

AGENDA

PLANNING COMMISSION REGULAR MEETING (v.2)



Thursday, June 7, 2012

7:00 p.m.

Shoreline City Hall
Council Chamber
17500 Midvale Ave N.

| | <u>Estimated Time</u> |
|--------------------------|-----------------------|
| 1. CALL TO ORDER | 7:00 p.m. |
| 2. ROLL CALL | 7:01 p.m. |
| 3. APPROVAL OF AGENDA | 7:02 p.m. |
| 4. DIRECTOR'S COMMENTS | 7:03 p.m. |
| 5. APPROVAL OF MINUTES | 7:08 p.m. |
| A. May 3 Regular Meeting | |

Public Comment and Testimony at Planning Commission

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

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| 6. GENERAL PUBLIC COMMENT | 7:10 p.m. |
| 7. STUDY ITEMS | 7:15 p.m. |
| A. Comprehensive Plan Major Update – Land Use Element and Map | |
| • Staff Presentation | |
| • Public Comment | |
| 8. DIRECTOR'S REPORT | 8:55 p.m. |
| 9. NEW BUSINESS | 9:00 p.m. |
| A. Prepare for Upcoming Joint-Meeting with City Council | |
| 10. REPORTS OF COMMITTEES & COMMISSIONERS/ANNOUNCEMENTS | 9:20 p.m. |
| 11. AGENDA FOR June 21 | 9:25 p.m. |
| 12. ADJOURNMENT | 9:30 p.m. |

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

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CITY OF SHORELINE

SHORELINE PLANNING COMMISSION MINUTES OF REGULAR MEETING

May 3, 2012
7:00 P.M.

Shoreline City Hall
Council Chamber

Commissioners Present

Chair Moss
Vice Chair Esselman
Commissioner Craft
Commissioner Maul
Commissioner Montero
Commissioner Wagner

Staff Present

Rachael Markle, Director, Planning & Community Development
Steve Szafran, Associate Planner
Miranda Redinger, Associate Planner
Juniper Nammi, Associate Planner
Brian Landau, Surface Water Manager
Jessica Simulcik Smith, Planning Commission Clerk

Commissioners Absent

Commissioner Scully

Others Present

CALL TO ORDER

Chair Moss called the regular meeting of the Shoreline Planning Commission to order at 7:00 p.m.

ROLL CALL

Upon roll call by the Commission Clerk the following Commissioners were present: Chair Moss, Vice Chair Esselman, and Commissioners Craft, Maul, Montero and Wagner. Commissioner Scully was absent.

APPROVAL OF AGENDA

The agenda was approved as presented.

DIRECTOR'S COMMENTS

Ms. Markle announced that the City is in the process of hiring a new police chief. An open house will be held on May 8th at 5:30 p.m. for members of the community to meet the candidates.

APPROVAL OF MINUTES

The minutes of the April 5, 2012 regular meeting were approved as amended.

GENERAL PUBLIC COMMENT

Laethan Wene, Shoreline, said he would like the City to provide more wheelchair access.

PUBLIC HEARING ON DEVELOPMENT CODE AMENDMENT RELATED TO FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOODPLAIN MANAGEMENT ORDINANCE

Chair Moss reviewed the rules and procedures for the public hearing and then opened the public hearing.

Staff Presentation

Ms. Nammi reminded the Commission that on April 5th, staff presented proposed amendments to Title 20 of the Shoreline Municipal Code (SMC) that are required in conjunction with the proposed Floodplain Management Ordinance (FMO) that would replace the current SMC 16.12 regarding flood damage prevention. She briefly reviewed the changes to SMC 20 as follows:

- **Definitions.** Fourteen definitions that are obsolete or duplicate would either be deleted or moved to the new FMO. One definition having to do with flood hazard areas would be modified.
- **Administrative Changes.** Miscellaneous administrative/procedure development regulations contained in SMC 20.30 would be modified to officially create a Floodplain Development Permit and Floodplain Variance. References would also be added related to subdivisions and code violations. In addition, the outdated standards that were under the Flood Hazard Section of the Critical Areas Ordinance (CAO) would be removed and new language would be inserted to indicate that flood hazard areas are considered critical areas, but look to the new FMO for the standards that would apply.

Ms. Nammi advised that maps showing the currently mapped flood hazard areas in Shoreline were provide for information purposes. The maps include the Puget Sound shoreline, Boeing Creek and the North Branch of Thornton Creek. She explained that the regulations would apply to any areas in Shoreline that are mapped and added to the FEMA Flood Insurance Rate Maps (FIRM) in the future. She further explained that the Shoreline Master Program (SMP) applies to the Puget Sound shoreline, and the Critical Areas Ordinance (CAO) applies to streams, wetlands, steep slopes, fish and wildlife habitat areas, etc. There is quite a bit of overlap between the three (SMP, FMO and CAO) sections of regulations. While not the focus of the public hearing, Ms. Nammi provided two examples to illustrate how the existing CAO and SMP and the new FMO regulations would be applied:

- The “partial exemption” provision in the CAO would allow a bulkhead to be replaced along the Puget Sound Shoreline and a retaining wall with stairs to be constructed. The SMP would also allow the bulkhead to be replaced, but a Exemption Application would be required to demonstrate the

proposal meets the standards of the SMP. Stairs with a maximum footprint of 200 square feet would be allowed closer than the 20-foot setback on 27th Avenue Northwest. The proposed FMO would require a Floodplain Development Permit. This review was previously done as part of the building permit. The project is small enough that it would not be considered a substantial improvement or a structure under the proposed FMO. Therefore, it would be subject to general standards, but not the structure protection standards. Habitat protection standards would apply because there is critical habitat identified along the Shoreline. A hydraulic project approval would also be required from the State.

- If a substantial improvement in a flood hazard area creates new footprint area, it would have to follow the CAO; and in most cases, the existing houses are closer than the current regulations would allow. These existing non-conforming structures could be rebuilt or horizontally added onto, but they could not get any closer to the critical area. The FMO would require a Floodplain Development Permit. The project would have to be evaluated under all the sections of the FMO, including structure and habitat protection. An existing non-conforming structure could be reconstructed, but it would have to be brought into compliance with the structure protection standards. The location can stay the same.

Questions by the Commission

Commissioner Wagner noted that the desk packet contains a comment letter from the Paramount Park Neighborhood Group, which the City received today. Ms. Simulcik Smith agreed to enter the comment letter into the record as an additional exhibit. The Commission agreed it would also be appropriate to take a short break at some point in the meeting to review the letter.

Commissioner Wagner asked staff to respond to the letter the Commission received from Molly Lawrence of the law firm, Gordon Derr LLP, which suggests that FEMA, the National Oceanic and Atmospheric Administration (NOAA), and the National Marine Fisheries Service are overstepping their authority. Mr. Landau said he cannot speak to the legal arguments contained in the letter, but he is knowledgeable about the floodplain regulations and what the City is required to do. He expressed his belief that the proposed FMO is in compliance with what has been strongly recommended by FEMA and the National Marine Fisheries Service, as well as the regulations relevant to Shoreline's standing as a participating community in the National Flood Insurance Program. If the City does not stay updated with FEMA's floodplain regulations, they would not be eligible for any FEMA hazard funding.

Commissioner Wagner summarized that the letter cautions the City against overstepping their bounds in regard to the proposed FMO, and staff has affirmed that nothing the City is proposing would be contrary to the position stated in the letter. Ms. Nammi agreed with Commissioner Wagner's summary. She said the law firm was notified of the proposed amendment, and Ms. Lawrence did not respond with any specific comments and concerns regarding the proposed ordinance.

Vice Chair Esselman asked if the FMO would apply to Boeing Creek. Ms. Nammi clarified that the regulations would apply citywide. The City will look to the FEMA FIRMS to see where the FMO would actually apply. The maps include the Puget Sound Shoreline, Boeing Creek, and the North Branch of Thornton Creek. The data and boundaries related to the Puget Sound Shoreline were recently updated.

The map for the North Branch of Thornton Creek is newly proposed and the map for Boeing Creek has not been updated. She noted that FEMA has not officially accepted the maps for either Boeing Creek or the North Branch of Thornton Creek, however they will be the effective maps in the interim because they are the most current available data.

Vice Chair Esselman asked if Boeing Creek would still be considered part of the floodplain in light of all the improvements that have been made in recent years. Mr. Landau answered affirmatively. He said the City is currently working on a stormwater basin plan for Boeing Creek, which will also update the approximate floodplain within the creek basin. He said he will work with FEMA to determine how this new information could be used to improve the level of accuracy of the existing FEMA map. Vice Chair Esselman asked how the homeowners along Boeing Creek would be impacted in the meantime. Ms. Nammi said, in most cases, the structures are well outside of the mapped flood area. If there is some question about where that elevation actually falls, property owners can go through a process called a Letter of Map Amendment (LOMA) to document that their house is not actually in the flood plain. At least two property owners along Boeing Creek have already completed this documentation. However, a Floodplain Development Permit would still be required in order for the City to confirm that the proposal is not in the floodplain. In most places along Boeing Creek, the slope and stream buffers have a much greater level of protection than the regulatory floodplain.

Commissioner Wagner said it appears that the City is responsible for submitting information to FEMA to allow them to update their maps. She asked if other parties would also be allowed to submit information. If so, is there a formal process for this to occur? Mr. Landau answered that it is a City-driven process. He explained that the City could sponsor a study to delineate a floodplain, and then the study would be submitted to FEMA to update the current maps. The City could also develop a floodplain and create regulations that are stricter than those of FEMA.

Commissioner Craft pointed out that only about eight structures along Boeing Creek would be impacted by the proposed FMO. Although the current maps are not detailed enough, it is fairly clear that the structures are not within the floodplain. He suggested it may be too onerous to require property owners who want to remodel their homes to obtain a permit and meet all of the requirements of the new regulation until the maps have been updated. Ms. Nammi said that development on any parcel that is in a regulatory floodplain requires a Floodplain Development Permit to verify that the project is not subject to the floodplain regulations. When it is fairly clear that a project is outside of the regulatory floodplain, the application would be very basic. Again, she pointed out that this is a FEMA requirement.

Mr. Landau said that within the next few years, the City will develop an approximate floodplain elevation for Boeing Creek. This might not meet FEMA's standard as a floodplain elevation, but it would verify the location of the floodplain. He said the current floodplain maps for Boeing Creek are erroneous because they were hand drawn in the 80s and 90s using 20-foot contour interval maps. New technology will allow for a more detailed map.

Commissioner Craft said he would prefer that the maps be updated prior to final approval of the FMO. Ms. Nammi pointed out that updated maps would not change the permit requirement. Because most of the properties abut the stream, some portion of the property would fall within the regulatory floodplain. Commissioner Craft agreed but noted that most of the structures would not fall within the floodplain.

Ms. Nammi said the City has made a commitment to FEMA to adopt the FMO by the end of June. While they could request an extension of the deadline, staff anticipates the floodplain elevations for Boeing Creek would be updated in the near future and the current regulations are the same in this respect.

Vice Chair Esselman asked if the current maps would be approved as part of the FMO. Ms. Nammi clarified that the maps were provided for information only, and would not be adopted as part of the FMO. The maps provide the best available information for the mapped flood areas, so FEMA considers them to be “current effective maps.”

Ms. Nammi reminded the Commission that the draft FMO (SMC 13.12) starting on Page 31 of the Staff Report was included for the Commission’s information only. It will replace the information coming out of the CAO, but it is not final. This document will be finished and taken to the City Council for final approval in June. Chair Moss pointed out that SMC 13.12.100(C)(7) should be modified by adding the word “to” before “assume.” Ms. Nammi agreed to make this change.

Chair Moss asked staff to explain what is meant by the term “other local regulatory purposes” as used in SMC 13.12.300(D)(3)(c). Mr. Landau said it would be a stretch to say that any stream in the City has a channel migration area because they tend to be on much larger rivers. This language was part of the FEMA model ordinance, but it would not really be applicable to Shoreline. Thornton Creek is confined to its current location and is not likely to migrate out of its current channel.

Chair Moss referred to SMC 13.12.300(E)(6) and (E)(7) and noted that, typically, when the City references non-city documents, they also include language to make it clear that future amendments to the documents would also be applicable. Ms. Nammi agreed to research this issue for Council.

Chair Moss asked if the City has a definition for “critical facilities,” as used in SMC 13.12.400(D). Ms. Nammi said that this term is defined in SMC 13.12.105(H). Chair Moss also asked if the term “500-year flood” is defined. Ms. Nammi said SMC 12.12.105(RR) defines the various types of special flood hazard areas. She specifically noted that Items B, C, and X reference types of 500-year flood areas. She noted that the City has a Type X flood hazard area along Boeing Creek, and another 500-year-flood area is mapped along the southern part of 27th Avenue Northwest. Mr. Landau added that some are located along Thornton Creek, as well. He explained that the new FEMA mapping guidelines require the City to delineate a 500-year-flood plan, specifically for the “critical facility” part of the code. However, it would not affect flood insurance for homeowners.

Public Testimony

Janet Way, Shoreline, said she was speaking on behalf of Paramount Park Neighborhood Group, which is a long-standing group advocating for the benefits of their neighborhood, particularly Little’s Creek and the Paramount Park Neighborhood. Ms. Way referred to a letter she wrote to the City to express her interest in making sure that Little’s Creek is recognized in the FEMA floodplain mapping. She asked if it would be possible for the City to contract a study for Little’s Creek where there have been numerous flooding incidents over the years. She referred to a packet of information she gave to the Sound Transit Board when she testified to them regarding the light rail station that will likely end up in the

neighborhood. She asked that this information be entered into the City's record. *(She agreed to submit copies of her exhibits to staff at a later time.)*

Ms. Way specifically provided a photograph taken from Paramount Park, which shows Little's Creek overtopping the culvert. She explained that the 148th path is widely used by commuters who walk and ride their bikes to the bus stations near the freeway. She said there have been numerous other situations of flooding in the neighborhood, as well. She noted that a City Councilmember's backyard near Little's Creek was completely flooded in 2007. She summarized that she would like the FMO to be amended at some point to address Little's Creek. While she recognized it could probably not be added before the FMO is adopted, she would like the City to at least identify a process for adding it at some point in the future. It's a very important basin, and it has the best reach of creek in the entire City.

Ms. Way asked that the City's 2004 Thornton Creek and Westlake Watershed Basin Characterization Report be added to the FMO by reference. She noted that this report includes maps of the entire Thornton Creek Watershed, and it also provides a map that refers to the geology of the area. She explained that the brown streak on the map near Paramount Park identifies a liquefaction zone. There is also a steep slope along the basin where landslides have occurred over the years. These slopes should also be identified in the FMO.

Ms. Way said the draft FMO does not include any mention of trees. She suggested that SMC 13.12.400(B)(2)(a) be amended by adding, "and preserve and retain existing trees wherever possible, especially conifers." She stated that the reason they have flooding downstream is because there is a lot of impervious surface. She noted that more conifers equals less flooding.

Commissioner Wagner questioned if it is possible for the Commission to accept and incorporate an entire report by reference that they have not been able to peruse and contemplate. Mr. Szafran said the characterization report is a current City document. Ms. Nammi emphasized that the City Council will review and take action on the proposed FMO, and the Commission is not being asked to provide a recommendation regarding the document. Ms. Way's request to add additional language related to tree preservation could be presented to the City Council for consideration. Ms. Nammi also clarified that while the State Environmental Protection Act (SEPA) Checklist (Item B.1.d) indicates that there are no steep slopes in the Thornton Creek Basin, she meant to refer to the North Branch of Thornton Creek, since that is the one that has flood mapping. Regardless, the information simply illustrates the need for the updated standards and that the regulations would have a net benefit for the environment, in her professional opinion.

Commissioner Wagner said she does not believe it is appropriate for the Commission to incorporate an entire document or digital photographs that have not been reviewed by the Commission as part of the hearing. However, it would be acceptable to acknowledge that the report is a City document that staff has contemplated and has sufficient knowledge of. Chair Moss suggested, because the photographs are not City-generated documents, it would be more appropriate to accept the hard copies provided by Ms. Way than a digital copy that is provided to staff at a later time. The photographs were entered into the record as Exhibit #8.

Mr. Landau noted that the future studies and map updates requested by Ms. Way would have to be discussed by the City Council and identified as future work items. Commissioner Moss said that rather than adding language about future studies, the Commission could forward a recommendation to the City Council that additional mapping or studies should be done in the future as a separate process. Ms. Nammi agreed that updating flood data is a separate process per the City Council's direction.

Robert Allen, Shoreline, pointed out that the proposed documents talk about the Boeing Creek Basin rather than just specifically Boeing Creek. He reminded the Commission that there are other creeks (Storm and Blue Heron) in the Boeing Creek Basin where there is severe erosion that threatens not only habitat, but also the foundation of private residences. Floodwaters come through these locations, spreading out over a larger floodplain or going down a channel that eats away the bank, causing it to slough into the stream and wash out into Puget Sound. He noted that aerial photographs show a huge plume of dirt, slime and mud, as well as a huge interruption in the kelp bed. Rather than confining the ordinance to only Boeing Creek where the houses sit 50 feet back, they should also address Storm Creek where soils are actually sloughing away from the foundations of the houses. He asked that the City correct this omission before the ordinance is adopted because Storm and Heron Creeks are threatening both habitat and private property. If the Commission sends a recommendation to the City Council based on missing data, the lines for controversy will be opened. He agreed with Ms. Way that there should be a process for addressing community concerns before the proposed Development Code amendments and the draft FMO are presented to the City Council for review and approval. He summarized that property owners are very concerned about their homes and the nearby habitat.

Mr. Landau explained that Storm Creek is not part of the Boeing Creek Basin. It is a separate basin that drains to Puget Sound, and it does not have a FEMA regulatory floodplain map. The proposed changes to the Development Code and the new FMO would not apply to any of the properties above or along that creek. There other regulations (i.e. steep slopes, stream habitat, etc.) to protect the environment of streams such as Blue Heron and Storm Creeks. The proposed code language specifically speaks to FEMA regulatory floodplains that have been mapped and have specific studies to indicate potential flood risk to life and structures that are in areas that become inundated by flood waters. Ms. Nammi explained that passing an update to the FMO would not close or otherwise end the process that studies and updates the FEMA maps. This is an entirely separate process. She emphasized that the FMO is a citywide ordinance that would apply to any new flood areas that are identified as the data is updated.

Richard Kink, Shoreline, said he was present to speak on behalf of the Richmond Beach Preservation Association. He said he understands that the public hearing is specifically about consolidating code language. However, he was present to express concern about the FEMA FIRMs. He noted that because the maps were not available until April 20th, the association did not have a lot of time to research and prepare a response. He said he recently spoke with a Department of Ecology (DOE) representative who stated that any previous LOMAs to exclude a property from a floodplain is no longer applicable under the new maps. He said he also obtained an enlarged map of 27th Avenue Northwest from King County, which shows a velocity elevation of 22 feet for the shoreline along 27th Avenue Northwest, which means that a velocity driven wave would be twice as high as the normal difference between low tide and an extreme high tide.

Mr. Kink said the Association has some serious concerns about the maps, which are tentative and still have to be approved. He noted there are eight homes that would be seriously affected as far as future remodeling, rebuilding, etc. He said some of the properties have been developed since almost the turn of the century, and there has been no inundation, even when the Columbus Day Storm of 1999 occurred. He said the association has questions about inundation versus soil saturation as it relates to flooding issues, and he looks forward to working with the City to address these issues in the future.

Staff displayed a map contained in the Thornton Creek Basis Characterization Report on the screen so the Commission could review the information that was referenced earlier by Ms. Way. The map was entered into the record as Exhibit #9. Ms. Nammi used the map to explain that the new floodplain map for the North Branch of Thornton Creek starts at Ronald Bog and extends to where the stream goes under Interstate 5. She said there is currently no flood study for Little's Creek or Hamblin Creek, which is mostly piped. She also identified the steep slope area that Ms. Way referred to. Mr. Landau added that these separate, small basins drain directly into Puget Sound. Therefore, they are addressed in the Puget Sound Drainage Characterization Report rather than the Boeing Creek Basin Characterization Report. He used a map to identify the location of both of the creeks for the Commission's information.

The Commission took some time to review the letter they received from the Paramount Park Neighborhood Group.

Ms. Nammi emphasized that the two proposed floodplain maps (Coastal and the North Branch of Thornton Creek) have not yet been officially accepted by FEMA. However, they are considered the current effective maps because they are the most accurate and up-to-date information the City has for those areas. FEMA will set forth a process for technical comment on the maps. However, there is potential for substantial delay because FEMA must address a question about levies before they will adopt any new floodplain maps in King County.

Final Questions and Deliberations

Commissioner Maul asked if the City produces the floodplain maps and submits them to FEMA for approval. Ms. Nammi said that because the coastal map is multi-jurisdictional, the study was commissioned by King County. The maps currently before the Commission were produced by staff to simplify and illustrate the available data from the official FIRMs. The official maps are available for Commission review, as well. Commissioner Maul asked how the concerns raised by citizens could be addressed. Mr. Landau explained that the City conducted the North Branch of Thornton Creek Study and submitted a proposed new map to FEMA. The Coastal Flood Study was managed by King County, and they also submitted a proposed new map to FEMA to update the FIRM. Once the draft maps have been released by FEMA, public comment would be solicited regarding the proposed maps.

Commissioner Wagner noted that the City does not have jurisdiction to address the technical issues raised by Mr. Kink about waves. These issues would be addressed by FEMA. Mr. Landau said the City could help facilitate discussions with FEMA regarding this issue, but the official public comment regarding the maps would take place during a FEMA process.

Commissioner Wagner asked staff to respond to Mr. Kink's comment that previous LOMAs would no longer be valid. Ms. Nammi explained that existing LOMAs for the coastal area would have been based explicitly on what the previous elevation was. These LOMAs would likely have to be reevaluated in light of the new flood elevation data. She said the City has LOMAs for properties on Boeing Creek, and her expectation is that these would be taken into consideration when that flood area is updated. In all likelihood, the more accurate flood information would negate the need for the LOMAs. Commissioner Wagner asked if there is some expectation that LOMAs that were reviewed and accepted by FEMA would remain valid in perpetuity.

COMMISSIONER WAGNER MOVED THAT THE COMMISSION RECOMMEND THAT THE CITY COUNCIL ADOPT THE CHANGES IN SHORELINE MUNICIPAL CODE (SMC) CHAPTER 20 (ATTACHMENT A) AS DRAFTED BY STAFF. VICE CHAIR ESSELMAN SECONDED THE MOTION.

Commissioner Wagner said staff has done a great job of explaining the proposed amendments. There has been a lot of confusion, and she appreciates the discourse on the various complexities that are involved. Staff has clarified that the proposed amendments are a limited aspect of the entire FMO. Staff also addressed the comments related to SEPA, which were contained in a letter from Ms. Way. Consistent with the Commission's previous discussion about the SEPA Checklist, staff did a good job of addressing Ms. Way's concern by explaining that the FMO would apply citywide, including any new flood areas that are identified when data is updated. Therefore, there would be no negative consequence from not including the additional information recommended by Ms. Way.

Commissioner Wagner recalled that, historically, a transmittal letter drafted by staff is attached to the Commission's recommendation to the City Council. She proposed that the transmittal letter also indicate that the Commission received a lot public comment and concern about flooding on other creeks that are not specifically currently mapped as FEMA floodplains and have not been explicitly studied. It is important to make the City Council aware that this is a concern the Commission contemplated as part of their discussion, but it is outside of their purview.

Vote to Recommend Approval or Denial or Modification

THE MOTION CARRIED UNANIMOUSLY.

Ms. Nammi said staff took note of the Commission's suggested changes to the proposed FMO, and would forward them to the City Council for consideration. However, the Commission is not being asked to make a recommendation regarding the FMO.

Closure of Public Hearing

Chair Moss closed the public hearing.

STUDY SESSION ON COMPREHENSIVE PLAN MAJOR UPDATE – ECONOMIC DEVELOPMENT

Staff Presentation and Commission Discussion

Mr. Szafran said the Economic Development Element addresses the following goals:

- Council Goal 1 – Strengthen Shoreline’s economic base.
- Council Goal 2 – Improve Economic Development Opportunities in Shoreline.
- Vision 2029 Framework Goal 6 – Make decisions that value Shoreline’s social, economic and cultural diversity.
- Vision 2029 Framework Goal 15 – Create a business friendly environment that supports small and local businesses, attracts businesses to serve the community and expand our jobs and tax base, and encourages innovation and creative partnerships.
- Vision 2029 Framework Goal 16 – Encourage local neighborhood retail and services distributed throughout the City.

Ms. Redinger credited Jonathan Morrison Winters, a University of Washington Graduate Student in the Planning and Real Estate Program, for updating the supporting analysis for the Economic Development and Housing Elements. She said the Commissioners would have an opportunity to meet Mr. Winters at their May 17th meeting. She referred to the draft Economic Development Element and noted that some updating still needs to be done.

Chair Moss said the Staff Report asks the Commission to provide direction about how to best incorporate the goals and policies contained in the Economic Development Strategy into the revised goals and policies of the Comprehensive Plan. She asked for clarification about what is meant by “wholesale replacement.” Ms. Redinger reminded the Commission that the Parks and Transportation elements were completely removed from the Comprehensive Plan and replaced with the goals and policies contained in the recently adopted Parks and Transportation Master Plans. This type of wholesale replacement is also an option for the Economic Development Element. The element could be eliminated entirely and replaced with the goals and policies contained in the Economic Development Strategy. The other approach is to integrate the goals and policies contained in the Economic Development Strategy into the Economic Development Element of the Comprehensive Plan so it is more comprehensive. The Commission agreed to review the document page-by-page as follows:

- Commissioner Craft referred to the last bulleted item in **Goal ED I**, and questioned the use of the word “concentrating.” The goal is to enhance the economic vitality of the City as whole, and concentrating on one or several specific areas without further clarification as to how this would affect the greater good seems to be exclusionary. He suggested that a better word would be “maximizing.”
- Vice Chair Esselman suggested that “including professional services” should be deleted from the first bulleted item in **Goal ED I**. She also suggested the second bulleted item should be changed to read, “Encourage businesses that provide goods and services . . .”

- Commissioner Craft suggested that **Goal ED II** should be amended by replacing the word “job” with “employment.”
- Commissioner Craft requested clarification of the third bulleted item in **Policy ED1**. Ms. Redinger explained that this refers to an incubator program created by Mark McVeety, who is affiliated with Shoreline Community College. Commissioner Craft suggested the language should be changed to make this clear. He also referred to the fourth bulleted item in **Policy ED1**. He said he understands the need to enhance housing density and population growth around high capacity transit centers, but it should not be done to the detriment of enhancing opportunities in other areas that are not served by bus rapid transit or light rail.
- Commissioner Craft said that while **Policy ED3** is an outstanding goal, it should not be exclusionary. There are other areas in the community that may not be served by bus rapid transit where commercial and mixed-use activity could be enhanced. These areas should not be excluded. Commissioner Maul agreed with Commissioner Craft’s concern that **Policy ED3** is too exclusionary. He also commented that the term “locating multi-story residential” is vague. He suggested that “increased allowable building height” would be more specific and appropriate language.
- Commissioner Montero referenced **Policy ED6** and said that while he recognizes the importance of the program provided by Shoreline Community College, the City could also work with other technical colleges in Shoreline. Chair Moss suggested it would be appropriate to expand the language to include technical colleges in nearby jurisdictions. Vice Chair Esselman agreed that this policy is too narrow, and the City should reach out to other colleges and universities in the region to create opportunities in Shoreline. The Commission agreed to change this policy to read, “Coordinate with area educational institutions. . .”
- Chair Moss commented that the fourth bulleted item in **Policy ED1** appears to be redundant with **Policy ED3**. Ms. Redinger said the City Council has indicated a priority to focus on self-sustaining economic strategies. As the City Council fleshes out this goal further, additional wording could be provided. However, she agreed the language may be redundant. Perhaps the two policies could be combined based on further City Council direction.
- Commissioner Montero suggested that additional language be added at the end of **Policy ED3** to encourage non-motorized transportation within high-density residential and mixed-use developments. Commissioner Wagner said she does not believe it is completely appropriate to build language related to non-motorized transportation into the existing language for **Policy ED3**. She suggested it be placed as a separate bullet under “Quality of Life” (**Policy ED2**) because there are so many commercial mixed-use zoned properties along the Interurban Trail. She expressed her belief that when considering changes to the mixed-use zone, the City lost an opportunity to incentivize building towards the trail. It is important to explicitly state the importance of interconnections between the trail and businesses. Chair Moss agreed that this connection is certainly part of the City’s long-term vision for walkability and moving from cars.

- Commissioner Montero referred to **Policy ED16** and suggested that the word “available” should be inserted before “commercial sites.” Ms. Redinger said the second half of the sentence implies “available.”
- Commissioner Craft suggested that **Policies ED7 and ED9** could be combined to read, “Expand the City’s job base and attract living wages to the community.” He further suggested that a separate goal could be created to read, “Diversify the economic and retail base to allow citizens to work and shop in the community.”
- Commissioner Craft said he would like to include “mixed use” in **Policies ED12 and ED16**. He reminded the Commission of the City’s goal to encourage the live/work environment.
- Commissioner Wagner expressed concern that **Policy ED11** focuses only on the Aurora Corridor and excludes other important neighborhood business districts. She suggested that the language be changed to read, “Create a dynamic Aurora Corridor Neighborhood.” This would make it clear that the intent is for the Aurora Corridor to be vibrant and fun, but it is not the only economic core in Shoreline.
- Chair Moss asked why **Policy ED17** was deleted. Ms. Redinger said some policies were deleted because they were not substantive or actionable.
- Chair Moss referenced **Policy ED14** and pointed out that parking impacts come up frequently. She noted that the definition for “compatible” can be different for each person. She said she supports the policy to encourage and support home-based businesses in the City, but the additional language could expand the potential for more contention. She suggested the policy language should end after “City.” Issues related to signage, parking, storage, etc, could be addressed as part of a future Development Code review. Ms. Redinger announced that students from the University of Washington are working on a Right Sized Parking Study, which includes a very detailed inventory of parking in local jurisdictions. So far, the study is finding that there is excess parking capacity in Shoreline. The students hope that cities will use the information provided in the study to create policy recommendations related to parking. While she understands Chair Moss’ concern, Vice Chair Esselman suggested that the latter portion of the policy language should be retained to acknowledge that there is some sensitivity about how businesses can exist within neighborhoods. The Commission agreed to leave the language in **Policy ED14** as is for public hearing purposes.
- Commissioner Montero suggested that **Policy ED27** should be amended to read, “Provide an expeditious and customer service oriented. . .” Commissioner Craft suggested that the policy should be further amended to include high-density mixed-use development. Commissioner Maul said he does not believe it is necessary to specify the types of permits that should be expeditious. That should be the City’s goal for all permit applications. Commissioner Wagner reminded the Commission that one of the City Council’s goals is to improve the Development Code so it is predictable to enable the City to draw developers. She suggested that customer service is not as important to developers as predictability and expediency. It was noted that customer service begets

expeditiousness and predictability. The Commission agreed to leave in the language that specifies permit processes.

- Vice Chair Esselman recalled that **Policy ED6** talks about educational institutions as it relates to job creation. She suggested that **Policy ED21** should also list educational institutions as entities the City would work with to stimulate business retention and implement interlocal and regional strategies.
- Commissioner Maul referred to **Policy ED29** and noted that market research is just one criterion the City could use to guide economic development strategies and assist businesses. Chair Moss asked if changing “conduct” to “use” is based on the thought of building on existing market research versus starting and conducting market research. The word “conduct” implies a financial responsibility. Ms. Redinger suggested that the language could be changed to be “Conduct and/or use market research. . .”
- Commissioner Montero said **Policy ED35** is confusing. Ms. Redinger said the intent was to discuss opportunities for shared parking. The Commission agreed to change the word “planned” to “plan.” Chair Moss expressed concern that the word “consider” is not a very active word. The Commission agreed to change “consider working with” to “work with.”
- Commissioner Craft asked if the note provided for **Policy EDxx**, applies to all the items on the list or just to “property valuation based on current use.” Ms. Redinger said it only applies to property valuation, which is an assessor’s function. Chair Moss asked if the entire list would be removed from the Economic Development Element. Ms. Redinger said that, generally, bulleted lists have been removed from the Comprehensive Plan because they were overly regulatory. Staff is proposing that the entire list be removed, and the policy language would end after “strategies.”
- Commissioner Maul referred to **Policy ED37** and suggested it is important to consider the needs of both planned and unplanned future development. He recommended that the word “planned” should be removed. Commissioner Wagner pointed out that the concurrency regulations require the City to provide infrastructure to meet the needs of future development. She suggested that **Policy ED37** should be deleted because it is superseded by the concurrency regulations. The Commission agreed to delete this policy entirely.
- Commissioner Montero recommended that the word “and” should be inserted after “key” in **Policy EDxx**.

The Commission reviewed the City Council’s Economic Development Element Goals and Policies (Attachment C) as follows to make sure the proposed Comprehensive Plan language captures each one:

- Chair Moss referred to the introduction language and suggested that a new policy be added to the proposed Comprehensive Plan language to address the concept of “place making.” Commissioner Wagner agreed that place making is important and has been discussed a lot. Chair Moss noted that speaker series presenters addressed the concept, which is becoming a much more prevalent term and thought in the planning process.

- Chair Moss suggested that if the introductory section is going to reference Fred Kent, the language should acknowledge who he is. Mr. Szafran noted that the quote contained in the introduction is also identified in the Economic Development Strategy. The Commission agreed that the language should either reference where the quote came from or make the statement more generic.

Chair Moss referred the Commission to the Economic Development Element Supporting Analysis (Attachment E). Commissioner Wagner questioned if it is appropriate for the Commission to propose changes to the supporting analysis or if it was provided for the Commission's information only. She specifically asked if the supporting analysis would be presented to the Commission as part of the public hearing packet. Ms. Redinger agreed to seek feedback from the City Attorney about whether they can hold the public hearing on just the policy piece and leave the background piece as supporting analysis. She suggested that "wordsmithing" the document is not nearly as important as commenting on the policy language. She also invited the Commissioners to identify additional information they would like the staff to provide.

Chair Moss said she has read that the supporting analysis must be included in the Comprehensive Plan versus just referenced. Additional clarification from the City Attorney would be helpful. She also agreed with Ms. Redinger that the Commission should focus their comments on clarifying policy issues. Wordsmithing comments could be forwarded separately to staff.

Commissioner Maul observed that a lot of the economic and job information contained in the supporting analysis only goes through 2001 or 2003. He asked if new information would be provided. Ms. Redinger answered that the latest draft includes data for 2010. She noted that additional formatting work is necessary, as well.

Vice Chair Esselman commented that the City's plans for high-density and transit-oriented development suggest that growth would be greater than the target numbers identified in **Table ED-3**. Ms. Szafran added that the Puget Sound Regional Council's (PSRC) 2012 forecasts will be available in the summer, and he anticipates the numbers will increase drastically. The numbers in **Table ED-3** will be updated accordingly. Ms. Redinger reminded the Commission that the City is not necessarily planning just for the target. They are planning for the other benefits of density such as robust transit systems, economic development, etc.

Chair Moss said that given that much of the data needs to be updated, she is not sure what more the Commission can offer at this stage. She encouraged the Commissioners to review the document and forward their comments and requests for additional information and clarification to staff. Commissioner Craft asked the staff to be prepared to talk about or at least make reference to what the population growth targets may be down the road based on current analysis. He commented that this information will dictate the Commission's discussion. The better they understand the data, the better their deliberation process will be. Chair Moss said she would prefer a more complete version the next time the supporting analysis is forwarded to the Commissioners. She encouraged staff to provide this information as soon as it is available. Ms. Redinger suggested that the Commission could revisit the Economic Development Element in June when the PSRC's revised population projections are available and the supporting analysis is more complete. The Commission agreed that would be appropriate.

Chair Moss referred to staff's comment that the Department of Ecology (DOE) suggested revisions to the Shoreline Master Program since the Commission's recommendation to the City Council. Ms Redinger said the City Attorney recommended that Council hold its own public hearing to take testimony on the changes; the hearing is scheduled for May 14th. She explained that the DOE updated how they calculate buffer areas for wetlands. Now, in addition to the type system, the DOE wants cities to give a score based on habitat function. The combined typing and scoring is what determines the buffers. The new information would not change anything other than the analysis contained in a qualified professional report, which would be needed anyway.

Commissioner Maul asked if the Right Size Parking Study is available on line. Ms. Redinger answered that a website would be created in the fall to provide this information.

Public Comment

Janet Way, Shoreline, said she is particularly interested in the concept of "place making." In order to encourage place making, she suggested the Commission add language to the Economic Development Element about promoting green businesses and green building. She referred to the Solar Fest event, which promotes vibrancy and excitement. Many local, home-based businesses and artists are involved in the event. She noted that the City has been working to promote the "green factor" for a number of years. She said she would also like the Economic Development Element to highlight the historical elements that exist in the City. They have many good ingredients in the City, and they should be promoted. For example, the Crest Theater, is a jewel in the rough. It is a historical element that was built in 1949, and it should be landmarked. At one time, there was excitement about the potential of having it become part of the Seattle International Film Festival, but they need some investment to make the needed improvements to the theater. She said it is also important to promote creative businesses, arts, music and all manner of creativity. They also need to allow and encourage food carts to create vibrancy throughout the community. In addition, she would like them to consider allowing small scale manufacturing uses, such as a micro brewery.

DIRECTOR'S REPORT

Ms. Markle did not have any additional items to report to the Commission.

OLD BUSINESS

Planning Commission Annual Report to City Council

Chair Moss referred the Commission to the revised Annual Report to the City Council, which she and former Commissioner Wagner drafted. She noted that changes have been made to incorporate the comments provided by the Commission at their past meetings. She asked the Commission to review the report one more time and provide their final comments. The overall goal is to get concurrence that the report is acceptable so it can be forwarded to the City Council.

The Commissioners reviewed the document but did not make any additional comments. The draft was accepted as presented. Chair Moss noted that the letterhead identifies the current and former Commissioners.

NEW BUSINESS

Environmental Sustainability Indicators Website Demonstration

Ms. Markle advised that both she and Ms. Nammi were co-chairs of the Green Team. They also participated with one other staff member to launch the Environmental Sustainability Indicators Website, which was done in house by staff with the help of SiteCrafting and O'Brien & Company.

Ms. Redinger and Ms. Nammi provided a brief demonstration of the website, and Ms. Redinger agreed to forward a link to the Commissioners so they could visit the site. She explained that the website is based on the five focus areas identified in the Sustainability Strategy. Each focus area has broader performance measures that dial into specific indicators. Ms. Nammi said they are trying to keep the site dynamic and regularly provide new information. Links are provided on the site to definitions, other City websites, and external resources. They invited the Commissioners to provide their comments and suggestions.

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

None of the Commissioners provided reports or announcements.

AGENDA FOR NEXT MEETING

Ms. Szafran announced that a review of the proposed Housing Element of the Comprehensive Plan is scheduled for May 17th.

ADJOURNMENT

The meeting was adjourned at 9:52 p.m.

Donna Moss
Chair, Planning Commission

Jessica Simulcik Smith
Clerk, Planning Commission

TIME STAMP
May 3, 2012

CALL TO ORDER:

ROLL CALL:

APPROVAL OF AGENDA:

DIRECTOR'S COMMENTS: 0:56

APPROVAL OF MINUTES: 1:55

GENERAL PUBLIC COMMENT: 2:39

PUBLIC HEARING ON DEVELOPMENT CODE AMENDMENT RELATED TO FEMA FLOODPLAIN MANAGEMENT: 3:30

Staff Presentation: 5:45

Questions by the Commission: 12:10

Public Testimony: 36:59

Final Questions and Deliberations: 1:05:55

Vote to Recommend Approval or Denial or Modification: 1:17:35

Closure of Public Hearing: 1:19:12

STUDY SESSION ON COMPREHENSIVE PLAN MAJOR UPDATE – ECONOMIC DEVELOPMENT

Staff Presentation: 1:19:40

Public Comment: 2:33:55

DIRECTOR'S REPORT: 2:37:27

OLD BUSINESS:

Planning Commission Annual Report to City Council: 2:37:3

NEW BUSINESS

Environmental Sustainability Indicators Website Demonstration: 2:41:00

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS: 2:50:50

AGENDA FOR NEXT MEETING: 2:50:55

ADJOURNMENT

DRAFT

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PLANNING COMMISSION AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Comprehensive Plan Update, Land Use Element and Map
DEPARTMENT: Planning & Community Development
PRESENTED BY: Miranda Redinger, Associate Planner
Rachael Markle, AICP, Director P&CD

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

INTRODUCTION & BACKGROUND

On January 5, 2012, staff and Commissioners discussed the proposed process for the Comprehensive Plan Update and public involvement. To date, Commissioners have held preliminary discussions about the Community Design; Parks, Recreation, and Open Space; Transportation; Natural Environment; Capital Facilities; Utilities; Economic Development; and Housing Elements. The subject of tonight's agenda item will be the Land Use Element and accompanying map.

RELEVANT COUNCIL AND VISION 2029 FRAMEWORK GOALS

Because Land Use is such an encompassing category, it could be argued that all the Council and Framework Goals relate to this element. The Light Rail Station Area Planning Framework Policies that were adopted by Council on May 14, 2012 have been incorporated directly into the Land Use Element.

DISCUSSION

Proposed Changes to Land Use Policies

Light Rail Station Area Planning and EcoDistricts: As with all the other elements, policies deemed to be Redundant, Obsolete, Superseded, Background, or Regulatory were removed. For example, there were many policies that dealt with the Aurora Corridor Improvement Project, which was a major City priority during the previous Comprehensive Plan Update, but is nearing completion now. Another example is that policies relating to the Natural Environment were moved from the Land Use Element into their own element, which was reviewed by the Commission in April.

In the place of obsolete or relocated policies, staff inserted ones dealing with current and future priorities. These priorities include: Light Rail Station Area Planning; pursuing recognition from Puget Sound Regional Center for Shoreline as a Regional Growth Center; promoting green industry; creating community through pedestrian scale redevelopment; and exploring possibilities to create "EcoDistricts" as areas in Shoreline redevelop.

EcoDistricts were the topic of the April 25th Speaker's Series event related to the Economic Development Element, and are defined in the Portland Sustainability Institute's Toolkit as "a neighborhood committed to sustainability that links green buildings, smart infrastructure and

Approved By: Project Manager 

Planning Director 

behavior to meet ambitious sustainability goals over time.” This concept is aligned with Council goals to create a self-sustaining economic environment that helps to fund governmental services, and provides jobs, goods and services to the community. This relates to environmental and social equity goals in that a household’s ability to live within close proximity to jobs, goods and services promotes alternative modes of travel, such as walking and biking, which has both climate and health benefits.

As with all the other elements, new policies were added with the expectation that more suggestions and refinement of language will come over the next several months from the Planning Commission and the public. It is worth noting, however, that in the Land Use Element, larger sections were removed or relocated, and there are several significant changes proposed for map and zoning designations. This will be an opportunity for the Commission to engage in a higher level, “big picture” discussion of how the City will mature from a first-tier residential suburb to a more urban, interconnected and self-sustaining form as it evolves to incorporate transit-oriented and economic development.

Comprehensive Plan Land Use and Zoning Designations: Much of our Development Code is a remnant of King County’s, or still has inconsistencies or anomalies that belie this inheritance. Each iteration of the Comprehensive Plan is an opportunity to address these issues, and provide direction to revise the Development Code to be easier to administer and understand, and evolve with changing City goals and regional circumstances.

One such anomaly is that the R-12 zoning designation is included as appropriate for both a Medium Density Residential (MDR) and High Density Residential (HDR) Comprehensive Plan designation. During the last Comprehensive Plan Update, rectifying this situation would have involved changing the zoning or Comprehensive Plan designations of a large number of parcels. At the time of this update, the staff analysis (which will be included in the meeting presentation) demonstrates that only 49 parcels city-wide would be affected. Staff recommends considering R12 as appropriate zoning for MDR, and removing it from the HDR category. If this change is approved, it could result in one of three implementation strategies.

1. The 49 parcels that are zoned as R12, but designated as High Density Residential could be legislatively rezoned to achieve the minimum density appropriate for HDR (R18).
2. The Commission could recommend that the Comprehensive Plan designation be changed to MDR to match the zoning. This would decrease the current development potential of these parcels.
3. The policy delineating appropriate zoning for the designation could be changed, with no corresponding changes to the map. This would allow property owners to apply for rezones to a higher density over time.

Other Noteworthy Items: Staff has also proposed changes to the Campus Land Use Designation policies. These policies have been effect since 2008. During that time two Campus Master Development Plan permits were processed. The two remaining Master Development Plan permits for Shoreline Community College and the Fircrest have been impeded by the policies set forth in the Comprehensive Plan. Staff is recommending changes for your consideration. Most notably, the provision that requires a Comprehensive Plan amendment to allow any new use proposed on a Campus has been problematic. For example, Shoreline Community College would like build Dormitories on the Campus. This is a new use. Therefore, the College must coincide its Master Development Plan Permit application with the once a year Comprehensive Plan update.

The GMA requires that City’s develop a process to identify and site Essential Public Facilities. This update of the Comprehensive Plan includes a process to identify and site Essential Public

Facilities. Staff is requesting that the Commission review these processes and either confirm or suggest modifications to these proposals.

Proposed Changes to Land Use Map

Potential acquisition of 145th St. Corridor: One recommendation from the Southeast Neighborhoods Subarea Plan was to *“Encourage the City to work with Seattle, King County, Sound Transit, and WSDOT to undertake a corridor study on 145th St. that would result in a plan for the corridor to improve safety, efficiency, and modality for all users. This plan should include adjacent neighborhoods in the process, and should have a proposed funding strategy for implementation.”*

On February 27, 2012, Council discussed logistic considerations, costs and benefits of potentially acquiring the 145th Street Corridor. Staff is therefore recommending it be included on the Land Use Map as a Potential Annexation Area.

Commercial Zones: Another change that stems from discussion during the creation and implementation of the SE Neighborhoods Subarea Plan affects commercial zones. The Citizen Advisory Committee that drafted the plan often discussed the need for a commercial zone that was geared towards neighborhood services and scaled for pedestrians. Standards for the Mixed Use Zone that was designed for the Aurora corridor allow for greater height and density than are appropriate for the neighborhood scale, so they discussed creating another category of business zoning that would be more compatible. The Planning Commission included a recommendation in their transmittal letter urging Council to place this item as a high priority on the work plan of the Planning and Community Development department, which it did. For the past several months, staff have been analyzing how to best incorporate the expressed concerns and desires of residents while streamlining zoning categories and Comprehensive Plan designations, and has outlined a strategy. Because a major focus of the Town Center Subarea Plan was to “protect and connect” the surrounding neighborhoods from and to the commercial activity on Aurora, staff is redrafting the Community Business zoning category standards to be more aligned with standards and protections created for Town Center.

In response to Council direction to not continue to create additional Planned Areas with unique regulations, but to create more consistency and predictability in the code, staff also recommends combining several redundant zoning categories. The proposal, which Planning Commission will begin discussing in the fall, will be to go from 7 commercial zone designations to 3 or 4. This also has an impact on the Comprehensive Plan designations because it is important to distinguish which zoning categories will be appropriate in each land use category.

Currently, each commercial zoning category has a direct match in the Comprehensive Plan, and is sometimes even called by the same name, which has created confusion. The proposal is to alleviate this confusion by using different names for the zoning and Comprehensive Plan designations. For example, there used to be Community Business, Regional Business, and Mixed Use zoning *and* Comprehensive Plan designations. There were also special zoning classifications for North City Business District, Town Center District, Contract Zone, Campus, and Planned Areas, plus more standardized zoning classifications for Mixed Use, Community Business, Neighborhood Business, Industrial, and Office zones.

The proposal for the Comprehensive Plan Update is to create categories that will be distinct and clear, and draft policies to delineate which zoning designations are appropriate for the range described in the Comprehensive Plan. Specific implementing regulations will be the outcome of the upcoming Commercial Design Standards and Zoning Consolidation process. The recommendation for Comprehensive Plan designations is to have two commercial categories,

Mixed Use 1 and Mixed Use 2, so that it is clear which level of development intensity is intended over the 20 year timeframe of the Comprehensive Plan. Each designation will have a range of potentially appropriate zoning. The recommendation for zoning designations include:

- Renaming the current Mixed Use Zone to Arterial Business, which will include parcels previously zoned Industrial because of the similarity of standards;
- Renaming Planned Areas and the North City Business District to the commercial category that most closely matches their particular regulations; and
- Renaming Office zones to Community Business, also because of redundancy in their regulations.

Staff would also like the Planning Commission to consider removing Public Facility as a land use category. Those parcels currently designated as Public Facility could be assigned Comprehensive Plan designations that match the current zoning. Another map could be used to denote all of the public facilities in the City. The benefit of this approach is that should a public facility cease to exist, the City's future land use map would allow for non public land uses.

Staff may have additional recommendations regarding Neighborhood Business and will expressly request Commission direction by framing appropriate "big picture questions".

Special Study Areas: One other category to address on the Land Use Map is Special Study Areas. Previously, there were several areas with this label; some have gone through a subarea planning process and have been assigned standard Comprehensive Plan designations, some have been postponed indefinitely until staff has availability on their work plan. The draft Land Use Map (Attachment E) shows only 2 areas remaining for special study: Ballinger Commons Apartments and Cedarbrook School. Staff is recommending that the Ballinger Special Study Area be removed and replaced with land use designations that match the existing zoning. Staff also recommends that the Highlands Special Study area be removed and revert to Low Density Residential. (Note: Staff has a call into the Highlands to verify the status of this area). This should provide clarity for property owners and those who may be interested in purchasing property regarding the development potential of the land, as well as providing additional certainty for residential neighbors about what uses and structures would be allowed.

NEXT STEPS

After tonight's discussion, the only remaining Element to have a preliminary Commission review will be the Shoreline Master Program (SMP), which will be based on the final document adopted by City Council. Council held a public hearing on May 14th, and adoption of the SMP is scheduled for the May 29th Consent Calendar. Commission will discuss the SMP Element on June 21st, in addition to revisiting the Economic Development Element.

After all elements have been discussed, staff will continue to incorporate Commissioner and public comments, solicit additional review and revision from internal and external stakeholders, draft narrative for introductions and other background information, perform environmental analysis, create a formatted template, update requisite maps, and compile a Draft Comprehensive Plan document for Commission to discuss. Staff aims to have a functional draft ready by September, but intends to bring forward policies that could potentially be incorporated into various elements for Commission review in August. This will likely be necessary because much of the discussion to date has dealt specifically with introducing each element and staff recommendations on material to be deleted, which allowed for only general direction to be provided regarding policies that should be incorporated.

Staff is still working on finalizing the last presentation of the Speaker's Series, which will relate to the Land Use Element. Notification will be sent to Plancom, and Commissioners will receive an Outlook invitation when this has been scheduled.

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

ATTACHMENTS

Attachment A- Land Use Element, Goals & Policies, track change version

Attachment B- Land Use Element, Goals & Policies, clean version

Attachment C- Land Use Element, Analysis, track change version

Attachment D- Land Use Element, Analysis, clean version

Attachment E- Proposed Land Use Map

Attachment F- Current Land Use Map

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Land Use Element Goals & Policies

Introduction

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

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

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

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

Land Use Goals

Goal LU I: Create plans and implementation strategies to ensure transit supportive development occurs within a ½ mile walk of future light rail stations. Or

Comment [r1]: RCW 36.70A.070(1) A land use element designating the proposed general distribution and general location and extent of the uses of land, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces, general aviation airports, public utilities, public facilities, and other land uses. The land use element shall include population densities, building intensities, and estimates of future population growth. The land use element shall provide for protection of the quality and quantity of groundwater used for public water supplies. Wherever possible, the land use element should consider utilizing urban planning approaches that promote physical activity. Where applicable, the land use element shall review drainage, flooding, and storm water run-off in the area and nearby jurisdictions and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state, including Puget Sound or waters entering Puget Sound.

Comment [sc2]: MOVED - Natural Environment

Comment [r3]: This is just required.

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

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

Goal LU II: Encourage a land use pattern of the City that provides needed, diverse, and creative well-designed(?) development, protects existing uses, safeguards the environment, reduces sprawl, promotes efficient use of land, encourages alternative modes of transportation and helps to maintain Shoreline's sense of community. Enhance the character, quality, and function of existing residential neighborhoods while accommodating the City's anticipated growth.

Goal LU III: Establish land use patterns that promote walking, biking and using transit to access goods, services, employment and recreation.

Goal LU II: Implement the Annex City of Shoreline Subarea Plan for Point Wells, unincorporated areas of Snohomish County that are within Shoreline's Potential Annexation Area.

Goal LU III: Encourage a variety of quality housing opportunities and appropriate infrastructure suitable for the needs of Shoreline's present and future residents.

Comment [j4]: REDUNDANT TO HOUSING ELEMENT

Goal LU IV: Encourage attractive, stable, development quality residential and commercial neighborhoods that provide creates a variety of housing, shopping, entertainment, gathering spaces, employment and services that are accessible at the neighborhood scale.

Goal LU V: Encourage pedestrian scale design in mixed use areas. To assure that a mix of uses, Promote development of mixed use areas in appropriate locations, such as service, office, retail, and residential, are allowed either in low intensity buildings placed side by side or within the same building in designated areas, on arterials, in TOD transit centers, adjacent to freeway transit stations, or within close walking distance of high frequency transit, serving a neighborhood commercial and residential function.

Comment [j5]: Move the description to its own policy:
"on arterials, in TOD transit centers, adjacent to freeway transit stations, or within close walking distance of high frequency transit, serving a neighborhood commercial and residential function."

Goal LU VI: Ensure that adequate land is designated. Designate an adequate supply of land Plan for commercial areas that serve the community, and

~~regional based markets and that these areas encourage development that is aesthetically pleasing and have long term economic vitality.~~

~~**Goal LU VII:** Strive to increase the vitality and economic development in the North City and Aurora Corridor business areas through a public/private effort partnerships.~~

Comment [r6]: Move concept to ED

Goal LU VIII: ~~Encourage redevelopment of~~ Change the Aurora Corridor from a commercial strip to distinct centers with variety, activity, and interest, by:

- ~~• Balancing vehicular, transit, and pedestrian needs~~
- ~~• Creating a “sense of place” and improving image for each center~~
- ~~• Protecting neighborhoods~~
- ~~• Encouraging thriving businesses~~
- ~~• Using sound market principles~~
- ~~• Encourage higher density, higher, less spread out development~~

Goal LU IX: Increase the City's role in economic development for the Aurora Corridor.

Comment [j7]: Change to “throughout the City” and move to Econ Development Element.

Goal LU IX: ~~Ensure that industrial uses are, and will be, appropriately sited and, that their impacts on surrounding areas will be are mitigated, and that they will provide employment opportunities for Shoreline residents.~~

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

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

Goal LU XII: Establish “Ecodistricts” in Shoreline. An Ecodistrict is a neighborhood committed to sustainability that links green building, smart infrastructure and behavior to meet ambitious sustainability goals over time.

Goal LU XI: ~~Annex unincorporated areas of Snohomish County that are within Shoreline's Potential Annexation Area.~~ REDUNDANT

Comment [sjs8]: Redundant of Goal LU II

Goal LU XIII: ~~Maintain regulations and procedures that allow for the siting of essential public facilities. Assure that Essential Public Facilities are sited and designed consistent with King County Countywide Planning Policies and with the State Growth Management Act. (see glossary for definition of Essential Public Facilities)~~ REDUNDANT

Goal LU XIII: ~~Through leadership, policy, and regulation, the City shall strive to minimize impacts on the natural environment. The City shall lead and support efforts to protect and improve the natural environment, protect and preserve environmentally critical areas, and minimize pollution and the waste of energy and materials.~~ **MOVED**

Comment [j9]: MOVED - Natural Environment

Goal LU XIV: ~~Conserve soil resources and protect people, property and the environment from geologic hazards, including steep slope areas, landslide hazard areas, seismic hazard areas, and erosion hazard areas by regulating disturbance and development.~~ **MOVED**

Comment [j10]: MOVED - Natural Environment

Goal LU XV: ~~Protect, enhance and restore habitat of sufficient diversity and abundance to sustain existing indigenous fish and wildlife populations. Balance the conditional right of private property owners to develop and alter land with the protection of native vegetation and critical areas.~~ **MOVED**

Comment [j11]: MOVED - Natural Environment

Goal LU XVI: ~~Ensure clean air for present and future generations through the promotion of efficient and effective solutions to transportation issues, clean industries, and development.~~ **MOVED**

Comment [j12]: MOVED - Natural Environment

Goal LU XVII: ~~Manage the storm and surface water system through a combination of engineered solutions and the preservation of natural systems in order to:~~

Comment [j13]: MOVED - Natural Environment

- ~~• Provide for public safety~~
- ~~• Prevent property damage~~
- ~~• Protect water quality~~
- ~~• Preserve and enhance fish and wildlife habitat, and critical areas~~
- ~~• Maintain a hydrologic balance~~ **MOVED**

Goal LUXVIII: ~~Preserve, protect, and, where feasible, restore wetlands, shorelines, surface water, and ground water for wildlife, appropriate human use, and the maintenance of hydrological and ecological processes.~~ **MOVED**

Comment [j14]: MOVED - Natural Environment

Goal LU XIX: ~~Use education as a tool to increase protection of critical areas and understanding of environmental values.~~ **MOVED**

Comment [j15]: MOVED - Natural Environment

Land Use Policies

General

LU1: ~~Preserve environmental quality by taking into account the land's suitability for development and directing intense development away from natural hazards and important natural resources. **MOVED**~~

Comment [j16]: MOVED - Natural Environment

LU2: ~~Assure that existing As regional land uses and facilities expand or create new uses, work with them to mitigate their impacts and respect the City's integrity.~~

LU3: ~~Provide incentives for land uses that enhance the City's vitality through a variety of regulatory and financial strategies including, but not limited to:~~

Comment [j17]: MOVED - Economic Development

- ~~• Priority permit review~~
 - ~~• Road system reclassification~~
 - ~~• Property valuation based on current use~~
 - ~~• Reduced impact fees~~
 - ~~• Tax abatement~~
 - ~~• Methods similar to tax increment financing~~
 - ~~• Provision of infrastructure through a private-public partnership~~
 - ~~• Transfer of development rights~~
 - ~~• Master plans for large sites with clustering of development to preserve open space~~
 - ~~• Flexibility of site and building design if performance standards are met which give equal or better design and protection than the zone~~
- MOVED**

LU4: ~~Subject to the Capital Facilities Plan Element and the concurrency regulations described therein, land use designations and zoning may be revised to match the availability of services, funding, capabilities, and facilities. **REGULATION**~~

LU5: ~~Ensure that the Shoreline City Council can amend the Comprehensive Plan once a year, as established in the Growth Management Act, through an amendment process that includes:~~

- ~~• A detailed statement of what is proposed to be changed and why;~~
- ~~• A statement of anticipated impacts from the change and issues presented;~~
- ~~• A demonstration of why existing Comprehensive Plan guidance should not continue in effect or why existing criteria no longer apply;~~

- ~~A statement of how the amendment complies with GMA goals, Countywide planning policies, City vision, and the State Environmental Policy Act;~~
- ~~A statement of how functional plans and capital improvement programs support the change;~~
- ~~Public review of the recommended change, necessary implementation, and alternatives to the change; and~~
- ~~Planning Commission review and recommendation based on findings of fact.~~
- ~~Allow emergency amendments throughout the year for time sensitive proposals, etc...~~

REGULATION

LU6: ~~When appropriate, Encourage the development of develop neighborhoodsubarea plans to carry out and refineimplement the vision of the Comprehensive Plan at the neighborhood level. Neighborhood plans shall be adopted as an amendment to the City's Comprehensive Plan before they become valid under GMA.~~

Comment [r18]: I don't think we need to generically call out subarea planning as a tool. We should identify future subareas on the FLUM . WAC says we can subarea plan.

LU7: ~~Ensure that proposed Comprehensive Plan amendments are accompanied by recommended changes to development regulations and modifications to capital improvement programs, subarea, neighborhood and/or functional plans (if any) required to implement the amendment.~~ **REGULATION**

Residential Land Use

LU8: ~~Ensure that land is designated to accommodate a variety of types and styles of housing units adequate to meet the future needs of Shoreline citizens.~~

Comment [j19]: REDUNDANT TO HOUSING POLICY, WE NEED TO CITE IT

LU9: The Low Density Residential land use designation is intended for areas currently developed with predominantly single family detached dwellings. Single family dwelling units will be allowed and other dwelling types, such as duplexes, single-family attached, compact cottage housing and accessory dwellings, may be allowed under certain circumstancesconditions.

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

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

LU10: Review and update infill standards for single family houses that promote quality development and reflect the complement the character of the existing neighborhood.

Comment [r20]: Moved

These standards shall address at a minimum:

Comment [j21]: Put specifics in Development Code

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

LU11: Allow detached or attached accessory dwelling units associated with single family detached houses with the following considerations:

- ~~one accessory dwelling unit per lot~~
- ~~the applicant constructs satisfactory stormwater mitigation as defined in the Municipal Code~~
- ~~owner must occupy one of the units~~
- ~~cannot be larger than 50% of the living area of the main unit~~
- ~~one additional off-street parking space must be provided~~

Comment [j22]: This is already in the Development Code

LU12: The Medium Density Residential land use designation is intended for areas currently developed with medium density residential dwelling uses; and to areas where single family detached dwelling units might be redeveloped at slightly higher densities; and to areas currently zoned for medium density residential. Single family dwelling units, duplexes, triplexes, zero lot line houses, townhouses and compact cottage housing will be permitted. Apartments will be allowed under certain conditions.

Comment [r23]: Does the Planning Commission want to add policy language to support or modify existing code regarding ADUs?

The permitted base density for this designation may not exceed 12 dwelling units per acre unless a neighborhood plan, subarea plan or

special district overlay plan/zone has been approved. Appropriate zoning for this designation is R-8 or R-12 Residential.

~~LU13: Encourage the integration of public open spaces into residential neighborhoods, (including small pocket parks) and protection of existing stands of trees and vegetation which serve as buffers.~~

Comment [j24]: The PROS plan does not support pocket parks.

Comment [r25]: moved

LU14: The High Density Residential designation is intended for areas near employment, and commercial areas; and where high levels of transit service are present or likely; and areas currently zoned high density residential. This designation creates a transition between high intensity uses, including commercial uses, to and lower intensity residential uses. All residential housing types and some commercial uses are may also be permitted.

Comment [j26]: Consider expanding business uses in HDR

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

Comment [sjs27]: R12 is a medium density zoning category and should be removed from the high-density designation.

LU15: Periodically review new multifamily residential development and redevelopment standards adopted by the City to ensure that the standards:

Comment [r28]: This has FLUM implications.

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

Comment [j29]: REGULATION?

LU16: Allow clustering of residential units to preserve open space and reduce surface water run-off. ~~Specific limitations or incentives for clustering will be established in the zoning code to assure that clustered development will be compatible with the surrounding land uses and consistent with the underlying zoning.~~

LU10: Review and update infill standards and procedures that promote quality development and complement the character of the existing neighborhood.

Comment [r30]: SEPA

LU13: Encourage the integration of public open spaces into residential neighborhoods, (including small pocket parks) and pProtection of existing stands of trees and vegetation which serve as buffers.

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

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

LUXX: Provide, through land use regulation, the potential for a broad range of housing choices to meet the changing needs of the community.

Mixed Use and Commercial Land Use

LU17: ~~The Mixed Use designation applies to a number of stable or developing areas. This The Mixed Use 1 (MU 1) designation is intended to encourage the development of pedestrian oriented places, with architectural interest, that integrate a wide variety of retail, office and service uses with residential uses. This designation should be reflected in zoning and dDevelopment standards that shall achieve transition between adjoining uses of different intensities. Transition to uses on adjacent sites can be accomplished through appropriate design solutions or, alternatively, through decreased density or intensity. Limited industrial manufacturing uses are may be permitted under certain circumstancesconditions.~~

~~Depending on circumstances, aAppropriate zoning for the areathis designation may include, is Arterial Business, Neighborhood Business, or Community Business, Office, Mixed Use Zone, Industrial, R-8, R-12, R-18, R-24 and/or R-48.~~

Comment [r31]: This is a new zone.

Comment [r32]: Does this have a FLUM implication?

LU18: ~~The MUixed Use 2 (MU 2) designation is similar to the MU 1 designation except it is not intended not to allow more intense uses such as lightmanufacturing and other nuisance-uses that generate light, glare, noise or odor that may be incompatible with existing and proposed land uses. The MU 2 designation applies to those commercial areas not on the Aurora or Ballinger Way corridors such as The Community Business designation applies to areas within the Aurora Corridor, Ridgcrest,~~

Comment [sjs33]: We don't want to encourage residential zones on Aurora and Ballinger Way.

Richmond Beach, North City and Southeast Shoreline Neighborhoods along Ballinger Way NE. This designation provides for taller buildings with retail, office and service uses and greater residential densities than are allowed in purely residential zones. Significant pedestrian connection and amenities are anticipated. ~~Limited industrial uses are permitted under certain circumstances.~~

~~Depending on circumstances, a~~Appropriate zoning for this area may include the designation is Neighborhood Business, Community Business, Mixed Use Zone, Office, R-12, R-18, R-24, or R-48.

LU19: The Town Center District generally applies to the area along the Aurora Corridor between N 170th Street and N 188th Street and between Stone Avenue N and Linden Ave N. This designation provides for a mix of retail, services, office with greater residential densities and building heights than other land use designations. ~~The Regional Business designation applies to an area within the Aurora Corridor north of N 185th St. and south of N 192nd St. This designation provides for retail, office, service, some industrial uses, and greater residential densities than are allowed in purely residential zones. Significant pedestrian connections and amenities are anticipated as the area redevelops.~~

~~Depending on the circumstances, a~~Appropriate zoning for this area designation is may include Community Business, Office, Mixed Use Zone, Industrial, R-12, R-18, R-24 or R-48 Town Center -1 (TC-1), Town Center - 2 (TC-2), Town Center 3 (TC-3) and Town Center 4 (TC-4).

LU20: ~~Provide public investment and priority services to specified neighborhood and community business areas to increase their overall economic health through methods such as:~~

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

Comment [j34]: Should be shortened and moved to Economic Development Element, or deleted

LU21: Ensure Encourage vital and attractive commercial areas through a Participate in public/private investments including partnerships that assist in

Comment [j35]: Think about moving to Economic Development Element

making commercial areas more vital and attractive with pedestrian scale amenities such as signage, art, gateways and public spaces.:

- ~~pedestrian amenities and street aesthetics, such as trees, benches, etc.~~
- ~~adequate transportation services such as bus routes, parking, roads, loading and delivery zones, bicycle and pedestrian routes~~
- ~~public spaces such as plazas, pocket parks, intersection treatments and amenities, and public squares~~
- ~~appropriate signage excluding billboards~~
- ~~transportation demand management programs such as carpooling and bus usage~~
- ~~gateway treatments and public art~~

— Public involvement will be required.

LU22: Provide incentives such as increased height and bulk up to 30% of allowed floor area ratio if a development provides at least three of the following:

- ~~public plaza with landscaping~~
- ~~landscaping which exceeds requirements by 30% or more~~
- ~~pocket parks available for the public and maintained by the commercial development~~
- ~~substantial public amenities such as art, exceptional street treatment through furniture, fountains, or public informational kiosks~~
- ~~architectural features such as clock towers, facade treatments, distinctive building entrances, public meeting rooms and gathering spaces~~

Public involvement will be required. **REGULATION**

LU31: Reduce impacts to single-family neighborhoods adjacent to mixed use and commercial land uses from traffic, noise, crime, and glare impacts through design standards and other development criteria.

LU35: Consider Crime Prevention Through Environmental Design principles when developing mixed use, commercial and high density residential uses.

Industrial Land Use

LU23: Ensure that existing industrial uses adjacent to I-5 derive access from that highway and mitigate their impacts on the adjacent land uses and City streets. **OBSOLETE**

LU24: Support a development review process for additions or enlargements to existing industrial uses that:

- ~~includes a public review process~~
- ~~protects environmental quality~~

Comment [j36]: Do we want to move away from incentives? What should be mandated? We moved away from incentives in Town Center.

Comment [r37]: Moved above and generalized

Comment [sjs38]: Incorporated into MU 1.

Comment [r39]: Both now have limited access.

- mitigates potential impacts on utility and capital facilities
- provides for an efficient and timely review process **REGULATION**

Comment [s40]: REGULATION

Aurora Corridor

LU25: Pursue opportunities to improve the City's image by creating a sense of place on the Aurora Corridor for doing business and attracting retail activity. **OBSOLETE**

LU26: Include parks and open space in the Aurora Corridor plan. **OBSOLETE**

LU27: Ensure that street design and urban design is distinctive in the center part of the Aurora Corridor, from 175th through 185th. **OBSOLETE**

LU28: Encourage the redevelopment of key, underused/underdeveloped parcels through incentives and public/private partnerships.

Comment [j41]: Move to Economic Development Element

LU29: Create opportunities to stimulate development of a "showcase" example and template for future development.

Comment [j42]: MOVED - Economic Development

LU30: Encourage a mix of residential and commercial development in close proximity to create retail synergy and activity.

Comment [j43]: REDUNDANT
Not a meaningful policy.

LU31: Protect adjacent single-family neighborhoods from traffic, noise, crime, and glare impacts of the Corridor through design standards and other development criteria.

Comment [r44]: Moved above and generalized.

LU32: Seek shuttle transit service for the Corridor.

Comment [r45]: A new light rail goal encompasses this concept.

LU33: Negotiate with Seattle City Light and work with City Light Right-of-Way leaseholders to obtain an easement to develop a non-motorized Interurban Trail and other public amenities from N 145th to N 200th streets.

Comment [r46]: Done. **OBSOLETE**

LU34: The Interurban Trail should provide cross-town access, enhance the Corridor, connect to other trails, walkways, and sidewalks, accommodate and consider other public facilities and civic improvements, and buffer private property.

Comment [r47]: Done. **OBSOLETE**

LU35: Consider Crime Prevention Through Environmental Design principles when redeveloping sites along the Aurora Corridor/developing mixed use, commercial and high density residential uses. Improve lighting and law enforcement to help reduce crime and improve safety.

Comment [r48]: Moved above and generalized

LU36: Provide opportunities and amenities for higher density residential communities to form within or adjacent to the Aurora Corridor in harmony with the surrounding neighborhoods.

Comment [j49]: REDUNDANT

LU37: Assist with land assembly to encourage redevelopment of underdeveloped parcels, and redesign rights-of-way to improve intersections for redevelopment.

Comment [r50]: Move to Economic Development.

LU38: Use a phased approach to implementing the Plan.

LU39: Direct special projects toward sites with the greatest development potential.

LU40: Create subarea plans for the Aurora Corridor to include smaller city blocks, a park/plaza in the Seattle City Light Right-of-Way, a transit center, and large public areas for a mix of city activities. **OBSOLETE**

Comment [d51]: OBSOLETE - Town Center Subarea Plan adopted.

LU41: Pursue methods to consolidate developable lands in order to facilitate economic revitalization. **REDUNDANT**

Subareas

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

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

Other Land Uses

LU42: The Public Facilities land use designation applies to a number of current or proposed facilities within the community. It is anticipated that the underlying zoning for public facilities shall remain unless adjusted by a formal amendment to this plan.

Comment [r52]: Public Facilities — Facilities which serve the general public or provide public benefit, such as streets, roads, highways, sidewalks, bicycle facilities, street and road lighting systems, traffic signals, domestic water systems, sanitary sewer systems, storm water conveyance systems, park and recreational facilities, schools, libraries, fire stations and other city facilities. Public facilities are fixed assets.

LU43: The Campus land use designation applies to four institutions within the community that serve a regional clientele on a large campus. Existing uses in these areas 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, an amendment to the Comprehensive Plan and Development Code will be required. All development within the Campus Land Use shall be governed by a Master Development Plan Permit. Existing uses in these areas constituted allowed uses in the City's Development Code. A new use or uses may be approved as part of a Master Development Plan Permit.

Comment [r53]: Consider eliminating this as a land use category. Map or list instead. Match the current zoning to the appropriate land use category.

Comment [r54]: It has been problematic for ex. for SCC to have to wait for the once a year window to add dorms as a use to the campus. Staff is suggesting that the Master Development Plan permit process affords the public notice, comment and appeal and that new uses could be reviewed and approved or denied using this detailed yet more flexible process.

These areas include:

1. CRISTA Ministries Campus: ~~CRISTA Ministries is a n approximately 55 acre campus that provides such services and uses as education, senior care and housing, broadcasting, headquarters for humanitarian missions, relief and aid to those in need and specialized camps. Although the services that are provided are not public, the campus provides housing for nearly 700 senior citizens, and education for 1,200 Pre-K to High School students.~~

Comment [r55]: Reducing text – campus shown on FLUM.

2. Fircrest Campus: ~~The Fircrest Campus is an approximately 78 acre site. Existing uses include the Fircrest School, a state operated Residential Habilitation Center with a physical capacity for 300 residents with supporting services that serves the needs of persons with developmental disabilities; gymnasium; indoor swimming pool; small scale manufacturing plant; food storage, repackaging, and distribution facility and two nonprofit tenants.~~

Comment [r56]: Reducing text – campus shown on FLUM.

3. Public Health Laboratory Campus: ~~An approximately 12 acre site with existing uses that include the Washington State Department of Health Laboratory that provides a wide range of diagnostic and analytical services for the assessment and monitoring of infectious, communicable, genetic, chronic diseases and environmental health concerns for the State of Washington. An expansion of such existing uses may be considered as part of a Master Development Plan, provided such uses and services do not exceed Bio Safety Level 3 (BSL 3) laboratory uses as currently defined.~~

Comment [r57]: Reducing text – campus shown on FLUM.

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.~~

Comment [r58]: Reducing text – campus shown on FLUM.

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.

LU44: The Public Open Space land use designation applies to all publicly owned open space and to some privately owned property that might be appropriate for public acquisition. It is anticipated that the underlying zoning for this designation shall remain until the City studies and approves the creation of a complementary zone for this designation.

Comment [sjs59]: Parks should have their own zoning designation because uses in parks may not be allowed in the R6 zoning category.

LU45: The Private Open Space land use designation applies to all privately owned open space. It is anticipated that the underlying zoning for this designation shall remain.

LU46: The Special Study Area ~~designation applies to some areas of the community which might be appropriate for further study. These areas are designated for future subarea planning, watershed planning, special districts, neighborhood planning, or other study.~~ It is anticipated that the underlying zoning for this designation ~~shall remains~~ unless it is changed through an amendment to the Comprehensive Plan Future Land Use Map and Development Code.

LU46.1: ~~Establish the Paramount District Special Study Area. The study area would be centered around the business district at N 145th Street and 15th Avenue NE and roughly bound by N 150th Street on the north, N 145th Street on the south, between 10th and 12th Avenue NE on the west and 23rd Avenue NE on the east. The district shall be formed in accordance with the drainage basin located in the approximate area.~~ OBSOLETE

LU46.2: ~~Establish the Briarcrest Special Study Area. The study area would be centered around the south end of the Briarcrest Neighborhood and roughly bound by N 150th Street on the north, N 145th Street on the south, 23rd Avenue NE on the west and 31st Avenue NE on the east. The district shall be formed in accordance with the drainage basin located in the approximate area.~~ OBSOLETE

LU46.3: ~~Establish the Ballinger Special Study Area. The study area would be centered around the neighborhood area southwest of the Ballinger Business District and roughly bound by N 205th Street on the north, N 195th Street and N 196th Street on the south, I-5 on the west and between Forest Park Drive NE and Ballinger Way NE on the east. The district shall be formed in accordance with the drainage basin located in the approximate area.~~

Comment [sjs60]: This is not on Staff's long-term work program. Staff recommends to adopt land use designations that match current zoning.

LUxx: ~~Other Add other sSpecial study areas include the Highlands Open Space, Cedarbrook School and Ballinger Commons Apartments that show up on Comp Plan Map (near cemetery and Seattle Golf Course).~~

Comment [r61]: Alternatively, verify that the Highlands has decided to keep their property as private open space & revert it to private open space as the designation. Revert Ballinger Commons back to prior designation, I think it was LDR.

Potential Annexation Area

LU47: Support annexations that are in the mutual desire, best interest, and general welfare of the community members of the annexation area and the City.

LU48: Support annexations:

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

LU 49: Consider annexation of 145th Street adjacent to the existing southern border of the City: West side of 3rd Avenue NW ; East: Up to, but not including, the Bothell Way NE (SR 522) right-of-way; and South: All of the 145th St ROW.

~~**LU49:** Provide information to the Shoreline population and populations of the annexation areas as to the impacts of annexation and solicit input from City citizens and those affected populations in the proposed annexation areas.~~

~~**LU50:** Support annexations where the areas and the City share impacts and interests (i.e., transportation systems, watershed areas, surface water drainage, water quality and shoreline protection, and environmentally critical areas).~~

LU51: Assure that adequate funding is in place or will be available within a reasonable time to support required public facilities and services.

~~**LU52:** Assure that annexation is timely as determined through joint discussions with the City, citizens and/or property owners.~~

Comment [r62]: Redundant to LU48 & 49

Comment [r63]: This is not a useful/meaningful policy

~~LU53: Consider the Point Wells area as a logical potential annexation area due to its public road access through the Richmond Beach neighborhood, its contiguous boundary, its use of Shoreline-based public services, and potential development impacts on the City of Shoreline.~~

Comment [r64]: Superseded by Point Wells Subarea Plan.

~~LU54: Work jointly with Snohomish County and other appropriate jurisdictions to define Potential Annexation Point Wells Area boundaries under the Growth Management Act.~~

Comment [r65]: Superseded by Pt. Wells subarea plan.

~~LU55: Establish pre-annexation interlocal agreements with Snohomish County for the development of land within the areas to be annexed. The agreements are to cover the following:~~

- ~~• potential land use and zoning,~~
- ~~• development standards,~~
- ~~• impact mitigation,~~
- ~~• funding transfers, if applicable,~~
- ~~• growth phasing, and~~
- ~~• infrastructure and service provision.~~

Comment [r66]: Superseded by Pt. Wells Subarea Plan.

~~LU56: Ensure that property owners in the Potential Annexation Areas are invited to participate in discussing proposed land use, shoreline management, and zoning changes for the annexation areas.~~

~~LU57: Ensure Assign and equitable share of the City's bonded indebtedness to that newly annexed areas assume an equitable share of the City's bonded indebtedness.~~

~~LU58: Ensure that newly annexed areas provide resources to preserve and/or improve environmental quality, where appropriate, through identification and protection of watersheds, open space corridors, preservation of environmentally critical areas, water quality, dedication and construction of trail and parks systems, if necessary, and maintenance of existing flora and fauna.~~

Comment [r67]: Superseded by Pt. Wells Subarea plan.

Comment [r68]: Add definition. the 1/2 mile walk-shed from a light rail station. This area will always be evaluated for multi-family residential housing choices that support light rail transit service (R-18 and greater), non-residential uses, non-motorized transportation improvements and traffic and parking mitigation. Areas within a 1/4 mile walk-shed of a station will be evaluated for multi-family residential housing choices that support light rail transit service (R-48 or greater). Planning for station areas includes evaluating land uses, transportation and parking issues associated with the development of a light rail station. Station area planning incorporates both the station area and the study area.

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

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

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

Comment [r69]: Bellevue's policy says superior, I think Shoreline deserves superior too.

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

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

LU XX: Develop and implement an integrated wayfinding system.

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

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

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

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

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

LXXX: Encourage and solicit the input of all stakeholders associated with station area planning the ensure that a variety of issues are evaluated in the planning process. Participants may include residents, non-motorized transportation advocates, transit agencies, affordable housing experts, environmental preservation organizations and public health agencies.

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

Comment [r70]: Use this generic "one liner" to incorporate the Framework policies by reference or insert all of the framework policies into the Comp Plan.

LUXX: Create a strategy in partnership with the adjoining neighborhood for phasing redevelopment of current land uses to Equitable Transit Communities taking into account when the City's development needs and market demands are ready for change.

Comment [r71]: Add definition

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

LUXX: Develop land use regulations for station areas at NE145th and NE185th streets that: include transit supportive densities; encourage existing businesses; enhance property values; encourage the creation of jobs; are built sustainably; encourage affordable housing stock; and attract investment.

LUXX: Design station areas, with large residential components mixed with complimentary commercial and office uses. Pursue market studies to determine the feasibility of developing any of Shoreline's station areas as destinations (example: regional job, shopping or entertainment centers).

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

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

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

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

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

LUXX: Design study areas to provide a gradual transition from high density multi-family residential development to single family residential development utilizing parks and other public facilities as buffers and community amenities.

LUXX: Through redevelopment opportunities in station areas, promote restoration of adjacent streams, creeks, and other environmentally sensitive areas, improve public

Comment [r72]: Definition: A larger area surrounding the station area. The boundaries can vary depending upon the existing development and transportation facilities, as well as natural boundaries, such as topography or critical areas. The analysis and evaluation of the study area will include existing and proposed major land uses, large attractors and/or generators of potential riders, land use transitions between high and low intensity land uses, the linkages to the transportation network, and developing transportation solutions.

access to these areas, and provide public education about the functions and values of the adjacent natural areas.

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

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

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

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

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

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

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

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

LUXX: Employ design techniques that deter crime within station areas.

LUXX: Employ effective technologies to protect the safety of station users and neighbors.

Comment [r73]: Definition: site specific development located above or adjacent to a transit facility that include such services as buses, light rail or transit user parking. A TOD can be located in a Station Area or Study Area. With the presence of reliable, frequent transit in the vicinity, TODs are designed to minimize the need for residents to own an automobile. A TOD will be described using quantifiable elements, such as number of residential units, square footage of commercial and/or office space, areas of public open space, number of parking spaces, square footage of public amenities and non-motorized (i.e. bicycle and pedestrian) transportation amenities.

Transit & Parking

LU59: ~~Ensure that Develop Park and Ride lots that are secure, safe, well lit, and have adequate capacity to serve demand. Park and Ride lots should be compatible with abutting uses. Park and Ride parking supply expansions should be structured parking designed to be converted to other uses at such time parking demands are reduced, when feasible.~~

Comment [r74]: Development of new park and ride lots conflicts with transit provider goals.

LU60: ~~Existing and future publicly owned Park and Ride lots should be evaluated for~~ Consider the addition of compatible mixed uses and shared (joint-use) parking on Park and Ride facilities.

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

LU61: ~~Require large commercial or residential projects to include transit stop improvements such as bus pullouts or shelters when supported by the transit agency. Notify Transit agencies should be notified of major developments and so they have the opportunity to suggest improvements that will improve transit operations or attractiveness. Encourage large commercial or residential projects to include transit stop improvements when appropriate.~~

Comment [j75]: Move to Community Design Element and rewrite (improvements to improve)

LU62: ~~Ensure that the transit agencies maintain park and ride lots and bus zones so that they are clean, safe, secure and do not negatively impact surrounding land uses.~~

LU63: ~~Develop guidelines that ensure adequate parking supply. Parking requirements should be designed for average need, not full capacity. The Director~~ Include regulatory provisions for has the authority to reduce parking standards when appropriate. Especially for those uses located within ¼ mile of high-capacity transit. Other parking reductions shall be based on results of King County Right-Sized Parking Initiative.

LU64: Support the creation of residential parking zones or other strategies to protect neighborhoods from spillover parking from major parking generators.

LU65: ~~Develop off-street parking that is compatible with abutting uses and supports a pedestrian-oriented streetscape. Encourage parking structures where possible.~~

Comment [r76]: Regulation.

LU66: Encourage shared use of parking lots, and, and construction of underground parking areas, and parking structures.

Sustainable Land Use

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

Comment [r77]: Add definition: An EcoDistrict is a neighborhood or district with a broad commitment to accelerate neighborhood-scale sustainability. EcoDistricts commit to achieving ambitious sustainability performance goals, guiding district investments and community action, and tracking the results over time.

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

Comment [r78]: Add definition LEED for Neighborhood Development rating system aligns the principles of smart growth, New Urbanism and green building into a set of national standards for green design at the neighborhood scale. LEED-ND certification provides independent, third-party verification that a development's location and design meet accepted high levels of environmentally responsible, sustainable development.

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

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

Essential Public Facilities

LU67: Provide for Essential Public Facilities as required by State regulations. **Ensure** that these essential public facilities:

Comment [r79]: Add definition: Those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities as defined in RCW 47.06.140, regional transit authority facilities as defined in RCW 81.112.020, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020.

- Provide for basic public needs (health, welfare, and safety);
- Offer substantial public benefits to Shoreline and to the greater community (e.g., public services, public amenities);
- Enhance the identity and image of the community (e.g., attractive, compatible with surrounding community, community service orientation); and
- Are accessible to community members and/or to the regional population, where appropriate.

LU68: An official list of Essential Public Facilities **shall** be developed and adopted by the City Council as part of the implementation of the Comprehensive Plan.

Identifying Essential Public Facilities (EPF)

Comment [r80]: The EPF policies are labeled with letters since they refer throughout to each other. These will be updated in the final draft to LU ##.

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

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

1. The facility meets the Growth Management Act definition of an essential public facility at RCW 36.70A.200(1) now and as amended; or
 2. The facility is on the statewide list maintained by the Office of Financial Management, ref. RCW 36.70A.200(4) or on the countywide list of essential public facilities;
- AND

3. The facility is not otherwise regulated by the Shoreline Municipal Code (SMC).

Siting Essential Public Facilities (EPF)

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

Comment [r81]: Update this reference after CPPs ratified in Oct 2012.

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

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

Interim EPF Siting Process

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

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

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

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

LU69: Ensure that the siting of Essential Public Facilities is consistent with adopted Shoreline, County and other affected Municipal Comprehensive Plans, including:

- ~~the City of Shoreline Comprehensive Plan land use map~~
- ~~the identification of lands for public purposes in the Land Use Element~~
- ~~applicable Shoreline Comprehensive Plan Elements, including—~~
 - ~~— the Capital Facilities Plan Element and budget~~
 - ~~— the Utilities Element~~
 - ~~— the Transportation Element~~
 - ~~— the Housing Element~~
 - ~~— the Economic Development Element~~
 - ~~— the Community Design Element~~
- ~~regional general welfare considerations~~
- ~~where feasible and appropriate, the Comprehensive Plans of adjacent jurisdictions that may be affected by the facility siting.~~

Comment [r82]: Suggest replacing all of this language with an actual way to identify EPFs and a siting process. It has been identified in the Comp Plan as a "to do" since 1998 – making these changes will complete this GMA obligation.

LU70: Ensure that all new development, redevelopment, and/or expansion of an existing use shall comply with Essential Public Facilities policies and regulations.

LU71: To ensure compliance, the state, regional or local agency proposing the project shall provide a Statement of Justification of Need for the public

facilities and for their location within Shoreline city limits. The Statement shall include:

Need for public facilities (current and forecast future need);

Reason for location within Shoreline city limits;

Logical service area;

Suitability of the proposed site for proposed development; and

Analysis of alternative sites.

LU72: Ensure that the design of these facilities will mitigate impacts to the project site and to the affected community through:

Siting of facilities in a location that will have the least impacts on the surrounding community.

Design of facilities to be visually attractive and harmonious with existing facilities and with surrounding developments. Structures, landscaping, signage and other improvements should comply with the goals outlined in the Community Design Element of the Comprehensive Plan.

Use of aesthetically compatible buffers (e.g. fences, landscaping and similar means) to separate the Essential Public Facility from surrounding uses.

Improvements to limit impacts to environmental health (e.g. footprint, noise quality; air quality; use, storage and destruction of hazardous materials, storm water runoff management).

Infrastructure improvements (e.g., transportation, capital facilities and utilities) to support the underlying facility. Improvements may include, but need not be limited to streets, sidewalks, streetlights, transit shelters, parking and utility lines.

Where feasible and appropriate, Open space as part of the development plan. Where feasible and appropriate, this open space should be accessible to the public.

Provision of aesthetic improvements, (including application of the One Percent for the Arts) as a part of the development plan; where feasible and appropriate, these arts improvements should be accessible for community viewing.

LU73: Include standards and criteria in the City development code which relate to: balancing the need for the facility against the external impacts by its siting and the availability of alternative sites with lesser impacts;

types of facility uses and operations and their impacts;

health and safety requirements;

control of environmental nuisances; and

maintenance of standards based upon applicable governmental regulations, particularly as they may change and become more stringent over time; standards will be linked to impacts to the development site and to surrounding land uses.

Comment [s83]: Regulation

LU74: All new Essential Public Facilities and substantial modifications to existing Essential Public Facilities shall be required to undergo a siting process by the City of Shoreline except that where site-specific standards are in place such as a Master Development Plan or Subarea Plan for the proposed Essential Public Facilities, those specific standards will apply to development. Facility siting shall consider:

consistency with locations identified as appropriate for public purposes on the Land Use Element Map;

compatibility with adjacent land uses;

fair distribution of public facilities throughout the City;

reduction of sprawl development;

promotion of economic development and employment opportunities;

protection of the environment;

positive fiscal impact and on-going benefit to the host jurisdiction;

consistency with City of Shoreline Comprehensive Plan (e.g. Capital Facilities, Utilities, Transportation, Housing, Economic Development, the Environment and Community Design);

ability to meet zoning criteria for Special Use Permits as defined in the Shoreline Municipal Code;

public health and safety;

forecasted regional or state-wide need;

ability of existing facilities to meet that need;

compatibility with this Comprehensive Plan;

evaluation in context of agency or district plan (and consistency with this agency or district plan); and

analysis of alternative sites

The siting process for Essential Public Facilities shall be coordinated with neighboring jurisdictions and with King and Snohomish counties by participating in the interjurisdictional process developed by the King County Growth Management Planning Council and the process adopted by

~~Snohomish County (where appropriate). Specific siting processes will be established in Comprehensive Plan implementing regulations.~~

- LU75:** ~~All new Essential Public Facilities and redevelopment, expansion of a use and/or change of a use of an existing Essential Public Facility shall be required to undergo development review by the City of Shoreline. A Master Development Plan is encouraged for Essential Public Facilities. Development standards and review criteria shall consider:~~
- ~~the types of facility uses and operations and their impacts;~~
 - ~~compatibility of the proposed development, expansion or change of use, with the development site, with neighboring properties and with the community as a whole;~~
 - ~~environmental review pursuant to State Environmental Policy Act (SEPA Rules WAC 197-11); and~~
 - ~~development standards to mitigate aesthetic and functional impacts to the development site and to neighboring properties.~~
- LU76:** ~~Repealed~~
- LU77:** ~~Repealed~~
- LU78:** ~~A cooperative interjurisdictional approach to the siting of Essential Public Facilities is encouraged for all new development, substantial redevelopment and/or substantial expansion of an existing development.~~
- LU79:** ~~The City and other appropriate jurisdictions shall seek to mitigate disproportionate financial burdens due to the siting of Essential Public Facilities.~~
- LU80:** ~~Clustering of facilities is encouraged where those facilities have similar and/or compatible uses (e.g., health and human services). Clustered facilities should provide improvements such as joint plazas, joint parking and joint co-located utility lines.~~
- LU81:** ~~The City supports public/private partnerships for development and operation of Essential Public Facilities.~~
- LU82:** ~~Investigate the use of methods, such as Payment In Lieu of Taxes (PILOT), that would enable tax-exempt facilities to contribute to the City in a manner commensurate with their impacts and need for services.~~

Natural Environment

LU83: ~~Lead and support regulatory efforts, incentives, and projects to protect and improve the natural environment and preserve environmentally critical areas consistent with federal and state requirements. Where different state and federal requirements exist, the more stringent of the two shall be applied. **MOVED**~~

Comment [j84]: MOVED - Natural Environment

LU84: ~~Consider and evaluate the immediate, long-range, and cumulative environmental impacts of policy and development decisions consistent with the SEPA and GMA. **MOVED**~~

Comment [j85]: MOVED - Natural Environment

LU85: ~~Conduct all City operations in a manner that minimizes adverse environmental impacts. The City should reduce its consumption and waste of energy and materials, minimize its use of toxic and polluting substances, reuse and recycle, and dispose of all waste in a safe and responsible manner. The City should give preference to recycled products, and alternative energy sources, whenever feasible. **MOVED**~~

Comment [j86]: MOVED - Natural Environment

LU86: ~~Support, promote, and lead public education and involvement programs to raise public awareness about environmental issues, advocate respect for the environment, encourage individual and community efforts to protect the environment, and provide opportunities for the community and visitors to respect and enjoy Shoreline's unique environmental features. **MOVED**~~

Comment [j87]: MOVED - Natural Environment

LU87: ~~Provide incentives for site development that will minimize environmental impacts. Incentives may include density bonuses for cluster development and a transfer of development rights (TDR) program. **MOVED**~~

Comment [j88]: MOVED - Natural Environment

LU88: ~~Coordinate with local, state, and federal governments, Indian tribes, international agencies, and non-profit organizations to protect and enhance the environment, especially on issues that affect areas beyond Shoreline's boundaries. Participate in regional programs to protect critical areas. **MOVED**~~

Comment [j89]: MOVED - Natural Environment

LU89: ~~The following shall be designated environmentally critical areas and regulated through the Shoreline Municipal Code: frequently flooded areas, geologically hazardous areas, wetlands, streams, and fish and wildlife habitat conservation areas. **MOVED**~~

Comment [j90]: MOVED - Natural Environment

LU90: ~~Identify and map the location of all critical areas and buffers located within Shoreline. If there is a conflict between the mapped location and field information collected during project review, field information shall govern. The City shall consider updates, including citizen petitions, to the critical areas maps at least annually. **MOVED**~~

Comment [j91]: MOVED - Natural Environment

LU91: ~~Environmentally critical areas may be designated as open space and should be conserved and protected from loss or degradation wherever feasible. **MOVED**~~

Comment [j92]: MOVED – Natural Environment

LU92: ~~Develop, actively participate in, and help publicize, local and regional programs to conserve open space and protect environmentally critical areas, including future transfer of development rights (TDR) programs, conservation efforts of the Land Conservancy of Seattle and King County, and King County's Public Benefit Rating System. **MOVED**~~

Comment [j93]: MOVED - Natural Environment

LU93: ~~Restrict the creation of new lots in critical areas or critical area buffers. **MOVED**~~

Comment [j94]: MOVED - Natural Environment

LU94: ~~Regulations should limit noise to levels that protect the public health and that allow residential, commercial, and manufacturing areas to be used for their intended purposes. Noise walls or other effective mitigation measures should be required when noise levels exceed adopted standards. **MOVED**~~

Comment [j95]: MOVED – Natural Environment

LU95: ~~Work with the State Department of Transportation and other appropriate agencies and groups to mitigate freeway and arterial noise and address aesthetic concerns. **MOVED**~~

Comment [j96]: MOVED – Natural Environment

LU96: ~~Encourage the use of “green” building methods and materials (such as LEED, Built Green, etc.) that may reduce impacts on the built and natural environment, such as to:~~

Comment [j97]: MOVED - Natural Environment

- ~~▪ Reduce stormwater impacts to protect local watersheds and salmon,~~
- ~~▪ Conserve energy and water,~~
- ~~▪ Prevent air and water pollution and conserve natural resources,~~
- ~~▪ Improve indoor air quality, and~~
 - ~~▪ Enhance building durability.~~

MOVED

Geological and Flood Hazard Areas

LU97: ~~Mitigate drainage, erosion, siltation, and landslide impacts while encouraging native vegetation by:~~

Comment [j98]: MOVED - Natural Environment

- ~~▪ utilizing geotechnical engineering,~~
- ~~▪ clustering development to avoid hazards,~~
- ~~▪ decreasing development intensity, building site coverage and impervious surfaces, and~~
- ~~▪ limiting vegetation removal that would increase hazards.~~

~~Development regulations and required mitigation shall fit the specific type and level of potential impact. **MOVED**~~

LU98: ~~Development of geologic hazard areas shall be discouraged and closely regulated. Where development is allowed on or adjacent to slopes which are less than 40% and have not experienced documented landslide activity, land uses shall be designed and sited to prevent property damage and environmental degradation, and to protect wildlife habitat to the maximum extent feasible by:~~

- ~~▪ preserving existing native vegetation,~~
- ~~▪ preventing soil saturation, and~~
- ~~▪ preventing overland flows of water. **MOVED**~~

Comment [j99]: MOVED - Natural Environment

LU99: ~~The City shall actively enforce construction and erosion control standards and regulations, including best management practices and seasonal restrictions.~~

Comment [j100]: MOVED - Natural Environment

LU100: ~~In seismic hazards areas, seek to minimize risks to people and property, and prevent post seismic collapse by requiring pre-development risk analysis and appropriate building design and construction measures.~~
MOVED

Comment [j101]: MOVED - Natural Environment

LU101: ~~Research information available on tsunami hazards and map the tsunami hazard areas located in Shoreline. Consider the creation of development standards and emergency response plans for tsunami hazard areas to avoid tsunami-related impacts.~~**MOVED**

Comment [j102]: MOVED - Natural Environment

LU102: ~~Allow land alteration, such as clearing, grading, and filling only for approved development proposals or approved mitigation plans. The City shall periodically review clearing and grading regulations to ensure that they adequately prevent environmental impacts.~~**MOVED**

Comment [j103]: MOVED - Natural Environment

LU103: ~~Promote educational efforts to inform landowners about site development, drainage, and yard maintenance practices which impact slope stability.~~
MOVED

Comment [j104]: MOVED - Natural Environment

LU104: ~~Protect floodplains by limiting new development. All new permanent structures and roadways should be located above the 100-year flood level, wherever feasible. New development should be required to replace existing flood storage capacity lost due to filling. The City should not increase the allowed housing density of residential areas within the 100-year floodplain.~~ **MOVED**

Comment [j105]: MOVED - Natural Environment

LU105: ~~Resolve long standing flooding impacts, prevent new flooding impacts and ensure adequate surface water services for existing and anticipated development at service levels designated by the Capital Facilities Element.~~
MOVED

Comment [j106]: MOVED - Natural Environment

LU106: ~~Prioritize the resolution of flooding problems based on property damage, public safety risk, and flooding frequency. **MOVED**~~

Comment [j107]: MOVED - Natural Environment

Vegetation Protection

LU107: ~~Develop educational materials, incentives, policies, and regulations to conserve native vegetation on public and private land for wildlife habitat and human enjoyment. The city shall establish regulations to protect mature trees and other native vegetation from the negative impacts of residential and commercial development, including short-plat development. **MOVED**~~

Comment [j108]: MOVED - Natural Environment

LU108: ~~The removal of healthy trees should be minimized, particularly when they are located in environmentally critical areas. **MOVED**~~

Comment [j109]: MOVED - Natural Environment

LU109: ~~The City shall encourage the replacement of removed trees on private land and require the replacement of removed trees on public land, wherever feasible. Trees which are removed should be replaced with a suitable number of native trees that are of a size and species which will survive over the long term and provide adequate screening in the short term. **MOVED**~~

Comment [j110]: MOVED - Natural Environment

~~The City may require tree replacement on private property as required project mitigation or subject to terms and limitations in a vegetation conservation and management ordinance. **MOVED**~~

LU110: ~~Trees that are a threat to public safety should be removed by property owners or designated maintenance providers at property owner expense. **MOVED**~~

Comment [j111]: MOVED - Natural Environment

LU111: ~~If development is allowed in an environmentally critical area or critical area buffer, clearing and grading should be restricted to building footprints, roads, and small areas immediately adjacent to those improvements. Native vegetation outside of these areas should be preserved, wherever feasible, or replanted. **MOVED**~~

Comment [j112]: MOVED - Natural Environment

LU112: ~~Identify and protect wildlife corridors prior to and during land development through public education, incentives, regulation, and code enforcement. **MOVED**~~

Comment [j113]: MOVED - Natural Environment

LU113: ~~Encourage the use of native and low maintenance vegetation to provide additional secondary habitat, reduce water consumption, and reduce the use of pesticides, herbicides, and fertilizer. **MOVED**~~

Comment [j114]: MOVED - Natural Environment

Wetlands and Habitat Protection

- LU114:** ~~Actively participate in regional species protection efforts, including salmon habitat protection and restoration. **MOVED**~~
- LU115:** ~~Critical wildlife habitat, including habitats or species that have been identified as priority species or priority habitats by the Washington Department of Fish and Wildlife, will be preserved through regulation, acquisition, incentives and other techniques. Habitats and species of local importance will also be protected in this manner. **MOVED**~~
- LU116:** ~~**Preserve wetlands, and aquatic and riparian habitats in a natural state. Appropriate buffers shall be maintained around natural areas of the Puget Sound shoreline, wetlands, lakes, creeks, and streams to protect native vegetation, water quality, habitat for fish and wildlife, and hydrologic function. **MOVED****~~
- LU117:** ~~Preserve and maintain wetlands in a natural state. Alterations to wetlands may be considered only if they:~~
- ~~▪ are necessary to provide a reasonable economic use of a property, provided all wetland functions are evaluated, impact to the wetland is minimized to the maximum extent practicable, and affected significant functions are appropriately mitigated;~~
 - ~~▪ are absolutely necessary for a public agency or utility development;~~
or
 - ~~▪ provide necessary road or utility crossings. **MOVED**~~
- LU118:** ~~Maintain a ranking and classification system for wetlands which rates wetlands based on size, vegetative complexity, ecological and hydrological function, and presence of threatened or endangered species. The City should work with other jurisdictions to establish a consistent regional classification system for wetlands that allows for the designation of both regionally important and locally unique wetlands. **MOVED**~~
- LU119:** ~~Maintain regulations for wetlands that:~~
- ~~▪ recognize and protect the functions and values of all wetlands where feasible;~~
 - ~~▪ provide increasingly stronger protection to wetlands according to the ranking and classification system hierarchy;~~
 - ~~▪ recognize and protect wetlands of significant size;~~
 - ~~▪ preserve appropriate buffers to facilitate infiltration and maintain stable water temperatures, limit the rate at which stormwater enters the wetland, and provide wildlife habitat;~~
 - ~~▪ protect the natural water quality and regime;~~

- ~~preserve native wetland vegetation and allow the removal of noxious weeds; and limit public access based on the importance and sensitivity of the wetland. **MOVED**~~

~~**LU120:** Achieve a level of no net loss of wetlands function and value within each drainage basin over the long term. Shoreline should seek to maintain total wetlands acreage over the long term. **MOVED**~~

~~**LU121:** When development may impact wetlands or habitat, the following hierarchy should be followed in deciding the appropriate course of action:~~

- ~~avoid impacts to the wetland and habitat;~~
- ~~minimize impacts to the wetland and habitat;~~
- ~~restore the wetland and habitat when impacted; and~~
- ~~recreate the wetland and habitat at a ratio which will provide for its assured viability and success. **MOVED**~~

~~On-site, in-kind mitigation shall be generally preferred. Because it is difficult to replace or restore many natural wetland and habitat values and functions after a site has been degraded, a significantly larger mitigation area than the area impacted should generally be required. Allow wetland or habitat mitigation off-site only if there is a new benefit to the resource and if long term monitoring and maintenance is ensured. **MOVED**~~

~~**LU122:** If wetlands are used as part of a storm drainage system, assure that water level fluctuations will be similar to fluctuations under natural conditions and that water quality standards are met prior to discharging stormwater into a wetland. **MOVED**~~

~~**LU123:** All wetlands in the City should be identified and preliminarily classified. The City shall identify all wetlands on public property and establish and implement a voluntary program to identify wetlands on private land. **MOVED**~~

~~**LU124:** Existing degraded wetlands should be restored where feasible. Restoration of degraded wetlands may be required as a condition of redevelopment. **MOVED**~~

~~**LU125:** Wetland and habitat restoration efforts should focus on those areas that will result in the greatest benefit to the resource and that have been identified by the City as priority for restoration. **MOVED**~~

Streams and Water Resources

~~**LU126:** The City should develop basin stewardship programs to prevent surface water impacts and to identify opportunities for restoration. The following~~

Comment [j115]: MOVED - Natural Environment

~~issues should be considered when formulating plans and implementing projects which have the potential to impact stream basins: public access, respect for private property, restoration of the feature to a more natural state, retention of native vegetation, improvement of surface water management in the basin, improvement of fish habitat and channel substrate, and streambank stabilization. **MOVED**~~

LU127: ~~Streams shall not be permanently altered except for:~~

- ~~▪ Habitat restoration;~~
- ~~▪ Water quality restoration;~~
- ~~▪ Flood protection;~~
- ~~▪ Correction to bank erosion;~~
- ~~▪ Road crossings when alternative routes are not feasible; or~~
- ~~▪ Private driveway crossings when it is the only means of access.~~

MOVED

Comment [j116]: MOVED - Natural Environment

~~Alterations, other than habitat improvements, should only occur when it is the only means feasible and should be the minimum necessary. Any alteration to a stream should result in a net improvement to habitat and streams should be encouraged to return to natural channel migration patterns, where feasible. In cases where stream alteration is consistent with this policy, channel stabilization techniques shall generally be preferred over culverting. **MOVED**~~

LU128: ~~Identify surface water features with restoration potential and attempt to obtain citizen involvement and community consensus on any future attempt to restore features which have been altered. Restoration efforts may include the daylighting of streams which have been diverted into underground pipes or culverts. **MOVED**~~

Comment [j117]: MOVED - Natural Environment

LU129: ~~Solutions to stream habitat problems should focus on those types of problems that first protect and preserve existing habitat, then enhance and expand habitat in areas where wild anadromous fish are present, and lastly, enhance and expand habitat in areas where other wild fish are present. **MOVED**~~

LU130: ~~The City shall work with citizen volunteers, state and federal agencies, and Indian tribes to identify, prioritize, and eliminate physical barriers and other impediments to anadromous fish spawning and rearing habitat. **MOVED**~~

Comment [j118]: MOVED - Natural Environment

LU131: ~~Preserve and protect natural surface water storage sites, such as wetlands, aquifers, streams and water bodies that help regulate surface flows and recharge groundwater. **MOVED**~~

Comment [j119]: MOVED - Natural Environment

LU132: ~~Conserve and protect groundwater resources by informing the Washington Department of Ecology of major increases in groundwater withdraws by~~

Comment [j120]: MOVED - Natural Environment

~~public and private parties, appropriate regulation of surface water quality, and facilitating enforcement of waste disposal ordinances by appropriate agencies. **MOVED**~~

~~**LU133:** Use the Washington State Shoreline Management Act to guide protection efforts for shorelines of statewide significance and to guide protection efforts for other water features in the City which do not qualify for Shoreline Management Act regulations. **MOVED**~~

Comment [j121]: MOVED - Natural Environment

~~**LU134:** The City shall work with citizens and watershed interest groups, and cooperate with King County, Snohomish County, and other local governments, regional governments, state agencies, and Indian tribes in developing and implementing watershed action plans and other types of basin plans for basins which include or are upstream or downstream from the City of Shoreline. **MOVED**~~

Comment [j122]: MOVED - Natural Environment

~~**LU135:** The City shall establish an interjurisdictional stewardship committee to use as a forum for working with neighboring communities to improve water quality and stream habitat in basins that share interjurisdictional boundaries. **MOVED**~~

Comment [j123]: MOVED - Natural Environment

~~**LU136:** Provide additional public access to Shoreline's natural features, including the Puget Sound shoreline. The City will attempt to reach community and neighborhood consensus on any proposal to improve access to natural features where the proposal has the potential to negatively impact private property owners. **MOVED**~~

Comment [j124]: MOVED - Natural Environment

Water Quality and Drainage

LU137: Design, locate, and construct surface water facilities to:

- promote water quality,
- enhance public safety
- preserve and enhance natural habitat
- protect critical areas, and
- reasonably minimize significant, individual and cumulative adverse impacts to the environment.

~~**LU138:** Where a variety of stormwater project alternatives will provide for public safety, protect property, and protect water quality, the City should seek the solution which will result in the least amount of environmental modification and preserves natural features or constructed features with habitat values. **SUPERSEDED**~~

Comment [j125]: Superseded by DOE manual

~~**LU139:** Restrict the water runoff rate to predevelopment levels and restore water quality to predevelopment levels for all new development and redevelopment. Additional requirements which are more restrictive than~~

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

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

- LU140:** Maintain surface water quality as defined by federal and state standards and rehabilitate degraded surface water through reduction of non-point source pollution, erosion control, and the development of stormwater system improvements. **REGULATION**
- LU141:** Actively pursue state and federal grants to improve surface water management and water quality.
- LU142:** Support enhanced water quality and the percolation of water at natural rates near its source to limit soil instability or damage to roadways or other improvements. Measures may include appropriate landscaping, swales, “Green Street” improvements, natural retention facilities, pollution control devices, and improved storm water facilities. **REDUNDANT & SUPERSEDED**
- LU143:** Protect water quality through the continuation and possible expansion of the street sweeping City programs, Development Code, and pilot projects.
- LU144:** Protect water quality by educating citizens about proper waste disposal and eliminating pollutants that enter the stormwater system as a result of lawn and garden maintenance, car cleaning or maintenance, roof cleaning or maintenance, or direct disposal into storm drains. **BACKGROUND**
- LU145:** Promote development design which minimizes runoff rate and volume by limiting the size of the building footprint and total site coverage, maximizing the protection of permeable soils and native vegetation, and encouraging use of permeable pavements and surfaces. **REGULATION**
- LU146:** Maintain and enhance natural drainage systems, to protect water quality, reduce public costs, protect property, and prevent environmental degradation.

Comment [j126]: Redundant to LU143, Superseded by DOE manual

LU147: ~~Property owners shall be responsible for the maintenance of stormwater management facilities and pollution control structures which are located within the boundaries of their property. The City shall monitor and enforce this maintenance requirement and shall be responsible for the maintenance of facilities within City owned property and public right of ways. The City will work with property owners and maintenance providers to see that the waste associated with the maintenance of these facilities and structures is disposed of properly.~~ **REGULATION**

LU148: Cooperate with the Department of Ecology and neighboring jurisdictions, including participation in regional forums and committees, to improve regional surface water management, water quality, and resolve related inter-jurisdictional concerns.

LU149: Where feasible, stormwater facilities, such as retention and detention ponds, should be designed to provide supplemental benefits, such as wildlife habitat, water quality treatment and passive recreation.

LU150: ~~Actively pursue funding for baseline monitoring and improvement of water quality in lakes and streams in the City.~~ **REDUNDANT**

Comment [j127]: Redundant to LU141

LU152: ~~Seek opportunities for regional stormwater detention and water quality systems as well as onsite systems to support economic development and the efficient use of land.~~

Comment [j128]: Intent is unclear

LU153: Pursue obtaining access rights, such as easements or ownership, to lands needed to maintain, repair or improve portions of the public drainage system that are located on private property and for which the City does not currently have legal access.

Clean Air

LU154: ~~Support federal, state, and regional policies intended to protect clean air in Shoreline and the Puget Sound Basin. The City will support the active enforcement of air quality policies and ordinances by the Puget Sound Clean Air Agency.~~ **MOVED**

Comment [j129]: MOVED - Natural Environment

LU155: ~~Support the expansion of public mass transit and encourage cycling and walking in the City as an alternative to dependence on individual vehicles.~~ **MOVED**

Comment [j130]: MOVED - Natural Environment

LU156: ~~Reduce the amount of air-borne particulates through continuation and possible expansion of the street sweeping program, dust abatement on construction sites, and other methods to address particulate sources.~~ **MOVED**

Comment [j131]: MOVED - Natural Environment

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Land Use Element Goals & Policies

Introduction

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

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

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

Land Use Goals

Goal LU I: Create plans and implementation strategies to ensure transit supportive development occurs within a ½ mile walk of future light rail stations.

Or

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

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

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

Goal LU IV: Establish land use patterns that promote walking, biking and using transit to access goods, services, employment and recreation.

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

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

Goal LU VII: Encourage pedestrian scale design in mixed use areas.

Goal LU VIII: Plan for commercial areas that serve the community, aesthetically pleasing and have long term economic vitality.

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

Goal LU X: Industrial uses will be appropriately sited and their impacts on surrounding areas will be mitigated.

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

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

Goal LU XIII: Establish “Ecodistricts” in Shoreline. An Ecodistrict is a neighborhood committed to sustainability that links green building, smart infrastructure and behavior to meet ambitious sustainability goals over time.

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

Residential Land Use

LU1: The Low Density Residential land use designation is intended for areas currently developed with predominantly single family detached dwellings. Single family dwelling units will be allowed and other dwelling types, such as duplexes, single-family attached, compact

housing and accessory dwellings, may be allowed under certain conditions.

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

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

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

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

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

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

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

LU6: Protect existing stands of trees and vegetation which serve as buffers.

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

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

LU9: Provide, through land use regulation, the potential for a broad range of housing choices to meet the changing needs of the community.

Mixed Use and Commercial Land Use

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

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

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

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

LU12: The Town Center District generally applies to the area along the Aurora Corridor between N 170th Street and N 188th Street and between Stone Avenue N and Linden Ave N. This designation provides for a mix of retail, services, office with greater residential densities and building heights than other land use designations. Appropriate zoning for this designation is Town Center -1 (TC-1), Town Center -2 (TC-2), Town Center 3 (TC-3) and Town Center 4 (TC-4).

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

- LU14:** Reduce impacts to single-family neighborhoods adjacent to mixed use and commercial land uses from traffic, noise, crime, and glare impacts through design standards and other development criteria.
- LU15:** Consider “Crime Prevention Through Environmental Design” principles when developing mixed use, commercial and high density residential uses.
- LU16:** Encourage the redevelopment of key, underdeveloped parcels through incentives and public/private partnerships.
- LU17:** Assist with land assembly to encourage redevelopment of underdeveloped parcels.

Subareas

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

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

Other Land Uses

- LU18:** The Public Facilities land use designation applies to a number of current or proposed facilities within the community. It is anticipated that the underlying zoning for public facilities shall remain unless adjusted by a formal amendment to this plan.
- LU19:** The Campus land use designation applies to four institutions within the community that serve a regional clientele on a large campus. All development within the Campus Land Use shall be governed by a Master Development Plan Permit. Existing uses in these areas constitute allowed uses in the City’s Development Code. A new use or uses may be approved as part of a Master Development Plan Permit.

These areas include:

1. CRISTA Ministries Campus
2. Fircrest Campus
3. Public Health Laboratory Campus

4. Shoreline Community College Campus

- LU20:** The Public Open Space land use designation applies to all publicly owned open space and to some privately owned property that might be appropriate for public acquisition. It is anticipated that the underlying zoning for this designation shall remain until the City studies and approves the creation of a complementary zone for this designation.
- LU21:** The Private Open Space land use designation applies to all privately owned open space. It is anticipated that the underlying zoning for this designation shall remain.
- LU22:** The Special Study Area designate future subarea planning special districts, neighborhood planning, or other study. It is anticipated that the underlying zoning for this designation remains unless it is changed through an amendment to the Comprehensive Plan Future Land Use Map and Development Code.
- LU23:** Special study areas include the Highlands Open Space, Cedarbrook School and Ballinger Commons Apartments.

Potential Annexation Area

- LU24:** Support annexations that are in the mutual desire, best interest, and general welfare of the community members of the annexation area and the City.
- LU25:** Support annexations:
- in which the areas to be annexed and the City share a community identity;
 - which are logical and orderly and are contiguous with the City;
 - which complete the geographical areas of interest as indicated in pre-incorporation boundaries;
 - which offer benefits and opportunities consistent with City vision statements and framework goals;
 - which balance the short-term costs of annexation with long-term gains to the fiscal health of the annexation areas and the City;
 - to which the City can provide public safety, emergency and urban services at a level equal to or better than services in existence at the time of annexation;
 - where uniform land use, regulations and coordinated impact mitigation are in the best interests of the City and annexation area; and
 - which provide improved local governance for the City and the annexation areas.

- LU26:** Consider annexation of 145th Street adjacent to the existing southern border of the City: West side of 3rd Avenue NW; East: Up to, but not including, the Bothell Way NE (SR 522) right-of-way; and South: All of the 145th St ROW.
- LU27:** Assure that adequate funding is in place or will be available within a reasonable time to support required public facilities and services.
- LU28:** Assign an equitable share of the City's bonded indebtedness to newly annexed areas.

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

- LU29:** Partner with regional transit providers to design transit stations and facilities that further the City's vision by employing superior design techniques, use of sustainable materials, inclusion of public amenities, spaces and art, substantial landscaping and retention of significant trees.
- LU30:** Encourage regional transit providers to work closely with affected neighborhoods (e.g. through neighborhood workshops, design charettes, advisory committees) in the design of any light rail transit facilities.
- LU31:** Work with neighborhood groups, business owners, other stakeholders, and regional transit providers to identify and fund additional improvements that can be constructed efficiently in conjunction with the construction of light rail facilities.
- LU32:** Maintain and enhance the safety of Shoreline's streets when incorporating light rail, through the use of street design features, materials, street signage and lane markings that provide clear, unambiguous direction to drivers, pedestrians and bicyclists.
- LU33:** Develop and implement an integrated wayfinding system.
- LU34:** Use the City's Framework Policies for Light Rail Station Area Planning to guide City actions in pursuit of creating and implementing new land use that fully utilizes and integrates access to high capacity transit throughout Shoreline; (or adopt all of the Framework policies as follows...)
- OR
- Evaluate property within a half mile walk of a light rail station for multi-family residential choices that support light rail transit service (R-18 or greater), non residential uses, non motorized transportation improvements and traffic and parking mitigation.

- LU35:** Evaluate property within a quarter mile walk of a light rail station multi-family residential housing choices that support light rail transit service (R-48 or greater), non residential uses, non motorized transportation improvements and traffic and parking mitigation.
- LU36:** Implement a robust community involvement process that develops tools and plans to create vibrant, livable and sustainable light rail station areas.
- LU37:** Create and apply innovative methods to address land use transitions in order to ensure impacts on residents and businesses are managed and individual property rights are protected. Develop mechanisms to provide timely information so residents can plan for and respond to changes.
- LU38:** Encourage and solicit the input of all stakeholders associated with station area planning to ensure that a variety of issues are evaluated in the planning process. Participants may include residents, non-motorized transportation advocates, transit agencies, affordable housing experts, environmental preservation organizations and public health agencies.
- LU39:** Identify long-range development tools and mechanisms to assist people that live in areas adjacent to light rail stations during transitions from their present use to a planned use.
- LU40:** Create a strategy in partnership with the adjoining neighborhood for phasing redevelopment of current land uses to Equitable Transit Communities taking into account when the City's development needs and market demands are ready for change.
- LU41:** Allow and encourage uses in station areas that will foster the creation of communities that are socially, environmentally and economically sustainable and are supported by planned minimum and maximum residential densities.
- LU42:** Develop land use regulations for station areas at NE145th and NE185th streets that: include transit supportive densities; encourage existing businesses; enhance property values; encourage the creation of jobs; are built sustainably; encourage affordable housing stock; and attract investment.
- LU43:** Design station areas, with large residential components mixed with complimentary commercial and office uses. Pursue market studies to determine the feasibility of developing any of Shoreline's station areas as destinations (example: regional job, shopping or entertainment centers).

- LU44:** Identify the market and potential for redevelopment of public properties located in station and study areas.
- LU45:** Design station areas to serve the greatest number of riders traveling to and from Shoreline through a combination of appropriate residential densities, a mix of land uses and multi-modal transportation facilities.
- LU46:** Develop station areas as inclusive neighborhoods in Shoreline with connections to:
- Commercial nodes (North City, 15th Avenue NE, Town Center, Aurora Corridor)
 - Existing neighborhoods
 - Planned areas for growth and transit-oriented development, such as the N 192nd Street Park and Ride
 - Bus rapid transit and local transit corridors.
- LU47:** Encourage the location of uses within station areas in a manner that limits noise and visual impacts to the most sensitive receptors, such as residential development.
- LU48:** Design study areas to provide a gradual transition from high density multi-family residential development to single family residential development utilizing parks and other public facilities as buffers and community amenities.
- LU49:** Through redevelopment opportunities in station areas, promote restoration of adjacent streams, creeks, and other environmentally sensitive areas, improve public access to these areas, and provide public education about the functions and values of the adjacent natural areas.
- LU50:** Use the investment in light rail as the foundation for other community enhancements.
- LU51:** Ensure that transportation facilities in station areas are designed and constructed to maximize safety for pedestrians, bicyclists and drivers.
- LU52:** Identify and implement measures to accommodate the anticipated increase in the number of people accessing light rail stations via motorized and non-motorized transportation options within station and study areas with the objective of creating livable communities.
- LU53:** Work with Metro Transit, Sound Transit and Community Transit to develop a transit service plan for the light rail stations. The plan should focus on connecting residents from all neighborhoods in Shoreline to the stations in a reliable, convenient and efficient manner. The service plan

should integrate with the transit needs of the entire City, allowing residents to travel to, from and within Shoreline using transit.

- LU54:** Explore and promote a reduced dependence upon automobiles by developing transportation alternatives and determining the appropriate number of parking stalls required for TODs. These alternatives may include: car sharing (i.e. Zipcar) or bike sharing; and walking and bicycle safety programs for school children.
- LU55:** Consider a flexible approach to designing parking to serve light rail stations that can be converted to other uses as demands for parking may be reduced over time.
- LU56:** Transit Oriented Developments (TODs) should include non-motorized corridors that are accessible to the public and provide shortcuts for bicyclists and pedestrians. These corridors should be connected with the surrounding bicycle and sidewalk networks.
- LU57:** Explore opportunities to use undeveloped right-of-way for pedestrian and bicycle connections that shorten travel distances to light rail stations.
- LU58:** Employ design techniques that deter crime within station areas.
- LU59:** Employ effective technologies to protect the safety of station users and neighbors.

Transit & Parking

- LU60:** Consider the addition of compatible mixed uses and shared (joint-use) parking on Park and Ride facilities.
- LU61:** Evaluate existing Park and Ride facilities to determine if the use is optimally located to advance the City's Vision and goals.
- LU62:** Encourage large commercial or residential projects to include transit stop improvements when appropriate. .
- LU63:** Parking requirements should be designed for average need, not full capacity. Include regulatory provisions to reduce parking standards .especially for those uses located within ¼ mile of high-capacity transit. Other parking reductions shall be based on results of King County Right-Sized Parking Initiative.
- LU64:** Support the creation of residential parking zones or other strategies to protect neighborhoods from spillover parking from major parking generators.

LU65: Encourage shared use of parking lots, and construction of underground parking areas, and parking structures.

Sustainable Land Use

LU66: Educate the community about EcoDistrict and LEED-Neighborhood Development concepts as part of the station area planning process to build support for future policy and regulatory changes.

LU67: Initiate public/private partnerships between utilities and support research, development, and innovation for energy efficiency and renewable energy technology.

LU68: Explore providing incentives to residents and businesses that improve building energy performance.

LU69: Explore offering incentives for low carbon buildings and onsite renewable energy.

Essential Public Facilities

LU70: Provide for Essential Public Facilities as required by State regulations.

Identifying Essential Public Facilities (EPF)

LU71: Define essential public facilities, consistent with the GMA, as facilities that are difficult to site or expand and that provide services to the public, or are substantially funded by government, or are contracted for by government, or are provided by private entities subject to public service obligation.

LU72: Require land use decisions on essential public facilities meeting the following criteria to be made consistent with the process and criteria set forth in LU74 :

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

Siting Essential Public Facilities (EPF)

LU73: Participate in efforts to create an inter-jurisdictional approach to the siting of countywide or statewide essential public facilities with neighboring jurisdictions as encouraged by Countywide Planning Policies FW-32 (establish a countywide process for siting essential public facilities) and S-1 (consideration of alternative siting strategies). Through participation in this process, seek agreements among jurisdictions to mitigate against the disproportionate financial burden which may fall on the jurisdiction which becomes the site of a facility of a state-wide, regional or county-wide nature.

The essential public facility siting process set forth in LU74 is an interim process. If the CPP FW-32 siting process is adopted through the Growth Management Planning Council the city may modify this process to be consistent with the GMPC recommendations.

LU74: Use this interim Siting Process to site the essential public facilities described in LU72 in Shoreline. Implement this process through appropriate procedures incorporated into the SMC.

Interim EPF Siting Process

1. Use policies LU71 and LU72 to determine if a proposed essential public facility serves local, countywide or statewide public needs.
2. Site EPF through a separate *multi-jurisdictional* process, if one is available, if the city determines that a proposed essential public facility serves a countywide or statewide need.
3. Require an agency, special district or organization proposing an essential public facility to provide information about the difficulty of siting the essential public facility, and about the alternative sites considered for location of the essential public facility proposed.
4. Process applications for siting essential public facilities through SMC Section 20.30.330 — Special Use Permit.
5. Address the following criteria *in addition* to the Conditional Use Permit decision criteria:
 - a. Consistency with the plan under which the proposing agency, special district or organization operates, if any such plan exists;
 - b. Include conditions or mitigation measures on approval that may be imposed within the scope of the city's authority to mitigate against any environmental, compatibility, public safety or other impacts of the EPF, its location, design, use or operation; and
 - c. The EPF and its location, design, use and operation must be in compliance with any guidelines, regulations, rules or statutes governing the EPF as adopted by state law or by any other agency or jurisdiction with authority over the EPF.

LU75: After a final siting decision has been made on an essential public facility according to the process described in LU74, pursue any amenities or incentives offered by the operating agency or by state law or other rule or regulation to jurisdictions within which such EPF are located.

LU76: For EPF having public safety impacts that cannot be mitigated through the process described in LU74, the city should participate in any process available to provide comments and suggested conditions to mitigate those public safety impacts to the agency, special district or organization proposing the EPF. If no such process exists, the city should encourage consideration of such comments and conditions through coordination with the agency, special district or organization proposing the EPF. A mediation process may be the appropriate means of resolving any disagreement about the appropriateness of any mitigating condition requested by the city as a result of the public safety impacts of a proposal.

LU77: Locate essential public facilities equitably throughout the city, county and state. No jurisdiction or area of the city should take a disproportionate share of essential public facilities. This policy shall not be interpreted to require the preclusion of an essential public facility from locations in the city.

Water Quality and Drainage

LU78: Design, locate, and construct surface water facilities to:

- promote water quality,
- enhance public safety
- preserve and enhance natural habitat
- protect critical areas, and
- reasonably minimize significant, individual and cumulative adverse impacts to the environment.

LU79: Pursue state and federal grants to improve surface water management and water quality.

LU80: Protect water quality through the continuation and possible expansion of City programs, Development Code, and pilot projects.

LU81: Protect water quality by educating citizens about proper waste disposal and eliminating pollutants that enter the stormwater system.

LU82: Maintain and enhance natural drainage systems to protect water quality, reduce public costs, protect property, and prevent environmental degradation.

- LU83:** Cooperate with the Department of Ecology and neighboring jurisdictions, including participation in regional forums and committees, to improve regional surface water management, water quality, and resolve related inter-jurisdictional concerns.
- LU84:** Where feasible, stormwater facilities, such as retention and detention ponds, should be designed to provide supplemental benefits, such as wildlife habitat, water quality treatment and passive recreation.
- LU85:** Pursue obtaining access rights, such as easements or ownership, to lands needed to maintain, repair or improve portions of the public drainage system that are located on private property and for which the City does not currently have legal access.

Land Use Element Supporting Analysis

Background and Context

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

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

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

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

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

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

Comment [sc1]: GMA requirements:
(1) A land use element designating the proposed general distribution and general location and extent of the uses of land, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces, general aviation airports, public utilities, public facilities, and other land uses. The land use element shall include population densities, building intensities, and estimates of future population growth. The land use element shall provide for protection of the quality and quantity of groundwater used for public water supplies. Wherever possible, the land use element should consider utilizing urban planning approaches that promote physical activity. Where applicable, the land use element shall review drainage, flooding, and storm water run-off in the area and nearby jurisdictions and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state, including Puget Sound or waters entering Puget Sound. Are all these items in the Plan Element? If not, does the Plan conform to GMA requirements if some required parts are in a supporting document?

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.

The visioning effort, which the City undertook with the development of the 1998 Comprehensive Plan, provided the starting point for the Land Use Element. As part of the planning process, the citizens and/or property owners identified the following list of issues that they believed should be addressed in this Plan:

- preservation and enhancement of attractive and safe neighborhoods

- preservation and enhancement of the variety of available and reasonably priced housing types
- types, amounts and locations of new housing to be allowed
- more opportunities for employment and shopping
- revitalization of commercial areas
- limited funding sources for the City, based on the land use pattern
- lack of available vacant land, leading to the need to encourage the redevelopment of existing areas
- compatibility of new development with existing uses
- transitional uses, financial impacts and time frames for areas that might redevelop
- kind of redevelopment to be allowed, even encouraged, for commercial uses
- ways to increase the vitality of existing business areas
- ways to assure that institutions and industrial uses are compatible with and respect adjacent uses and infrastructure
- ways to assimilate annexation areas and meet their needs within the existing City resources
- aesthetic improvements to existing non-residential development
- adequacy of pedestrian and vehicle mobility amenities
- protection of public health, welfare and safety

— The preliminary recommended land use designations were founded on: 1) the location of critical areas; and 2) the intensity or lack of intensity that the land can sustain. Subsequently the land use designations were refined (see Figure LU-1: Land Use Designations at the end of this chapter) based on:

- the requests of citizens and property owners as expressed during the citizen participation process for the Plan;
- findings and analyses conducted in the Draft Environmental Impact Statement (DEIS) and in the Final Environmental Impact Statement (FEIS), including information about:
 - the existing pattern of settlement;
 - the historic patterns of settlement;
 - the transportation corridors that serve these uses;
 - the real estate market's drive to develop areas;
 - the capital facilities and utilities needed to service these areas;
 - the need to accommodate growth;
 - the land uses of cities adjacent to Shoreline; and
 - previous land use decisions made by King County and various utility providers before the City incorporated.

Existing Conditions (update numbers that are highlighted)

Existing Land Use

The City is substantially developed, with ~~only about one percent~~ 56 acres of the total land area remaining vacant. Single lots scattered throughout the City (rather than large contiguous tracts of land) primarily characterize the vacant land. Approximately 91% of the city's land area is redevelopable; most of these sites are zoned for commercial or multifamily residential uses.

~~Residential~~ Single family residential development accounts for approximately ~~55~~ 54 percent of the land uses in the community. Multifamily residential development, approximately ~~3.4~~ 3.7 percent of the of the land use, is primarily located near the commercial areas along Aurora Avenue and in neighborhood centers (e.g., ~~Richmond Beach, Echo Lake, North City and Ballinger~~).

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

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

Comment [sjs2]: From 2007 KC Buildable Lands Report

Comment [sjs3]: Most recent GIS query

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

| Land Use Type | Acres | % Total |
|--------------------------|------------------|--------------|
| Single Family | 4,061,384 | 55.4 |
| Multi Family | 235,273 | 4.7 |
| Commercial | 536,343 | 8.4 |
| Institution | 224,240 | 3.2 |
| Parks & Recreation | 365,580 | 7.8 |
| Private Open Space/Water | 342,184 | 5.2 |
| Public Facilities | 632,553 | 9.7 |
| Right-of-way | 797,386 | 11.8 |
| Vacant | 106 | 1.4 |
| Total | 7,192,474 | 100.0 |

Source: City of Shoreline GIS Department 201203

Population

The population of Shoreline remained relatively constant from 2000-2010, after increasing 13 percent over the last decade, from 47,100 in 1990 to 53,296 in 2000. (About two-thirds of this growth was due to changes in city-managed boundaries annexation.) Shoreline's average annual growth population was basically stable between 1996 and 2000 was 2 percent, slightly higher than King County's 1.3 percent Average Annual Growth. However, more recent trends show a decrease in population for the City (see Table LU 2 below) over the decade, as compared to growth in the County of 11% and the State of 14%.

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

| | | | | | | Avg. Annual Growth 2000-2010 | |
|------------------------|-------------|-------------|--------------------------|-------------|-------------|---|-----------------------|
| | 1996 | 2000 | 2001 20 | 2002 | 2003 | 1996- 2000 | 2000- 2003 |
| King County | 1,628,800 | 1,737,046 | 1,758,312 1931249 | 1,774,312 | 1,779,300 | 1.3% 14% | 0.8% |
| Shoreline | 48,195 | 53,296 | 53,42453 025 | 53,250 | 52,730 | 2.0% 0% | -0.4% |

Source: Puget Sound Regional Council, 2002 Small Area Forecasts Census 2000 and 2010

Residential and Employment Growth Targets and Capacity

The King County Countywide Planning Policies (CPPs) establish growth targets for all of the jurisdictions within King County. The CPPs were initially adopted in 1992, and have been amended several times since then. Elected officials from King County, the Cities of Seattle and Bellevue, and the Suburban Cities Association meet as the Growth Management Planning Council (GMPC) and make recommendations to the County Council that has the authority to adopt and amend the CPPs. During 2003, the GMPC worked with an interjurisdictional team of King County Planning Directors to determine an equitable distribution of the growth targets throughout the County. It was determined that the City of Shoreline would plan to accommodate 2,651 new housing units and 2,618 new jobs over the 22-year planning period from 2001-2022. This housing target amounts to an average of 121 new housing units per year. Since 2001 it's estimated that 358 housing units have been permitted within the City. (City of Shoreline Planning and Development Services, 2003)

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

Capacity for Residential Growth Residential and Job Growth Capacity

As required in a 1997 amendment to the Growth Management Act (RCW 36.70A.215), recent growth and land capacity in King County and its Cities has been reported in the King County Buildable Lands Report in 2002. According to this report, the City of Shoreline has the capacity for 2,307 additional housing units on properties designated for residential uses through new development on vacant lands and/or through redevelopment of underutilized lands. About 800 new housing units could be accommodated in single family zones, and 551 could be accommodated in multifamily zones. See Tables LU-3 and LU-4 below and on the following page. Additionally, the report estimates that the North City Business District Sub-area has the capacity for 955 dwelling units.

Shoreline's existing Comprehensive Plan would support the zoning to accommodate the growth assumed in the adopted 25 year targets. Most of the growth is likely to occur along the Aurora Avenue corridor, either in the Town Center or in other parts of the corridor currently zoned MUZ. It is expected that redevelopment along Aurora will largely occur in multi-story buildings, some of which might be mixed-use structures, with commercial uses on the bottom floor and office or residential uses on the upper floors, and some of which will be horizontal mixed use with several structures on a lot, often structures of varying heights, some of which might be purely residential or office buildings and others that might be solely retail or other commercial uses.

Redevelopment is also a potential in the smaller mixed use commercial areas located adjacent to several neighborhoods. These areas, developed decades ago, might be redeveloped more intensely as mixed use areas

Table LU-3

Capacity in Single Family Zones (including vacant and redevelopable properties)

| | 2-40-5 du/acre | 4-65-7 du/acre | 6-87-9 du/acre | Total Capacity in SF Zones |
|--|---------------------------|-----------------------|-----------------------|---------------------------------------|
| Net Acres of Land* | 30.9 | 579.27 | 49.260 | 4,372.322.14 |
| Density | 4.14 | 5.26 | 40.3N/A | |
| Capacity in Units | 854123 | 3,024.21747 | 498N/A | 4,0621870 |
| Minus Existing Units on Redevelopable Parcels | (514)(75) | (2,648)(605) | 0(99) | (3,264)(680) |
| Net Capacity | 33748 | 3641142 | 990 | 8041190 |

Source: King County Buildable Lands Report September 2002, 2007

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

Table LU-4

Capacity in Multi Family Zones (including vacant and redevelopable properties)

| | 8-129-13 du/acre | 12-1813-31 du/acre | 18-30 31-48 du/acre | 30-48Over 48 du/acre | Total Capacity in MF Zones |
|--|-----------------------------|-------------------------------|--------------------------------|---------------------------------|---|
| Net Acres of Land | 48.2535.2 | 6.831.8 | 7.4224 | 5.8472.1 | 38.34 |
| Density | 44.011 | 48.024 | 24.024-48 | 32.965 | |
| Capacity in Units | 256 | 423 | 478 | 492 | 955 |
| Minus Existing Units on Redevelopable Parcels | (404170) | (350) | (29116) | (3233) | (497) |
| Net Capacity | 455212 | 8843 | 149722 | 1604052 | 5545629 |

Source: King County Buildable Lands Report September 2002/2007

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

It's estimated that the remaining 344 additional units of the City's housing target could be accommodated in the City's MUZ zoning district (City of Shoreline Planning and Development Services, 2003).

Capacity for Commercial & Industrial Growth

Shoreline has the capacity for a total of 2,235 new jobs. There is capacity for 1,357 jobs in commercial zones and 805 in the North City Business District sub-area, for which a detailed sub-area plan has been developed. There is also capacity for 72 jobs in the industrial zone. (2002 King County Buildable Land Report) Shoreline's commercial/mixed-use areas are largely located along Aurora Avenue. The 2007 King County Buildable Lands Report estimates that there are approximately 80 net acres of redevelopable land in these commercial/mixed use areas. They are currently developed at an average FAR of .27. FARs of 1.0 are easily achievable with structured parking. An FAR of 1.0 would result in capacity for almost 7500 new jobs.)

Essential Public Facilities

Process for Identifying and Siting Essential Public Facilities

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

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

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

The siting process described in this section is intended as an interim process. The Growth Management Planning Council (GMPC), which is made up of the cities

in King County and the County, is required by the Countywide Planning Policies (CPP) to establish a countywide process for siting essential public facilities (ref. CPP FW-32). That process is to address EPF definitions, inventories, incentives, public involvement, environmental protection and consideration of alternative siting strategies (ref. CPP S-1). When that process is established, Shoreline may modify this process to reflect the GMPC recommendations.

Land Use Element Supporting Analysis

Background and Context

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

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

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

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

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

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

FG 4: Provide a variety of gathering places, parks, and recreational opportunities for all ages and expand them to be consistent with population changes.

FG 5: Encourage an emphasis on arts, culture and history throughout the community.

FG 6: Make decisions that value Shoreline's social, economic, and cultural diversity.

FG 7: Conserve and protect our environment and natural resources, and encourage restoration, environmental education and stewardship.

FG 8: Apply innovative and environmentally sensitive development practices.

FG 9: Promote quality building, functionality, and walkability through good design and development that is compatible with the surrounding area.

FG 10: Respect neighborhood character and engage the community in decisions that affect them.

FG 11: Make timely and transparent decisions that respect community input.

FG 12: Support diverse and affordable housing choices that provide for Shoreline's population growth, including options accessible for 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.

Existing Conditions

Existing Land Use

The City is substantially developed, with 56 acres of the total land area remaining vacant. Single lots scattered throughout the City (rather than large contiguous tracts of land) primarily characterize the vacant land. Approximately 11% of the city's land area is redevelopable; most of these sites are zoned for commercial or multifamily uses. Single family residential development accounts for approximately 55 percent of the land uses in the community. Multifamily residential development, approximately 3.4 percent of the of the land use, is primarily located near the commercial areas along Aurora Avenue and in neighborhood centers.

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

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

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

Source: City of Shoreline GIS Department 2012

Population

The population of Shoreline remained relatively constant from 2000-2010, after increasing 13 percent from 1990 to 2000 (About two-thirds of this growth was due to annexation.)

Shoreline's population was basically stable over the decade, as compared to growth in the County of 11% and the State of 14%.

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

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

Source: Census 2000 and 2010

Residential and Employment Growth Targets and Capacity

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

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

the smaller mixed use commercial areas located adjacent to several neighborhoods. These areas, developed decades ago, might be redeveloped more intensely as mixed use areas.

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

| | 0-5 du/acre | 5-7 du/acre | 7-9 du/acre | Total Capacity in SF Zones |
|--|-------------|-------------|-------------|-------------------------------|
| Net Acres of Land* | 30.9 | 579.27 | 0 | 322.1 |
| Density | 4 | 6 | N/A | |
| Capacity in Units | 123 | 1747 | N/A | 1870 |
| Minus Existing Units on Redevelopable Parcels | (75) | (605) | 0 | (680) |
| Net Capacity | 48 | 1142 | 0 | 1190 |

Source: King County Buildable Lands Report , 2007

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

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

| | 9-13 du/acre | 13-31 du/acre | 31-48 du/acre | Over 48 du/acre | Total Capacity in MF Zones |
|--|-----------------|------------------|------------------|--------------------|----------------------------------|
| Net Acres of Land | 35.2 | 1.8 | 24 | 72.1 | 38.34 |
| Density | 11 | 24 | 24-48 | 65 | |
| Capacity in Units | | | | | |
| Minus Existing Units on Redevelopable Parcels | (170) | (0) | (116) | (33) | (|
| Net Capacity | 212 | 43 | 722 | 4052 | 5629 |

Source: King County Buildable Lands Report 2007

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

Capacity for Commercial & Industrial Growth

Shoreline's commercial/mixed-use areas are largely located along Aurora Avenue. The 2007 King County Buildable Lands Report estimates that there are approximately 80 net acres of redevelopable land in these commercial/mixed use areas. They are currently developed at an average FAR of .27. FARs of 1.0 are easily achievable with structured parking. An FAR of 1.0 would result in capacity for almost 7500 new jobs.

Essential Public Facilities

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

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

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City of Shoreline COMPREHENSIVE PLAN

Legend

Proposed Comprehensive Plan Land Use Designations

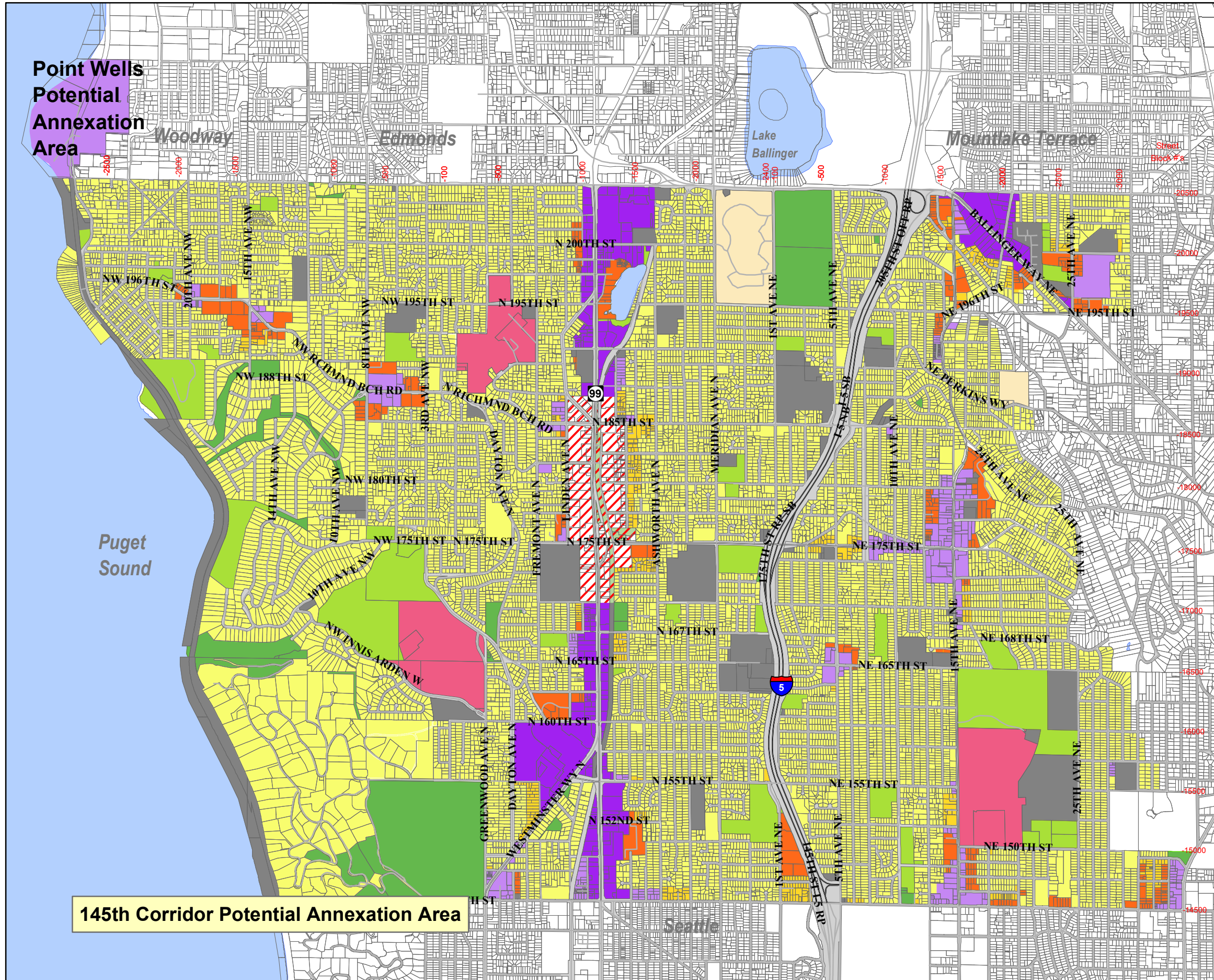
- High Density Residential
- Institution/Campus
- Low Density Residential
- Medium Density Residential
- Mixed Use 1
- Mixed Use 2
- Private Open Space
- Public Facility
- Public Open Space
- Special Study Area
- Town Center District

0 500 1,000 2,000 Feet



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

Comprehensive Plan Land Use


















145th Corridor Potential Annexation Area

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








Attachment F Comprehensive Plan Land Use

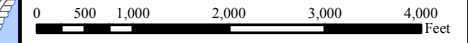
Representation of Official
Comprehensive Land Use
Map Adopted By
City Ordinance No. 292.
Shows amendments through
July 25, 2011.

Comprehensive Plan
Land Use Designations

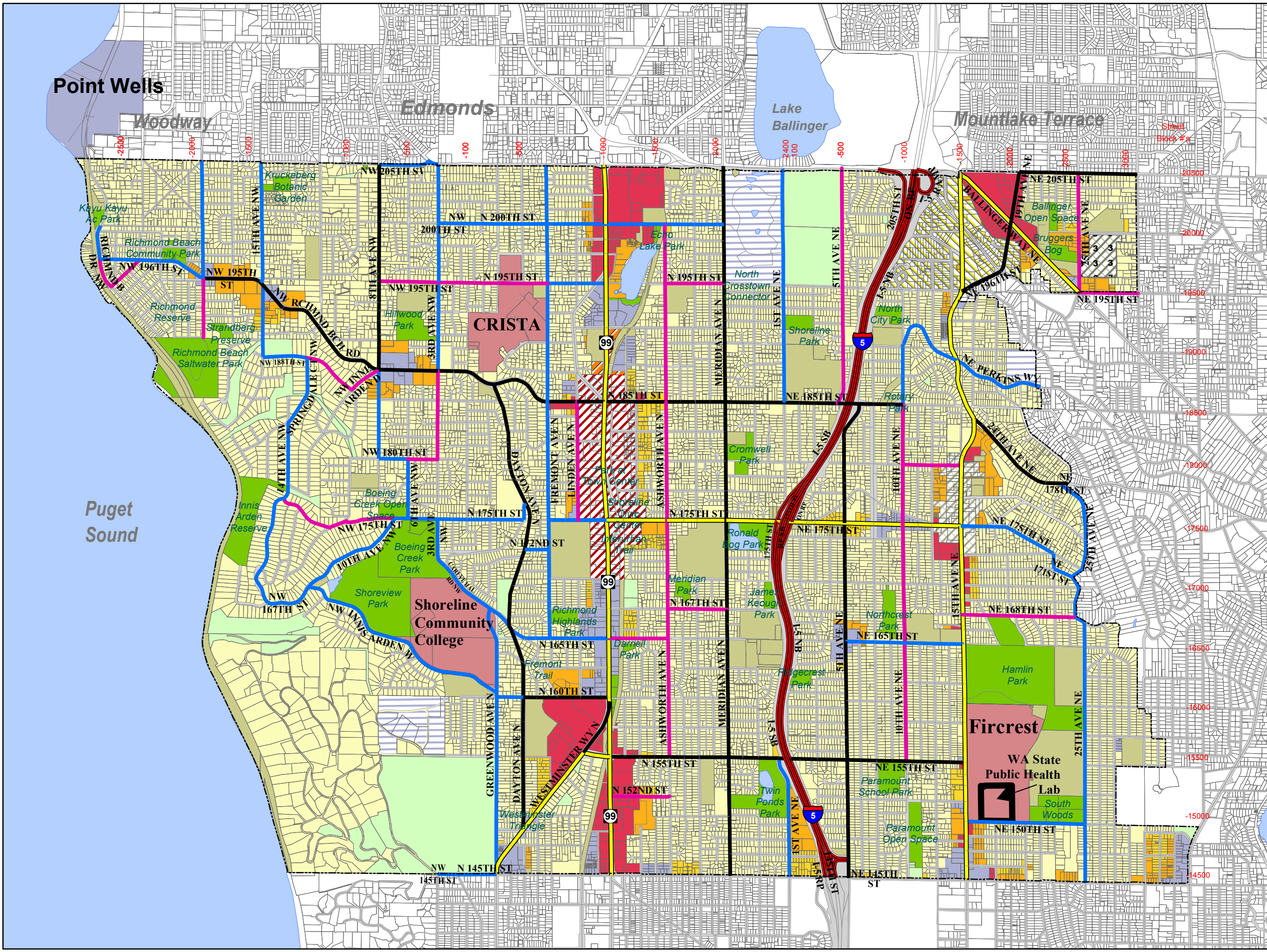
-  TCD, Town Center District
-  LDR, Low Density Residential
-  MDR, Medium Density Residential
-  HDR, High Density Residential
-  MU, Mixed Use
-  CB, Community Business
-  RB, Regional Business
-  PF, Public Facilities
-  I-C, Campus
-  PA-3, Planned Area 3
-  SSA, Special Study Area
-  BaSSA, Ballinger Special Study Area
-  NCBD, North City Business District
-  PrOS, Private Open Space
-  PubOS, Public Open Space

Other Map Features

-  Unclassified Right of Way
-  City Boundary
-  Outside Shoreline
-  Interstate
-  Principal Arterial
-  Minor Arterial
-  Collector Arterial
-  Neighborhood Collector
-  Local Street
-  Open Water



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



Point Wells

Woodway

Edmonds

Lake Ballinger

Mountlake Terrace

Puget Sound

CRISTA

Shoreline
Community
College

Fircrest

WA State
Public Health
Lab