addition to the Planning Commission review at a public meeting, the docket is posted on the City’s website. The December issue of Currents included an article about the 2012 docket. As of the date of this writing, no public comment on the proposed docket has been received.

If the Council chooses, it may add, delete, or modify items on the docket. Adding items to the docket may affect timing of other work tasks on the Planning Work Program. Once the Council has adopted the 2012 Comprehensive Plan Docket staff will analyze the item and present to the Planning Commission. The Planning Commission will hold a public hearing on the proposed Comprehensive Plan amendments in September 2012. The Planning Commission will make final recommendations to the City Council and the Council will consider adoption of the updated Comprehensive Plan in December 2012. If you have questions about the docket process or any item on the proposed docket, please contact Steven Szafran, AICP, Associate Planner, at sszafran@shorelinewa.gov or 206-801-2512.

ANALYSIS

Amendment 1 – Major update of the Comprehensive Plan.

The Council has directed the Planning & Community Development Department to update the Comprehensive Plan by the end of 2012.

Recommendation: Place this amendment on the 2012 Comprehensive Plan Docket. The needs of the City have changed since the last Comprehensive Plan was updated in 2005. Many elements of the plan have already been updated – the Transportation

Master Plan, the Parks, Recreation, and Open Space Master Plan, the Shoreline Management Program, and The Economic Development Plan. An updated Comprehensive Plan will incorporate many of the goals and policies drafted in the above plans.

Concerns: Adopting a revised Comprehensive Plan in less than a year is aggressive. The Planning Department and the Planning Commission must adhere to the implementation schedule in order to meet the 2012 deadline.

Amendment 2 – Adding dormitories to LU43.

Shoreline Community College (SCC) has requested to construct student housing on its campus to remain competitive with other colleges in the area as well as continuing to be an economic asset to the community.

Recommendation: Place this amendment on the 2012 Comprehensive Plan Docket. Staff believes student housing will support an expanded foreign student population. On-site housing may lead to more students staying on campus that could lead to less single-occupancy vehicles driving through the neighborhood. The addition of student housing could increase the accessibility to goods and services on the Aurora Corridor and new development on the SCC Campus.

Concerns: Students living on campus will add activity all hours of the day and building placement may displace trees and views from adjacent neighbors.

Amendment 3 - Amend the Corridor Study section of Subarea Plan 2 – Point Wells

Save Richmond Beach has requested to add specific language to the Point Wells Subarea Plan concerning the corridor study. The study should look at alternative access scenarios through Woodway in the event a secondary access road is opened.

Recommendation: Place this amendment on the 2012 Comprehensive Plan Docket. In the event that secondary access is proposed it will likely go through Woodway which would dramatically change the traffic impacts on different neighborhoods in Shoreline. The amendment will require the developer to study impacts to other intersections in Richmond Beach if a secondary access road is proposed. The amendment would also include working with Woodway and Edmonds to improve north-south mobility.

Concerns: Staff does not have any concerns at this time over the proposed language submitted.

Amendment 4 - Amend the Implementation Plan Section of Subarea Plan 2 – Point Wells.

Save Richmond Beach wants to add a new policy changing the level of service (LOS) to C at all intersections in the Richmond Beach neighborhood west of 8th Avenue NW. Save Richmond Beach believes major collisions on multiple arterials will restrict emergency services from accessing Richmond Beach west of 15th Avenue NW and believes a change to the LOS will alleviate these concerns.

Recommendation: Staff recommends not placing this amendment on the docket. The City Council recently approved the Transportation Master Plan (TMP) that included new LOS standards for all arterial intersections in the City. Changing the LOS at intersections throughout Richmond Beach will require studies by the City's traffic consultant which have a budgetary implication and would likely delay the comprehensive plan update process beyond the 2012 completion goal. The City Council discussed a proposed amendment from Save Richmond Beach during the TMP adoption process and did not choose to change the LOS standards for the Richmond Beach neighborhood.

Concerns: This change has the potential to be costly for the City. Cities are required to confirm that they have projects, plans and funding available to ensure the transportation network operates in accordance with their adopted level of service standard (LOS). Should a new LOS be adopted for arterial intersections in the Richmond Beach neighborhood, the City will need to model the anticipated future traffic demand to determine if any of the intersections will not meet the new LOS. If it is determined that an intersection will fail to meet the adopted LOS standard, a project will need to be developed to correct the failure. Additionally, a cost estimate for each project must be generated, which would then be folded into the City's impact fee program. Staff has been directed by Council to develop an impact fee program based upon the LOS adopted in December 2011 and the projects identified in the Transportation Master Plan (TMP) needed to maintain that LOS. It is anticipated that this work will be complete in the second quarter of 2012. The City does not have a schedule for updating the impact fee program although it is likely that it would happen in conjunction with the next TMP update (approximately 5-7 years). If this amendment were eventually adopted in the Comprehensive Plan update, the impact fee program update would have to occur in 2013 with an estimates cost of \$15,000 to \$30,000 to update the concurrency modeling.

Amendment 5 – Amend the Capital Facilities Element by adding a new policy, CF 16.5 and amending the Capital Facilities supporting analysis.

Save Richmond Beach has requested an amendment to the Capital Facilities Goals and Policy section to add a new policy to issue an annual limit on new water connections and require a popular vote for increases in sewer capacity to ensure that the City is able to manage and accommodate growth in an efficient manner.

Recommendation: Staff does not recommend placing this amendment on the 2012 docket.

Concerns: The rationale offered that large development would have excessive impacts on the level of service of existing residents, is not something that would be allowed under Growth Management Act (GMA) concurrency. As stated in the quoted language on page 202 of the current Plan, GMA requires that water and sewer for such a development must have adequate services available to it without decreasing the level of service to existing service areas. In addition, the proposal to limit water connections as a way to "restrict development" is, first, not currently a City tool since it is not a water provider and second, it is unnecessary since the City is obligated to deny additional land use permits under the third tool if concurrency fails for proposed new development [3]

restrict development until service can be provided at the established standards]. Finally, the City may not change state law for water or sewer district operation (require a vote for increasing sewer capacity).

Amendment 6 - Amend the Comprehensive Plan Land Use Supporting Analysis, Natural Environment Section, page 101 by adding language about Point Wells under the Seismic Hazards Section.

Save Richmond Beach has requested that Point Wells be included in the seismic hazards section of the Comprehensive Plan Land Use Supporting Analysis as having the highest risk for liquefaction.

Recommendation: Staff can evaluate this amendment as part of the overall update of the Comprehensive Plan.

Concerns: Staff does not have any concerns at this time.

RESOURCE/FINANCIAL IMPACT

Amendments No. 1 and 2 on the proposed docket have been included on the 2012 Planning work program.

Although not originally included in the 2012 Planning work program, staff does not believe that amendments 3 or 6 would add significant staff review time or delay the comprehensive plan update process. Amendment 4 addressing level-of-service for intersections in Richmond Beach, will require financial resources that are not currently budgeted to hire a consultant to modify traffic models, to generate analysis, and scope and develop project cost estimates.

SUMMARY

Amendments 1 and 2 on this year's draft docket are on the Planning Work Program for 2012. Additional staff time or resources are not needed for these two items.

Analyzing Amendment 4, the implementation section of the Point Wells Subarea Plan, will require considerable staff time and financial resources. Amendment 5 was determined by the City Attorney to be not allowed by GMA concurrency rules and staff does not recommend placing this amendment on the 2012 docket for this reason.

Amendments 3 and 6, amending language in the corridor study, and identifying Point Wells as a seismic hazard area, will require less staff time and resources but are not identified in the Planning Work Program for 2012.

RECOMMENDATION

Tonight Council should review the proposed docket items. The City Council is scheduled to adopt the official 2012 docket on February 27. Staff recommends the

Council consider placing amendments 1, 2, 3, and 6 on the official 2012 docket. Staff recommends that Council not place amendment 4 and 5 on the official 2012 docket.

ATTACHMENTS

Attachment A – Proposed 2012 Docket

Attachment B – Applications for Comprehensive Plan Amendments



2012 DRAFT COMPREHENSIVE PLAN AMENDMENT DOCKET

The State Growth Management Act generally limits the City to amending its Comprehensive Plan once a year and requires that it create a Docket (or list) of the amendments to be reviewed.

The following items are “docketed” and on the work plan for the Planning Commission’s review in 2012 (they are not listed in priority order):

1. Major update of the City of Shoreline’s Comprehensive Plan.

Estimated timeframe for Council review/adoption: December, 2012

2. Amend LU 43 by adding student housing to the Shoreline Community College Campus as an approved use.

Estimated timeframe for Council review/adoption of Shoreline Community College Master Development Plan: Summer/Fall 2012.

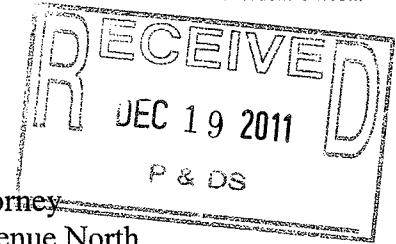
The following items were requested to be added to the 2012 docket and Planning Work Program:

3. Amend the Implementation Plan Section of Subarea Plan 2 – Point Wells
4. Amend the Corridor Study and Implementation Plan sections of Subarea Plan 2 – Point Wells.
5. Amend the Capital Facilities Element by adding a new policy, CF 16.5 and amending the Capital Facilities supporting analysis.
6. Amend the Comprehensive Plan Land Use Supporting Analysis, Natural Environment Section, page 101 by adding language about Point Wells under the Seismic Hazards Section.



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Seattle, WA 98121-3140
Phone: 206.382.9540
Fax: 206.626.0675
www.GordonDerr.com

December 16, 2011



Mr. Steven Cohn
Senior Planner; Long Range Planning
City of Shoreline
17500 Midvale Avenue N
Shoreline, WA 98133-4905

Mr. Ian Sievers
Shoreline City Attorney
17544 Midvale Avenue North
Shoreline, WA 98133-4921

Mr. Daryl Campbell
Vice President Administrative Services
Shoreline Community College
16101 Greenwood Avenue North
Room 1019A
Shoreline, Washington 98133-5696

Dear Messrs. Cohn, Sievers, and Campbell:

We are pleased to offer this amendment request to be docketed for the Comprehensive Plan review by the City of Shoreline in 2012. The proposed amendment would be to add language to the Comprehensive Plan recognizing student housing (dormitories) as a permitted use in the Shoreline Community College Campus. This change will also be included within the Campus Master plan which is currently under review by the City.

The specific policy proposed for revision is Land Use Policy 43, located on page 33 of the Land Use Element of City of Shoreline Comprehensive Plan. The revision underlined below is the only change being proposed at this time.

4. Shoreline Community College Campus: Shoreline Community College is an approximately 79 acre state operated community college. The College provides academic, professional, technical and workforce training programs, continuing education and community involvement programs to meet the lifelong learning needs of the community. The College also includes a mix of support uses and services for students and the community such as dormitories, retail, restaurant, childcare, conference rooms, dental hygiene clinic, library, theater, bus stops and recreational facilities.

Provided below is a response to the criteria for revising the Comprehensive Plan.

1. *The amendment is consistent with the Growth Management Act and not inconsistent with the Countywide Planning Policies, and the other provisions of the Comprehensive Plan and City policies; or*

COPY

The purpose of the amendment is to bring the Comprehensive Plan designation of the site in line with the City's adopted zoning code. The Comprehensive plan policies for Shoreline Community College (SCC) state:

4. Shoreline Community College Campus: Shoreline Community College is an approximately 79 acre state operated community college. The College provides academic, professional, technical and workforce training programs, continuing education and community involvement programs to meet the lifelong learning needs of the community. The College also includes a mix of support uses and services for students and the community such as retail, restaurant, childcare, conference rooms, dental hygiene clinic, library, theater, bus stops and recreational facilities. LU

Existing uses in these areas as of Ordinance #507 Adoption Date shall constitute allowed uses in the City's development code. If development of any new use or uses is proposed on a site that is designated Campus Land Use, an amendment to the Comprehensive Plan and the Development Code will be required.

The comprehensive plan does not provide any information as to which accessory uses are permitted. Section 20.40.330 of the Shoreline Municipal Code (SMC) permits college uses like SCC to have dormitories.

Dormitories are allowed only as an accessory to a school, college, university or church.

Revising the Comprehensive Plan to note that Shoreline Community College Campus may include dormitories as a use will make the Development Code and the Comprehensive Plan more clearly internally consistent as required by GMA.

- 2. The amendment addresses changing circumstances, changing community values, incorporates a sub area plan consistent with the Comprehensive Plan vision or corrects information contained in the Comprehensive Plan; or*

Historically, community colleges have drawn from the local population as a provider of two year Associates degrees, as a gateway to four year institutions, and for continuing education and vocational training. SCC has found over the last five years that there is a need for Community Colleges to support an expanded foreign student population. One of the ways for SCC to remain in competition with other regional colleges would be to provide on campus housing for these students.

- 3. The amendment will benefit the community as a whole, will not adversely affect community facilities, the public health, safety or general welfare.*

By providing on campus housing, SCC will be in a position to remain competitive with other Community Colleges in the area and to continue as an economic asset to the community. Without the Comprehensive Plan amendment there would remain an internal inconsistency between the Comprehensive Plan and the development code as to whether dormitories are allowed as part of the Campus Master Plan currently being reviewed by the City.

We look forward to working with you on this matter and in the meantime, please do not hesitate to call if you have questions or concerns related to this docketing request.

Sincerely,

GORDON DERR LLP

A handwritten signature in black ink, appearing to read "DVS", is written over the typed name "GORDON DERR LLP".

David Van Skike
Land Use Planner

DVS/aka

cc: Steve Szafran



COMPREHENSIVE PLAN—GENERAL AMENDMENT APPLICATION

Planning & Community Development

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Please attach additional pages to this form, as needed.

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If the proposal is from a group please provide a contact name.

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Mailing Address: PO Box 60191, Shoreline, WA 98177

Telephone: (206) 321 - 5612 Fax: () - E-mail: info@saverichmondbeach.org

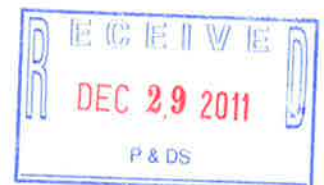
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The Point Wells Subarea plan does not consider that the area is connected to the City by a single arterial road. This single arterial presents emergency response and safety concerns if traffic level of service is allowed to deteriorate too far. We believe any neighborhood served by a single arterial requires a higher traffic level of service standard than those that are served by multiple arterials. We believe the Point Wells Subarea plan should reflect that higher standard.

See attached document for the requested changes.

- C. Reference Element of the Shoreline Comprehensive Plan (required) and page number (if applicable) --**
(e.g. Land Use, Transportation, Capital Facilities, Housing, etc.)

The suggested changes are an amendment to the Shoreline Comprehensive Plan, Point Wells Subarea Plan pages 265 and 266 in the Implementation Plan section.



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The Development Code (Title 20) is located at mrsc.org

- D. **Support for the Amendment** – Explain the need for the amendment. Why is it being proposed? How does the amendment address changing circumstances or values in Shoreline? Describe how the amendment is consistent with the current Shoreline Comprehensive Plan, if inconsistent, explain why. How will this amendment benefit the citizens of Shoreline? Include any data, research, or reasoning that supports the proposed amendment. *(A copy of the Shoreline Comprehensive Plan is available for use at the Planning and Development Services Department, Shoreline Neighborhood Police Centers, and the Shoreline and Richmond Beach libraries).*

Our proposed amendment includes 3 changes to the Implementation Plan section of the Point Wells Subarea Plan, pages 265 and 266.

1. The current wording notes that more than 8250 vehicle trips a day out of any Point Wells development will result in a level of service "F" or worse at a number of City intersections. The City recently amended the Transportation Master Plan adapting a city wide LOS standard of "D"; we feel the Point Wells Subarea Plan should reflect that change by noting that more than 5500 vehicle trips a day out of Point Wells will result in a level of service "E" or worse at a number of City intersections and that this will not meet the City's standard of "D".

2. Policy PW-12 classifies Richmond Beach Drive as a local street with a maximum capacity of 4000 vehicle trips per day. It also includes some language setting conditions for considering a reclassification of this road segment. We don't believe it is necessary to list any conditions for considering a reclassification of the road as these conditions restate development requirements contained in SMC section 20.60.140 paragraphs B. and C. We feel it is potentially confusing to have the conditions listed in 2 places with slightly different wording so we suggest removing the conditions from the Subarea Plan.

3. We propose a new Policy PW-12.1 adapting a LOS standard of "C" for arterial intersections in the Richmond Beach neighborhood. Richmond Beach Road serves as the only arterial access to a neighborhood with over 2,300 homes. While 20th Avenue NW does provide additional connectivity to the community via Woodway, Richmond Beach Road serves as the only connection between the neighborhood and the City of Shoreline. Steep topography, waterfront constraints, the County border, and other natural habitat barriers prevent additional access from being developed. While local street connections that serve single-family lots within the community do provide internal circulation within the neighborhood, these streets are not designed nor designated to serve and cannot support "through" traffic needs.

Since Richmond Beach Road provides the only arterial connection between the City of Shoreline and this community, a major collision on Richmond Beach Road between 8th Avenue NW and 15th Avenue NW would not only completely block access out to the rest of the city, it would also effectively block fire/emergency response in to the neighborhood should a simultaneous incident occur west of 15th Avenue NW. As the neighborhood has no staffed local fire/emergency response facilities, we feel the fire/emergency access issue by itself precludes the City from allowing significant degradation in capacity or congestion levels. Any change in the capacity of the street or a substantial increase in congestion levels would increase the chance for a major accident while at the same time degrading the City's ability to provide fire/emergency services when an accident does occur.

Prior to incorporating into a City, the area was developed and built to King County standards. There is a very specific standard 100-lot threshold in the King County Roadway Standards for a single access point. Right now,

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there are approximately 70 homes on Richmond Beach Drive (the portion that has been deemed a "Local Road") that have only one source of ingress and egress. At a minimum that segment alone should have some special considerations applied because of the 100-lot threshold for singular access.

Lastly, the City released data last year indicating that 2 of the most dangerous intersections in the entire City are located in the Richmond Beach/Highlands transportation corridor. It would make sense from a public safety perspective to ensure that the LOS standard in that corridor is improved to prevent any further danger to the community.

It is evident that single arterial access makes circulation needs, fire/emergency vehicle access requirements, and acceptable congestion levels different for this neighborhood than for other residential areas within the city. We believe these unique conditions justify a higher level of service standard. We strongly urge the City to amend the Point Wells Subarea Plan to adopt new Policy 12.1 setting LOS standard of C or better for arterial intersections in the Richmond Beach neighborhood.

- E. **Signature** – An amendment application can not be accepted unless the signature block below has been completed. The applicant certifies that all of the aforementioned statements in this application, any exhibits and/or maps transmitted herewith are true and the applicant acknowledges that any amendment granted based on this application may be revoked if any such statement is false.

Tom Mailhot for Save Richmond Beach

Applicant Signature

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Point Wells Subarea Plan – Implementation Plan section, pages 265 and 266:

Richmond Beach Road and Richmond Beach Drive provide the only vehicular access to Point Wells. Therefore, it is critical that identified impacts be effectively mitigated as a condition of development approval. It is also vital that the traffic generated from Point Wells be limited to preserve safety and the quality of residential neighborhoods along this road corridor.

Historically, mobility and accessibility in Richmond Beach and adjacent communities has been dominated by the single occupancy vehicle. Provision of bicycle and pedestrian facilities has been limited because retrofitting an existing road network with these facilities is an expensive undertaking. The Richmond Beach Road corridor is served by limited Metro bus service and is beyond a reasonable walking distance from potential development within Point Wells. Though rail service to a station in Richmond Beach was evaluated by Sound Transit, no service is envisioned in the transit agency's adopted 20 year plan. Improved transit, bicycle and pedestrian mobility ~~is a~~ are long-term policy objectives, but the majority of trips in the area will likely continue to be by automobiles utilizing the road network. The City's traffic study completed in 2009 shows that if more than ~~8,250~~ 5500 vehicle trips a day enter the City's road network from Point Wells, it would result in a level of service "~~F~~" "E" or worse at a number of City intersections. This would ~~be an unacceptable impact~~ not meet the City's level of service standard of "D".

Richmond Beach Road provides the only arterial connection between the City of Shoreline and this community. A major collision on Richmond Beach Road between 8th Avenue NW and 15th Avenue NW would effectively block fire/emergency response to the neighborhood should a simultaneous incident occur west of 15th Avenue NW. As the neighborhood has no staffed local fire/emergency response facilities, the fire/emergency access issue precludes the City from allowing significant degradation in capacity or congestion levels. Any change in the capacity of the street or a substantial increase in congestion levels would increase the chance for a major accident while at the same time degrading the City's ability to provide fire/emergency services when an accident does occur.

Policy PW-11 The City should address opportunities to improve mobility, accessibility, and multimodal east-west movement in the Richmond Beach Road Corridor between Puget Sound and I-5 as part of the update of the city-wide Transportation Management Plan. These opportunities should be pursued in a manner that reduces existing single occupancy vehicle trips in the corridor.

Policy PW-12 In view of the fact that Richmond Beach Drive between NW 199th St. and NW 205th St. is a local road with no opportunities for alternative access to dozens of homes in Shoreline and Woodway, the City designates this as a local street with a maximum capacity of 4,000 vehicle trips per day. ~~Unless and until 1) Snohomish County and/or the owner of the Point Wells Urban Center can provide to the City the Transportation Corridor Study and Mitigation Plan called for in Policy PW-9, and 2) sources of financing for necessary mitigation are committed, the City should not consider reclassifying this road segment.~~

Policy PW-12.1 To preserve acceptable fire/emergency access to homes in Richmond Beach the City adapts LOS C at all arterial intersections in the Richmond Beach neighborhood west of 8th Avenue NW as the level of service standard for evaluating planning level concurrency and reviewing traffic impacts of developments.



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The Point Wells Subarea plan neglects to consider the likely scenario that a road is opened through Wood way; this would result in a much different set of transportation impacts. We believe the transportation corridor study required by the Subarea plan must include an analysis of the impacts in the event that this should occur. See attached document for the requested changes.

- C. **Reference Element of the Shoreline Comprehensive Plan (required) and page number (if applicable)** – (e.g. Land Use, Transportation, Capital Facilities, Housing, etc.)

The suggested changes are an amendment to the Shoreline Comprehensive Plan, Point Wells Subarea Plan pages 264, 265 and 266 in the Transportation Corridor Study and Mitigation section.



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We are proposing additional wording in the Corridor Study section and the Implementation Plan section including polices PW-9 and PW-11 to require more detailed study of the impact of possible secondary access to Point Wells through Woodway.

The proposed amendment is suggested because of the likelihood that the Point Wells developer will require secondary access to make their vision a reality. In the event that secondary access is obtained it will likely go through Woodway which would dramatically change the traffic impacts on different neighborhoods in Shoreline.

The development, as per a public records request at City of Shoreline, is likely to generate in excess of 18,000 car trips per day (Joe Tovar email), if half of these cars are funneling into Richmond Beach from 20th or through local roads via 205th, that will have a very different impact on the residential nature of Richmond Beach.

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Transportation Corridor Study and Mitigation

A traffic and safety analysis performed by the City in the summer of 2009 evaluated the nature and magnitude of impacts likely to accrue from the development of Point Wells as an "Urban Center" under Snohomish County zoning, as well as development scenarios *Subarea Plan Element* assuming lesser orders of magnitude. This background information provided a basis for the City to conclude that, prior to the approval of any specific development project at Point Wells, the applicant for any development permit at Point Wells should fund, and the City oversee, the preparation of a detailed Transportation Corridor Study.

Corridor Study

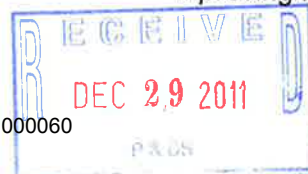
The Transportation Corridor Study and Implementation Plan should include an evaluation of projected impacts on vehicular flow and levels of service at every intersection and road segment in the corridor. The Study should also look at potential alternative access scenarios through Woodway in the event a secondary access road is opened. The Study should also evaluate and identify expanded bicycle and pedestrian safety and mobility investments, and identify "context sensitive design" treatments as appropriate for intersections, road segments, block faces, crosswalks and walkways in the study area with emphasis on Richmond Beach Road and Richmond Beach Drive and other routes such as 20th Ave. NW that may be impacted if a secondary road is opened through Woodway.

Implementation Plan

The corridor study would be a step in the development of such a plan. The scope of the implementation plan should include a multimodal approach to mobility and accessibility to and from Point Wells, as well as detailed planning for investments and services to improve multimodal travel for adjacent communities between Point Wells and I-5. This could well include an integrated approach to accessing Point Wells, the Richmond Beach neighborhood, and Richmond Highlands with the Bus Rapid Transit system along Aurora Avenue, the I-5 corridor itself - focusing on the interchanges at N. 205th and N. 175th, as well as the Sound Transit light rail stations serving Shoreline.

While the analysis of vehicle flows is appropriate as part of the study, the solutions should provide alternatives to vehicle travel to and from Point Wells - as well as more transportation choices than those that currently exist today for the Richmond Beach neighborhood and adjacent communities.

Policy PW-9 To enable appropriate traffic mitigation of future development at Point Wells, the developer should fund the preparation of a Transportation Corridor Study as the first phase of a Transportation Implementation Plan, under the direction of the City, with input and participation of Woodway, Edmonds, Snohomish County and WSDOT. The Study and Transportation Implementation Plan should identify, engineer, and provide schematic design and costs for intersection, roadway, walkway and other public investments needed to maintain or improve vehicular, transit, bicycle and pedestrian safety and flow on all road segments and intersections between SR 104, N 175th Street, and I-5 with particular attention focused on Richmond Beach Drive and Richmond Beach Road. Road segments that would be impacted by an alternate secondary access through Woodway should also be analyzed, which would include 20th Ave NW, 23rd Place, and 204th. The Study and Transportation Plan should identify needed investments and services, including design and financing, for multimodal solutions to improving mobility and accessibility



within the Richmond Beach neighborhood and adjacent communities, including but not limited to investments on Richmond Beach Drive and Richmond Beach Road.

Policy PW-10 The needed mitigation improvements identified in the Transportation Corridor Study and Implementation Plan should be built and operational concurrent with the occupancy of the phases of development at Point Wells.

Richmond Beach Road and Richmond Beach Drive provide the only vehicular access to Point Wells at the time of this update. Therefore, it is critical that identified impacts be effectively mitigated as a *Subarea Plan Element* condition of development approval. It is also vital that the traffic generated from Point Wells be limited to preserve safety and the quality of residential neighborhoods along this road corridor. In the event that secondary vehicular access is obtained through Woodway to the Point Wells site, the mitigation and improvements of the impacts to those additional road segments must also occur concurrent with the phased development.

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Corridor Study

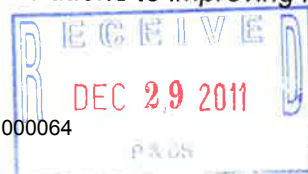
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Implementation Plan

The corridor study would be a step in the development of such a plan. The scope of the implementation plan should include a multimodal approach to mobility and accessibility to and from Point Wells, as well as detailed planning for investments and services to improve multimodal travel for adjacent communities between Point Wells and I-5. This could well include an integrated approach to accessing Point Wells, the Richmond Beach neighborhood, and Richmond Highlands with the Bus Rapid Transit system along Aurora Avenue, the I-5 corridor itself - focusing on the interchanges at N. 205th and N. 175th, as well as the Sound Transit light rail stations serving Shoreline.

While the analysis of vehicle flows is appropriate as part of the study, the solutions should provide alternatives to vehicle travel to and from Point Wells - as well as more transportation choices than those that currently exist today for the Richmond Beach neighborhood and adjacent communities.

Policy PW-9 To enable appropriate traffic mitigation of future development at Point Wells, the developer should fund the preparation of a Transportation Corridor Study as the first phase of a Transportation Implementation Plan, under the direction of the City, with input and participation of Woodway, Edmonds, Snohomish County and WSDOT. The Study and Transportation Implementation Plan should identify, engineer, and provide schematic design and costs for intersection, roadway, walkway and other public investments needed to maintain or improve vehicular, transit, bicycle and pedestrian safety and flow on all road segments and intersections between SR 104, N 175th Street, and I-5 with particular attention focused on Richmond Beach Drive and Richmond Beach Road. Road segments that would be impacted by an alternate secondary access through Woodway should also be analyzed, which would include 20th Ave NW, 23rd Place, and 204th. The Study and Transportation Plan should identify needed investments and services, including design and financing, for multimodal solutions to improving mobility and accessibility



within the Richmond Beach neighborhood and adjacent communities, including but not limited to investments on Richmond Beach Drive and Richmond Beach Road.

Policy PW-10 The needed mitigation improvements identified in the Transportation Corridor Study and Implementation Plan should be built and operational concurrent with the occupancy of the phases of development at Point Wells.

Richmond Beach Road and Richmond Beach Drive provide the only vehicular access to Point Wells at the time of this update. Therefore, it is critical that identified impacts be effectively mitigated as a *Subarea Plan Element* condition of development approval. It is also vital that the traffic generated from Point Wells be limited to preserve safety and the quality of residential neighborhoods along this road corridor. In the event that secondary vehicular access is obtained through Woodway to the Point Wells site, the mitigation and improvements of the impacts to those additional road segments must also occur concurrent with the phased development.

Historically, mobility and accessibility in Richmond Beach and adjacent communities has been dominated by the single occupancy vehicle. Provision of bicycle and pedestrian facilities has been limited because retrofitting an existing road network with these facilities is an expensive undertaking. The Richmond Beach Road corridor is served by limited Metro bus service and is beyond a reasonable walking distance from potential development within Point Wells. Though rail service to a station in Richmond Beach was evaluated by Sound Transit, no service is envisioned in the transit agency's adopted 20 year plan. Improved transit, bicycle and pedestrian mobility is a long-term policy objective, but the majority of trips in the area will likely continue to be by automobiles utilizing the road network. The City's traffic study completed in 2009 shows that if more than 8,250 vehicle trips a day enter the City's road network from Point Wells, it would result in a level of service "F" or worse at a number of City intersections. This would be an unacceptable impact.

Policy PW-11 The City should address opportunities to improve mobility, accessibility, and multimodal east-west movement in the Richmond Beach Road Corridor between Puget Sound and I-5 as part of the update of the city-wide Transportation Management Plan. The City should also work with neighboring jurisdictions Woodway and Edmonds to improve North-South mobility. These opportunities should be pursued in a manner that reduces existing single occupancy vehicle trips in the corridor.

Policy PW-12 In view of the fact that Richmond Beach Drive between NW 199th St. and NW 205th St. is a local road with no opportunities for alternative access to dozens of homes in Shoreline and Woodway, the City designates this as a local street with a maximum capacity of 4,000 vehicle trips per day. Unless and until 1) Snohomish County and/or the owner of the Point Wells Urban Center can provide to the City the Transportation Corridor Study and Mitigation Plan called for in Policy PW-9, and 2) sources of financing for necessary mitigation are committed, the City should not consider reclassifying this road segment.



COMPREHENSIVE PLAN—GENERAL AMENDMENT APPLICATION

Planning & Community Development

Amendment proposals may be submitted at any time, however if it is not submitted prior to the deadline for consideration during that annual amendment cycle, ending the last business day in December, the amendment proposal will not be considered until the next annual amendment cycle.

Please attach additional pages to this form, as needed.

A. Contact Information

If the proposal is from a group please provide a contact name.

Applicant: Save Richmond Beach (contact Caycee Holt)

Mailing Address: PO Box 60191, Shoreline, WA 98177

Telephone: (206) 356 - 5356 **Fax:** () - **E-mail:** info@saverichmondbeach.org



-
- B. Proposed General Amendment** – This can be either conceptual: a thought or idea; or specific changes to wording in the Comprehensive Plan, but please be as specific as possible so that your proposal can be adequately considered. If specific wording changes are proposed please use underline to indicate proposed additions and ~~strikethrough~~ to indicate proposed deletions. **Please note that each proposed amendment requires a separate application.**

The Comprehensive Plan makes no note of the impacts that a large development would have on the water and sewer capacity in north Shoreline.

See attached document for the requested change.

- C. Reference Element of the Shoreline Comprehensive Plan (required) and page number (if applicable) –**
(e.g. Land Use, Transportation, Capital Facilities, Housing, etc.)

The suggested change is an amendment to the Comprehensive Plan Capital Facilities Element Goals and Policies section, Level of Service subsection page 71 and Capital Facilities Element Supporting Analysis, Levels of Service section, Adequacy and Concurrency subsection, page 202.

- D. **Support for the Amendment** – Explain the need for the amendment. Why is it being proposed? How does the amendment address changing circumstances or values in Shoreline? Describe how the amendment is consistent with the current Shoreline Comprehensive Plan, if inconsistent, explain why. How will this amendment benefit the citizens of Shoreline? Include any data, research, or reasoning that supports the proposed amendment. *(A copy of the Shoreline Comprehensive Plan is available for use at the Planning and Development Services Department, Shoreline Neighborhood Police Centers, and the Shoreline and Richmond Beach libraries).*

The proposed amendment is suggested in the event that a large development has excessive impacts on the level of service of existing residents. It gives the City another option when looking at adequacy and concurrency of critical public services and utilities.

- E. **Signature** – An amendment application can not be accepted unless the signature block below has been completed. The applicant certifies that all of the aforementioned statements in this application, any exhibits and/or maps transmitted herewith are true and the applicant acknowledges that any amendment granted based on this application may be revoked if any such statement is false.

Tom Mailhot for Save Richmond Beach 12/30/2011
Applicant Signature Date

**PROPOSED AMENDMENTS WITHOUT THE REQUIRED APPLICATION INFORMATION MAY
BE REJECTED OR RETURNED FOR ADDITIONAL INFORMATION.**

Comprehensive Plan Capital Facilities Element Goals and Policies section, Level of Service subsection page 71

CF16.5: Issue an annual limit on new water connections and require a popular vote for increases in sewer capacity to ensure that the City is able to manage and accommodate growth in an efficient manner.

Capital Facilities Element Supporting Analysis, Levels of Service section, Adequacy and Concurrency subsection, page 202

Adequacy and Concurrency

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

Water and sewer service providers have demonstrated the ability to meet current demand at the service levels established in the Comprehensive Plan. The City uses the King County Surface Water Design Manual to assure that new development meets the established service standards for surface water management. The City is currently working with all non-City-managed service providers to determine their ability to continue to meet these service standards over the next 20 years under the Land Use Designation Plan 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: 1) modify the Land Use Designation Plan identified in *Figure LU- 1* through an amendment to the Plan, 2) modify the level of service standards through an amendment to the Plan, 3) or restrict development until service can be provided at the established standards, or 4) implement an annual limit on water connections and require a popular vote for sewer capacity increase.



COMPREHENSIVE PLAN—GENERAL AMENDMENT APPLICATION

Planning & Community Development

Amendment proposals may be submitted at any time, however if it is not submitted prior to the deadline for consideration during that annual amendment cycle, ending the last business day in December, the amendment proposal will not be considered until the next annual amendment cycle.

Please attach additional pages to this form, as needed.

A. Contact Information

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The City of Shoreline has designated Point Wells as a Potential Annexation Area and a Future Service and Annexation Area. Point Wells is identified as having a high susceptibility to liquefaction on the Snohomish County Liquefaction Susceptability Map, but the City Comprehensive plan does not include Point Wells in the Land Use Element when discussing potential seismic hazards.

See the attached document for the requested changes.

- C. **Reference Element of the Shoreline Comprehensive Plan (required) and page number (if applicable)** – (e.g. Land Use, Transportation, Capital Facilities, Housing, etc.)

The suggested change is an amendment to the Shoreline Comprehensive Plan, Land Use Element Supporting Analysis, Natural Environment section, Seismic Hazards subsection on page 101 and Appendix 1, 1998 Shoreline Master Plan Goals and Policies, Residential Development Element, page 358.

17500 Midvale Avenue North, Shoreline, Washington 98133-4905

Telephone (206) 801-2500 Fax (206) 801-2788 pcd@shorelinewa.gov

The Development Code (Title 20) is located at mrsc.org

- D. **Support for the Amendment** – Explain the need for the amendment. Why is it being proposed? How does the amendment address changing circumstances or values in Shoreline? Describe how the amendment is consistent with the current Shoreline Comprehensive Plan, if inconsistent, explain why. How will this amendment benefit the citizens of Shoreline? Include any data, research, or reasoning that supports the proposed amendment. *(A copy of the Shoreline Comprehensive Plan is available for use at the Planning and Development Services Department, Shoreline Neighborhood Police Centers, and the Shoreline and Richmond Beach libraries).*

The proposed amendment is suggested in the event that Point Wells is annexed into the City of Shoreline. This highly sensitive area should be highlighted for special consideration considering its high (the highest) liquefaction rating.

- E. **Signature** – An amendment application can not be accepted unless the signature block below has been completed. The applicant certifies that all of the aforementioned statements in this application, any exhibits and/or maps transmitted herewith are true and the applicant acknowledges that any amendment granted based on this application may be revoked if any such statement is false.

Tom Maithot for Save Richmond Beach
Applicant Signature

12/30/2011
Date

**PROPOSED AMENDMENTS WITHOUT THE REQUIRED APPLICATION INFORMATION MAY
BE REJECTED OR RETURNED FOR ADDITIONAL INFORMATION.**

8/2011

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Seismic Hazards

Seismic hazard areas are those areas subject to severe risk of earthquake damage as a result of settlement or soil liquefaction. These conditions occur in areas underlain by soils with low cohesion and density, usually in association with a shallow groundwater table. When shaken by an earthquake, certain soils lose their ability to support a load. Some soils will actually flow like a fluid; this process is called liquefaction. Loss of soil strength can also result in failure of the ground surface and damage to structures supported in or on the soil. Loose, water-saturated materials are the most susceptible to ground failure due to earthquakes.

One area of identified seismic hazard is located along Puget Sound in Richmond Beach Saltwater Park. In this area, park structures and the Burlington Northern railroad tracks may be at risk. The other seismic hazard area is located along McAleer Creek between NE 196th Street and NE 205th Street. Roads, single-family residences, and other public and private improvements may be affected in this area. A small area near 24th Avenue NE is susceptible to both landslides and seismic hazards.

An additional area of identified seismic hazard is located in a potential annexation area at Point Wells. In this area, which is rated at the highest risk for liquefaction, Burlington Northern railroad tracks, petroleum storage facilities, and the Brightwater sewer outfall facilities may be at risk as well as planned future residential and commercial structures and other public and private improvements. Access to the western portion of the area is via a bridge over the Burlington Northern railroad tracks and a major seismic event could affect the bridge and thus limit emergency response to the area.

**Comprehensive Plan Shoreline Master Program Goals and Policies, Residential
Development Element, page 358**

SM50: Residential development shall ~~should~~ be prohibited in seismic and landslide hazard areas or environmentally unique and fragile areas unless environmental considerations and essential emergency services to ensure public safety are in place concurrent with development.

CITY COUNCIL AGENDA ITEM

CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Commercial Zones Code Amendments Proposed Work Plan
DEPARTMENT: Planning and Community Development
PRESENTED BY: Rachael Markle, Director
Paul Cohen, Senior Planner
ACTION: ☐ Ordinance ☐ Resolution ☐ Motion
 ☒ Discussion ☐ Public Hearing

PROBLEM/ISSUE STATEMENT:

In July 2010 the Council unanimously adopted the Town Center development code. The three year review and adoption process for the subarea plan involved substantial citywide participation and support which resulted in improved and coordinated design standards to make commercial areas within the Town Center subarea more pedestrian-friendly and viable as places to shop and live. Over the last decade the City has had many iterations of commercial design standards and of which staff has had to administer. On November 28, 2011 the Council, with the adoption of the Southeast Neighborhood Legislative Rezone, stated the need for improved and consolidated commercial design standards for applicable zoning designations throughout the City.

The Town Center development code includes the most recent commercial design and development standards for the City. In 2000 the City adopted general commercial/multifamily design standards. Since that time, the North City Business District, Transition Area Standards, Ridgecrest Planned Area, and Mixed Use Zone were adopted with less complete design standards. Rather than having each area with slightly different or redundant standards Council has indicated an interest in consolidating and streamlining the code for all commercial zones using the core design standards of Town Center. In addition, the City has redundant commercial zoning designations with identical land use and dimensional standards. These zones can be consolidated without changing the existing development potential or regulations.

Tonight staff would like to review the proposed work plan to standardize the City's commercial zone designations and commercial design and development standards.

RESOURCE/FINANCIAL IMPACT:

No financial impacts are anticipated. Completing the analysis, stakeholder process, and required work with the Planning Commission will be done with existing staff resources.

RECOMMENDATION

Staff is looking for direction on whether to proceed with the proposed work plan.

Approved By: City Manager - *JU* City Attorney ____

BACKGROUND

In July 2010 the Council unanimously adopted the Town Center development code. The three year review and adoption process for the subarea plan involved substantial citywide participation and support which resulted in improved and coordinated design standards to make commercial areas within the Town Center subarea more pedestrian-friendly and viable as places to shop and live. Over the last decade the City has had many iterations of commercial design standards and of which staff has had to administer. On November 28, 2011 the Council, with the adoption of the Southeast Neighborhood Legislative Rezone, stated the need for improved and consolidated commercial design standards for applicable zoning designations throughout the City.

DISCUSSION

Attachment A is the proposed work plan to consolidate and streamline the City's commercial zone designations and commercial design and development standards. Staff proposes to use the core Town Center design standards in all commercial zones (Mixed Use Zone (MUZ), Industrial (I), Neighborhood Business (NB), Community Business (CB), Office (O), North City Business District (NCBD), Ridgecrest (PA2) as they pertain to neighborhood transition, frontage, site, building, and sign design. However, the proposal is to leave unchanged the current dimensional, land use, and parking standards of each commercial zone. Staff's concern is that a change to these requirements could impact residential neighbors such as building height, setbacks, lot coverage, land uses, and parking ratios.

Staff will also analyze the further consolidation of Office (O) into Neighborhood Business (NB) zones, Industrial (I) into Mixed Use Zone (MUZ) zones, and North City Business District (NCBD) and Ridgecrest (PA2) into Community Business (CB) zones. Staff's initial analysis indicates that with improved design standards the NCBD, PA2, and CB zones will be very similar. The end result would be consolidation of the City's seven commercial zones (outside of Town Center) into NB, MUZ, and CB without changing their current development potential and standards.

The Comprehensive Plan supports this proposal most directly through the Community Design policies in Attachment B. The Town Center development code implements these policies more completely than all other parts of the Development Code. In addition to the individual Community Design policies this proposal will combine and coordinate these policies into cohesive, functioning, and attractive community centers of different scales.

Staff proposes to begin the public process in spring 2012 and expects the amendments to be ready for adoption by the City Council in fall 2012.

STAKEHOLDER OUTREACH

Given that these proposed changes would be of citywide significance, staff would publicize the proposed code amendments in the newspaper, Currents and on the City website. Beyond the basic notification requirements staff recommends that notification

be extended to local business associations and affected commercial property owners and residential property owners within a ¼ mile radius of these commercial zones. A public open house meeting would be held to explain the proposal and receive feedback prior to recommendations by the Planning Commission and adoption by the City Council. These efforts are included in the proposed work plan.

COUNCIL GOAL ADDRESSED

Goal 1: Implement the adopted Community Vision by updating the Comprehensive Plan and key development regulations in partnership with residents, neighborhoods, and businesses

- Objective: Adopt amendments to the City's development regulations to make the permit process more timely, clear and predictable, e.g., administrative design review, planned actions, subarea plans, and other appropriate planning tools.

This goal and its objective support implementation of code amendments that update the City's outdated commercial design standards and zoning designations, some of which were adopted from King County. As a result, these amendments will make development regulations more clear, predictable and timely.

RESOURCE/FINANCIAL IMPACT

No financial impacts are anticipated. Completing the analysis, stakeholder process, and required work with the Planning Commission will be done with existing staff resources.

RECOMMENDATION

Staff is looking for direction on whether to proceed with the proposed work plan.

ATTACHMENTS

Attachment A - Proposed Work Plan

Attachment B - Comprehensive Plan Policy Support

Attachment A

Work Plan for Improving Design, Neighborhood Transition, and Public Amenity Standards And Some Consolidation for all Commercial Zones (NB, O, NCBD, CB, MUZ, Ridgecrest (PA2) & I)

Task	Date	Description
Council Direction	January 2012	
Staff research & prepare draft amendments to update NB, O, NCBD, CB, MUZ, Ridgecrest (PA2)& I zones	January-March 2012	<ul style="list-style-type: none"> Identify potentially effected zones on a map. Adapt and adjust Town Center standards to be used in all commercial zones throughout the City. Determine appropriate form & transition for development in these zones based on geographic context.
City Webpage and Currents Article	March 2012	<ul style="list-style-type: none"> Announce Project: Amendment Purpose and Highlights
Notice Department of Commerce	March 2102	
Present at Council of Neighborhoods Meeting	March 2012	<ul style="list-style-type: none"> Draft Amendments
Present to Local Business Associations	April 2012	<ul style="list-style-type: none"> Draft Amendments
Target mailer to residential areas within a 5 minute walk of commercial zoned parcels, businesses, commercial property owners, & SE Shoreline Subarea Plan interested parties.	April 2012	<ul style="list-style-type: none"> Include summary of draft amendments. Describe purpose of the proposed amendments. Describe why they are receiving this information. Announce Open House. Include schedule of outreach/PC/CC meetings, hearings, etc.
Public Open House	May 2012	<ul style="list-style-type: none"> Present rationale and proposed amendments. Receive written and online feedback. Ask Planning Commission to attend. Describe next steps.
SEPA and Public Hearing Notice	May 2012	
SEPA Determination	May 2012	
Planning Commission Study Sessions (2)	June 2012	
Planning Commission Public Hearing (1)	July 2012	
City Council Study Meetings (2)	August – September 2012	
City Council Adoption (1)	October 2012	

Attachment B

Community Design Policies

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

CD2: Ensure that development proposals are consistent with adopted design standards so that new projects contribute to the community and complement adjacent development.

CD3: Provide incentives to encourage development that is visually stimulating and thoughtful, and that convey quality architecture, workmanship and durability in building materials.

CD4: Ensure that development relates, connects, and continues design quality and site functions from site to site in multifamily, public facilities and commercial areas.

CD5: Encourage new development that surrounds or is located adjacent to public spaces that will enrich the public space and encourage people to use them, by enhanced architectural elements and building materials (e.g., full length windows with displays or activity inside to provide interest, street furniture, etc.).

CD6: Encourage development to provide public amenities, such as public and pedestrian access, pedestrian-oriented building design, mid-block connections, public spaces, activities, openness, sunlight, and view preservation.

CD9: Buffer the visual impact of commercial, office, industrial and institutional development on residential areas by requiring appropriate building and site design, landscaping, and shielded lighting to be used.

CD10: Encourage architectural elements that provide rain cover and solar access to pedestrian areas.

CD11: Ensure clear and ample walkways for pedestrians to connect public sidewalks and parking areas to building entrances, and to connect within and between developments.

CD12: When making improvements to the public right-of-way ensure that site access and adequate parking remains on affected properties.

CD13: Encourage signage to be unique and complimentary in scale to the building architecture.

CD14: Ensure that signs provide information and make a positive visual contribution to the character of the community in which the sign is located.

CD27: Provide public spaces of various sizes and types throughout the community.

CD28: Ensure that public spaces are designed to provide public amenities and facilities such as seating, landscaping, kiosks, connections to surrounding uses and activities, lighting, appropriate noise levels and a sense of security.

CD31: Provide appropriate protection from inclement weather in major public.

CD36: Where appropriate, provide sidewalks, walkways, and trails with lighting, seating, landscaping, street trees, public art, bike racks, railings, newspaper boxes, trash receptacles, etc. These improvements should be compatible with safe pedestrian circulation.

CD38: Develop a program to implement “Green Street” improvements that prioritizes connections to schools, parks, neighborhood centers and other key destinations.