

ORIGINAL

ORDINANCE NO. 649

AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON, ADOPTING AN UPDATE TO THE COMPREHENSIVE PLAN TO MEET THE REQUIREMENTS SET FORTH IN RCW 36.70A.130(1)(a), AND ADOPTING THE 2012 ANNUAL REVIEW AMENDMENTS TO THE COMPREHENSIVE PLAN

WHEREAS, the Growth Management Act of 1990 (“the GMA”) mandates that the City of Shoreline adopt a comprehensive plan containing certain required elements; and

WHEREAS, the City of Shoreline’s first Comprehensive Plan was adopted by Ordinance No. 178 on November 23, 1998, with the most recent major update adopted by Ordinance No. 388 on June 13, 2005; and

WHEREAS, the City has developed an annual Comprehensive Plan review process for continuing review and evaluation in accordance with the Washington State Growth Management Act (GMA) RCW36.70A.130(2); and

WHEREAS, cities and counties fully planning under the GMA are to review and evaluate their comprehensive plans and land use ordinances, including critical area regulations and the most recent population allocation, at least every eight years and "update" them if needed to comply with RCW 36.70A.130(1); and

WHEREAS, in 2010 City Council directed staff to undertake the Update of the Comprehensive Plan, and in conjunction with this also directed staff to develop master plans for Parks Recreation and Open Space (PROS), Transportation, and Surface Water to take advantage of coordinated process and review; and

WHEREAS, a SEPA Determination of Non-significance was issued on October 3, 2012 for the adoption of the Update to the Comprehensive Plan; and

WHEREAS, the City has adopted and disseminated an extensive public participation process in SMC 20.30.070 and .340 consistent with RCW 36.70A.035 and .140 to develop and review the Update for the Comprehensive Plan and 2012 annual Amendments including:

- Public meetings before the Planning Commission on the Update on January 5, February 2, March 1, April 5 and 19, May 3 and 17, June 7 and 21, August 2 and 16, September 20, and October 4 and 18, 2012;
- Public Hearing on the Update of the Comprehensive Plan on October 18, 2012 and on the 2012 Annual Review Docket on November 15, 2012;
- Public meetings before the City Council on the Planning Commission recommendations for the Update and Comprehensive Plan Amendments on November 5, 13, 19 and 26, and December 10, 2012; and

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WHEREAS, the Planning Commission unanimously recommended approval of the Update of the Comprehensive Plan on October 18, 2012 and of the 2012 Annual Review Docket on November 15, 2012; and

WHEREAS, the City Council concurs with the Findings and Recommendation of the Planning Commission with minor revisions to those recommendations as set forth in this Ordinance; and

WHEREAS, the proposed Plan amendments were submitted to the State Department of Commerce (formerly CTED) for comment on October 3, 2012 and its comments have been received and are favorable; and

WHEREAS, the Council finds that this ordinance complies with the adoption requirements of the Growth Management Act, Chapter 36.70A RCW, together with development and review of critical area ordinances scheduled to be adopted before the Update deadline of June 30, 2015; now therefore,

THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON DO ORDAIN AS FOLLOWS:

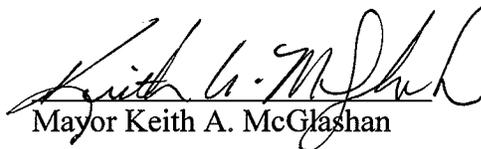
Section 1. Adoption of Findings and Conclusions. In support of adoption of the Comprehensive Plan, as provided in Section 2 below, the City Council adopts the above recitals as Findings and adopts the Findings and Conclusions set forth in Exhibit A attached hereto and incorporated herein by this reference as if set forth in full.

Section 2. New Comprehensive Plan Adopted; Repeal. The “Comprehensive Plan - City Council Recommendation – December 10, 2012,” filed under Clerk’s Receiving Number 7072, as amended by the Revisions attached hereto as Exhibit B attached hereto and incorporated by reference herein, is hereby adopted and shall be published as the official Comprehensive Plan for the city of Shoreline; and the Shoreline Comprehensive Plan last amended by Ordinance No. 616 is repealed in its entirety.

Section 3. Severability. Should any section, paragraph, sentence, clause or phrase of this ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this ordinance be pre-empted by state or federal law or regulation, such decision or preemption shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

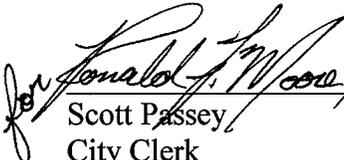
Section 4. Effective Date and Publication. A summary of this ordinance consisting of the title shall be published in the official newspaper and the ordinance shall take effect five days after publication.

PASSED BY THE CITY COUNCIL ON DECEMBER 10, 2012.


Mayor Keith A. McGlashan

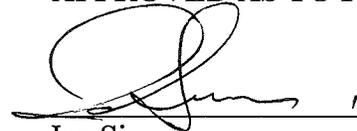
ORIGINAL

ATTEST:



Scott Passey
City Clerk

APPROVED AS TO FORM:



Ian Sievers
City Attorney

Date of publication: December 13, 2012

Effective date: December 18, 2012

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EXHIBIT A

FINDINGS OF FACT

The Shoreline City Council makes the following findings in support of the 2012 Update to the Comprehensive Plan.

A. PUBLIC PARTICIPATION PROGRAM

Following initial staff review and proposed revisions, the update process had two major components.

1. Planning Commission Review:

Below is a schedule of the Planning Commission review process for individual elements and full drafts. All Planning Commission meetings are open to the public; have agendas, meeting packets, and minutes posted on the web page (<http://cityofshoreline.com/index.aspx?page=171>); and were noticed through ConstantContact emails to interested parties. Each iteration of the draft Comprehensive Plan is posted to the project web page (www.shorelinewa.gov/2012update), including a “track change” format version so each proposed deletion and addition can be seen.

- January 5- Process and timeline for public participation and review
- February 2- Community Design and Parks, Recreation, and Open Space
- March 1- Transportation
- April 5- Natural Environment (proposed as a new element, formerly part of Land Use)
- April 19- Capital Facilities and Utilities
- May 3- Economic Development
- May 17- Housing
- June 7- Land Use and Land Use Map
- June 21- Shoreline Master Program and Economic Development
- July 9- Joint dinner meeting with City Council to discuss Big Picture Questions
- August 2- Community Design, Housing, and Land Use
- August 16- Natural Environment, Capital Facilities, and Utilities
- September 20- Full draft of entire Plan
- October 4- Land Use, Capital Facilities, and Utilities
- October 18- Public Hearing on full draft Plan

2. Public Participation

Public participation is a major requirement of GMA and an important City value. In order to create opportunities for meaningful involvement by the Shoreline community, staff engaged in the outreach initiatives described below.

- Speaker series- The City hosted five events, summarized below. Staff has included the number of emails that were sent to community members to notice each event through Constant Contact. In addition, staff sent the event flier (September announcement attached) to an email distribution list that included over 700 people.
 - January 25, Community Design Element- Chuck Wolfe, Urban Land Institute, *Six Urbanist Themes for 2012*
 - ❖ 1,534 Constant Contact emails sent on 1/20
 - February 22, Transportation Element- Sara Schott Nicolic, Puget Sound Regional Council, *Equitable Transit Communities*
 - ❖ 1,511 Constant Contact emails sent on 2/6
 - April 12, Natural Environment Element- Jenny Pell, permaculture designer, *Beacon Food Forest*
 - ❖ 1,526 Constant Contact emails sent on 3/20
 - April 25, Economic Development Element- Rob Bennett, Portland Sustainability Institute, *EcoDistricts*
 - ❖ 1,382 Constant Contact emails sent on 4/13
 - September 12, Land Use Element- Matthew Kwatinetz, QBL Real Estate, *Sustainability, Culture, and Integrated Economic Development Strategies*
 - ❖ 1,597 Constant Contact emails sent on 8/20
- Comprehensive Plan Update webpage (www.shorelinewa.gov/2012update)- This site contains background and purpose of comprehensive planning, an embedded Vision 2029 video, links to the current Plan and Speaker's Series videos, as well as staff reports, draft versions of all elements reviewed to date, and Commission minutes from each discussion.
- Outreach- The Comprehensive Plan Update was featured in the May 2011 *Currents* "Special Planning Edition", and the October 2012 edition, which announced the Public Hearing date. Speaker's Series events have been published in the newsletter, in addition to the email announcements.
- Council of Neighborhoods and Neighborhood Association presentations- Staff presented at the March 7, 2012 Council of Neighborhoods meeting regarding the Comprehensive Plan update, including criteria for deletion and addition of policies, the public participation process, and potential timeline for review and adoption. Staff offered to come to any meetings of neighborhood associations that requested a presentation on the update. Briarcrest was the only association that made such a request, and staff attended their October 9, 2012 meeting.
- Interested parties- Staff specifically solicited input from several organizations they identified as stakeholders, including the Shoreline School District, Shoreline Historical Museum, and utility providers. Staff received input from several organizations, including the King County Housing Development Consortium, King County Public Health, Shoreline Historical Museum, Ronald Wastewater District, Shoreline Water District, several local churches, Futurewise, a state representative, and city residents. Many changes were made based on these recommendations, and the source of revisions is noted in comment boxes in the track change version of various iterations of the Plan, located on the project web page.
- Public Hearing and environmental review- Both of which have a public comment period.

B. GROWTH MANAGEMENT ACT (GMA) REQUIREMENTS

1. The GMA includes thirteen goals that local governments must consider in preparing and adopting Comprehensive Plans:

- Urban Growth
- Reduce Sprawl
- Transportation
- Housing
- Economic Development
- Property Rights
- Permits
- Natural Resource Industries
- Open Space and Recreation
- Environment
- Citizen Participation and Coordination
- Public Facilities and Services
- Historic Preservation

All elements are addressed in the 2012 Update to the Comprehensive Plan.

2. The GMA includes specific requirements for elements that shall be discussed in comprehensive plans as set forth in RCW 30.70A.070. All elements are addressed in the 2012 Major Update to the Comprehensive Plan. Likewise, guidelines and requirements delineated by the State Department of Commerce, the Puget Sound Regional Council, and the King Countywide Planning Policies were also incorporated.
3. The periodic update provisions of the GMA require that jurisdictions fully planning under the GMA conduct a review of, and revise if necessary, the comprehensive plan, implementing development regulations, and the critical areas ordinance (CAO). Recent statutory amendments require this periodic update to be completed every eight years. The City of Shoreline is opting to complete the periodic update of the comprehensive plan in 2012 and the review and revision, if necessary, of the development regulations and CAO at a later date. It is hereby noted that adoption of the Comprehensive Plan is the first part of a multiple step effort. In final legislative action adopting implementing revisions to the CAO or development regulations, the City shall acknowledge all previous parts of the update and declare it complete. The deadline for the City of Shoreline to complete the periodic update is June 30, 2015 (see RCW 36.70A.130 (5)).

C. CITY OF SHORELINE CRITERIA

Criteria for amending the Comprehensive Plan are delineated in SMC 20.30.340- Amendment and review of the Comprehensive Plan (legislative action). The regulation is included below in *italics*, with staff response immediately following.

B. Decision Criteria. *The Planning Commission may recommend and the City Council may approve, or approve with modifications an amendment to the Comprehensive Plan if:*

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

- Staff reviewed the Plan for consistency with the Growth Management Act and Countywide Planning Policies, and for internal consistency with other Plan elements and City policies, and determined that the draft document meets this requirement.

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

- This update captures a snapshot of Shoreline in 2012, and will guide growth according to the vision established by the community and Council. Changing circumstances and values that are reflected in this update include an evolution of the city from a suburban fringe to a more self-sustaining urban environment, with a desire for more local jobs, services, and amenities, a multi-modal transportation system, and potential management of utilities. Another example of evolving values is the inclusion of economic and social equity considerations in addition to the focus on environmental sustainability.
- The City adopted a number of functional master plans and strategies since 2005 that provide direction and policies that have been incorporated into the 2012 Update, including: Transportation Master Plan; Surface Water Master Plan; Parks, Recreation, and Open Space Master Plan; Point Wells Subarea Plan; Town Center Subarea Plan; Southeast Neighborhoods Subarea Plan; Shoreline Master Plan; Environmental Sustainability Strategy; Comprehensive Housing Strategy; Economic Development Strategy; and Comprehensive Emergency Management Plan.

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

- Policies included in the 2012 Comprehensive Plan Update are intended to benefit the community, and promote public health, safety, and general welfare. Examples include Community Design policies meant to direct development of design and transition standards, Natural Environment policies meant to protect natural resources and functions, Transportation policies meant to promote walkability and connectivity, and Housing policies meant to offer a variety of housing choices and levels of affordability appropriate for a diverse population.

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EXHIBIT B

REVISIONS PROPOSED FROM PLANNING COMMISSION RECOMMENDATION

*This exhibit contains references to the matrix used to capture questions and comments on which proposed revisions are based. The matrix can be found as Attachment A to the staff report for the November 26 meeting, available at <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2012/staffreport112612-9a.pdf>.

1. *Introduction, page 7, matrix #7*

CP8: Consider the interests of present and future residents over the length of the planning period when developing new goals, policies, and implementing regulations.

2. *Introduction, page 8, last sentence in 5th paragraph under “Shoreline Yesterday”, matrix #8*

Currently, the city has an estimated population of ~~53,025~~ 53,270 (2014₂ Washington State Office of Financial Management [OFM]).

3. *Introduction, page 9, first paragraph under “Population”, matrix #9*

The total population of Shoreline did not increase substantially over the last decade, ~~and is 53,025 (2010 Census)~~. The city’s 2012 population is estimated by the Washington State Office of Financial Management at 53,270, ~~essentially unchanged~~ an increase of only 245 from the 2010 Census.

4. *Introduction, page 10, 2nd paragraph under “Housing”, matrix #10*

The total number of housing units is ~~21,338~~, 22,787 an increase of 7% between 2000 and 2010. Between 2000 and 2010, the percent of owner-occupied housing decreased from ~~remained the same~~ at 66% to 62% of all units, and the percent of renter occupied housing increased by ~~13%~~, to 34% of all units. Due to the effects of the Great Recession, the percent of vacant units almost doubled from 2.9% in 2000 to 5.4% in 2010 (2010 Census).

5. *Introduction, page 15, Figure I-4, matrix #12*

Social Equity

6. *Introduction, page 17, Figure I-5, matrix #14, 15, 16*

- Make the railroad green like the park. Add Park as landmark in legend;
- Remove the golf course label in legend, keep it labeled on map, but color it the same as the Highlands neighborhood;
- Label Fircrest as “Other Government”;
- Remove color from parcels in Seattle

7. *Land Use Goals and Policies, page 20, sidebar, matrix #17*

The intent of this element is to:

- ~~Support Shoreline's diverse community of residential neighborhoods including all housing choices) and continue to expand opportunities in the Town Center and other commercial centers;~~
- ~~Implement mobility strategies, including the development of vibrant mixed use communities surrounding light rail transit stations;~~
- ~~Enhance quality of life features with connections to ample open space, vital parks and recreation facilities, schools, and other amenities;~~
- ~~Grow the overall economy and boost activity in neighborhood commercial districts; and~~
- ~~Balance current needs with anticipated future opportunities.~~

8. *Land Use Goals and Policies, page 20, matrix #123*

~~LUX: Allow areas in the city where clean, green industry may be located.~~

LU14: Designate areas within the city where clean, green industry may be located, and develop standards for use and transitions.

- Renumber goals accordingly. Renumber policies under subheading "Mixed Use and Commercial Land Use" to account for deletion of LU9 (below) and this addition. (Note: no need to renumber policies LU15 and beyond.)

9. *Land Use Goals and Policies, page 21, matrix #19*

~~LU9: Through a commercial zoning consolidation process, create a new zone to replace the Mixed-Use Zone and the Industrial zone, combine redundant commercial standards, and base transition and design standards on Town Center Subarea Plan, using "form-based" (rather than maximum) densities.~~

- Renumber remaining policies under subheading "Mixed Use and Commercial Land Use" to account for this deletion and addition of LU14 (above).

10. *Land Use Goals and Policies, page 21, 3rd sentence in "Walkability" sidebar, matrix #20*

...Factors influencing walkability include the presence or absence and quality of footpaths, sidewalks or other pedestrian rights-of-ways, traffic and road conditions, land use patterns, building accessibility, and safety, among others.

11. *Land Use Goals and Policies, page 23, matrix #21*

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

~~Light Rail Station Study Areas are generally the land within a ½ mile of a future light rail station. These boundaries encompass a larger area than is likely to undergo significant change of use, and will vary depending upon the existing development and transportation facilities, as well as natural boundaries, such as topography or critical areas. The analysis and the evaluation of the study area will include (but not be limited to) existing and proposed major land uses; opportunities for non-motorized and transit connections between Town Center, Aurora corridor, North City, Ballinger Way NE, and other population centers; transitions between uses of various intensities; traffic and parking impacts; and restoration opportunities for natural areas in the vicinity.~~

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

~~The following policies apply to the Light Rail Station Study Areas:~~

12. *Land Use Goals and Policies, page 23, matrix #48*

~~**LU20:** Partner-Collaborate with regional transit providers to design transit stations and facilities that further the City's vision by employing superior design techniques, such as use of sustainable materials; inclusion of public amenities, open space, and art; and substantial landscaping and retention of significant trees.~~

13. *Land Use Goals and Policies, page 23, matrix #22*

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

14. *Land Use Goals and Policies, page 23, matrix #23*

~~**Design charrettes** are intensive, hands-on workshops that bring people from different disciplines and backgrounds together to explore design options for a particular area or site.~~

- ~~• Change caption on picture: Land Use Map Citizens Discuss Neighborhood Map~~

15. *Land Use Goals and Policies, page 24, matrix #24*

~~**LU30:** Encourage and solicit the input of stakeholders, associated with station area planning to evaluate a variety of issues in the planning process. Participants may include residents; property and business owners; non-motorized transportation advocates; environmental preservation organizations; and transit, affordable housing, and public health agencies.~~

16. *Land Use Goals and Policies, page 25, matrix #25*

LU37: Regulate station area design to provide a ~~gradual~~ transition from high-density multi-family residential and commercial development to single-family residential development.

17. *Land Use Goals and Policies, page 25, matrix #26*

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

18. *Land Use Goals and Policies, page 25, sidebar, matrix #27*

~~**Safe Routes to School** is a national and international movement to create safe, convenient, and fun opportunities for children to bicycle and walk to and from schools. The program has been designed to reverse the decline in children walking and bicycling to schools. Safe Routes to School can also play a critical role in reversing the alarming nationwide trend toward childhood obesity and inactivity.~~

~~In 1969, approximately 50% of children in the US walked or bicycled to school, with approximately 87% of children living within one mile of school walking or bicycling. Today, fewer than 15% of schoolchildren walk or bicycle to school.~~

19. *Land Use Goals and Policies, page 27, sidebar, matrix #28*

~~**Triple-bottom line sustainability** incorporates an expanded spectrum of values and criteria for measuring organizational (and societal) success: economic, ecological, and social economy, environment, and social equity.~~

20. *Land Use Goals and Policies, page 31, Figure LU-1, 11/19 Council discussion and matrix #119*

- Add note on legend under Light Rail Station Study Areas, "See LU20-LU43 for light rail station study area policies."
- Amend parcel no. 6885900150, 1210 N 155th Street, and two blocks east of Aurora Avenue N from MU2 to MU1 to be consistent with surrounding properties.

21. *Community Design Goals and Policies, page 33, matrix #29*

~~**CDV:** Consolidate redundant commercial, industrial, and mixed-use development standards, and include design and transition standards for all commercial zones.~~

22. *Community Design Goals and Policies, page 35, matrix #30*

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

- Renumber policies.

23. *Community Design Goals and Policies, page 36, matrix #31 and 50*

~~CD343: Encourage the use of visual barriers and sound absorption methods to reduce impacts from the freeway to residential neighborhoods. construction of sound walls between residential neighborhoods and the freeway.~~

24. *Community Design Goals and Policies, page 36, sidebar, matrix #51*

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

- Renumber policies.

25. *Community Design Goals and Policies, page 36, sidebar, matrix #32*

~~**Low Impact Development (LID)** describes a land planning and engineering design approach to managing stormwater runoff. LID emphasizes conservation and use of on-site natural features to protect water quality. This approach implements engineered small-scale hydrologic controls attempts to closely replicate the pre-development hydrologic regime of watersheds through infiltrating, filtering, storing, evaporating, and detaining runoff close to its source. Examples of various techniques are included in the Introduction of this Plan.~~

26. *Community Design Goals and Policies, page 37, matrix #3*

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

27. *Housing Goals and Policies, page 40, 1st sentence in sidebar, matrix #36*

When discussing levels of affordability, households are characterized by their income as a percent of their area's ~~Annual~~ **Area Median Income (AMI)**.

28. *Housing Goals and Policies, page 40, matrix #121*

H6: Consider regulations that would allow ~~cottage clustered~~ housing in residential areas, and revise the Development Code to allow and create standards for a wider variety of housing styles.

- Word search for “clustered” housing and replace with “cottage.”

29. *Housing Goals and Policies, page 41, matrix #122*

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

H7: Create meaningful incentives to facilitate development of affordable housing in both residential and commercial zones, including consideration of exemptions from certain development standards in instances where strict application would make incentives infeasible.

30. *Housing Goals and Policies, page 41, matrix #37*

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

H16: Educate the public about community benefits of affordable housing in order to promote acceptance of local proposals.

H17: Advocate for regional and state initiatives to increase funding for housing affordability.

- Renumber policies.

31. *Housing Goals and Policies, page 42, matrix #38*

~~**H22:** Anticipate future maintenance and restoration needs of older neighborhoods through a periodic survey of housing conditions.~~

- Renumber policies.

32. *Transportation Goals and Policies Introduction, page 45, 1st paragraph, 1st sentence, matrix #39*

~~Shoreline is located between the cities of Seattle and Lake Forest Park, and cities in Snohomish County.~~

33. *Transportation Goals and Policies Introduction, page 45, 2nd paragraph, 1st sentence, matrix #40*

~~The City's transportation system will be *multi-modal*, with an emphasis on moving people and a "*Complete Streets*" approach that accommodates all users and emulates natural systems.~~

34. *Transportation Goals and Policies Introduction, page 45, 5th paragraph, 5th sentence, matrix #40*

Shoreline's TMP describes a *multi-modal* transportation system with an emphasis on moving people and a "*Complete Streets*" approach where the system accommodates all users.

35. *Transportation Goals and Policies, page 46, sidebars, matrix #41*

- Move Green and Complete Streets sidebars to page 47;
- Italicize “*complete or green streets*” in T10;
- Delete 2nd sentence in Green Streets definition; and
- Unbold “transportation” in Multi-modal definition.

36. *Transportation Goals and Policies, page 49, matrix #43*

T31: Work with Metro Transit and the City of Seattle to implement “RapidRide”...

37. *Transportation Goals and Policies, page 51, 2nd bullet, matrix #42*

T45: Headways on peak-only routes should be no more than twenty minutes (strive for fifteen minute or less headways on these routes).

38. *Transportation Goals and Policies, page 49, matrix #44*

- Add parenthetical note at end of T34- (See LU20-LU43 for additional light rail station study area policies.)

39. *Transportation Supporting Analysis, page 123, Figure TA-3, matrix #49*

- Remove Street Classification map.

40. *Economic Development Goals and Policies, page 57, matrix #102*

ED8: Explore whether creating an “Aurora Neighborhood” as a fifteenth neighborhood in Shoreline would allow the City to better serve citizens, and to capitalize on its infrastructure investment.

41. *Economic Development Goals and Policies, page 57, matrix #101*

ED17: Provide ~~expeditious~~-fast, predictable, and customer service oriented permitting processes for commercial improvements, expansions, and developments.

42. *Economic Development Goals and Policies, page 58, matrix #123*

ED24: Attract and promote clean, green industry within the city.

- Renumber policies.

43. *Economic Development Goals and Policies, page 58, matrix #124*

ED25: Develop regulations for food carts, which allow for incubator businesses while respecting established local restaurants, including temporary use for events.

- Renumber policies.

44. *Economic Development Goals and Policies, page 58, matrix #96*

ED246: Consider establishing specific districts, such as cultural, entertainment, or ecological districts.

45. *Economic Development Goals and Policies, page 58, matrix #103*

ED268: Practice the ~~A~~activities of ~~P~~placemaking:...

46. *Economic Development Goals and Policies, page 58, matrix #102 and 103*

ED279: ~~Focus efforts on City shaping Placemaking Activities:~~

- ~~• Create a dynamic Aurora corridor neighborhood to capitalize on potential created by the City's tremendous infrastructure investment.~~
- Reinvent Aurora Square to help catalyze a master-planned, sustainable lifestyle destination.
- **ED30:** Unlock Fircrest excess-campus property to create hundreds of living wage jobs while respecting and complementing its existing function as a facility for people with disabilities.
- **ED31:** Plan the Light Rail Station Areas to create connectivity for appropriate growth.

47. *Economic Development Goals and Policies, page 58, matrix #103*

ED2832: Foster ~~O~~on-going ~~P~~placemaking ~~P~~projects:...

48. *Economic Development Supporting Analysis, page 137*

Change Figure EDA-16 label: Fircrest ~~Surplus Property~~ Campus

49. *Natural Environment Goals and Policies Introduction, page 61, following 2nd paragraph, matrix #52*

Tree City USA

The City created a strategy that will make Shoreline a Tree City USA community effective in 2013. The requirements for becoming a Tree City USA are:

- The development of a Tree Board (function assigned to the Parks, Recreation, and Cultural Services Board);
- A Tree Care Ordinance (Ordinance #627);
- Community Forestry Program with annual budget of at least \$2 per capita (Shoreline exceeds this amount with tree care maintenance in parks and ROW);
and
- Arbor Day Observance (2012 observance on November 17).

The City of Shoreline will be presented their official Tree City USA designation in early 2013 by the State of Washington Department of Natural Resources.

The City is applying for a Department of Natural Resources grant that will help create a long term community wide strategy that includes the development of Goals and Objectives for the urban forest in the community.

50. *Natural Environment Goals and Policies, page 61, matrix #97*

Goal NEIII: Regulate land disturbances and development to conserve soil resources and protect people, property, and the environment from geologic hazards, such as steep slope, landslide, seismic, flood, or erosion hazard areas.

51. *Natural Environment Goals and Policies, page 62, 4th bullet, matrix #104*

NEVI: ...

- Prevent property damage from flooding and erosion.

52. *Natural Environment Goals and Policies, page 62, matrix #52*

Goal NEX: Maintain and improve the city's tree canopy.

53. *Natural Environment Goals and Policies, page 62, sidebar, matrix #105*

In the urban planning and development industries, infill is the use of land within a built-up area for further construction, especially as part of community redevelopment, growth management, or smart growth. It focuses on the reuse ~~and repositioning of obsolete or underutilized buildings and sites~~ of urban land, rather than developing natural or rural areas.

54. *Natural Environment Goals and Policies, page 63, matrix #98 and 121*

NE6: Provide incentives for site development that minimizes environmental impacts. ~~Incentives may include density bonuses for cluster development and/or a Transfer of Development Rights (TDR) program.~~

55. *Natural Environment Goals and Policies, page 64, matrix #106*

NE22: Encourage the use of native and low-maintenance vegetation ~~to provide additional secondary habitat; reduce water consumption; and minimize the use of pesticides, herbicides, and fertilizer.~~

56. *Natural Environment Goals and Policies, page 64, matrix #107*

NE25: ~~Preserve wetland, aquatic, and riparian habitats in a natural state to protect native vegetation, water quality, habitat for fish and wildlife, and hydrologic function.~~

- Renumber policies

57. *Natural Environment Goals and Policies, page 65, sidebar, matrix #108*

Climate change is a significant and lasting change in the statistical distribution of weather patterns over periods ranging from decades to millions of years. It may be a change in average weather conditions, or in the number of extreme weather events. Climate change is caused by factors that include oceanic processes (such as oceanic circulation), variations in solar radiation received by Earth, plate tectonics and volcanic eruptions, and human-induced alterations of the natural world; ~~these latter effects are currently causing *global warming*, and “climate change” is often used to describe human-specific impacts. Sea-level rise potentially impacts human populations (e.g., those living in coastal regions and on islands) and the natural environment (e.g., marine ecosystems). Two main factors contribute to observed sea level rise. The first is thermal expansion: as ocean water warms, it expands. The second is from the contribution of land-based ice due to increased melting.~~

58. *Natural Environment Goals and Policies, page 66, matrix #100*

NE4039: Support and implement the Mayor’s Climate Protection Agreement, climate pledges and commitments undertaken by the City, and other multi-jurisdictional efforts to reduce greenhouse gases, address climate change, sea-level rise, ocean acidification, and other impacts of changing global conditions ~~warming~~.

59. *Natural Environment Goals and Policies, page 66, matrix #109*

NE432: Recognize that a sustainable community requires and supports economic development, human health, and social benefit. Make decisions using the “triple bottom line” approach to sustainability (environment, economy, and social equity).

60. *Natural Environment Goals and Policies, page 66, matrix #110*

NE465: ~~Mimic ecological processes and d~~Design natural infrastructure into projects whenever feasible to mimic ecological processes.

61. *Parks, Recreation, and Open Space Goals and Policies Introduction, page 111, 2nd and 3rd paragraphs, matrix #111, 112, and 113*

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

~~Goals and policies support the following:~~

- ~~• The preservation, enhancement, maintenance, and acquisition of facilities;~~

- ~~• Diverse, affordable community-based recreational, cultural, and arts programs;~~
- ~~• Equitable distribution of resources;~~
- ~~• Partnerships that maximize the public use of all community resources; and~~
- ~~• Community engagement in parks, recreation, and cultural service activities and decisions.~~

The Vision Statement from the PROS Plan is to “Provide quality parks, recreation, and cultural services to promote public health and safety; protect the natural environment; and enhance quality of life of the community.”

- Delete *VISION* sidebar on page 68.

62. *Capital Facilities Supporting Analysis, page 177, Figure CFA-2, matrix #45*

- Note Aldercrest Annex as closed.

63. *Utilities Goals and Policies, page 80, matrix #114*

U2: Investigate/Pursue alternative service provision options that may be more effective at providing services to our residents, including acquiring portions of the Seattle Public Utility water system, potential assumption of Ronald Wastewater District, and examining options with regard to the expiration of the Shoreline Water District franchise (scheduled for 2027).

64. *Utilities Goals and Policies, page 81, 1st sidebar, matrix #115*

~~Cleanscapes provides curbside collection of solid waste and recycling for Shoreline residents and businesses. Curbside recycling is included with garbage service, and yard debris and food scraps collection is available for a fee. Cleanscapes offers incentives such as the 2011 award of a \$10,000 community grant to the neighborhoods of Meridian Park, Highland Terrace, Parkwood, Westminster Triangle, and Richmond Highlands for reducing their total waste by more than 10%.~~

65. *Utilities Supporting Analysis, page 189, Figure UA-1, matrix #53*

- Include Olympic View as provider for Point Wells on Water Service map.

66. *Entire document*

- Fix any grammatical or typographical errors.

SUBAREA PLAN RELATED EDITS

Point Wells references in Comprehensive Plan- note page numbers refer to Comprehensive Plan.

67. *Change references from Potential Annexation Area to Future Service Annexation Area, matrix #47*

- *Introduction, page 14, subheading- Potential Future Service Annexation Area – Point Wells*
- *Land Use Goals and Policies, page 25, subheading- ~~Potential~~ Future Service Annexation Area*
- *Natural Environment Supporting Analysis, page 140, 3rd paragraph- An additional area of identified seismic hazard is located in the Future Service ~~Potential~~ Annexation Area at Point Wells. In this area, which is rated at the highest risk for liquefaction, Burlington Northern railroad tracks, petroleum storage facilities, and the Brightwater sewer outfall facilities may be at risk. Existing and future residential and commercial structures and other public and private improvements may also be at risk. Access to the western portion of the area is via a bridge over the Burlington Northern railroad tracks, and a major seismic event could affect the bridge, thus limiting emergency response to the area.*
- *Shoreline Master Program; Goals, Policies, and Analysis, page 193, “Shoreline Jurisdiction” subheading- Under the SMA, the shoreline jurisdiction includes areas that are 200 feet landward of the ordinary high water mark (OHWM) of waters that have been designated as “shorelines of statewide significance”. The City of Shoreline’s shoreline area includes approximately 3.5 miles of Puget Sound coastline. There are no shorelines of statewide significance associated with rivers, streams, or freshwater lakes in the city or it’s Future Service ~~Potential~~ Annexation Area (PFSAA) of Point Wells.*

Point Wells Subarea Plan- note that page numbers refer to Subarea Plan, not Comprehensive Plan.

68. *Page 7, 2nd paragraph, matrix #5*

Corridor Study

The Transportation Corridor Study and Implementation Plan should include an evaluation of projected impacts on vehicular flow and levels of service at every intersection and road segment in the corridor. If a potential alternative access scenario is identified, it should be added to the corridor study. The Study should also evaluate and identify expanded bicycle and pedestrian safety and mobility investments, and identify “context sensitive design” treatments as appropriate for intersections, road segments, block faces, crosswalks and walkways in the study area with emphasis on Richmond Beach Road and Richmond Beach Drive and other routes such as 20th Avenue NW, 23rd Place NW, NW 204th Street and other streets that may be impacted if a secondary road is opened through Woodway.

69. *Page 7, docketed amendment*

Policy PW-9: To enable appropriate traffic mitigation of future development at Point Wells, the developer should fund the preparation of a Transportation Corridor Study as the first phase of a Transportation Implementation Plan, under the direction of the City, with input and participation of Woodway, Edmonds, Snohomish County and WSDOT. The Study and Transportation Implementation Plan should identify, engineer, and provide schematic design and costs for intersection, roadway, walkway and other public investments needed to maintain or improve vehicular, transit, bicycle and pedestrian safety and flow on all road segments and intersections between SR 104, N 175th Street, and I-5 with particular attention focused on Richmond Beach Drive and Richmond Beach Road. Road segments that would be impacted by an alternate secondary access through Woodway should also be analyzed, which would include 20 Avenue NW, 23rd Place NW and NW 204th Street. The Study and Transportation Plan should identify needed investments and services, including design and financing, for multimodal solutions to improving mobility and accessibility within the Richmond Beach neighborhood and adjacent communities, including but not limited to investments on Richmond Beach Drive and Richmond Beach Road.

70. *Page 8, 1st full paragraph, docketed amendment*

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

71. *Page 8, docketed amendment*

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

Town Center Subarea Plan- note that page numbers refer to Subarea Plan, not Comprehensive Plan.

72. *Change references from 2030 to 2029, matrix #46*

- *Page 4, 2nd paragraph, 1st sentence*
In 2009, the City adopted a city-wide Vision Statement which articulated the community's preferred future for the year ~~2030~~2029.
- *Page 5, 1st sentence under "Town Center Vision Statement"*

Shoreline Town Center in 2030~~29~~²⁹ is the vibrant cultural and civic heart of the City with a rich mix of housing and shopping options, thriving businesses, and public spaces for gatherings and events.

- *Page 7, 2nd sentence under “Summary”*

Town Center is a place people want to be in Shoreline in 2030~~29~~²⁹, and is positioned to continue to grow gracefully and sustainably for decades.

Future Water Service

73. (page 168), 2nd paragraph

Consolidation of the water services with the general government of the City would provide an opportunity to share resources among the two water systems, and ultimately with general City operations. This sharing of resources could provide direct savings to the water utilities on such functions as billing, accounting, equipment, manpower, and facilities. This creates a more efficient utility, less cost to the rate payers, and a more stable rate structure over time. Consolidation should facilitate economic development, manage growth, and meet the long-term goals of the Shoreline community.