



Memorandum

DATE: November 7, 2019

TO: City of Shoreline Planning Commission

FROM: Nora Gierloff, Planning Manager, AICP
Steven Szafran, Senior Planner, AICP

RE: Puget Sound Regional Council VISION 2050

Regional Planning Framework

Staff from the Puget Sound Regional Council (PSRC) will make a presentation to the Planning Commission about the VISION 2050 Regional Growth Strategy at the November 7th meeting. This is the Puget Sound region's long-range plan drafted by PSRC. Vision 2050 provides a guide for sustaining a healthy environment, thriving communities, and a strong economy. It includes a strategy for how and where the central Puget Sound region can grow to a forecast of 5.8 million people and 3.4 million jobs by the year 2050. Over the next 30 years, the region is forecasted to grow by 1.8 million additional people and 1.2 million new jobs. The City has participated in the regional effort to develop this strategy and has submitted Shoreline specific comments, see Attachment A.

The City has also begun updating our 2012 Comprehensive Plan by reviewing and participating in the completion of the following projects:

Urban Growth Capacity Study – This is the new name for the report formerly known as Buildable Lands. The UGCS is underway and will wrap-up mid-2020. The UGCS provides cities and county feedback on accommodating targeted growth in our planned land use patterns. The UGCS answers several questions including:

1. Is development occurring at planned urban densities?
2. How is growth tracking to adopted targets and land use assumptions?
3. Is there adequate land capacity available for anticipated growth in jurisdictions and the UGA?

The UGCS will require staff to evaluate if growth targets are being met, if densities are being achieved, and whether there is enough capacity for the jobs and housing targets. This requires staff to compile data from issued single-family, multifamily, mixed-use, and commercial

permits. Also, staff will evaluate available land for growth to accommodate revised growth targets from King County.

Growth Targets – Through the update of the King County Countywide Planning Policies, the County will be allocating growth targets between the 39 cities in King County. The targets originate from PSRC in Vision 2050 and it is King County’s responsibility to distribute those numbers of jobs and housing among the jurisdictions. The City will be responsible for identifying areas with the capacity to accommodate that growth.

King County Countywide Planning Policies – The CPPs are currently being revised and will be adopted by 2021. The update of the CPPs will include three new initiatives; the 4:1 program (20% of an owner’s land into the UGA and 80% protected as open space), Urban Growth Capacity Study, and regional affordable housing. It will be staff’s responsibility to review and comment on King County’s proposed CPPs and review the City’s Comprehensive Plan to ensure compliance with the updated CPPs.

Office of Financial Management Forecasts – OFM will be updating population forecasts starting in the end of 2021 to mid-2022. Staff will review the forecasts and comment appropriately.

2023 Comprehensive Plan Update – The City is required to update the Comprehensive Plan by June 2023. The updated Plan must incorporate the vision and policies of the beforementioned plans of the PSRC, OFM, and King County. The update is scheduled to begin in 2021 with scoping and public participation. Staff will be responsible for review of Vision 2050, Urban Growth Capacity Study, OFM Forecasts, Growth Targets, and King County’s CPPs to ensure the City’s Plan is following the goals and policies of those regional plans.

Attachment A: September 3, 2019 Comment Letter to PSRC



**SHORELINE
CITY COUNCIL**

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Chris Roberts

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September 3, 2019

Erika Harris, SEPA Official
Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104

Via Email: VISION2050@psrc.org

RE: DRAFT VISION 2050 Comment

To Erika Harris:

The City of Shoreline (“Shoreline”) would like to take this opportunity to convey to PSRC our initial comments in response to Puget Sound Regional Council’s DRAFT VISION 2050. We appreciate the amount of work that has gone into first preparing the SEIS, then the draft vision, and the opportunity for the public to provide input on the vision for the next 30 years on how and where the central Puget Sound region should grow.

VISION 2050 is a shared strategy for how and where the central Puget Sound region can grow to a forecast of 5.8 million people and 3.4 million jobs by the year 2050. Over the next 30 years, the region is forecasted to grow by 1.8 million additional people and 1.2 million new jobs.

The Regional Growth Strategy of VISION 2050 considers how the region can distribute the forecasted growth, primarily within the designated urban growth area, and support development near high-capacity transit in the region. The strategy is a description of a preferred pattern of urban growth that has been designed to minimize environmental impacts, support economic prosperity, advance social equity, promote affordable housing choices, improve mobility, and make efficient use of new and existing infrastructure. VISION 2050 envisions a future where the region:

- Maintains stable urban growth areas.
- Focuses the great majority of new population and employment within urban growth areas.
- Maintains a variety of community types, densities, and sizes.
- Achieves a better balance of jobs and housing across the region.
- Within urban growth areas, focuses growth in cities.
- Within cities, creates and supports centers to serve as concentrations of



jobs, housing, services, and other activities.

- Builds transit-oriented development around existing and planned infrastructure.
- Uses existing infrastructure and new investments efficiently.

The City of Shoreline has taken steps to prepare for the influx of people and jobs over the next 30 years including:

- Planning for two new light-rail stations;
- Allowing a range of housing types and densities within walking distance of high-capacity rail and bus transit;
- Requiring green building construction within our light-rail station areas;
- Requiring affordable housing in our light-rail station areas;
- Creating and implementing a Sustainability Strategy;
- Becoming the first Salmon-Safe certified city in Washington State;
- Creating and implementing a Climate Action Plan;
- Updating the Surface Water Master Plan and Parks, Recreation, and Open Space Plan,
- Creating the Town Center Subarea and the Community Renewal Area at Shoreline Place to create opportunities for live, work, and gathering; and
- Transportation plans and projects that prioritize multi-modal transportation options throughout the city.

After initial review of the draft VISION 2050, the goals and policies of VISION 2050 align with those of the City's Comprehensive Plan, Subarea Plans, Transportation Plan, and development regulations.

VISION 2050 calls for cities and counties to support the building of more diverse housing types, especially near transit, services, and jobs, to ensure all residents can live in thriving urban places. Shoreline supports this by adopting Mixed-Use Residential zones that allow multiple housing types with no prescribed density limits.

VISION 2050 also calls for more housing affordable to low- and very low-income households and Shoreline has required affordability at 70% AMI for rental units in the station areas.

VISION 2050 works to substantially reduce greenhouse gas emissions in support of state, regional and local emissions reduction goals and Shoreline has adopted a Sustainability Strategy, Climate Action Plan, set greenhouse gas reduction emission targets, and became Salmon Safe certified that will eventually reduce carbon emissions, provide cleaner surface water, and generally provide a cleaner environment for the residents of Shoreline.

VISION 2050 strives to accommodate growth in urban areas, focused in designated centers and near transit stations, to create healthy, equitable, vibrant communities well - served by infrastructure and services



The following analysis shows how the City of Shoreline’s adopted plans, policies, and development regulations are in line with the Draft VISION 2050.

Regional Growth Strategy Policies

MPP-RGS-7 Attract 65% of the region’s residential and 75% of the region’s employment growth to high capacity transit station areas to realize the multiple public benefits of compact growth around high-capacity transit investments. As jurisdictions plan for growth targets, focus development near high-capacity transit to achieve the regional goal.

The City adopted the 185th Street and 145th Street Station Subarea Plans to address land use and transportation needs around the future light-rail stations. The plans are intended to attract a vibrant mix of land uses that offer housing choice, jobs, businesses that serve the neighborhoods, social and recreational opportunities, and community services. The City Council took the bold steps to designate roughly 472 acres around both stations for a mix of townhomes, rowhomes, apartments, office, retail, and community uses that will support Sound Transit’s ridership goals and the City’s commitment to a sustainable future locally and regionally.

Environment Policies

MPP-En-5 Locate development in a manner that minimizes impacts to natural features. Promote the use of innovative environmentally sensitive development practices, including design, materials, construction, and on-going maintenance.

MPP-En-6 Use the best information available at all levels of planning, especially scientific information, when establishing and implementing environmental standards established by any level of government.

MPP-En-16 Preserve and enhance habitat to support healthy wildlife and accelerate the recovery of salmon, orca, and other threatened and endangered species. (Salmon Safe Certification)

The City last updated the Critical Areas Ordinance in 2015 and addresses the suitability for development in and near wetlands, steep slopes, streams, shorelines, and wildlife habitat. On Earth Day 2019, the City became the first Salmon-Safe Certified City in Washington State to further reduce pollutants and pesticide use, improve erosion control, conserve water, and install rain gardens and other “green infrastructure” to keep stormwater runoff clean.

Climate Change Policies

MPP-CC-1 Advance state, regional, and local actions that substantially reduce greenhouse gas emissions in support of state, regional, and local emissions reduction goals, including targets adopted by the Puget Sound Clean Air Agency.



MPP-CC-2 Reduce building energy use through green building and retrofit of existing buildings.

The City adopted the Climate Action Plan in September 2013 to place a priority on sustainable land use and building practices, resilience of our natural systems, and reducing the City's carbon footprint. The city requires mandatory green building in the City's two light-rail station areas and has adopted a Deep Green Incentive Program to encourage the construction of green building throughout the City.

Development Patterns Policies

MPP-DP-1 Develop high-quality, compact urban communities throughout the region's urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.

MPP-DP-3 Enhance existing neighborhoods to provide a high degree of connectivity in the street network to accommodate walking, bicycling, and transit use, and enough public spaces.

MPP-DP-16 Promote cooperation and coordination among transportation providers, local government, and developers to ensure that joint- and mixed-use developments are designed to promote and improve physical, mental, and social health and reduce the impacts of climate change on the natural and built environments.

MPP-DP-21 Plan for densities that maximize benefits of transit investments in high-capacity transit station areas that are expected to attract significant new population or employment growth.

The region's existing and planned transit system connects central places throughout the region, providing people access to housing and jobs, and affordable transportation choices. In many cases, transit options connect dense, vibrant urban places that are planned to accommodate more growth. As the transit network expands, suburban communities will also have access to more mobility options, and an opportunity to transform from auto-oriented areas with separated land uses to compact, mixed-use, and walkable neighborhoods.

VISION 2050 encourages focusing growth in these areas and conducting station area planning to maximize benefits. The Aurora Corridor through Shoreline is home to King County Metro's E-Line. The area adjacent to Aurora is designated Mixed-Use and zoned Mixed-Business and Town Center. The Mixed-Business and Town Center 1, 2, and 3 zones are the City's most intense zoning that allows a mix of dense housing and employment centers that can support a wide range of jobs.

The Draft VISION 2050 states that the region's population and employment growth should occur within a quarter to a half-mile from current and planned high-capacity transit station areas, including light rail, bus rapid transit, commuter rail, ferries, and streetcar is consistent with Shoreline's



Comprehensive Plan Goals and Policies. Specifically, Land Use Goals and Policies LU11 through LU17 which encourage the development of walkable places with architectural interest that integrate a wide variety of dense walkable communities, retail, office, and service uses.

Housing Policies

MPP-H-1 Plan for housing supply, forms, and densities to meet the region's current and projected needs consistent with the Regional Growth Strategy.

MPP-H-2 Provide a range of housing types and choices to meet the housing needs of all income levels and demographic groups within the region.

MPP-H-3 Achieve and sustain – through preservation, rehabilitation, and new development – a sufficient supply of housing to meet the needs of low-income, moderate-income, middle-income, and special needs individuals and households that is equitably and rationally distributed throughout the region.

The City has addressed housing through the Comprehensive Plan and a comprehensive housing strategy that increases affordability and choice within the local housing stock in order to accommodate the needs of a diverse population. The construction of two light rail stations will provide opportunities for increased residential densities within a ½ mile of each station. Since the approval of the light-rail station subarea plans, the city has experienced a noticeable uptick in the amount of single-family attached and townhome units coming to market. In addition, all the housing built within the light-rail station subareas must be built to Built-Green or equivalent standards. The City's housing goals and policies include:

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

Goal H II: Encourage development of an appropriate mix of housing choices through innovative land use and well-crafted regulations.

Goal H III: Preserve and develop housing throughout the city that addresses the needs of all economic segments of the community, including underserved populations, such as households making less than 30% of Area Median Income.

Economy Policies

MPP-EC-1 Support economic development activities that help to recruit, retain, expand, or diversify the region's businesses, targeted towards businesses that provide living-wage jobs.

MPP-EC-7 Foster a supportive environment for business startups, small businesses, locally owned and women- and minority-owned businesses to help them continue to prosper.



MPP-EC-10 Ensure that the region has a high-quality education system that is accessible to all of the region's residents.

The city has taken steps to support economic development activity that includes creating places for people to shop, live, and gather.

Four specific areas possess the potential to dramatically strengthen the economic vitality of Shoreline. These City-Shaping Areas shall be the focus of concerted Placemaking Projects designed to trigger large-scale redevelopment and growth.

- Strengthen Shoreline's Signature Boulevard – leveraging the city's \$140 million Aurora Corridor Project by facilitating constant investment along its six miles of improved frontage.
- Catalyze Shoreline Place – encouraging intensive private redevelopment of the former Sears center into an exemplary lifestyle destination.
- Ignite Station Area Growth – parlaying the extraordinary public investment that will bring light rail service to Shoreline's two rezoned station areas.

Additional commercial nodes can influence the economic vitality of the surrounding neighborhoods. Placemaking Projects in these Neighborhood Commercial Centers shall seek to create identity, encourage walkability, expand housing options, and provide needed goods and services.

- Shoreline Town Center.
- Echo Lake at Aurora & N 192nd.
- North City Business District.
- Four Corners at NW Richmond Beach Rd.
- Downtown Ridgecrest.
- Ballinger Commercial Center.

Transportation Policies

MPP-T-7 Coordinate state, regional, and local planning efforts for transportation through the Puget Sound Regional Council to develop and operate a highly efficient, multimodal system that supports the Regional Growth Strategy.

MPP-T-8 Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people consistent with the Regional Growth Strategy. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.

MPP-T-15 Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and development.



MPP-T-16 Improve local street patterns – including their design and how they are used – for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.

MPP-T-17 Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and reliable connections.

MPP-T-18 Promote coordination among transportation providers and local governments to ensure that joint- and mixed-use developments are designed in a way that improves overall mobility and accessibility to and within such development.

The City updated the Transportation master Plan in 2011 which coordinates transportation improvements with land uses and plans for what is needed to respond to growth. The City's Public Works Department took an approach that designs a system for all users, including pedestrians, bicyclists, transit riders, and motorists. To implement this approach the City has developed:

- Goals, policies, and implementation strategies that identify how to improve and expand Shoreline's transportation system.
- Bicycle, Pedestrian, and Transit System Plans that show complete systems for mobility throughout the City.
- Prioritized projects for funding including bicycle, pedestrian, and traffic safety and operations projects.
- Projects needed to accommodate growth over the next twenty years.
- Updated street classifications that match the existing use of the street with the appropriate classification.
- A funding strategy to pay for the identified improvements.
- An updated concurrency standard that ensures adequate transportation facilities will be in place as growth occurs.

In addition, the City is currently working on the following projects that promote walkability, bicycling, and aesthetic improvements to encourage safe connections through higher density, mixed-use development, especially near future light-rail service:

- 145th Street Corridor Study
- 148th Street Non-Motorized Bridge
- 175th Street Corridor Improvements
- 185th Street Multimodal Corridor Strategy (pre-design study)
- Bicycle Plan
- Neighborhood Traffic Safety Program (NTSP)
- Sidewalk Prioritization Plan
- Street Light Program
- Streetlight Master Plan
- Trail Along the Rail Feasibility Study



Public Services Policies

MPP-PS-3 Time and phase services and facilities to guide growth and development in a manner that supports the Regional Growth Strategy.

MPP-PS-13 Promote the use of renewable energy resources to meet the region's energy needs.

Public services are essential to the day-to-day operation of the region, helping make communities safe, healthy, prosperous, and resilient. As the region grows, public services will need to continue to adjust and evolve to meet the region's changing needs. Shoreline has adopted goals and policies in the Comprehensive Plan that align with the proposed Public Services Policies including:

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

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

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

New or expanded public services and infrastructure are needed to support new development. At the same time, existing infrastructure requires ongoing maintenance and upgrading. Using more efficient designs and technologies can curb some of the need for new infrastructure. A commitment to sustainable infrastructure ensures the least possible strain on the region's resources and the environment, while contributing to healthy and prosperous communities.

Thank you for the opportunity to comment on the Draft VISION 2050.



Rachael Markle, AICP, Director
City of Shoreline Planning & Community Development

9-3-19
Date