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ORDINANCE NO. 671

AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON, AMENDING THE COMPREHENSIVE PLAN LAND USE MAP AND POLICY LU19

WHEREAS, the City of Shoreline adopted a major update to its Comprehensive Plan through Ordinance No. 649 on December 10, 2012; and

WHEREAS, the City Council amended the 2013 Comprehensive Plan docket to include the changes to the Land Use Map and Policy LU19 on September 9, 2013; and

WHEREAS, these proposed changes were discussed at Planning Commission meetings on April 18 and June 20, 2013; at a joint Council/Commission meeting on May 2, 2013; at a series of public meetings held in summer 2013; at a public hearing held before the Planning Commission on July 18, 2013; and at a Council meeting on September 9, 2013, culminating in a unanimous motion approving the changes on second reading; and

WHEREAS, notification of the potential amendment to the Comprehensive Plan was submitted to the Department of Commerce on May 20, 2013 and to the Department of Ecology on June 3, 2013, and a SEPA DNS was issued on May 31, 2013; and

WHEREAS, the Council finds that this ordinance complies with the adoption requirements of the Growth Management Act, Chapter 36.70A. RCW.

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

Section 1. Amendment to Land Use Map. The Official Land Use Map of the City of Shoreline (adopted by Ordinance No. 649), is hereby amended to change the boundaries of "light rail station study areas" from half-mile radii to be parcel-specific as depicted in Exhibit I, attached hereto and incorporated by reference herein.

Section 2. Amendment of LU19 and addition of sidebar definitions. LU19 and adjacent sidebars are hereby amended as set forth in Exhibit II, attached hereto and incorporated by reference herein.

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 SEPTEMBER 23, 2013.

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Keith A. McGlashan, Mayor

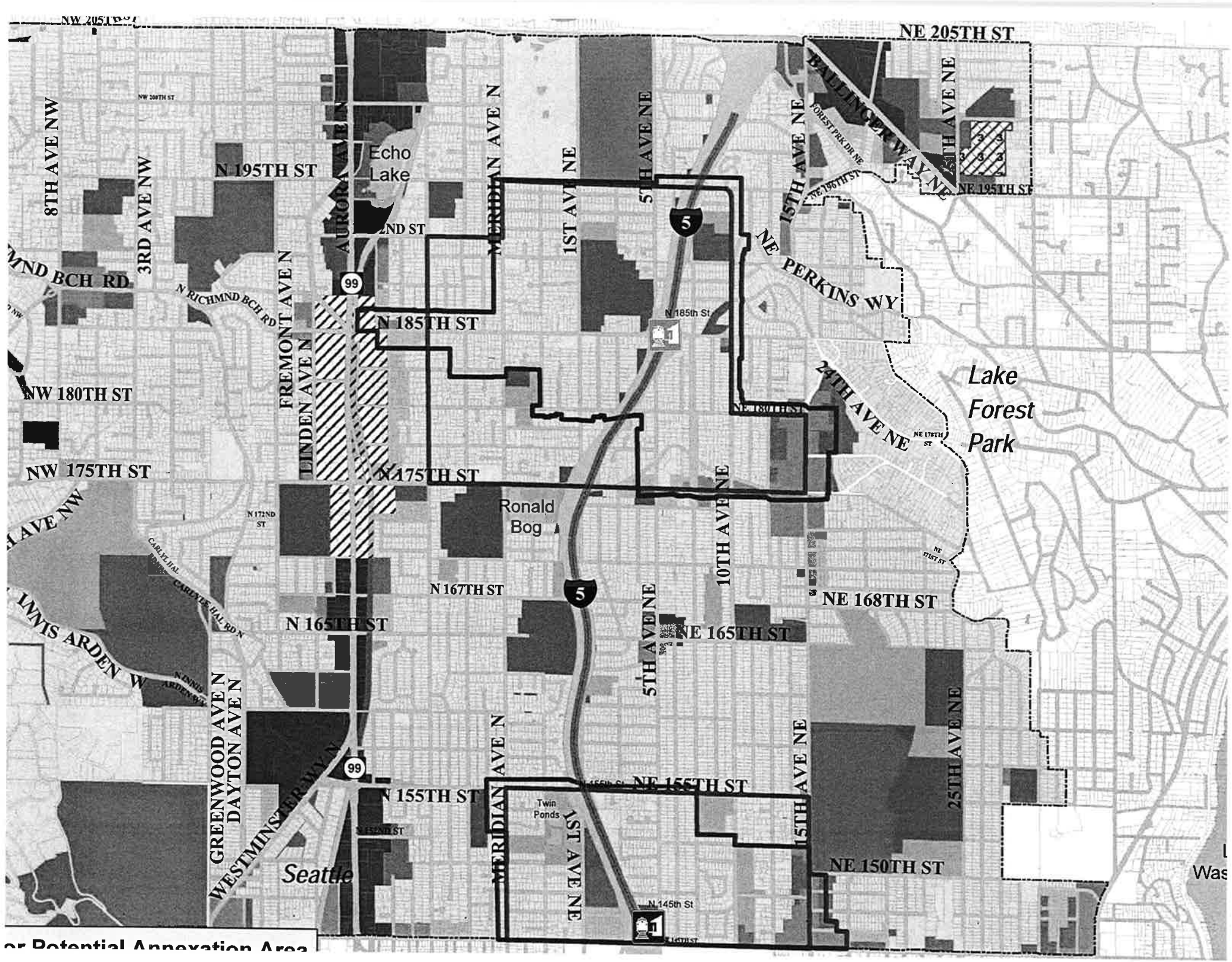
ATTEST:

Scott Passey
City Clerk

APPROVED AS TO FORM:

Ian Sievers
City Attorney

Date of publication: September 26, 2013
Effective date: October 1, 2013



or Potential Annexation Area

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Exhibit II

Element 1

LAND USE

Land Use Element Goals and Policies

INTRODUCTION

Land use describes the human use of land, and involves modification of the natural environment into the built environment, and management of these interrelated systems. Land use designations delineate a range of potentially appropriate zoning categories, and more broadly define standards for allowable uses and intensity of development. The combination and location of residential neighborhoods, commercial centers, schools, churches, natural areas, regional facilities, and other uses is important in determining the character of Shoreline. The pattern of how property is designated in different parts of the city directly affects quality of life in regard to recreation, employment opportunities, environmental health, physical health, property values, safety, and other important factors.

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

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

GOALS

Goal LU I: Encourage development that creates a variety of housing, shopping, entertainment, recreation, gathering spaces, employment, and services that are accessible to neighborhoods.

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Cromwell Park

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

Goal LU III: Create plans and strategies that implement the City's Vision 2029 and Light Rail Station Area Planning Framework Goals for transit supportive development to occur within a ½ mile radius of future light rail stations.

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

Goal LU V: Enhance the character, quality, and function of existing residential neighborhoods while accommodating anticipated growth.

Goal LU VI: Encourage pedestrian-scale design in commercial and mixed-use areas.

Goal LU VII: Plan for commercial areas that serve the community, are attractive, and have long-term economic vitality.

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

Goal LU IX: Minimize or mitigate potential health impacts of industrial activities on residential communities, schools, open space, and other public facilities.

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

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

Goal LU XII: Increase access to healthy food by encouraging the location of healthy food purveyors, such as grocery stores, farmers markets, and community food gardens in proximity to residential uses and transit facilities.

POLICIES

Residential Land Use

LU1: The Low Density Residential land use designation allows single-family detached dwelling units. Other dwelling types, such as duplexes, single-family attached, cottage housing, and accessory dwellings may be allowed under certain conditions. The permitted base density for

this designation may not exceed 6 dwelling units per acre.

LU2: The Medium Density Residential land use designation allows single-family dwelling units, duplexes, triplexes, zero lot line houses, townhouses, and cottage housing. Apartments may be allowed under certain conditions. The permitted base density for this designation may not exceed 12 dwelling units per acre.

LU3: The High Density Residential designation is intended for areas near employment and/or commercial areas, where high levels of transit service are present or likely. This designation creates a transition between commercial uses and lower intensity residential uses. Some commercial uses may also be permitted. The permitted base density for this designation may not exceed 48 dwelling units per acre.

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 consider the existing neighborhood.

LU6: Protect trees and vegetation, and encourage additional plantings that serve as buffers. Allow flexibility in regulations to protect existing stands of trees.

LU7: Promote small-scale commercial activity areas within neighborhoods that encourage *walkability*, and provide opportunities for employment and "*third places*".

LU8: Provide, through land use regulation, the potential for a broad range of housing choices and levels of affordability to meet the changing needs of a diverse community.

Mixed Use and Commercial Land Use

LU9: The Mixed-Use 1 (MU1) designation encourages the development of walkable places with architectural interest that integrate a wide variety of retail, office, and service uses, along with form-based maximum density residential uses. Transition to adjacent single-family neighborhoods may be accomplished through appropriate design solutions. Limited manufacturing uses may be permitted under certain conditions.

LU10: The Mixed-Use 2 (MU2) designation is similar to the MU1 designation, except it is not intended to allow more intense uses, such as manufacturing and other uses that generate light, glare, noise, or odor that may be incompatible with existing and proposed land uses. The Mixed-Use 2 (MU2) designation applies to commercial areas not on the Aurora Avenue or Ballinger Way corridors, such as Ridgecrest, Briarcrest, Richmond Beach, and North City. This

Walkability is a measure of how friendly an area is to walking. Walkability has many health, environmental, and economic benefits. Factors influencing walkability include the presence or absence and quality of footpaths, sidewalks or other pedestrian rights-of-way, traffic and road conditions, land use patterns, building accessibility, and safety, among others.

"Third places" is a term used in the concept of community building, where the "first place" is the home and those that one lives with. The "second place" is the workplace — where people may actually spend most of their time. "Third places" are anchors of community life, and facilitate and foster broader, more creative interaction. All societies already have informal meeting places; what is new in modern times is the intentionality of seeking them out as vital to current societal needs.

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Richmond Beach

Land Use Study Areas encompass parcels that may be appropriate for different uses and zoning than previously allowed, based on their proximity to future light rail stations. Land within the study area will be analyzed with regard to appropriate uses, bulk, densities, design and transition standards, and how zoning changes and neighborhood transition may be predictably phased over time.

Mobility Study Areas represent proprieties and roadways that may be impacted by additional traffic generated by future light rail stations. Land within the study area will be analyzed with regard to enhanced pedestrian and bicycle connectivity to stations. Certain roadways extending beyond the study area boundaries will be analyzed with regard to traffic improvements or calming, and infrastructure for modes of travel that provide an alternative to single-occupancy vehicles.

designation may provide retail, office, and service uses, and greater residential densities than are allowed in low-density residential designations, and promotes pedestrian connections, transit, and amenities.

LU11: The Town Center designation applies to the area along the Aurora corridor between N 170th Street and N 188th Street and between Stone Avenue N and Linden Avenue N, and provides for a mix of uses, including retail, service, office, and residential with greater densities.

LU12: Reduce impacts to single-family neighborhoods adjacent to mixed-use and commercial land uses with regard to traffic, noise, and glare through design standards and other development criteria.

LU13: Encourage the assembly and redevelopment of key, underdeveloped parcels through incentives and public/private partnerships.

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

Other Land Uses

LU15: The Public Facilities land use designation applies to a number of current or proposed facilities within the community. If the use becomes discontinued, underlying zoning shall remain unless adjusted by a formal amendment.

LU16: The Public Open Space land use designation applies to all publicly owned open space and to some privately owned property that might be appropriate for public acquisition. The underlying zoning for this designation shall remain until the City studies and approves the creation of a complementary zone for this designation.

LU17: 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.

LU18: 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 designation 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.

LU19: *Land Use* and *Mobility Study Areas* designate areas to be studied with regard to subarea planning for light rail stations. The underlying zoning for this designation remains unless it is changed through an amendment to the Comprehensive Plan Land Use Map and

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Development Code.

Light Rail Station Areas

LU20: 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.

LU21: Work with Metro Transit, Sound Transit, and Community Transit to develop a transit service plan for the light rail stations. The plan should focus on connecting residents from all neighborhoods in Shoreline to the stations in a reliable, convenient, and efficient manner.

LU22: Encourage regional transit providers to work closely with affected neighborhoods in the design of any light rail transit facilities.

LU23: Work with neighborhood groups, business owners, regional transit providers, public entities, and other stakeholders to identify and fund additional improvements that can be efficiently constructed in conjunction with light rail and other transit facilities.

LU24: Maintain and enhance the safety of Shoreline's streets when incorporating light rail, through the use of street design features, materials, street signage, and lane markings that provide clear, unambiguous direction to drivers, pedestrians, and bicyclists.

LU25: Evaluate property within a ½ mile radius of a light rail station for multi-family residential choices (R-18 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.

LU26: Evaluate property within a ¼ mile radius of a light rail station for multi-family residential housing choices (R-48 or greater) that support light rail transit service, non-residential uses, non-motorized transportation improvements, and traffic and parking mitigation.

LU27: Evaluate property along transportation corridors that connects light rail stations and other commercial nodes in the city, including Town Center, North City, Fircrest, and Ridgecrest for multi-family, mixed-use, and non-residential uses.

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

Campus designation areas include:

1. CRISTA Ministries Campus
2. Fircrest Campus
3. Public Health Laboratory Campus
4. Shoreline Community College Campus

Citizens Discuss Neighborhood Map

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Transit-Oriented Communities (TOCs) are mixed-use residential or commercial areas designed to maximize access to public transport, and often incorporate features to encourage transit ridership. A TOC typically has a center with a transit station, surrounded by relatively high-density development, with progressively lower-density development spreading outward from the center. TOCs generally are located within a radius of 1/4 to 1/2 mile from a transit stop, as this is considered to be an appropriate scale for pedestrians.

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

LU30: Encourage and solicit the input of stakeholders, including residents; property and business owners; non-motorized transportation advocates; environmental preservation organizations; and transit, affordable housing, and public health agencies.

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

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

LU33: Regulate design of station areas to serve the greatest number of people traveling to and from Shoreline. Combine appropriate residential densities with a mix of commercial and office uses, and multi-modal transportation facilities.

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

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

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

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

LU38: Through redevelopment opportunities in station areas, promote restoration of adjacent streams, creeks, and other environmentally sensitive areas; improve public access to these areas; and provide public education about the functions and values of adjacent natural areas.

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

LU40: Explore and promote a reduced dependence upon automobiles by

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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.

LU41: Consider a flexible approach in design of parking facilities that serve light rail stations, which could be converted to other uses if demands for parking are reduced over time.

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

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

Future Service Annexation Area

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

- share a community identity;
- are logical additions, and contiguous with the city;
- complete the geographical areas of interest as indicated in pre-incorporation boundaries;
- offer benefits and opportunities consistent with the City's Vision 2029 and Framework Goals;
- would benefit from consistent regulations and coordinated land use and impact mitigation;
- balance the short-term costs of annexation with long-term gains to the fiscal health of the annexation areas and the City;
- could access public safety, emergency, and urban services at a level equal to or better than services in existence at the time of annexation, without affecting level of service for existing residents; and/or
- could provide improved local governance for the City and the annexation areas.

LU45: Assure that adequate funding is in place, or will be available within a reasonable time, to support required public facilities and services.

LU46: Assign an equitable share of the City's bonded indebtedness to newly annexed areas.

LU47: Consider annexation of 145th Street adjacent to the existing southern border of the City. Boundaries would be as follows: (western) west side of 3rd Avenue NW; (eastern) up to, but not including, the Bothell Way NE (SR 522) right-of-way; and (southern) all of the 145th Street

Gateway Sign with Horse Statues

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Ecodistricts are neighborhoods or districts 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.

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

Crest Theater

right-of-way.

LU48: Pursue annexation of Point Wells, and implement the City of Shoreline Subarea Plan for this area.

Transit & Parking

LU49: Consider the addition of compatible mixed-uses and shared (joint-use) parking at park and ride facilities.

LU50: Work with transit providers to site and develop park and rides with adequate capacity and in close proximity to transit service.

LU51: Encourage large commercial or residential projects to include transit stop improvements when appropriate.

LU52: Parking requirements should be designed for average need, not full capacity. Include regulatory provisions to reduce parking standards, especially for those uses located within ¼ mile of high-capacity transit, or serving a population characterized by low rates of car ownership. Other parking reductions may be based on results of the King County Right-Sized Parking Initiative.

LU53: Examine the creation of residential parking zones or other strategies to protect neighborhoods from spillover by major parking generators.

Sustainable Land Use

LU54: Educate the community about sustainable neighborhood development concepts as part of the subarea planning processes to build support for future policy and regulatory changes.

LU55: Explore whether "*Ecodistricts*" could be an appropriate means of neighborhood empowerment, and a mechanism to implement *triple-bottom line sustainability* goals by having local leaders commit to ambitious targets for green building, smart infrastructure, and behavioral change at individual, household, and community levels.

LU56: Initiate public/private partnerships between utilities, and support research, development, and innovation for energy efficiency and renewable energy technology.

LU57: Explore providing incentives to residents and businesses that improve building energy performance and/or incorporate onsite renewable energy.

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

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LU59: Consider social equity and health issues in siting uses, such as manufacturing and essential public facilities, to provide protection from exposure to harmful substances and environments.

Essential Public Facilities (EPF)

LU60: Require land use decisions on essential public facilities meeting the following criteria to be made consistent with the process and criteria set forth in LU62:

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

LU61: Participate in efforts to create an interjurisdictional approach to the siting of countywide or statewide essential public facilities with neighboring jurisdictions as encouraged by Countywide Planning Policies FW-32 (establish a countywide process for siting essential public facilities) and S-1 (consideration of alternative siting strategies). Through participation in this process, seek agreements among jurisdictions to mitigate against the disproportionate financial burden, which may fall on the jurisdiction that becomes the site of a facility of a state-wide, regional, or countywide nature.

The essential public facility siting process set forth in LU62 is an interim process. If the CPP FW-32 siting process is adopted through the Growth Management Planning Council (GMPC), the City may modify this process to be consistent with the GMPC recommendations.

LU62: Use this interim Siting Process to site the essential public facilities described in LU60 in Shoreline. Implement this process through appropriate procedures incorporated into the SMC.

Interim EPF Siting Process

1. Use policies LU60 and LU61 to determine if a proposed essential public facility serves local, countywide, or statewide public needs.
2. Site EPF through a separate multi-jurisdictional process, if one is available, when the City determines that a proposed essential public facility serves a countywide or statewide need.
3. Require an agency, special district, or organization proposing an essential public facility to provide information about the difficulty of siting the essential public facility, and about the alternative sites considered for location of the proposed essential public facility.
4. Process applications for siting essential public facilities through SMC

Transfer of Development Rights (TDR) allows property owners in environmentally or historically significant areas to transfer their right to develop to property owners in areas more suitable for urban development. A successful transaction benefits the seller, who sells the development rights for financial considerations; the buyer, who is able to use the TDR on his/her property; and the public at large, which gains a permanent open space, recreation area, or historically significant site.

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

Light Rail

Section 20.30.330 — Special Use Permit.

5. Address the following criteria in addition to the Special Use Permit decision criteria:
   a. Consistency with the plan under which the proposing agency, special district or organization operates, if any such plan exists;
   b. Include conditions or mitigation measures on approval that may be imposed within the scope of the City's authority to mitigate against any environmental, compatibility, public safety or other impacts of the EPF, its location, design, use or operation; and
   c. The EPF and its location, design, use, and operation must be in compliance with any guidelines, regulations, rules, or statutes governing the EPF as adopted by state law, or by any other agency or jurisdiction with authority over the EPF.

LU63: After a final siting decision has been made on an essential public facility according to the process described in LU62, pursue any amenities or incentives offered by the operating agency, or by state law, other rule, or regulation to jurisdictions within which such EPF is located.

LU64: For EPF having public safety impacts that cannot be mitigated through the process described in LU61, 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.

LU65: Locate essential public facilities equitably throughout the city, county, and state. No jurisdiction or area of the city should have a disproportionate share of essential public facilities. This policy shall not be interpreted to require the preclusion of an essential public facility from any specific locations in the city.

Water Quality and Drainage

LU66: 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.

LU67: Pursue state and federal grants to improve surface water management and water quality.

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LU68: Protect water quality through the continuation and possible expansion of City programs, regulations, and pilot projects.

LU69: Protect water quality by educating citizens about proper waste disposal and eliminating pollutants that enter the stormwater system.

LU70: Maintain and enhance natural drainage systems to protect water quality, reduce public costs, protect property, and prevent environmental degradation.

LU71: Collaborate with the State Department of Ecology and neighboring jurisdictions, including participation in regional forums and committees, to improve regional surface water management, enhance water quality, and resolve related interjurisdictional concerns.

LU72: 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.

LU73: 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.

Aurora Pedestrian Bridge

Enjoying a Day at the Beach

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Element 1

LAND USE

Supporting Analysis

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Land Use Element
Supporting Analysis

BACKGROUND AND CONTEXT

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

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

EXISTING CONDITIONS

Existing Land Use

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

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

Commercial development accounts for approximately 8% of land use in the community. Large commercial uses within the city are located primarily along Aurora Avenue N. Smaller commercial centers are located throughout the city. Four percent of Shoreline's land area is comprised of the Shoreline Community College, Fircrest, CRISTA Ministries and King's Schools, and the Washington State Public Health Lab.

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

Figure LUA-1
Inventory of Existing Land Uses

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

Source: City of Shoreline GIS Department 2012

Population

The population of Shoreline remained relatively constant from 2000-2010, after increasing 13% from 1990 to 2000 (About 2/3 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%.

Figure LUA-2
City of Shoreline & King County
Historic Population Growth Comparison

	1996	2000	2010	Avg. Annual Growth 2000-2010
King County	1,628,800	1,737,046	1,931,249	14%
Shoreline	48,195	53,296	53,025	0%

Source: Census 2000 and 2010

Residential and Employment Growth Targets and Capacity

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

Residential and Job Growth Capacity

Shoreline's Comprehensive Plan supports the zoning necessary 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 other parts of the corridor), or within nodes of Transit-Oriented Communities (along Aurora or in Light Rail Station Areas). It is expected that redevelopment in these areas will largely occur in multi-story buildings. Some of these might be mixed-use structures, with commercial uses on the bottom floor and office or residential uses on the upper floors. Some of these will be a mix of uses within several structures (often of varying heights), which might be purely residential, office, retail, or commercial. 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.

Figure LUA-3
Capacity in Single Family Zones (including vacant and redevelopable properties)

	0-5 du/acre	5-7 du/acre	7-9 du/acre	Total Capacity in SF Zones
Net Acres of Land*	30.9	291.2	0	322.1
Density	4	6	N/A	N/A
Capacity in Units	123	1,747	N/A	1,870
Minus Existing Units on Redevelopable Parcels	(75)	(605)	0	(680)
Net Capacity	48	1,142	0	1,190

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*

Figure LUA-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/MU Zones
Net Acres of Land*	35.2	1.8	24	72.1	N/A
Density	11	24	24-48	65	N/A
Capacity in Units	382	43	838	4,685	N/A
Minus Existing Units on Redevelopable Parcels	(170)	(0)	(116)	(33)	N/A
Net Capacity	212	43	722	4,652	5,629

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 N. The 2007 King County Buildable Lands Report estimates that there are approximately 80 net acres of redevelopable land in these commercial/mixed-use areas. They are currently developed at an average Floor Area Ratio (FAR) of .27. FARs of 1.0 are easily achievable with structured parking. An FAR of 1.0 would result in capacity for almost 7,500 new jobs.

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Town Center and Commercial Zoning Consolidation and Design Standards

The Town Center Subarea Plan, adopted in 2011 (See Appendix B) was the culmination of much of the City's thinking with regard to form-based codes, design standards, and placemaking over the past 15 years, and a result of its Vision 2029 process. Vision 2029 described commercial centers that are cohesive and active, and attractive places where people work, live, and shop. The Town Center Subarea Plan created design and transition standards to determine how these centers would provide for intense development, yet function on a human scale, and how they would connect to adjacent single-family neighborhoods, while protecting residents from adverse impacts.

To support the framework goals in Vision 2029, and to implement recommendations from the Southeast Neighborhoods Subarea Plan (Also in Appendix B), it was necessary to develop new goals and policies that support consolidation of the commercial zones that are redundant, and to create new Land Use designations to distinguish areas appropriate for more intensive commercial development (along Aurora and Ballinger Avenues) from areas where commercial development should complement neighborhood scale (15th Avenue, Richmond Beach Shopping Center, and others). It will also be necessary to develop new commercial zoning classifications, and adapt design standards created for Town Center to these areas.

The basic proposal is to *not* change the height or bulk of these commercial areas, but to create appropriate transitions to residential uses, limit densities through the use of form-based standards, and streamline the process of development review. The intention is to support Vision 2029 and other community visioning exercises, and economic development strategies, which encourage revitalization of these commercial centers to attract investment and job growth.

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 EPF.

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

Establishing an EPF siting process is a mandate of the GMA. 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 (SMC). EPF that are otherwise regulated by the Shoreline Municipal Code will continue to be regulated as set forth in the SMC 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

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Planning Policies (CPPs) 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.