

II. Land Use Element

The Land Use Element takes into account existing land use conditions within Shelton for compatibility with both the goals of the community, as well as the existing and projected future demand for development within the City and an Urban Growth Area. The Land Use Element is important because it balances the real development pressures, and the environmental sensitivity of the land and water supply with the vision of our community, all in an attempt to facilitate orderly, well serviced, and cost effective development in the future.

Relation To the Visioning Process

Where the Vision Statement generally defines the conceptual "future" the community is working towards, the Land Use Element gives us more specific recommendations in the form of Goals and Policies concerning how to get there, as well as a future Land Use Map to use in determining related transportation, housing, and utility service needs. However, before we can address how best to achieve the desired relationship of land uses in Shelton, it is important to reiterate the key general land use concepts offered by the Vision Statement. Of the basic Vision Statement Tenets, the following relate most directly to Land Use:

Key Vision Statement Tenets

- A community that protects and enhances its natural setting of forested hillsides, natural valley landscape, streams, waterfront, and mountains.
- A community that instills a sense of place by physically defining city entrances, edges, neighborhoods and business districts.
- A community with a living/working downtown as a regional focus for business, government, arts, culture, and tourism.
- A community with design standards that reflect town character, and conserve historic landmarks.
- A community with an open space network linking neighborhoods, business districts, civic landmarks, and recreational opportunities with trails, sidewalks, bike paths and natural features.

Comprehensive Plan – Land Use Element – August 2017

The Shelton Vision Statement 2036 further describes the desired land use concept formulated by the citizens of Shelton, and can be found in its entirety, along with the rest of the Vision Statement, in the Introduction section of this Comprehensive Plan.

Existing Conditions

This section of the Land Use Element provides important background information necessary to evaluate where Shelton stands today, and gives insight to how Shelton has evolved historically.

Designated Land Uses In Shelton

The City of Shelton corporate limits currently contains approximately 3,995 acres of land, including in-water areas (e.g. Goose Lake, Oakland Bay, Goldsborough Creek, etc.) while the City’s Urban Growth Area (UGA) contains approximately 5,984 acres of land.

The City’s Future Land Use Map is depicted in Figure 1. The following table summarizes the amount of land by use type within the City Limits. These categories are identical to those provided in the 1995, 2003, and 2010 Updates, and utilized Geographic Information System (GIS) technology. Contemplated changes in land use types and areas are discussed in the future land use designations summary.

Table II.1: Current Land Use Distribution within City Limits

Type of Land Use	Acres (Approx.)
Residential (NR)	2,397
Commercial (C/R-G, C/R-V, LI-C, C/I,C, ME, DT, MU, PR-A)	780
Industrial (I)	156
Other (Parks, Open Space, In Water Areas)	662

Source: Mason County Assessor’s Office and Mason County Geographic Information System (GIS) 2016/2017

Resource Lands And Critical Areas

The Growth Management Act reinforces the importance of classifying and protecting resource lands and critical areas within the City limits. Resource lands consist of forest, farm, and mineral resource lands of long-term significance. Critical areas are wetlands, aquifer recharge areas, frequently flooded areas, geologically hazardous areas, and fish and wildlife habitat areas.

The City adopted a Critical Areas Protection Ordinance in 1992. As part of the 2002/2003 update the City’s Critical Areas Ordinances were reviewed and regulations in need of revision to reflect the principles of Best Available Science were noted. In 2006, the City adopted a comprehensive update to the City’s critical areas regulations, consistent with the State of Washington’s mandate

to utilize “best available science” and new and emerging practices and requirements. The City reviewed its regulations relative to “best available science” again with the 2017 update of the Comprehensive Plan to ensure continued consistency.

There are no lands within the City limits or the UGA that meet the definition of Resource Lands of long term commercial significance, there a range of Critical Areas are present within Shelton and its UGA that will continue to receive protection through development regulations formulated following Comprehensive Plan adoption in the form of the City’s Critical Areas Ordinance. Utilizing the classifications developed by the Technical Committee, it has been determined that approximately 16% of the gross land area within the current City limits meets the definition of a critical area. Forested hillside/steep slopes make up for much of this area, as the entire downtown and many neighborhoods are characterized and defined by these distinctive topographical features.

Wetland and riparian areas, while comprising significantly less area than the hillside areas, account for many of the remaining critical areas, providing important fish and wildlife habitat. Maps indicating the general locations of resource lands and critical areas can be viewed at the City’s Community and Economic Development Department and are hereby adopted as part of this Plan.

The Critical Areas Maps (see figures 3-10) depict the general location of such lands within the City and Urban Growth Area. It is important to note that preservation of most of these areas will result naturally from the restrictions to development that must occur to protect public safety or health. In very few cases will an additional layer of regulation be needed beyond those that already exist to limit development of steep slopes, wetlands, or other critical environmental areas.

There is a lack of data to provide adequate delineation of aquifer recharge area(s) in the City or the Urban Growth Area. Nevertheless, this plan seeks to protect all groundwater supplies, by regulating uses that pose a threat to ground water resources. The existing Aquifer Recharge Areas Ordinance was adopted in 1998 and amended in 1999, and takes a conservative approach by delineating the entire city as an aquifer recharge area. Areas subsequently annexed would be included in this delineation. Regulations adopted by the City and Mason County do not regulate the Critical Aquifer Recharge Areas within the Urban Growth Area consistently, and in fact do not appear to designate the areas identically. Updating maps of the aquifer susceptibility zones, based on best available science and in consultation and coordination with Mason County, will clarify for stakeholders the locations of the various aquifer susceptibility zones and consider new technologies and improved modeling techniques in crafting the regulations designed to protect the resource.

Open Space

Shelton is fortunate to have grown with an extensive network of open spaces. The location of forested hillsides, wetlands, and other difficult to develop areas has led to a pattern of linked natural areas throughout the City. They lend downtown Shelton its feeling of being nestled in a

green forested valley and in other areas, provide natural separations between neighborhoods and differing land uses. They are also important as habitat areas providing living space for wildlife within the otherwise urban setting. For these and other reasons, open space is seen as crucial to the quality of life that the community seeks to preserve as growth occurs.

As development pressures increase, however, it will become necessary to take proactive steps to maintain these areas. In order to accomplish this it will be necessary to first define open space areas that will be targeted for preservation. The following criteria will be used:

- a. Sloped areas meeting the definitions of the geologically sensitive areas section of the critical areas ordinance;
- b. Wetlands and wetland buffers, including those in the Potential Wetlands (Figure 4);
- c. Publicly-owned parks, city watershed property;
- d. Habitat areas designated by the State Priority Habitat and Species Program;
- e. Riparian habitats identified on the Potential Fish and Wildlife Habitat Conservation and Anadromous & Resident Fish Distributions Maps (Figures 10 and 10a) of the City. These areas will be defined by use of methodology recommended by the Washington State Department of Fisheries Priority Habitat Program as well as all Critical Areas as identified in the City's Critical Areas Ordinance;
- f. Areas of the industrial-zoned lands within the Oakland Bay shoreline, where landscaped buffers may offer habitat restoration opportunities and/or public access to Oakland Bay or Goldsborough Creek.
- g. Railroad corridors that no longer provide viable freight mobility options for commerce, which offer opportunities for public access and open space for passive or active recreation, or wildlife corridors.
- h. Shorelines and shorelines buffers protected, or additional lands provided with incentives for preservation, under the City Shoreline Master Program; and
- i. Limited additional areas as necessary to provide linkage between defined open space areas, including areas beyond the Urban Growth Area. Emphasis will be placed on areas with known game trails or habitat values. The City will focus incentive measures and acquisition efforts on these areas. The City will use flexibility in targeting specific lands to adjust to market opportunities or changes in scientific knowledge. In such cases, lands designated will be similar in location and volume to those indicated on the map.

It is desirable to link open spaces into continuous corridors providing migration routes for wildlife. In a few cases, it will be necessary to target lands for open space preservation that are not otherwise protected by existing laws. In these limited cases, the City will attempt to create

open space linkages by purchasing the lands, obtaining donations of land, obtaining conservation easements, or by other methods advantageous to the affected property owners.

Population Projections

An updated population forecast will allow the City to adjust future projections contained in the 2005 Comprehensive Plan to address lower than projected growth due to the 2008 economic recession. For this Comprehensive Plan Update cycle, Mason County utilized the Intermediate Series of population estimates developed by the Washington State Office of Financial Management (OFM) as its basis for calculations, and assigned Shelton and the Shelton UGA 33 percent of the projected population growth in 2005. This was developed as the most likely growth scenario for the City of Shelton, consistent with Growth Management Act goals that encourage growth in urban areas, and reflecting the historical percentage of County population. The 2005 Plan utilized a two percent growth rate while the 2016-2036 Intermediate Series for Mason County amounts to an approximate 1.25 percent growth rate, and for Mason County that equates to 19,354 new residents during the 2016-2036 planning period. The proportion of population allocated to the Shelton and the Shelton UGA City by this method is 49.5%. Mason County allocated a higher proportion of growth to Shelton, as the only incorporated city in the county, to account for planning in infrastructure and services already done by the city during the previous planning period in preparation for growth forecast in the 2005 plan as well as to balance the permanent designation of rural lands for conservation by Green Diamond Resources.

Under the Growth Management Act, local jurisdictions must designate areas near existing urban development for urban growth that cannot be placed in existing cities, called Urban Growth Areas. The size of the UGA is calculated to be sufficient to accommodate the expected urban growth at urban densities and intensities. The UGA for the City of Shelton is depicted on the Future Land Use Map located in the Land Use Element of this Plan.

According to the Office of Financial Management, the total population for the City of Shelton and its Urban Growth Area was approximately 13,816 people in 2016 (10,070 for the City alone). Based on projected growth and land capacity estimates the population of the City plus UGA by the year 2036 is projected to be 23,416. This reflects only a slight increase from prior projections, prepared before the 2008 recession, which targeted a population projection of 21,748 for the Shelton UGA by 2025.

Table II.2: City of Shelton and UGA Current (2016) and Projected (2036) Population

City of Shelton and UGA 2016 Population	City of Shelton and UGA 2036 Population (Estimated)
13,816 people	23,416 people

Shelton’s Urban Growth Area

The designation of an Urban Growth Area enables property owners and service providers to make more informed choices and to promote orderly growth and development. In 1996, the City of Shelton and Mason County identified and established an Urban Growth Area around the City of Shelton. The boundaries of the UGA were based on an assessment of the growth potential for Shelton and Mason County as well as the ability of the City to reasonably extend urban services.

As a part of the ongoing efforts to promote coordinated planning in the Shelton UGA, the City and County executed a Memorandum of Understanding (MOU) in 2003. This agreement authorized the City to take the lead in preparing a subarea plan for the UGA that is compatible with the City’s updated Comprehensive Plan and Development regulations.

In 2007, the Shelton Urban Growth Area Plan was adopted by Mason County and integrated into the City’s Comprehensive Plan. This element of the Comprehensive Plan helps ensure growth occurs in a more orderly and compatible manner, and achieves stated goals and objectives of the Growth Management Act.

As part of the 2017 update, Shelton expanded its UGA in two areas to accommodate an increased allocation of growth from Mason County. Expansion in the Goldsborough Heights area, southwest of the Shelton Hills Master Plan, was intended to provide an area for additional residential growth. UGA expansion in the Dayton Airport Road Commercial Industrial area was intended to provide additional opportunities for employment growth and economic development.

Future Land Use And Zoning Map

The Future Land Use Map has not changed significantly since the 1992 Future Land Use Map and the corresponding City zoning map was initially prepared. As part of the 2003 update, the UGA area was reduced and sized to better align with the projected vacant and underutilized land necessary to accommodate future commercial, industrial, and residential land uses. The UGA was adjusted with the 2017 update to create areas of expansion to accommodate a greater proportion of growth allocated by the County. Any changes to the Shelton UGA do not become effective until they are also incorporated into the County’s Comprehensive Plan. The UGA expansion may require revisions to the County’s development regulations for the UGA to be consistent.

Future Land Use Designations Summary

This section provides a brief description of the land use designations shown on the "Future Land Use and Zoning Map" contained in Figure 1. The City and County’s zoning ordinance will provide more detailed direction regarding development within these areas, consistent with the policies of this chapter.

Neighborhood Residential

The Neighborhood Residential district (NR) is designed to provide for a variety of housing types throughout Shelton's neighborhoods while maintaining neighborhood character. City regulations should permit flexibility in the arrangement of structures on the site in order to encourage good architectural design, ensure adequate light and air, and to promote compatible uses.

Commercial

The Commercial (C) District is intended to provide for a full range of high-intensity, automobile-oriented general commercial and professional services. These uses tend to locate along arterials, and, by the nature of their activity, create a high degree of turning movements.

Low-Intensity Commercial

The Low-intensity Commercial (LI-C) District is designed to provide for a variety of low-intensity commercial uses along Olympic Highway between C and K Streets and Adams and Jefferson Streets while protecting the abutting neighborhood. City regulations should permit flexibility in the arrangement of structures on the site in order to encourage good architectural design, ensure adequate light and air, mitigate off-site development, and promote compatible uses.

Mixed Use

The Low-intensity Mixed Use designation (MU) is intended to provide for a mixture of residential and commercial uses in close proximity to, or integrated within the same structure, while maintaining a high degree of design standards. The designation is intended to maintain the historic and small town character of the existing neighborhood and gateway while allowing compatible commercial development to occur. The area from 10th Street traveling west on Railroad Avenue to US 101 is one corridor where these special provisions would apply.

Valley Commercial/Residential Mix District

The Valley Commercial/Residential designation (C/R-V) is to provide for residential and commercial mixed-use structures or separate uses that are compatible with a traditional pedestrian-oriented scale. The designation also provides for higher density residential apartment complexes and government offices. This District is intended to combine these uses in a centrally located area that will conveniently and adequately serve the populace of the Shelton area with a varied and specialized selection of goods and services. It is further intended to promote development in this district in such a manner as to minimize traffic and parking congestion and to provide for the safety and convenience of shoppers, visitors, and pedestrians.

Professional Office/Residential Mixed Use District

The Professional Office/Mixed Use District (PR-A) facilitates land uses that provide a logical transition between sensitive residential neighborhoods and high traffic/commercial corridors.

Uses in these areas will be limited to professional offices and/or residential types creating very limited impact on adjacent residences. Land use and development standards in this area should recognize that the strength and happiness of a community is measured and preserved by the contributions and commitment of its people to its past, present and future. By preserving and protecting Shelton's historic heritage, measures taken in this area will enhance and contribute to the general health, safety and welfare of the residents of the community. In this area, high standards for buffering neighborhoods from the effects of traffic and commercial structures and activities will be adopted and rigorously applied. Architectural styles in professional office/residential areas will be compatible with and complimentary to nearby residential areas, especially those with special historic significance. In addition, incentives will be established that encourage the adaptive reuse of properties on the national, state or local historic registers, or with potential for placement on these registers, and discourage demolition of these structures.

Goose Lake Commercial/Residential Mix

The Goose Lake Commercial/residential designation (C/R-G) allows for new development that provides for higher-density residential development with a mix of pedestrian-oriented commercial development in order to support transit service and provide maximum protection for the environment.

Downtown

The Downtown designation (DT) provides for commercial structures that are compatible with a traditional pedestrian-oriented scale and contain residences as secondary uses. This District is intended to foster relatively dense, urban development that will support pedestrian and transit use and contribute to a thriving core area of Shelton. It is further intended to promote development in this district in such a manner as to provide for the safety and convenience of residents, shoppers, and visitors.

Commercial-Industrial

The Commercial-Industrial designation (C-I) provides for light industrial and commercial uses that are compatible and which complement one another while maintaining a convenient business environment. Commercial - Industrial mixed-use areas should be buffered from residential uses through the provision of adequate mitigation, including landscaping, as a part of site plans for these higher intensity uses. In addition, to lessen traffic congestion that may be created by these uses, this use district shall be located in areas directly accessible to the arterial and transportation systems of the city.

Industrial

The Industrial designation (I) provides for moderate to heavy industrial development in the city of Shelton in order to provide needed goods, materials, and services to ensure the economic vitality of the city and Mason County. The industrial areas should be separated from residential and commercial uses by vegetative buffers or lighter intensity land uses to create a transition. All

industrial uses should avoid activities that could possibly pollute air and water resources or be considered detrimental to the health, safety, and general welfare of the surrounding population.

Medical/Educational Areas

The Medical/Educational (ME) District is intended to provide for the recognition of parcels and facilities currently in use, or planned for, where the primary function is to provide services including public and private educational institutions as well as public and private health care facilities. This District is intended to provide high levels of pedestrian and transit-oriented service and a safe, pleasant environment for education and health care. Campus style development should be encouraged in this area.

Public Lands

The City may establish a Public Lands designation (P) to include City parks, designated open spaces, and publicly owned lands. This designation shall provide for the preservation of land in essentially a natural and open state to further the protection of environmentally sensitive areas. The open space designation also accommodates public recreational pursuits through the development and inclusion of parks.

Gateway Corridor

The City has identified three distinct gateways into the City that that provide an important first impression for visitors, and reflect community pride for residents. It is the intent of the City to establish overlay requirements for each of the designated gateway corridors that include design review guidelines and performance standards to guide new development and redevelopment activities.

Land Use Goals and Policies

These goals and policies will serve to move the City of Shelton toward the future described in the Vision Statement, which was developed as a fundamental description of community desires. The goals and policies will serve as a map for guiding decision makers in setting the future direction of the city.

The goals and policies for land use are very much related to other goals and policies throughout this Comprehensive Plan, as well as the Shoreline Master Program adopted in 2015, The Vision Statement serves as the link between the elements of this document and the Shoreline Master Program, providing a basis for internal consistency.

LU1. Future growth and development shall occur in accordance with the provisions of this Comprehensive Plan.

- LU1a. The City shall approve new development only if adequate public facilities or services are available. No development should be permitted that results in a reduction of adopted levels of service for any transportation facility or service, at a minimum, without mitigation efforts such as impact fees, improvements, dedications, etc,
- LU1b. Consistent and compatible land use patterns should be established within the UGA through a cooperative planning process between the City and County.
- LU1c. Land use regulations shall provide for a full range of land uses in order to allow Shelton to develop as a full-service community, rather than serving solely as a bedroom community to outlying urban areas.
- LU1d. Review land use regulations prior to adoption to ensure that implementation will not result in an unconstitutional taking of private property.
- LU1e. The City should review and revise the land use designations and development regulations in the zoning code to be consistent with the Vision Statement, Goals, and Policies of this Comprehensive Plan.

LU2. Assure that adequate urban services are available to all new development.

- LU2a. The City should adopt regulations that require all future development within the City connect to municipal water and sewer services.
- LU2b. The City shall continue to update its water, sewer, transportation, utility, and capital facility plans to ensure that adequate plans exist to support the improvement or extension of urban level of services within the City and UGA as appropriate.

LU3. Assure that land use policies and patterns adequately protect and preserve resource lands, critical areas, water supplies, water bodies, and other areas of cultural or historical significance.

- LU3a. The City shall continue to update and refine the City’s Critical Areas regulations to protect wetlands, aquifer recharge areas, frequently flooded areas, seismic hazard areas, steep slopes, agricultural areas, mineral resources, anadromous fisheries habitat, etc. from incompatible levels or types of development in accordance with the provisions of the Washington State Growth Management Act.

- LU3b. The City shall provide for protection of wellheads and springs from land uses that present a threat to surface or ground water quality. Aquifer recharge areas shall be the subject to close scrutiny and intergovernmental efforts to control potential threats to aquifer contamination.
- LU3c. The City shall protect shoreline areas from incompatible types and intensities of development through careful application and periodic review of the Shelton Shoreline Master Program (SMP).
- LU3d. The City shall formally acknowledge known sites of cultural or historical significance, including those identified by the Shelton Historic Preservation Board, and work to protect and acknowledge new sites as they become known.
- LU3e. The City shall regulate businesses storing, transporting, making, or using hazardous substances so that they pose no more than a negligible risk to water and groundwater resources.
- LU3f. Critical areas regulations should include significant Fish and Wildlife habitat and a framework for identifying wildlife corridors. The critical areas ordinance should identify these natural corridors using the best science available and provide for their preservation in accordance with the provisions of the GMA.
- LU3g. The City shall identify and protect significant fish and wildlife habitat and wildlife corridors through the application of best available science.
- LU3h. The City shall promote the preservation of open space and the retention of natural areas within the City.
- LU4. Adopt land use policies that reduce or eliminate negative impacts of development on storm water drainage capacities and systems.**
 - LU4a. The City shall prohibit the filling of natural watercourses or flood plains without adequate provisions to meet City, State, and Federal standards.
 - LU4b. The City shall encourage the retention of native vegetation or the creation of vegetative buffers near drainage courses to preserve water quality, and to aid in bio-filtration of storm water.
 - LU4c. The City shall require the utilization of on-site detention and/or infiltration facilities as a part of new developments which demonstrate the capacity to accommodate such facilities and/or would significantly burden the City's storm water infrastructure facilities if not utilized.
 - LU4d. The City shall regularly review, in conjunction with Mason County, proposed plans and developments located within the Oakland Bay/Hammersley Inlet

watershed to identify and prevent discharges that pollute the Oakland Bay/Hammersley Inlet system.

LU4e. The City shall ensure that new development will not increase peak storm water runoff, and will follow the guidance defined by the adopted State Department of Ecology Storm Water Management Manual for Western Washington as currently exists or as subsequently amended.

LU4f. The City shall regularly review, in conjunction with Mason County, the current storm water quantity and quality, and assess any corrective actions needed to mitigate or cleanse those discharges, entering the Puget Sound.

LU5. Ensure that future development patterns will encourage efficient multi-modal transportation systems.

LU5a. The City should permit densities and mixes of uses that reduce the number and lengths of vehicle trips, and increase the opportunity to use public transit and other non-motorized modes of travel.

LU5b. The City should promote pedestrian facilities linking downtown with the surrounding neighborhoods and commercial areas.

LU5c. The City should, as a means to discourage "leap frog" development patterns, give priority to capacity improvements to the City's transportation system that are designed to serve proposals that are contiguous to existing development.

LU5d. The City should provide development incentives (increased density allowances, increased square footage, etc.) for proposed developments located adjacent to transportation corridors when amenities for transit users, bicyclists and pedestrians are included.

LU6. Promote a variety of housing densities, types, and market niches throughout Shelton's neighborhoods while maintaining neighborhood character.

LU6a. The City should develop regulations and incentives that allow for and encourage the siting of duplex and triplex uses within single-family neighborhoods subject to design features to reflect neighborhood character.

LU6b. The City should ensure that all new infill development in historic neighborhoods retain design features which incorporate the significant design elements of the neighborhood.

- LU6c. The City should protect residential neighborhood areas from the impacts of both residential and non-residential uses of a scale not appropriate to the neighborhood.
- LU6d. The City should allow for green areas and higher density housing as methods for defining the edges of neighborhoods while protecting traditional housing patterns at the neighborhood core.
- LU6e. The City should allow for areas of lower density residential development in areas outside of the existing urban core in a manner that will not jeopardize opportunities for additional infill in the future. Higher density residential types should be allowed in conjunction with mixed commercial/residential areas.
- LU6f. New mobile home parks should be permitted, subject to design and site plan review to ensure compatibility with existing neighborhoods and projected land uses.
- LU6g. The City should encourage higher density residential uses downtown and in areas of commercial and retail activity.

LU7. Promote pedestrian activities.

- LU7a. New residential developments should provide pedestrian and bicycle links between neighborhoods as well as supporting community facilities such as parks, schools, transit systems, other open spaces, and business districts.
- LU7b. The City shall give preference to the development of "grid" street patterns in new developments, except where not practical due to topography and other natural features.
- LU7c. The City shall permit limited retail/service uses to serve the neighborhood population base through the Planned Unit Development (PUD) process. Small establishments such as a neighborhood grocery, salon, laundromat, and coffee shop, could be allowed.
- LU7d. The City should encourage the coordinated siting of transit/ pedestrian/ bicycle facilities throughout the city to accommodate users of these modes of transportation.
- LU7e. The City should require all new residential subdivisions to demonstrate a reasonable ability to access the transit system. All residential subdivisions shall be encouraged to incorporate transit facilities into their site design during site plan review per Mason Transit Authority recommendations and guidelines.

LU8. Encourage infill development.

LU8a. The City shall encourage infill development on vacant or underutilized land within existing urbanized areas through development regulations which will allow for innovative and creative approaches for providing affordable and infill housing including town homes, zero-lot line developments, mother-in-law apartments, accessory uses, smaller/"tiny" homes, etc., while maintaining the character of Shelton's neighborhoods.

LU8b. The use of upper-story apartments in downtown and surrounding buildings shall be encouraged.

LU9. Maintain and establish opportunities for neighborhood improvements that increase livability and help to establish neighborhood identity.

LU9a. The City should encourage neighborhood improvement efforts through matching fund grants, local improvement districts, opportunities for community involvement in decision making, neighborhood town meetings, etc.

LU9b. The City should enhance neighborhood identities through signage, plantings, and other public improvements, etc.

LU9c. The City should take advantage of opportunities to provide for future parks and open space areas in both new and existing neighborhoods by purchasing or otherwise setting aside land for such uses early in the development process as consistent with the City's Park Plan.

LU10. The City should develop and maintain gateways or entry corridors to Shelton that provide a positive first impression to visitors, and that are a reflection of community pride for residents.

LU10a. Formally identify and designate the gateways leading into Shelton.

LU10b. The City should develop overlay requirements for each of the designated gateways that include design guidelines and performance standards that acknowledge the community desire of maintaining the feeling of Shelton as a small town.

LU10c. The City shall support the Port in the application of its own design guidelines for its Gateway District along US 101.

LU10d. Commercial land uses permitted in the Gateway areas should be oriented toward the provision of tourist information and related services.

LU10e. The City, in consultation with the Port and WSDOT, establish coordinated landscape standards for designated Gateway areas that emphasize the importance of retaining existing trees as key elements of Shelton's rural character.

LU10f. The City shall work with private property owners and civic organizations to improve the appearance of gateways to the City.

LU11 Promote commercial infill and revitalization downtown, as well as new commercial development along Olympic Highway North and South.

LU11a. The City shall implement regulations that allow for a full range and mix of general commercial and professional services downtown and along both the north and south ends of the Olympic Highway corridor.

LU11b. The City shall coordinate with local commercial and economic development organizations in conducting a commercial land needs analysis at least every seven years, and amend the comprehensive land use map accordingly.

LU11c. Regional commercial uses shall be focused toward the area near Wallace Kneeland Blvd. and the US 101 interchange until such time that a comprehensive market survey shows that additional land for regional commercial use is needed.

LU11d. The City shall require developers to mitigate their project's impact upon the transportation system in the regional commercial area(s) prior to project approval in order to maintain safe and efficient traffic flow in the automobile oriented regional commercial area(s).

LU11e. The City shall encourage nodal development and discourage strip development.

LU12. Acknowledge downtown as the center of retail shopping, professional, financial, and government services, as well as the stage to observe our cultural and architectural heritage.

LU12a. The City should support improvements to upgrade the appearance of buildings and streets that are in keeping with our heritage.

LU12b. The City should implement regulations that allow for a full range and mix of pedestrian oriented land uses in the downtown core.

LU12c. The City should adopt design standards that will ensure that renovations and construction retain the physical design components that make downtown Shelton unique, and which discourage "cookie-cutter" type development.

- LU12d. Pedestrian activity in downtown Shelton should be encouraged through the provision of safe and accessible sidewalks and curb-cuts, as well as bikeways and trails linking neighborhoods with natural features such as Oakland Bay and Goldsborough Creek as consistent with the Shelton Parks Plan, or other related circulation plans. The City should prepare and maintain a neighborhood circulation map to facilitate development of areas with trails and paths connecting nodes of the City.
 - LU12e. The City should promote the easy use of transit through convenient, well-marked and evenly distributed transit facilities and parking opportunities throughout downtown Shelton.
 - LU12f. Downtown Shelton shall be the appropriate area for city, county, and other governmental services.
 - LU12g. Preserve existing tree-lined streets and work to establish additional street-side plantings along downtown streets.
 - LU12h. Encourage the development of a "people place" in the downtown to serve as a gathering place including rest rooms, drinking fountain, town square, clock, public art, etc.
 - LU12i. The linear quality (grid pattern) of the downtown commercial area, shall be emphasized by establishing focal points at key locations.
 - LU12j. The City shall support the development of information and incentive programs that aid property owners in improving their property consistent with our heritage.
- LU13. Recognize Shelton's regional commercial area as a significant part of Shelton and encourage inclusion of these areas into the City as a whole through regulations, including design review standards, which are consistent with those for other commercial areas.**
- LU13a. The City shall require adequate landscaping throughout regional commercial areas to complement the City of Shelton's existing natural appearance.
 - LU13b. The City should apply at least the same level of service standards for pedestrian facilities associated with regional commercial development as are applied in other commercial areas.
 - LU13c. The City should encourage the retention of trees and mature vegetation on those portions of sites not directly included as a part of building footprint and parking

areas. Also, seek to retain existing mature vegetation as a part of parking lot landscaping whenever possible.

LU14. New development that includes a mix of residential and commercial uses is encouraged, subject to certain conditions.

LU14a. Residential uses in the Residential Commercial mix areas should be pedestrian oriented in nature, higher density types, and may occur either within the same structure with commercial uses or in separate structures on the site.

LU14b. Commercial uses in the Low intensity mixed use areas should be subject to design review to insure that commercial structures have an architectural character that is compatible with a residential neighborhood character.

LU15. Encourage new industrial growth in designated industrial areas.

LU15a. The City shall coordinate with the Port of Shelton to ensure that Port facilities are linked with the municipal sewer and water services necessary to attract and support additional industrial development and economic growth.

LU15b. The City should, in partnership with the Sierra Pacific Industries to:

- Promote the shared use of industrial facilities;
- Identify opportunities for public access and tourism enhancement;
- Integrate future use and development of industrial properties with state and local transportation planning; and
- Support and enhance the forest product and aquaculture industries.
- Integrate habitat enhancement within Oakland Bay, Goldsborough Creek, and Shelton Creek while accommodating the nature of Shelton’s “working waterfront”.

LU15c. The City shall work with the Port to ensure that there is an adequate supply of industrial zoned land for sale and lease.

LU15d. The City should consider establishing a “Quicksites” project or similar effort to facilitate the permitting of designated economic development sites.

LU15e. Ensure that less intensive land uses located adjacent to Commercial-Light Industrial Mix areas are buffered from the greater intensity land use through the

provision of adequate mitigation, including landscaping, as a part of site plans for these higher intensity uses.

LU16. Concentrate medical and education facilities in the Medical/Educational District.

LU16a. New medical and educational facilities should be directed to the Medical/Educational District.

LU16b. The City should revise/create design guidelines to promote campus-style development within the Medical/Educational District.

LU17. Strategically designate land suitable for new school facilities within areas where new residential neighborhood creation is desired.

LU17a. The City shall work with school district planners to identify opportunities for providing land for new school facility development within areas targeted for future neighborhood development.

LU18. Site essential public facilities in a manner consistent with County-wide Planning Policies and City policies.

LU18a. The City will not preclude the siting of essential public facilities; however, it shall enforce its Comprehensive Plan and development regulations to ensure reasonable compatibility with other land uses.

LU19. Support the operation of and development of Sanderson Field in accordance with an approved master plan.

LU19a. The City shall restrict uses in airport areas that would create hazards or conflict with safe and effective airport operations. Prohibit uses in airport areas which attract birds, create visual hazards, discharge any particulate matter into the air which could alter atmospheric conditions, emit transmissions which would interfere with aviation communications and/or Instrument Landing Systems, otherwise obstruct or conflict with airport operations or aircraft traffic patterns, or result in potential hazard for off-airport land use.

LU19b. Encourage those land uses in airport areas that would benefit from aircraft locations and are least affected by noise and other annoyances.

LU19c. Discourage land uses in airport areas that are negatively impacted by airport operations. Decisions on zone reclassifications and land use development shall

be partially based upon the noise hazards of aircraft operations and accident potentials.

- LU19d. The City should encourage continuing airport planning that considers expansion of existing airport facilities to meet changing needs.