Seattle Department of Transportation

# SHORELINE STREET ENDS WORK PLAN UPDATE


*S Oregon St, Duwamish*

## October 2017

Seattle
Department of
Transportation

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*E Hamlin St (West), Lake Union*

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# Seattle's Shoreline Street Ends

**West Seattle**
1 98th St SW
2 SW Brace Pt Dr
3 SW Barton St
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5 SW Carroll St
6 SW Andover St
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**Lake Union**
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90 McGraw St
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134 Latona Ave NE
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**South Ship Canal**
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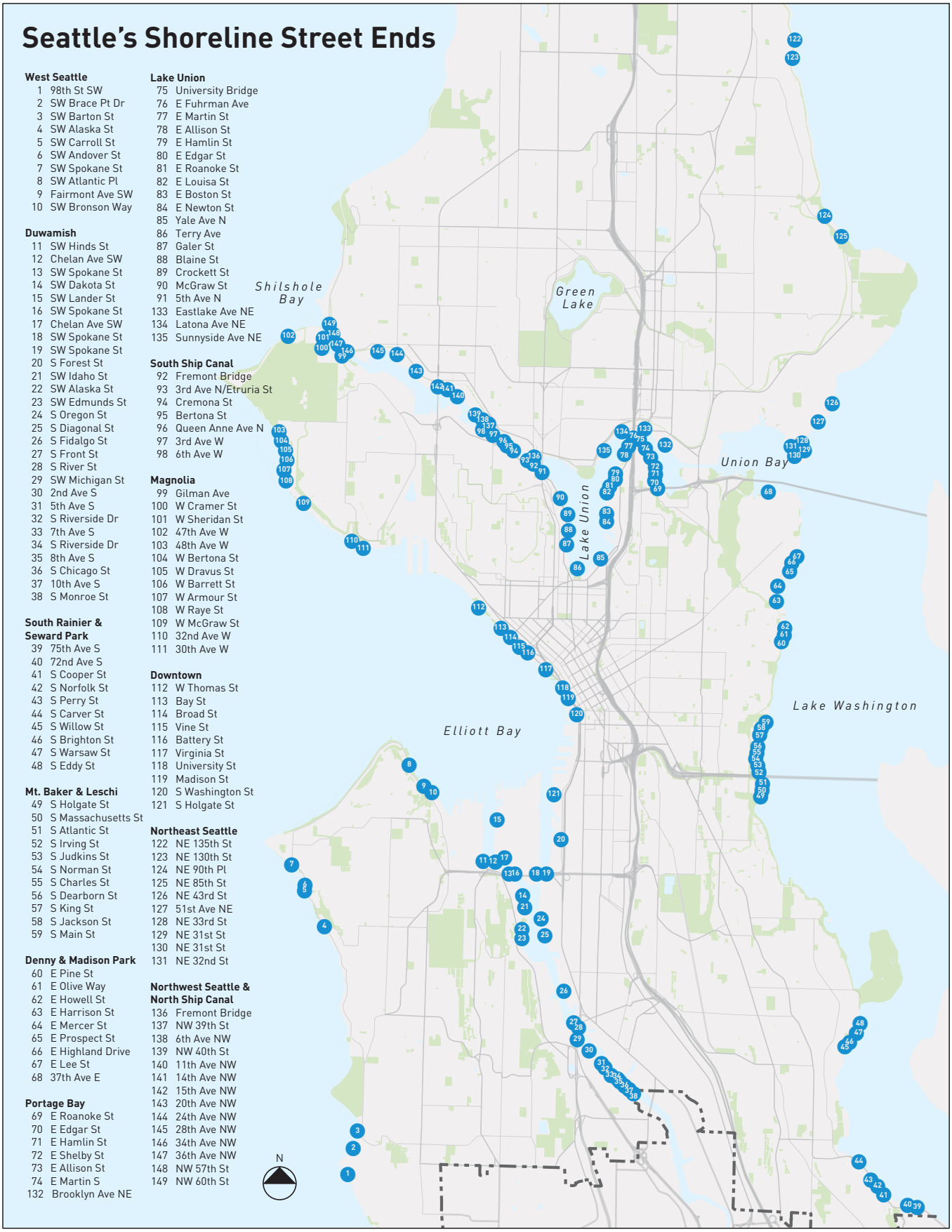

# EXECUTIVE SUMMARY

## PROTECTING PUBLIC ACCESS TO THE WATER

Seattle is a city surrounded by water, yet public access to Lake Washington, Lake Union, the Duwamish River, and other waterways is limited due to the historic privatization of Washington's shorelands. Through the efforts of community advocates, the City Council passed a resolution on September 23, 1996, designating 149 shoreline street ends, where the public right-of-way meets the water's edge, for "public uses and enjoyment." An ordinance codified specific permit fees to discourage private uses of these special places and dedicated the revenue generated for the maintenance and improvement of shoreline street ends.

We originally developed a work plan for the shoreline street ends program in 2009 to establish policies and priorities, which created a framework for guiding our investments in projects and partnerships. In the years since this initial plan, the program has evolved and shoreline street end conditions have changed, resulting in this work plan update.

## ASSESSING EACH SHORELINE STREET END

To gain a detailed understanding of each shoreline street end, we conducted a detailed evaluation of all street ends during the summer of 2016. Using this assessment, we categorized shoreline street ends as either improved or unimproved. Improved street ends are open and appropriate for public use while unimproved street ends are currently inaccessible to the public. Within each of these categories, conditions varied widely, as no two street ends are alike.

The vision, mission, and goals of the shoreline street ends program support the policy direction outlined in the Council resolution as well as Citywide policy documents, such as the Comprehensive Plan and Climate Action Plan, and also incorporates feedback from stakeholders.

### Vision

Shoreline street ends are precious community assets that thrive through robust community partnerships. Each one tells a different story of Seattle's cultural and environmental history, and provides everyone the opportunity to experience and enjoy the splendor of Seattle's shorelines.

### Mission

SDOT's shoreline street ends program improves public access, protects unique views, enhances habitat, supports maritime industry, and fosters stewardship to create long-lasting community assets.

### Goals

- Equitably improve and maintain shoreline access and enjoyment across a broad spectrum of Seattle's neighborhoods
- Enhance shoreline habitat by including, where possible, ecological benefits such as native plantings and green stormwater treatment
- Build partnerships and encourage stewardship through an extensive network of community partners
- Support the maritime industry
- Raise neighborhood awareness of shoreline street ends
- Explore new opportunities to leverage resources

In the two decades since the creation of the shoreline street ends program, sites have been improved through a variety of strategies. Many of these street ends are established, informal sites with few amenities, but feature desirable views or access to the water. Community-driven projects are improvements that result from dedicated neighborhood volunteer efforts or sponsoring businesses. We have also partnered with other agencies and institutions to improve a dozen street ends. Recently, we developed our own capital projects program to fund improvements using the shoreline street ends permit revenue.

Less than a third of shoreline street ends remain unimproved. Of these, about a quarter are not yet ready for public access due to a variety of factors, typically steep slopes and overgrown vegetation. A few sites are completely inaccessible due to permitted private uses, which are usually for adjacent maritime or water-dependent businesses.

## PRIORITIZING SITES FOR IMPROVEMENT

The previous work plan offered criteria for evaluating and ranking street ends, identifying those that are a priority for improvements. We revisited these criteria, taking into consideration our policy priorities and stakeholder feedback. Our new criteria are consistent with the former but are organized by three guiding principles:

- Access to the water is the primary goal of the program. Criteria include deficits in existing shoreline access; population density; site slopes; and existing transportation infrastructure, such as walking/bike paths and transit stops.


*28th Ave NW, Ship Canal*

*5th Ave N, Lake Union*

- Equity supports the City's Race and Social Justice Initiative. Criteria consider income and race in the areas near street ends.
- Environment considers the potential for beneficial habitat improvements at street end sites.

We used these three key principles and associated criteria to prioritize all shoreline street ends, scoring improved and unimproved sites separately. Beyond these criteria, we will also factor in additional considerations that are not easily quantifiable, which are challenging site conditions, partnership projects, geographic equity, and community interest. These will help us refine the ranked list of shoreline street ends and determine which sites are improved.

## IMPROVING STREET ENDS

Reflecting on lessons learned, we plan to concentrate our future efforts on developing a more cost-effective, strategic approach to improving and enhancing these neighborhood amenities. We will select one major improvement project for construction every other year; more may be possible, depending on estimated project costs and other available partnership opportunities. Our intent is to find a balance between investing in opening unimproved sites and adding enhancements to improved street ends that lack amenities, both of which have the greatest potential to create public benefit.

Partnerships are our preferred method of constructing projects. Leveraging a variety of public resources and engaging more stakeholders encourages us to think more broadly and creatively about improvements to shoreline street ends. Additionally, these partnerships build important relationships and raise awareness of the program.

Community-driven projects have historically been the most common model for improving street ends. Community members take responsibility for all aspects of the project, including design, construction, and permitting. We value these engaged residents and will continue to support their efforts, providing guidance and permitting assistance, where possible. Through increased outreach efforts, we hope to inspire a greater variety of communities to improve street ends in their neighborhoods.

While each shoreline street end is unique, there are common design considerations that should be included in future improvement projects. Creating visual or physical access is essential. Other additions to the site, such as seating, plantings, and public art, must be durable and require minimal maintenance. Building neighborhood support for the project and incorporating community feedback are essential to creating a long-lasting, successful street end improvement.

## PERMITTING PRIVATE USES

We permit private uses of shoreline street ends, provided that they do not conflict with plans for public improvements. Each permit is reviewed annually and is revocable at any time. The formula for calculating the permit fee is intended to discourage the privatization of street ends and includes assessed land value and use area, both of which are reviewed every year. The revenue from these permit fees wholly funds the shoreline street ends program. During our site evaluation, we noted unpermitted encroachments and unapproved expanded use areas. We are working on either getting these uses permitted or having them removed by the adjacent property owners.

## MAINTAINING STREET ENDS

Similar to the process of improving street ends, long-term maintenance responsibilities vary. We maintain some sites, while others are cared for by project partners, such as Seattle Parks and Recreation, or dedicated community stewards. Our site evaluation revealed that street ends would benefit from higher levels of maintenance. To this end, we are exploring strategies to increase community stewardship capacity and developing stewardship guidance materials to communicate management best practices.

## THE FUTURE OF THE PROGRAM

This assessment allowed us to reflect on lessons learned and identify opportunities to expand the impact and reach of the shoreline street ends program. The following are our key findings:

- There are still many shoreline street ends that could be improved and opened to the public
- Partnership and community-driven projects are a successful model for improving shoreline street ends, offering benefits like long-term maintenance responsibilities and increased opportunities for funding
- Focusing on small, strategic investments will allow us to improve more shoreline street ends
- Permitted private uses rarely make shoreline street ends completely inaccessible to the public
- Supporting community stewardship is a cost-effective strategy for maintaining a large number of shoreline street ends, maximizing scarce public resources

Our goal is to leverage funding sources through partnership projects to increase investment in improvement projects. We will broaden our outreach efforts to raise awareness of the program, which will help to cultivate partnerships with agencies/institutions and community groups. Additionally, we want to engage more community stewards with their local street end to both augment our maintenance efforts and create enduring community connections to these special places.

Private use of street ends will be permitted, where appropriate, allowing this program to continue its efforts. We are increasing enforcement and clarifying our policies regarding encroachments. Through these measures, we aim to reach the full potential of the shoreline street ends program to connect people to the land, shore, and each other.


*S Fidalgo St, Duwamish*

*SW Brace Point Drive, Puget Sound*

*SW Barton St (Cove Park), Puget Sound*

*SW Alaska St, Duwamish*

*S Charles St, Lake Washington*

*E Harrison St, Lake Washington*

# INTRODUCTION

Seattle's designated shoreline street ends provide the public with valuable access to waterfront along Lake Washington, Lake Union, Puget Sound, Duwamish River, Portage Bay, Union Bay, Elliott Bay, and the Ship Canal. Where the street meets the shore, visitors may enjoy unique views and, in some cases, physical access to the water.

In 2009, we developed a work plan to clarify policies and priorities for the shoreline street ends program. This effort provided a useful framework that helped guide our investments in projects and partnerships. We hired two full-time gardeners to maintain improved street ends and invested in shoreline street end enhancement projects. In the years since this initial evaluation, the program has evolved and shoreline street end conditions have changed, necessitating this update.

## WORK PLAN ORGANIZATION

This work plan describes where the program is today and provides guidance for the program moving forward. The plan is organized into the following sections:

1. Program Background is an overview of how the program was developed, along with its vision, mission, and goals.
2. Program Assessment presents current conditions of all shoreline street ends, highlighting some sites improved for public access.
3. Improving Shoreline Street Ends describes evaluation criteria for determining which sites are a priority for improvement; reviews the range of approaches that have been taken to open shoreline street ends for public access; and offers general design guidelines for all sites.
4. Permitted Private Uses addresses conditions where private uses of a shoreline street end are permitted and describes how permit fees are calculated.
5. Maintenance summarizes practices and responsibilities and outlines our approach to maintenance and stewardship.
6. Conclusion reflects upon the findings of the assessment and considers the future direction of the shoreline street ends program.

# PROGRAM BACKGROUND

In 1889, Washington became the 42nd state and was given ownership of its lands, including more than 2,500 miles of tidelands. To generate revenue for the newly-formed state and encourage economic development, the legislature authorized the sale of public tidelands to private individuals. An estimated 60% of Washington's state-owned beaches and tidelands had been transferred into private ownership when the State discontinued the practice in 1971. In the Puget Sound region, around 70% of the coastline became privately owned. Thus, the remaining public shorelands in Seattle are precious assets.

Seattle has several parks adjacent to the water, but there are substantial gaps in waterfront parkland. In the early 1990s, community groups identified the opportunity to increase public shoreline access in Seattle by improving the spaces where streets, the public right-of-way, are platted to the water's edge. On September 23, 1996, City Council approved Resolution 29370 designating 149 shoreline street ends for "public uses and enjoyment." The Resolution was followed by Ordinance 119673, adopted on September 27, 1999, that codified special permit fees to discourage private uses of shoreline street ends, designating the revenue produced toward the maintenance and improvement of shoreline street ends.

There are currently 142 shoreline street ends, with six having been vacated through Council action and another was determined by the Washington State Court of Appeals to no longer be right-of-way. Over the years, shoreline street ends have been maintained and improved through the efforts of community groups as well as through partnerships and strategic investments by SDOT, Seattle Parks and Recreation (Parks), Seattle Public Utilities (SPU), the Port of Seattle, and others.

*98th St SW, Puget Sound*

*NE 31st St, Lake Washington*

## VISION, MISSION & GOALS

The vision, mission, and goals of the shoreline street ends program are based on the policy direction included in Resolution 29370 and reflect wisdom gained through program operations and valuable partner insights. They support Seattle's Comprehensive Plan, tying into goals and policies from the Natural Environment, Art, and Shoreline Areas elements (see Appendix A for a list of related plans, goals, and policies). It also advances City priorities identified in the Move Seattle Action Plan and the Climate Action Plan.

### Vision

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- Build partnerships and encourage stewardship through an extensive network of community partners
- Support the maritime industry
- Raise neighborhood awareness of shoreline street ends
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We seek to achieve all these goals simultaneously. To do so, program goals must be balanced to accommodate unique shoreline street end conditions and diverse stakeholder interests. As we continue to support community stewards, manage private uses within the right-of-way, maintain opened street ends, and improve new sites, we anticipate that lessons learned will continue to shape the program.

# PROGRAM ASSESSMENT

Since the 2009 work plan and program assessment, the shoreline street ends program has evolved and the shoreline street ends themselves have changed. We performed a field evaluation of all shoreline street ends in the summer of 2016 to gain an accurate understanding of current conditions.

Prior to collecting field information, we used the City's geographic information systems (GIS) data to clarify right-of-way boundaries, calculate site slopes, verify adjacent land uses and street vacations, and confirmed private use permits. Additionally, active stewardship and maintenance responsibilities were documented. We created a standard assessment questionnaire to systematically document site conditions during site visits.

The assessment included categories relating to the improvement status, physical condition, surrounding context, accessibility, maintenance condition and responsibilities, site amenities, private uses, structures and utilities, habitat conditions, and unique features (see Appendix B for selected attributes of each shoreline street end).

*SW Andover St, Puget Sound*

## CURRENT CONDITIONS

The physical attributes, land use context, and investment in shoreline street ends vary widely. In some cases, sites are narrow, steep stretches of vegetated land adjacent to residential woodlands, while others are gently sloped slabs of pavement with benches and a concrete bulkhead between industrial businesses. Improvements could be recent or have been installed many years ago. There are also street ends that have never been open to the public and remain blocked by brambles.

Our assessment captured current conditions and categorized street ends into two groups — "improved," meaning open and appropriate for public use and "unimproved," meaning inaccessible for public use.

*S Norman St, Lake Washington*

*SW Hinds St, Puget Sound*

## IMPROVED SHORELINE STREET ENDS

About 70% of shoreline street ends are open or enhanced for public access. Over the years, improvements have been made by the City and through partnership projects with community groups and individuals. Partnership projects often include engaged community stewards.

### Established, Informal Street Ends

The majority of improved street ends are valued community assets that provide good access or views of the water, but may not have many, if any, site amenities. Some sites were improved before the shoreline street ends program was developed and have a long history of community stewardship (west end of E Hamlin St in Eastlake), some were enhanced as part of a larger project (Etruria St in Queen Anne), and others were never formally improved (E Prospect St in Madison Valley), but all are simple sites that offer desirable water access.

### Community Driven

Community members often invest substantial time, energy, and resources into making their neighborhood shoreline street ends into welcoming public spaces. We typically support these groups with design guidance, permitting assistance, and resources for work parties. Recent examples include Beaver Lodge Sanctuary (37th Ave E) in Madison Park, 5th Ave N in East Queen Anne, and E Highland St in Madison Park.

In some cases, businesses invest in improvements. The street end at 28th Ave NW in Ballard was funded by an adjacent business owner. SW Spokane St in the Industrial District of the East Duwamish was improved as a habitat restoration site by Bluefield Holdings, Inc., a private company that conducts habitat restoration as saleable natural resource damages credits.


*E Highland St, Lake Washington*

## Partnerships

Our partnerships with agencies and other institutions have been essential for increasing the impact of the shoreline street ends program. In 2013, Parks partnered with us to use funds from the Parks and Green Spaces Levy to improve 10 shoreline street ends. The Port of Seattle improved 8th Ave S in South Park by restoring the shoreline and installing riparian vegetation as well as providing public water access.

### Parks and Green Space Levy Projects

- 72nd Ave S – S Rainier Beach
- S Oregon St – Industrial District (East Duwamish)
- McGraw St – Magnolia
- 36th Ave NW – Ballard
- 75th Ave S – S Rainier Beach
- S Riverside Dr – South Park
- SW Bronson Way – West Seattle
- SW Spokane St – Industrial District (East Duwamish)
- S Fidalgo – Industrial District (East Duwamish)
- 20th Ave NW – Ballard; partnered with Seattle Department of Construction and Inspections (SDCI) to pilot a habitat mitigation site

### Port of Seattle

- 8th Ave S – South Park

### University of Washington – Design Build Landscape Architecture Studio

- 11th Ave NW - Ballard

*8th Ave S, Duwamish*

*20th Ave NW, Ship Canal*

*72nd Ave S, Lake Washington*

*51st Ave NE, Lake Washington*

## SDOT Improved

In 2014, we developed a capital program for shoreline street ends with the goal of making more significant enhancements using program funds generated by shoreline street end permit fees. Nine projects were selected based on the 2009 work plan. Currently, we are planning to improve public access at five street ends over the next few years – E Allison St, S River St, and S Michigan St, 6th Ave W, and Eastlake Ave NE. The project at 5th Ave S is on hold because of planned street and stormwater infrastructure improvements.

Below is the full list of projects (mapped on p. 18):

- S Willow St – Seward Park
- 51st Ave NE – Laurelhurst
- E Allison St – Eastlake*
- S River St – Georgetown*
- S Michigan St – South Park*
- S Warsaw St – Seward Park * (with the Green Seattle Partnership)
- 6th Ave W –Queen Anne*
- Eastlake Ave NE – University District*
- 5th Ave S – South Park (on hold)

* In progress

# Seattle's Shoreline Street Ends : Improved

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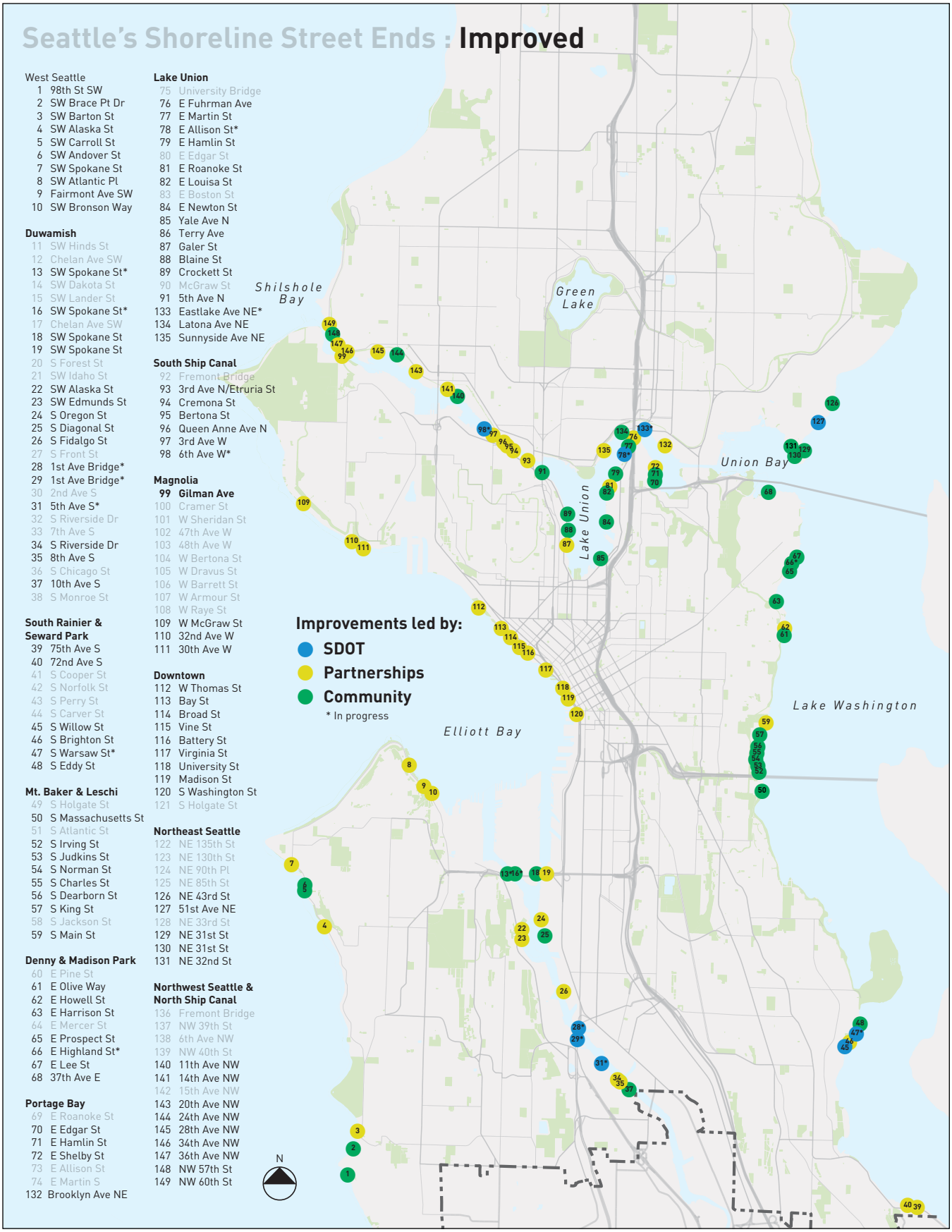


*W Bertona St, Puget Sound*

## UNIMPROVED SHORELINE STREET ENDS

Around 30% of street ends are inaccessible to the public for various reasons. Many of these street ends are obstructed by overgrown vegetation. A small percentage have permitted private uses, preventing public access. Additionally, seven street ends are no longer public right-of-way.

### Not Yet Improved

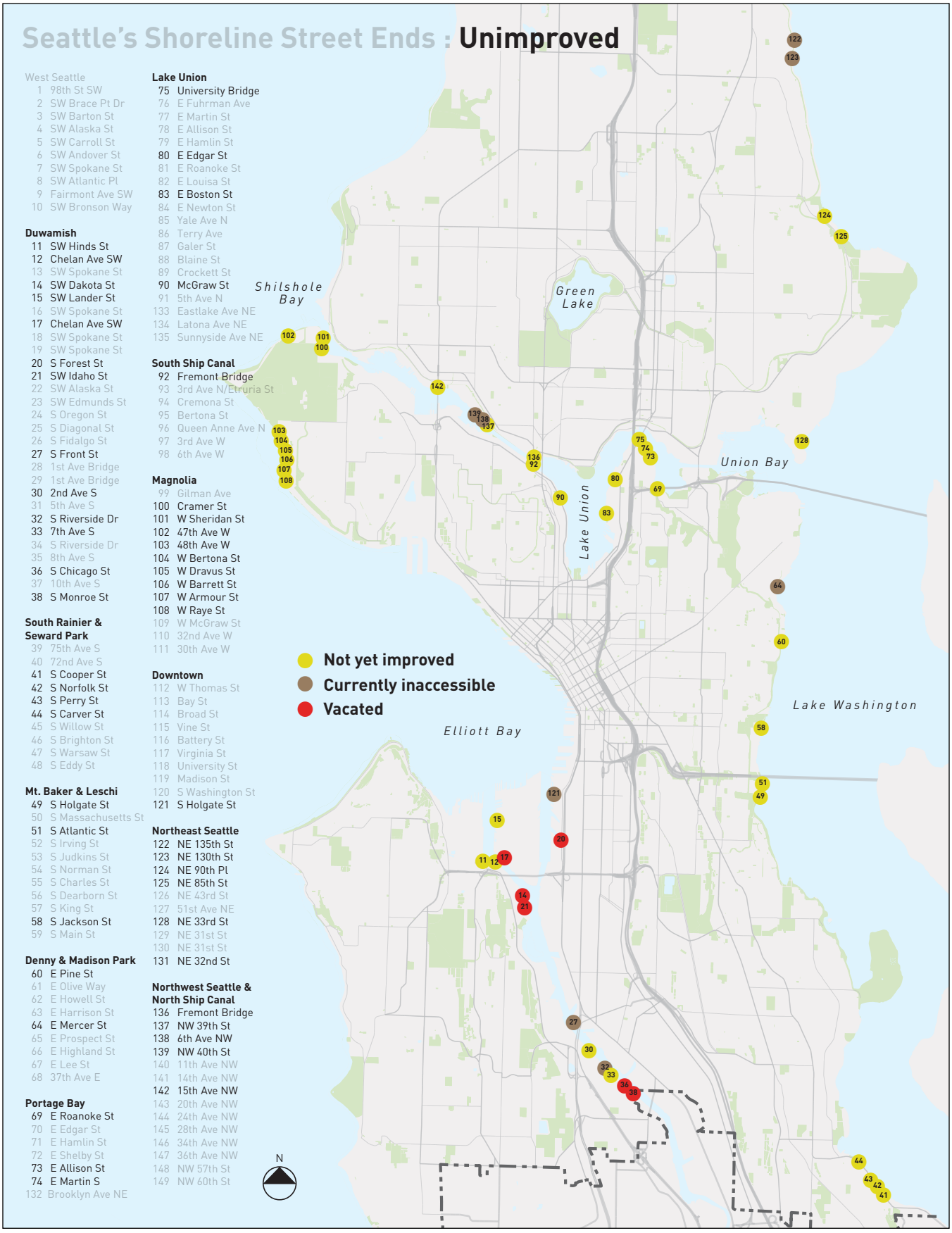
Nearly a quarter of shoreline street ends have not been opened to the public. These may have vegetation completely blocking visual and/or physical access to the water. Alternatively, public access could be prohibited by steep slopes. Some street ends may be partially accessible but do not necessarily appear to be public spaces due to a combination of factors, including signage, vegetation, and adjacent uses.

*NW 39th St, Ship Canal*

### Inaccessible

About 6% of sites have permitted private uses that currently preclude public access to the shoreline street end. Permits for private uses are issued annually and may be revoked at any time. Most of these uses existed well before the creation of the shoreline street ends program and, in many cases, facilitate maritime or water-dependent commercial activities.

# Seattle's Shoreline Street Ends : Unimproved

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# IMPROVING SHORELINE STREET ENDS

As discussed in the previous section, there are three primary ways that a shoreline street end can be improved for public access:

1. We provide capital project funding for a limited number of projects
2. Partnership projects are built with input and funds from multiple stakeholders
3. Community-driven projects are partially or mostly funded by engaged neighborhood groups

Funding comes from a variety of sources, and the extent of the improvements will vary depending on the amount of work needed to transform a site into an enjoyable public space.

In this section, we describe in detail the prioritization methodology for our investments as well as our approach to working with others to fund improvements.

*McGraw St, Puget Sound*

*S Willow St, Lake Washington*

## SDOT-FUNDED IMPROVEMENTS

We selected our initial list of capital project based on the prioritization criteria developed in the 2009 work plan, geographic equity, and the goals of the shoreline street ends program. The following criteria were previously used to score and prioritize street ends for improvement:

- Shoreline Access Gap Analysis
- Proximity to Residential Density
- Supported by Plans and Policies
- Proximity to Bike/Pedestrian Routes
- Located in a Community Empowerment Zone
- Unique Features (Wide and Flat)
- Hand Carry Boat Access Analysis

Program stakeholders requested that we revisit these criteria as part of this work plan update. Using the program's revised mission and goals as our guide, we identified three key principles and associated criteria that would help prioritize all shoreline street ends. We retained the intent of the original criteria where appropriate and added others to better reflect program priorities. These criteria provide a data-driven scoring methodology that serves as the basis for determining where we invest in improvements. Table 1 presents each principle and associated criteria.

We separately scored the lists of improved and unimproved shoreline street ends, recognizing that improvements for each type will require different levels of investment. See Appendix C for the ranked improved and unimproved shoreline street end tables. A detailed explanation of our methodology is in Appendix D.

**TABLE 1. GUIDING PRINCIPLES AND ASSOCIATED CRITERIA FOR SCORING SHORELINE STREET ENDS**

| ACCESS (7 points possible) | |
|---|---|
| This is the primary goal of the shoreline street ends program – to improve public shoreline access so that visitors have a view of the water and physical access, where feasible. | |
| Gaps in public shoreline access | Sites received up to 2 points if they could fill a gap in public shore access. If the gap in access to the shore extends more than 1 mile, the street end received 2 points. If the gap is larger than ½ mile, the street end received 1 point. |
| Residential and worker density | To maximize the potential public benefit of an improved street end, sites located in areas with higher population density received up to 2 points. If the street end is within ½ mile of an area with residential density greater than the City's average it received 1 point. If worker density within this same area was greater than the City's average, it received 1 point. |
| Site topography | Street ends that offer greater ease of physical access, defined as having less than a 10% grade between the adjacent road and the shoreline, received 1 point. |
| Connectivity | Street ends near multi-modal trails or transit stops received up to 2 points. If the site was located within ¼ mile of at least one of these facilities, it received 1 point. If it was within 1/8 mile, the street end received 2 points. |

| EQUITY (2 points possible) | |
|---|---|
| This principle supports the City's Race and Social Justice Initiative, which seeks to eliminate race-based disparities in areas such as access and investments in public amenities. By nature of their desirable waterfront locations, many shoreline street ends are in affluent neighborhoods, so prioritizing street ends in or near low-income and racially diverse areas is especially important. | |
| Social | Street ends located within ½ mile of an area where a higher than the City's average share of the population is below 200% of poverty level received 1 point. |
| Racial | Sites within ½ mile of an area where the non-white population is greater than the City's average received 1 point. |

| HABITAT (1 point possible) | |
|---|---|
| This principle considers the potential of street end sites for beneficial habitat improvements. | |
| Potential habitat value | Street ends located within ¼ mile of a shoreline restoration project identified in Seattle's Shoreline Master Program's Shoreline Restoration Plan received 1 point. Alternatively, a site received 1 point if it contained an existing bulkhead occupying more than 35 feet of shoreline, with in-water and shoreline slopes conducive to bulkhead removal. |

## Additional Considerations

The prioritization table helps us identify top candidates for future improvements; however, the scores alone do not necessarily determine which street ends will be improved. Additional factors that influence selection could not be included in the scoring methodology because they involve unquantifiable factors, including future or unknown conditions. The following considerations may impact the selection process for a street end improvement project:

### Challenging Site Conditions

While a street end may be highly ranked, site conditions may make construction cost-prohibitive. A site survey could reveal the presence of an unstable bulkhead, previously undocumented flooding conditions, or contaminated material that require a high degree of additional work, making the project unfeasible.

### Partner Projects

If another agency has plans for work on a site, we will coordinate with the project to understand how design and timeline impact the shoreline street end and assess how resources can be maximized. For example, SPU's CSO removal project in Ballard is planning to use 24th Ave NW as a staging area for dredged material. We will collaborate with SPU when they improve the street end following project completion, and avoid investing in the street end until then.

We may prioritize a street end for improvements if, for instance, Parks is planning to build a public access site adjacent to a street end. Community outreach, design, and construction would be coordinated, resulting in a better public space for all. Our goal is to leverage all opportunities to improve street ends, capitalizing on planned utility work, grant funding, or mitigation funds that must be applied to a specific portion of the shoreline.

### Geographic Equity

We will assess the geographic distribution of potential street end improvements, taking particular note of historically neglected neighborhoods. If the most recent investments in shoreline street ends are not widely distributed throughout Seattle, we may opt to select from the top-ranked street ends across the city to achieve better geographic equity.

### Community Interest

When a community group is engaged in improving their neighborhood street end and has already planned for significant investment in a project, it may make sense for us to support the street end with some funding. We consider community-initiated projects to be especially valuable investments in public space. The improvement process often supports beneficial community building, the public space may be better designed to reflect the needs and desires of the neighborhood, and engaged stewards are more likely to take responsibility for the long-term maintenance of the street end.

## Our Strategy

Moving forward, we intend to develop a more cost-effective, strategic project approach based on lessons learned. We will select one major improvement project for construction every other year. More may be possible, depending on estimated project costs and other partnership projects that may be planned.

We will pursue opportunities to work collaboratively with other departments, such as Parks, and keep the scope of our improvements narrow to provide the largest community benefit at the lowest cost. We recognize the importance of opening up more unimproved street ends to create additional public spaces for all to enjoy, but we also see the benefit of investing in minor enhancements, such as additional seating, signage, bike racks, and new plantings, that could make a big impact in established, informal street ends.

## PARTNERSHIP PROJECTS

Partnership projects are an excellent way to leverage funding with other City agencies, institutions, and businesses. These projects are typically initiated by outside groups interested in improving a street end. Projects can be selected by other organizations or in collaboration with us, depending on the needs of the project. In some cases, we are able to share a degree of funding or permitting support.

In addition to potentially increasing the total investment for a project, partnerships offer new approaches to shoreline street end development that can bring increased awareness to the shoreline street ends program and test out a variety of improvement strategies and designs that incorporate community interests and values.

*S Riverside Dr, Duwamish*

*SW Carroll St, Puget Sound*

## COMMUNITY-DRIVEN PROJECTS

Historically, this has been the most common model for shoreline street end improvements and remains an important way for street ends to be opened to the public. We evaluate and approve community-generated proposals for street end improvements. The community generally takes responsibility for fundraising, outreach, design, construction, and required permitting. Improvements are typically simple and, in some cases, have been constructed by the volunteers themselves. Through the Department of Neighborhood's (DON) matching grants, community members can leverage both their time and money to apply for public funds to realize their projects.

We value these projects and are committed to supporting them with staff assistance and funding, where possible. Community-driven shoreline street end improvements bring communities together, create well-used and functional neighborhood assets, and represent one of the most cost-effective ways to enhance and maintain street ends. In recognition of this, we will continue to encourage, facilitate, and support these projects.

We also want to encourage a wider variety of communities to improve their local shoreline street ends. Some communities have more capacity and resources than others, so while we endeavor to raise awareness of the shoreline street ends program generally, we may need to consider additional measures to bolster the efforts of marginalized populations. As a starting point, we will aim to build connections with neighborhood groups by increasing our outreach efforts in partnership with DON, SPU, and others, with the goal of having more community-led improvement shoreline street end projects throughout Seattle.

## DESIGN GUIDELINES

We encourage our partners and community groups to think creatively, but realistically, about potential street end improvements. While each shoreline street end has its own unique conditions and context, there are common considerations and opportunities that apply to all. The following design guidelines present our approach, and are intended to serve as a guide for others interested in improving street ends.

### Access

Access to and within a shoreline street end is of primary concern when designing improvements. Shoreline street ends should have a clear, welcoming entrance from the sidewalk or street that conveys their public nature. Typically, signage can help mark the entrance. Pathways through the site should be easily identifiable and well-maintained. Landscaping and other site elements should clearly distinguish the public nature of the shoreline street end from any adjacent private property. ADA standards should be maintained throughout the site to the shore, where possible. If steep grades prohibit this, the next goal is to provide an ADA accessible viewpoint of the water.

### Site Amenities

Shoreline street ends should be designed with simple features requiring minimal maintenance. Ideally, seating is included to create a resting spot, which could be informal seating elements, such as large rocks or logs, or standard benches and picnic tables. Additional amenities could include bike racks to encourage non-motorized transportation to the street end.

No garbage cans should be provided, as we cannot provide garbage disposal services, but neighbors may elect to install and maintain a trash receptacle of their own, with our permission. Our standard "Public Shore" signs should be erected at every opened or improved shoreline street end to mark the entrance to the street end. Paths should be durable and pervious, and hardscaping should be kept to a minimum.

### Plants

Landscaping should consist of drought-tolerant, native plants suitable to the condition of the street end and consistent with the minimal level of maintenance. We encourage tree planting to increase the urban canopy and contribute to the habitat value of the site. All plant establishment and management, including invasive species control, should be consistent with the guidelines established by the City's Shoreline Master Program and follow the best practices described in the City's Pesticide Reduction Program.

*S Oregon St, Duwamish*

*S Dearborn St, Lake Washington*

Green stormwater infrastructure, like bioswales and rain gardens, may be included where feasible, though keep in mind that these features require a higher level of maintenance. Plantings should create beneficial salmon habitat along the shoreline and upland plantings should encourage pollinators. Landscaping can also help clarify boundaries between the public street end and adjacent private property. As shoreline street ends are located in an urban environment, landscaping and amenities should follow crime prevention through environmental design principles.

## Community Input

Street ends are special places that can reflect the unique identity of the surrounding neighborhood. The most successful projects include input from the surrounding community throughout the design and construction process to inform the design and function of a shoreline street end.

Engaging the community in the shoreline street end design process not only serves to create a valuable public space that meets community needs, but also can help to build a sense of community within a neighborhood.

## Art

Public art can highlight a street end's particular social and environmental context, communicate a story about the surrounding neighborhood, and serve as an intriguing and playful way to generate interest in the site. To prevent art pieces from overpowering the small scale of most shoreline street ends, art may be incorporated into site elements such as seating, wayfinding, or informational signage. Similar to the recommendations for site amenities, any art installations should be durable and require little maintenance.

# PERMITTED PRIVATE USES

We manage the public right-of-way, and in some cases, permit private use of the right-of-way. After shoreline street ends were officially designated, policies and fees were created to reflect the new priorities within these special rights-of-way. While the original ordinance states that shoreline street ends are to provide the public with visual and physical access to water, it also allows for permitted private uses when those uses do not conflict with plans for public improvements.

Over 20% of shoreline street ends contain one or more permitted encroachments, such as fencing, hardscaping, and industrial material storage. Encroachment permits are reviewed annually and are revocable at any time. The fees from these permits entirely fund the shoreline street ends program. To support the ordinance's emphasis on public use of shoreline street ends, the permit fee is structured to discourage new private uses unless they are necessary for access or do not impact the public nature of the street end.

The permit fee methodology is described in Ordinance 119673 and was subsequently updated in 2011 by Ordinance 123611. The new ordinance was designed to provide greater transparency and simplify administration of the program by adjusting the fee calculation to include land value per square foot as determined by the King County Assessor as well as a market demand factor. It also directed how permit fees could be applied to improve shoreline street ends.

Permit fees are calculated annually using the following formula:
**Land value** x **Use area** x **Rate of return** x **Demand probability** x **Maritime Industrial Use Discount Factor**

*S Front St, Duwamish*


*W Cramer St, Shilshole Bay*

**Land values** are determined by the abutting parcel's current land value per square foot, as established by the King County Assessor. The centerline of the right-of-way demarcates which adjacent land values should be used to calculate the permit fee for each encroachment. If the use area extends beyond the centerline or is adjacent to multiple parcels, an average land value is calculated. When the abutting parcel is publicly owned, the land value applied to the permit fee comes from the privately owned parcel abutting the largest portion of the use area.

**Use area** includes any and all portions of the right-of-way that are effectively privatized as a result of the encroachment. If, for example, a fence or a hedge blocks access to the rest of the street end, the entirety of the right-of-way including the fence or hedge constitutes the total use area.

The **rate of return** is the annualized return on market value of the right-of-way. **Demand probability** is based on factors including location, access, size, view, and topography. The rate of return and demand probability are established by the City Appraiser.

The maritime industrial use discount factor applies a 50% discount for marine industrial uses of the street end. This discount acknowledges the importance of the maritime industry and is consistent with City goals to support industrial activity within Seattle.

Permit holders have the option of lowering their permit fees by reducing the area of private use or applying for a credit for maintaining publicly accessible areas of the shoreline street end. We will work with applicants to develop a maintenance plan and determine the amount of credit based on the contribution towards public use of the street end.

At the time of this assessment, we noted both unpermitted encroachments and unapproved expanded use areas. We are addressing this by either issuing permits for encroachments or requiring their removal. New private uses may be permitted as long as there are no plans for improvement at the street end and the encroachment does not preclude public access.

*S Warsaw St, Lake Washington*

*S Perry St, Lake Washington*

# Seattle's Shoreline Street Ends : Encroachments

**West Seattle**
1 98th St SW
2 SW Brace Pt Dr
3 SW Barton St
4 SW Alaska St
5 SW Carroll St
6 SW Andover St
7 SW Spokane St
8 SW Atlantic Pl
9 Fairmont Ave SW
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25 S Diagonal St
26 S Fidalgo St
27 S Front St
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29 1st Ave Bridge
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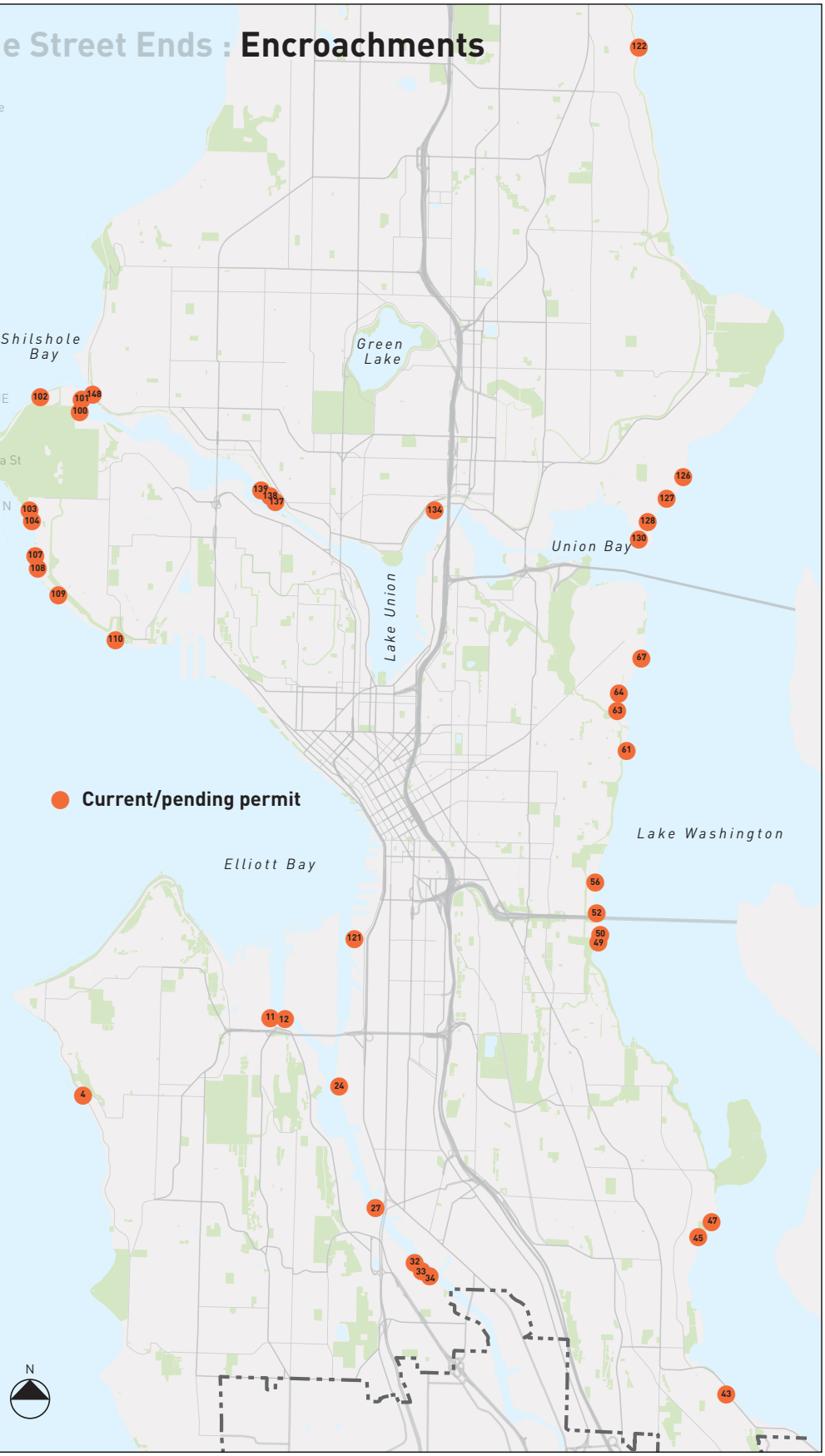

# MAINTENANCE

We own and maintain a variety of assets in the public right-of-way, including roads, sidewalks, and signs. In addition to SDOT, other agencies, individuals, and community groups are responsible for the maintenance of improved shoreline street ends. A substantial portion of these sites are stewarded by dedicated neighborhood volunteers who maintain these precious public assets.

Many shoreline street ends are classified as unimproved right-of-way, meaning that they do not serve transportation functions or contain SDOT assets. We do not maintain unimproved shoreline street ends, consistent with our policy regarding all unimproved right-of-way.

The following is an overview of maintenance responsibilities at shoreline street ends.

## COMMUNITY STEWARDED

Around 20%  of shoreline street ends are maintained by community stewards, and there are likely additional undocumented efforts. We welcome interested community members to help maintain these special spaces. With our limited funding for maintenance, these committed volunteers are essential for maintaining a considerable number of shoreline street ends. Some of these volunteers are participants in SPU's Tree Ambassador program, which provides training and has designated stewardship sites, a few of which are street ends. Without their stewardship, many shoreline street ends would fall into disrepair and no longer be accessible to the public. We value these hard-working volunteers and will continue to encourage community stewardship by providing guidelines for maintenance best practices and support for work parties.

*37th Ave E aka "Beaver Lodge Sanctuary," Union Bay*


*E Fuhrman Ave aka "South Passage Point Park," Lake Union*

## SDOT MAINTAINED

For shoreline street ends improved through our funding, we are responsible for maintenance, which accounts for about 12% of shoreline street ends. Two gardeners are dedicated to shoreline street ends maintenance work throughout the year. Though shoreline street ends can serve park-like functions, these sites are maintained at the same level of care as any other improved landscapes in the right-of-way, which differs from the standards set by Parks. Our staff weed, prune, collect debris, remove graffiti, water when necessary, and keep site amenities in good condition.

## MAINTAINED BY OTHERS

Almost a third of shoreline street ends are maintained by other entities, including Parks, SPU, the Port of Seattle, and the environmental company Bluefield Holdings through a Citywide agreement. These organizations have taken responsibility for shoreline street end maintenance because they care for adjacent properties; need access to a utility within a street end, or through a general agreement that binds them to maintenance of the street end.

During our assessment, we noted conditions at each shoreline street end and found that many street ends would benefit from higher levels of maintenance. We are evaluating opportunities to increase community stewardship, including building internal capacity to manage a volunteer program. As part of this effort, we are currently developing an online stewardship handbook that will describe in detail appropriate maintenance best practices and provide other guidelines specific to shoreline street ends. By supporting community efforts to maintain shoreline street ends, we hope to raise awareness of these special places and allow more people to enjoy them.

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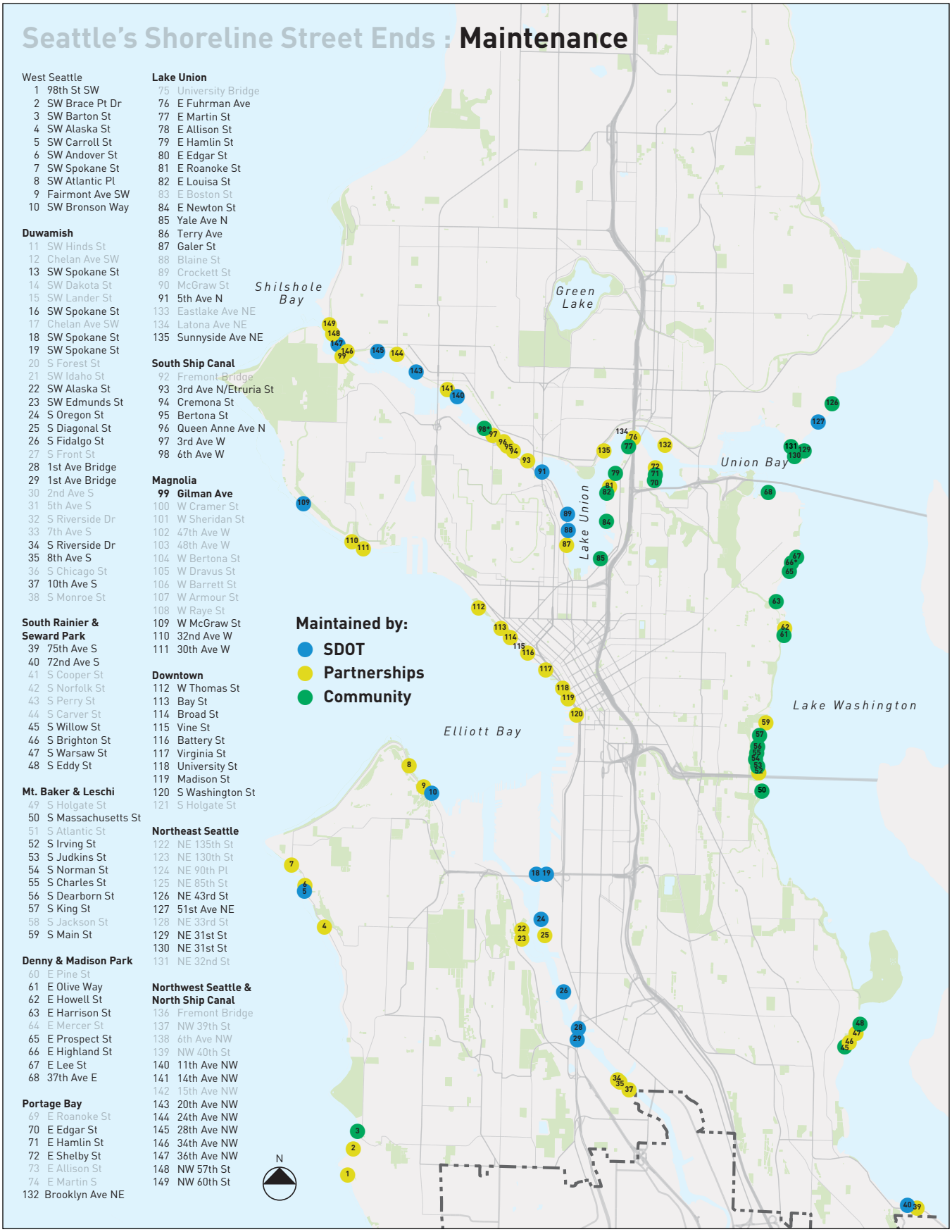

# CONCLUSION

Where the street meets the shore, the public has access to the splendor of the water at Seattle's varied and treasured waterfronts. As the population of Seattle continues to grow, access to public open space at the shore becomes increasingly vital. Shoreline street ends have the great potential to connect people to the land, water, and each other.

## KEY FINDINGS

This program assessment provided useful insights into how the program is performing and helped identify strategies for improvement. The following are our key findings:

- There are still many shoreline street ends that could be improved and opened to the public
- Partnership and community-driven projects are a successful model for improving shoreline street ends, offering benefits like long-term maintenance responsibilities and increased opportunities for funding
- Focusing on small, strategic investments will allow us to improve more shoreline street ends
- Permitted private uses rarely make shoreline street ends completely inaccessible to the public
- Supporting community stewardship is a cost-effective strategy for maintaining a large number of shoreline street ends, maximizing scarce public resources

*SW Spokane St,Duwamish*


*SW Barton St or "Cove Park," Puget Sound*

## FUTURE PROGRAM DIRECTION

We remain committed to opening up and improving as many shoreline street ends as possible. In order to minimize costs, we will concentrate on making a variety of simple, small-scale improvements that are guided by our prioritization criteria. Large projects will be rare, but are still a possibility, depending on the circumstances. Moving forward, we intend to focus on partnership projects that involve shared investments. Agency and community partners are essential to developing a successful program that responds to community needs and leverages a variety of funding sources to build high-quality projects.

Diverse partnerships can help us think creatively with other departments, agencies, and institutions on how to broaden the reach of the shoreline street ends program while simultaneously advancing a wide range of City goals. For example, instead of narrowly focusing on habitat restoration within shoreline street ends, we can work with SDCI on improving a larger system of shoreline habitat to create a greater impact.

To cultivate these partnerships and increase community awareness of the shoreline street ends program, we will coordinate outreach with other departments, such as DON and SPU, to distribute program materials and provide periodic updates to communities already or potentially engaged with nearby shoreline street ends. We will also connect directly with community groups interested in improving street ends by assisting with permitting and directing them to additional funding opportunities.

Our dedicated community stewards are absolutely critical to keeping their neighborhood shoreline street ends well-maintained. We will continue to explore strategies to recruit more volunteer stewards and train them in best management

practices for shoreline street ends maintenance. With sufficient internal capacity, the stewardship aspect of this program could be scaled up substantially, connecting our communities to these special places.

Permit fees from private encroachments entirely fund this program, so we will continue to allow for some private use of shoreline street ends, where appropriate. As the program has matured, we recognize the need to clarify policies regarding encroachments so that they are clear and consistent. We will concentrate our efforts on working with property owners with unpermitted encroachments or unapproved expanded use areas to get them under permit or removed. Increased enforcement either increases program revenue or reduces privatization of shoreline street ends, both of which benefit the program.

The shoreline street ends program has great potential to engage more people, work in partnership to open up more street ends, increase community stewardship, and support innovative, new designs that accomplish multiple goals and adapt to changing conditions. This work plan serves as a foundation for establishing a system of practices that will allow us to be nimble, efficient, and strategic so that we can leverage our resources to provide the greatest community benefit.

# APPENDICES

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# APPENDIX A: RELATED PLANS, GOALS, AND POLICIES

The following is a compilation of plans, policies, and other initiatives that either support the shoreline street ends program or are advanced through the work of the program.

**Seattle Climate Action Plan:** In 2013, the City committed to making Seattle carbon neutral by 2050 to reduce the threat of climate change. Actions for 2015 include coordinating shoreline management to prepare for seal level rise and implementing placemaking strategies for public spaces to make streets and neighborhoods more vibrant.

**Move Seattle:** SDOT's 10 year strategic plan includes a goal to "use Seattle's streets and sidewalks to improve the city's health, prosperity, and happiness."

**Race and Social Justice Initiative:** The City has committed to eliminate racial disparities and achieve racial equity in Seattle. Part of this work involves ensuring racial equity in City programs and services "to make tangible differences in people's lives."

## SEATTLE 2035 COMPREHENSIVE PLAN

### Growth Strategy Element

#### Natural Environment

GS G3: Maintain and enhance Seattle's unique character and sense of place, including its natural setting, history, human-scaled development, and community identity, as the city grows and changes.GS3.1: Encourage the preservation, protection, and restoration of Seattle's distinctive natural features and landforms such as bluffs, beaches, streams, and remaining evergreen forests."

GS 3.2: Design public facilities to emphasize physical and visual connections to Seattle's natural surroundings, with special attention to public vistas of shorelines, the Olympic Mountains, and the Cascade Range.

GS 3.3: Encourage design that recognizes natural systems and integrates ecological functions such as stormwater filtration or retention with other infrastructure and development projects.

GS 3.5: Provide both physical and visual public access to streams, lakes, and Puget Sound.

GS 3.7: Promote the use of native plans for landscaping to emphasize the region's natural identity and foster environmental health.

#### Public Spaces

GS 3.24: Encourage innovative street design that expands the role of streets as public spaces and that could include use for markets, festivals, or street parks.

GS 3.25: Promote well-defined outdoor spaces that can easily accommodate potential users and that are well integrated with adjoining buildings and space.

GS 3.26: Design public spaces that consider the nearby physical context and the needs of the community.

GS 3.27: Use the principles of crime prevention through environmental design for public spaces, where appropriate.

## Transportation Element

### Make the Best Use of the Streets We Have

TG 2: Allocate space on Seattle's streets to safely and efficiently connect and move people and goods to their destinations while creating inviting spaces within the rights-of-way.

T 2.15: Create vibrant public spaces in and near the right-of-way that foster social interaction, promote access to walking, bicycling, and transit options, and enhance the public realm.

### Transportation Effects on the Environment

TG 4: Promote healthy communities by providing a transportation system that protects and improves Seattle's environmental quality.

T 4.2: Enhance the public street tree canopy and landscaping in the street right-of-way.

## Economic Development Element

### Business Climate

ED G3: Encourage a business climate that supports new investment, job creation, and resilience and that values cultural diversity and inclusion.

ED 3.9: Support the retention and growth of the industrial sector, retain existing businesses and small firms, and actively seek to attract new industrial businesses.

## Environment Element

### Land

EN G1: Foster healthy trees, vegetation, and soils to improve human health, provide wildlife habitats, improve drainage, give residents across the city access to nature, provide fresh food, and increase the quality of life for all Seattleites.

EN 1.2: Strive to increase citywide tree canopy coverage to 30 percent by 2037 and to 40 percent over time.

EN 1.3: Use trees, vegetation, green stormwater infrastructure, amended soil, green roofs, and other low-impact development features to meet drainage needs and reduce the impacts of development.

EN 1.4: Increase the amount of permeable surface by reducing hardscape surfaces where possible and maximizing the use of permeable paving elsewhere.

EN 1.5: Promote sustainable management of public and private open spaces, trees, and vegetation by preserving or planting native and naturalized vegetation, removing invasive plants, improving soil health, using integrated pest management, and engaging the community in long-term stewardship activities.

EN 1.6 Strive to manage seven hundred million gallons of stormwater runoff each year with green stormwater infrastructure by 2025.

### Water

EN G2: Foster healthy aquatic systems, including Puget Sound, lakes, creeks, rivers, and the associated shorelines, to provide a high-quality of life in Seattle for all its residents and a valuable habitat for fish and wildlife.

EN 2.2: Reduce combined sewer overflows by reducing stormwater inflows and increasing storage in combined system areas.

EN 2.6: Promote quality wildlife habitats in Seattle's waterways by protecting and improving migratory fish passageways, spawning grounds, wetlands, estuaries, and river mouths.

### Climate

EN G4: Prepare for the likely impacts of climate change, including changing rain patterns, increased temperatures and heat events, shifting habitats, more intense storms, and rising sea level.

EN 4.1: Consider projected climate impacts when developing plans or designing and siting infrastructure, in order to maximize the function and longevity of infrastructure investments, while also limiting impacts on marginalized populations and fostering resilient social and natural systems.

### Environmental Justice

EN G5: Seek to ensure that environmental benefits are equitably distributed and environmental burdens are minimized and equitably shared by all Seattleites.

EN 5.2 Prioritize investments, policies, and programs that address existing disparities in the distribution of environmental burdens and benefits.

## Parks and Open Space Element

P G1: Provide a variety of outdoor and indoor spaces throughout the city for all people to play, learn, contemplate, and build community.

P 1.1: Continue to expand the City's park holdings and open space opportunities, with special emphasis on serving urban centers and urban villages that are home to marginalized populations and areas that have been traditionally underserved.

P 1.5: Provide areas to preserve important natural or ecological features in public ownership, and allow people access to these spaces.

P 1.6: Provide public access to shorelines by using street ends, regulation, or acquisition.

P 1.10: Create healthy places for children and adults to play, as well as areas for more passive strolling, viewing, and picnicking.

P 1.17: Create innovative opportunities to use existing public land, especially in the right-of-way, for open space and recreation, including street plazas, pavement to parks, parklets, lidding of reservoirs and highways, and community gardens.

## Arts and Culture Element

AC G1: Strengthen the diversity of public art and expand the City's collection of public artworks.

AC 1.1: Continue to set aside funding for new public art as part of capital improvement projects.

AC 1.2 Encourage the inclusion of artists early in the design of capital improvement projects.

AC 1.3 Prioritize locations for new public art where it is desired by the community, can be accommodated safely, and will be enjoyed by many people in locations throughout the city.

## Community Well-Being Element

CW G1: Make Seattle a place where all residents feel they can be active in family, community, and neighborhood life, and where they help each other, contribute to the vitality of the city, and create a sense of belonging among all Seattleites.

CW 1.1 Promote opportunities for people to build connections with their peers, neighbors, and the greater community by supporting intergenerational and intercultural programs, activities, and events.

CW 1.2: Promote volunteerism and community service among people of all ages and cultures by providing information about opportunities to contribute their time, energy, or resources.

CW 1.6 Engage older residents in community conversations and volunteer opportunities so that they can find fulfillment in ways that benefit themselves and the community.

CW 6.7: Support community development activities in areas with low access to opportunity and high displacement risk.

## Community Involvement Element

### Inclusive and Equitable Community Involvement

CI G1 Provide opportunities for inclusive and equitable community involvement.

CI 1.5 Provide a wide range of opportunities for obtaining information and involvement in decision-making processes.

CI 1.6 Seek greater equity and more meaningful involvement by diverse community members (homeowners, renters, businesses, employees, property owners, institutions, youth, seniors, etc.), and especially members of marginalized communities in decision-making processes.

CI 1.7: Effectively and efficiently manage the use of City and community resources to plan and implement community involvement.

CI 1.8: Partner with other governments, schools, institutions, and community-based organizations to plan and implement community involvement.

### Community and Neighborhood Planning

CI G2 Work with a broad range of community members to plan for future homes, jobs, recreation, transportation options and gathering places in their community.

CI 2.1: Use an inclusive community involvement process in all community planning efforts.

CI 2.7: Collaborate with the community to implement community plans.

## Shoreline Areas Element

### Shoreline Use

SA G1: Encourage shoreline uses that result in long-term over short-term benefit.

SA G2: Define appropriate uses for specific segments of the shoreline.

SA G5: Restore and enhance ecological function through nonregulatory programs and policies.

SA P1.d: Water-enjoyment uses—those uses that facilitate public access to the shoreline as a primary characteristic of the use; or uses that provide for recreational use or aesthetic enjoyment of the shoreline for a substantial number of people as a general characteristic of the uses and which, through location, design, and operation, ensure the public's ability to enjoy the physical and aesthetic qualities of the shoreline. In order to qualify as a water-enjoyment use, the use must be open to the general public, and the shoreline-oriented space within the project must be devoted to the specific aspects of the use that foster shoreline enjoyment."

### Shoreline Access

SA G6: Maximize public access—both physical and visual—to Seattle's shorelines.

SA G7: Preserve and enhance views of the shoreline and water from upland areas, where appropriate.

SA P5: Enable opportunities for substantial numbers of people to enjoy the shorelines by requiring access to public property located on the water and by allowing uses that are not water dependent to locate on waterfront lots when those uses provide additional public access to the shoreline and are located in waterfront areas less suited for water-dependent uses.

SA P6: Promote public enjoyment of the shorelines through public-access standards that require improvements to be safe, be well-designed, and have adequate access to the water.

SA P7: Encourage adopt-a-beach and other programs that promote voluntary maintenance of public-access areas in the shoreline district.

SA P8: Maintain standards and criteria for providing public access, except for lots developed for single-family residences, to achieve the following:

1. Linkages between shoreline public facilities via trails, paths, etc. that connect boating and other recreational facilities
2. Visible signage at all publicly owned or controlled shorelines and all required public access on private property
3. Development of bonuses or incentives for the establishment of public access on private property, if appropriate
4. Provision of public-access opportunities by public agencies such as the City, Port of Seattle, King County, and the State at new shoreline facilities (encourage these agencies to provide similar opportunities in existing facilities)
5. View and visual access from upland and waterfront lots
6. Prioritization of the operating requirements of water-dependent uses over preservation of views
7. Protection and enhancement of views by limiting view blockage caused by off-premises signs and other signs

SA P9: Waterways, which are public highways for watercraft providing access from land to water and from water to land platted by the Washington State Harbor Line Commission for the convenience of commerce and navigation, in Lake Union and Portage Bay, are for public navigation access and commerce, and in general, the City shall not request that the designation be removed from waterways. The City may request that waterways be vacated only when the City reclaims the area as street right-of-way or for public park purposes. The City may request that the dry land portion of a waterway be redesignated for the additional purpose of providing permanent public-access improvements.

SA P10: Shoreline street ends are a valuable resource for public use, access, and shoreline restoration. Design public or private use or development of street ends to enhance, rather than reduce, public access and to restore the ecological conditions of the shoreline.

### Shoreline Protection and Restoration

SA G10: Require that no net loss of ecological functions occurs as a result of uses, development, shoreline modifications, maintenance activities, or expansion of existing uses.

SA G17: Strengthen the vitality of a functioning ecosystem within Water Resource Inventory Areas (WRIA) 8 and 9 by integrating development projects into their surrounding environments, by supporting a diversity of habitats, and by strengthening connections between habitats throughout each watershed.

SA P24: Conserve existing shoreline vegetation and encourage new shoreline plantings with native plants to protect habitat and other ecological functions, reduce the need for shoreline stabilization structures, and improve visual and aesthetic qualities of the shoreline.

SA P34: Support programs that inform the public about shoreline conservation practices, and identify methods by which public and private shoreline owners or community groups may encourage aquatic and terrestrial life, require such methods when appropriate, and provide incentives for such projects.

### Shoreline Recreation

SA G19: Manage and optimize publicly owned shorelines that are suitable for public recreation.

SA G20: Increase shorelines dedicated to public recreation and open space.

SA G21: Identify, protect, and reserve for public use and enjoyment areas in the shoreline district that provide a variety of public-access activities and that connect to other public-access sites so that public access is available throughout the city.

SA G22: Allow increased opportunities for the public to enjoy water-dependent recreation, including boating, fishing, swimming, diving, and enjoyment of views.

SA P42: Designate for water-dependent recreation, areas where there are natural beaches, large amounts of submerged land or sheltered water, and minimal heavy ship traffic or land suitable for heavy industrial activity, while protecting ecological functions.

SA P43: Provide for recreational boating facilities, including moorage and service facilities, on publicly owned land, and encourage the provision of such facilities on private property in appropriate areas that minimize environmental impacts.

SA P44: Increase publicly owned shorelines, giving priority to those areas of the City that lack recreational facilities.

Other related plans adopted into the Seattle 2035 comprehensive plan:

- Pedestrian Master Plan
- Bicycle Master Plan
- Parks Legacy Plan
- Stormwater Management Plan
- Shoreline Master Program

# APPENDIX B: ATTRIBUTE TABLES

A detailed assessment of all current street ends was completed during the summer of 2016. The unique characteristics of each site were documented so that SDOT and the public may be able to make more informed decisions about the future of our precious shoreline street ends. The following tables are an important resource, allowing interested parties to compare sites with one another and identify sites more suited to particular uses.

Highlighted street ends are improved.

The following glossary defines the terms used in reference to particular site attributes.

## GENERAL

**Area of Assessment (AOA):** The potentially improvable area of the shoreline street end, typically found between the edge of the functional roadway and the water's edge.

**Shoreline Street End (SSE):** The land portion of a street segment that provides the public with visual or physical access to a body of water and its shoreline, or could provide such access if improved; includes the area from the water's edge to the first street intersection. They are named for the original street they occupy and are numbered to prevent confusion when shoreline street ends share the same name (e.g. E Martin St could refer to either SSE 74 or 77).

## ACCESS

**Shoreline Width:** The width of the street end at the water's edge, taking into account curvature.

**Staircase:** The presence and material of stairways.
**In-water Access:** The ability to easily touch or enter the water at grade.

**Sidewalks to and from AOA:** The presence of sidewalks in the surrounding neighborhood.

**Sidewalks in AOA:** The presence of sidewalks or well-maintained path within the shoreline street end.

## PHYSICAL CONDITIONS

**Dominant shoreline character:** The character of the shoreline at the water's edge.

**Armored Shore:** The presence and material of any bulkhead.

**Slope:** Shallow (0-5%), Moderate (6-10%), Steep (>10%)

**Slope Behind Armored Shore:** The slope on the landward side of the bulkhead.

**In-water Slope Estimate:** Approximation of land slope from the base of the bulkhead waterward.

**Total Trees:** The total number of trees in within the ROW including the area of the SSE outside of the AOA.

## SITE AMENITIES

**Entry Sign:** Any sign indicating the presence of a public space, including signage from SDOT, Parks, the Port of Seattle, or a community group.

**Kayak Launch:** A clear, flat area of the shore where a hand-carry boat could be put in, including formal kayak launches. If none, high potential indicates that the slope of the site and distance of water from roadway is conducive to inclusion of a kayak launch in future improvements; low potential indicates greater slopes and carry distances.

**Parking:** Designated parking spaces within the shoreline street end.

NOTE: Omitted from this evaluation were vacated street ends (14, 17, 20, 21, 36, 38) 123, which is no longer right-of-way, as determined by the Washington State Court of Appeals, and 86, which is managed and maintained by MOHAI.

# ACCESS

| SSE # | Street End Name | Water Body | Permitted Encroachments | AOA Slope (%) | AOA ($ft^2$) | AOA Paved ($ft^2$) | Shoreline Width | Access Within AOA, Notes | Stairs | In-water Access | Sidewalks to/from SSE | Sidewalks in AOA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 98th Street SW | Puget Sound | N | 10 | 3,790 | 665 | 54 | Uneven ground; narrow passage on either side of crash barrier to access view point | None | Yes | N | N |
| 2 | SW Brace Point Drive | Puget Sound | N | 12 | 920 | 100 | 21 | Uneven ground and concrete step | None | Yes | Y | N |
| 3 | SW Barton Street (aka "Cove Park") | Puget Sound | N | 6 | 7,440 | 1,532 | 25 | Steep ramp without handrails leads to even ground | None | Yes | Y | Y |
| 4 | SW Alaska Street | Puget Sound | Y | 40 | 1,714 | 0 | 35 | Must traverse lawn to viewpoint | None | Views Only | Y | Y |
| 5 | SW Carroll St (aka "Weather Watch Park") | Puget Sound | N | 20 | 10,648 | 220 | 135 | Even ground to viewpoint, steps to beach | Stone | Yes | Y | Y |
| 6 | SW Andover St | Puget Sound | N | 13 | 3,086 | 280 | 25 | Even ground; sloped gravel path to lower portion | None | Yes | Y | Y |
| 7 | SW Spokane St | Puget Sound | N | 10 | 2,719 | 2,346 | 0 | Even ground | Concrete | Yes | Y | Y |
| 8 | SW Atlantic Pl | Elliott Bay | N | 9 | 8,966 | 800 | 100 | Even ground | None | Views Only | Y | Y |
| 9 | Fairmont Ave SW | Elliott Bay | N | 11 | 9,941 | 1,100 | 100 | Even ground | None | Yes | Y | Y |
| 10 | SW Bronson Way | Elliott Bay | N | 8 | 5,814 | 1,000 | 100 | Even ground | None | Views Only | Y | N |
| 11 | SW Hinds St | Duwamish River | N | 27 | 3,933 | 2,400 | 145 | Uneven ground | None | Views Only | N | N |
| 12 | Chelan Ave SW | Duwamish River | Y | 20 | 1,813 | 380 | 100 | Uneven ground | None | Views Only | N | N |
| 13 | SW Spokane St | Duwamish River | N | 3 | 39,429 | 0 | 150 | Even ground | None | Views Only | N | N |
| 15 | SW Lander St | Duwamish River | N | 7 | 13,457 | 8,425 | 140 | Large uneven gravel | None | Views Only | Y | Y |
| 16 | SW Spokane St | Duwamish River | N | 6 | 20,308 | 0 | 130 | Uneven ground | None | Views Only | N | Y |
| 18 | SW Spokane St | Duwamish River | N | 0 | 14,944 | 11,944 | 44 | Even ground | None | Views Only | Y | Y |
| 19 | SW Spokane St | Duwamish River | N | 0 | 19,613 | 15,613 | 44 | Even ground | None | Views Only | Y | Y |
| 22 | SW Alaska Street | Duwamish River | N | 3 | 7,252 | 1200 | 0 | Even ground | None | Views Only | Y | Y |

| SSE # | Street End Name | Water Body | Permitted Encroachments | AOA Slope (%) | AOA (ft²) | AOA Paved (ft²) | Shoreline Width | Access Within AOA, Notes | Stairs | In-water Access | Sidewalks to/from SSE | Sidewalks in AOA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23 | SW Edmunds St | Duwamish River | N | 13 | 16,093 | 1100 | 50 | Even ground | None | Views Only | Y | Y |
| 24 | S Oregon St | Duwamish River | Y | 7 | 11,834 | 800 | 120 | Even ground | None | Views Only | N | N |
| 25 | S Diagonal St | Duwamish River | N | 8 | 13,969 | 7367 | 90 | Must cross lawn to viewing area | None | Views Only | N | N |
| 26 | S Fidalgo St | Duwamish River | N | 9 | 2,656 | 495 | 40 | Even ground | None | Views Only | N | N |
| 27 | S Front St | Duwamish River | Y | 18 | 3,946 | 40 | 60 | Uneven ground | None | Views Only | N | N |
| 28 | S Michigan St/ 1st Ave Bridge (aka S River St) | Duwamish River | N | 5 | 8,827 | 4625 | 125 | Uneven ground | None | Yes | N | N |
| 29 | 1st Ave SW/ 1st Ave Bridge (SW Michigan St) | Duwamish River | N | 10 | 5,470 | 0 | 130 | Good access, even ground | None | Yes | Y | N |
| 30 | 2nd Ave S/S Orchard St | Duwamish River | N | 14 | 3,048 | 0 | 150 | Uneven ground | None | Yes | N | N |
| 31 | 5th Ave S/S Fontanelle St | Duwamish River | N | 9 | 1,200 | 0 | 10 | Uneven ground | None | Views Only | N | N |
| 32 | S Riverside Dr (North End) | Duwamish River | Y | 13 | 3,118 | 608 | 84 | No public access | None | Views Only | N | N |
| 33 | 7th Ave S | Duwamish River | N | 10 | 6,371 | 185 | 85 | No pulic access | None | Views Only | N | N |
| 34 | S Riverside Dr (South End) | Duwamish River | N | 15 | 15,900 | 0 | 230 | Uneven gravel | None | Views Only | N | N |
| 35 | S Portland St/8th Ave S | Duwamish River | N | 8 | 3,299 | 850 | 135 | Even ground | Concrete | Yes | Y | Y |
| 37 | S Kenyon St/10th Ave S | Duwamish River | N | 16 | 5,860 | 0 | 145 | Uneven ground | None | Views Only | N | N |
| 39 | 75th Ave S | Lake Washington | N | 35 | 5,728 | 1719 | 60 | Even ground to bench; steep slope to lower portion | None | Views Only | Y | N |
| 40 | 72nd Ave S | Lake Washington | N | 37 | 4,634 | 780 | 80 | Even ground | None | Yes | Y | N |
| 41 | S Cooper St | Lake Washington | N | 57 | 2,806 | 0 | 65 | Uneven ground | None | Views Only | Y | N |
| 42 | S Norfolk St | Lake Washington | N | 25 | 6,921 | 0 | 80 | Uneven ground | None | Yes | Y | N |
| 43 | S Perry St | Lake Washington | Y | 83 | 3,612 | 539 | 100 | Steep slope | None | Views Only | Y | N |

| SSE # | Street End Name | Water Body | Permitted Encroachments | AOA Slope (%) | AOA (ft²) | AOA Paved (ft²) | Shoreline Width | Access Within AOA, Notes | Stairs | In-water Access | Sidewalks to/from SSE | Sidewalks in AOA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 44 | S Carver St | Lake Washington | N | 56 | 3,350 | 0 | 65 | Steep slope | None | Views Only | Y | N |
| 45 | S Willow St | Lake Washington | Y | 12 | 5,668 | 0 | 47 | Sloped, uneven ground; steps | Wood | Yes | N | N |
| 46 | S Brighton St | Lake Washington | N | 10 | 5,821 | 890 | 60 | Uneven ground | None | Yes | N | N |
| 47 | S Warsaw St | Lake Washington | Y | 10 | 14,923 | 0 | 40 | Even ground | None | Yes | N | N |
| 48 | S Eddy St | Lake Washington | N | 5 | 1,251 | 450 | 52 | Even ground | None | Views Only | N | N |
| 49 | S Holgate St | Lake Washington | Y | 11 | 5,614 | 0 | 60 | Uneven ground | None | None | Y | N |
| 50 | S Massachusetts St | Lake Washington | Y | 10 | 6,529 | 1,050 | 60 | Must cross curb and lawn to access viewpoint | None | Views Only | Y | N |
| 51 | S Atlantic St | Lake Washington | N | 10 | 5,907 | 217 | 70 | Uneven ground | None | None | Y | N |
| 52 | S Irving St | Lake Washington | Y | 12 | 3,443 | 0 | 60 | Uneven ground, lawn to viewpoint | None | Views Only | N | N |
| 53 | S Judkins St | Lake Washington | N | 7 | 5,549 | 0 | 60 | Uneven ground | None | Yes | N | N |
| 54 | S Norman St | Lake Washington | N | 12 | 2,238 | 0 | 60 | Even ground | None | Views Only | N | N |
| 55 | S Charles St | Lake Washington | N | 9 | 4,476 | 30 | 60 | Uneven ground | Concrete | Yes | Y | N |
| 56 | S Dearborn St | Lake Washington | Y | 11 | 4,559 | 1,300 | 70 | Uneven, narrow transition from pavement to lawn; must cross lawn to viewpoint | None | Views Only | Y | N |
| 57 | S King St | Lake Washington | N | 11 | 4,193 | 0 | 70 | Even ground | Stone | Views Only | Y | N |
| 58 | S Jackson St | Lake Washington | N | 6 | 1,676 | 1,328 | 80 | Even ground, site integrated with parking lot | None | Views Only | N | N |
| 59 | S Main St | Lake Washington | N | 6 | 3,019 | 0 | 28 | Uneven lawn to viewpoint | None | Yes | N | N |
| 60 | E Pine St | Lake Washington | N | 35 | 2,523 | 0 | 80 | Steep slope | None | None | N | N |
| 61 | E Olive Way | Lake Washington | Y | 21 | 4,202 | 0 | 75 | Uneven ground | None | Views Only | N | N |
| 62 | E Howell St | Lake Washington | N | 15 | 963 | 788 | 0 | Uneven ground | None | None | Y | N |

| SSE # | Street End Name | Water Body | Permitted Encroachments | AOA Slope (%) | AOA (ft²) | AOA Paved (ft²) | Shoreline Width | Access Within AOA, Notes | Stairs | In-water Access | Sidewalks to/from SSE | Sidewalks in AOA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 63 | E Harrison St | Lake Washington | Y | 13 | 8,385 | 0 | 120 | Uneven ground | None | Yes | Y | Y |
| 64 | E Mercer St | Lake Washington | Y | 11 | 14,290 | 0 | 130 | Even ground | None | Views Only | N | N |
| 65 | E Prospect St | Lake Washington | N | 5 | 6,865 | 700 | 80 | Even ground | None | Yes | Y | N |
| 66 | E Highland Dr | Lake Washington | N | 4 | 5,013 | 0 | 90 | Even ground | None | Yes | Y | N |
| 67 | E Lee St | Lake Washington | N | 5 | 5,510 | 0 | 80 | Even ground | None | Yes | Y | N |
| 68 | 37th Ave E | Union Bay | N | 4 | 29,745 | 0 | 90 | Even ground | None | Yes | N | N |
| 69 | E Roanoke St | Portage Bay | N | 17 | 32,767 | 0 | 180 | Steep, uneven ground; no paths | None | Views Only | Y | N |
| 70 | E Edgar St | Portage Bay | N | 17 | 5,394 | 1,900 | 80 | Access via staircases from sidewalk | Concrete | Views Only | Y | Y |
| 71 | E Hamlin St (East end) | Portage Bay | N | 28 | 4,077 | 0 | 75 | Steep, uneven ground | Stone | Yes | Y | Y |
| 72 | E Shelby St | Portage Bay | N | 25 | 4,123 | 1,000 | 70 | Access via staircases | Concrete | Yes | Y | Y |
| 73 | E Allison St | Portage Bay | N | 46 | 6,154 | 0 | 75 | Very steep slope; no access | None | None | N | N |
| 74 | E Martin St (East end) | Portage Bay | N | 46 | 3,338 | 0 | 75 | Very steep slope; no access beyond parking area | None | Views Only | N | N |
| 75 | University Bridge | Portage Bay | N | 27 | 12,626 | 0 | 145 | Very steep slope; no access | None | Views Only | N | N |
| 76 | Fuhrman Ave E | Lake Union | N | 14 | 2,159 | 3,500 | 275 | Even ground | Concrete | Yes | Y | Y |
| 77 | E Martin St (West end) | Lake Union | N | 5 | 13,083 | 0 | 90 | Uncompacted gravel | None | Yes | N | Y |
| 78 | E Allison St | Lake Union | N | 15 | 3,366 | 2,100 | 85 | Small level area near shore | None | Views Only | N | N |
| 79 | E Hamlin St (West end) | Lake Union | N | 22 | 3,809 | 0 | 76 | Access to top level of sse only; stairs needed for lower portions | Wood | Yes | N | Y |
| 80 | E Edgar St | Lake Union | N | 45 | 3,495 | 0 | 76 | Very steep slope; no access | None | Views Only | Y | Y |
| 81 | E Roanoke St | Lake Union | N | 18 | 2,352 | 760 | 65 | Even ground | Stone | Views Only | N | N |
| 82 | E Louisa St | Lake Union | N | 3 | 6,511 | 0 | 100 | Even ground; access from parking space blocked by boulders | None | Yes | N | N |

| SSE # | Street End Name | Water Body | Permitted Encroachments | AOA Slope (%) | AOA (ft²) | AOA Paved (ft²) | Shoreline Width | Access Within AOA, Notes | Stairs | In-water Access | Sidewalks to/from SSE | Sidewalks in AOA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83 | E Boston St | Lake Union | N | 45 | 1,610 | 0 | 60 | Very steep slope; no access | None | Views Only | N | N |
| 84 | E Newton St | Lake Union | N | 18 | 6,935 | 80 | 75 | Access via steps and stairs; deteriorating wood walking surfaces | Wood | Yes | N | N |
| 85 | Yale Ave N | Lake Union | N | 25 | 2,227 | 530 | 70 | Must cross uneven lawn to viewing area | None | Views Only | Y | N |
| 87 | Galer St | Lake Union | N | 45 | 1,247 | 0 | 64 | Steep vegetated slope; only access to ped trail | None | Views Only | Y | Y |
| 88 | Blaine St | Lake Union | N | 80 | 1,102 | 0 | 80 | Steep vegetated slope; only access to ped trail | None | Views Only | Y | Y |
| 89 | Crockett St | Lake Union | N | 28 | 2,614 | 1,200 | 80 | Viewing area accessible; lower docks via stairs | Wood | Views Only | Y | Y |
| 90 | McGraw St | Lake Union | N | 34 | 2,489 | 210 | 80 | Uneven wood plank surface at viewing area | Wood | Views Only | Y | Y |
| 91 | 5th Ave N | Lake Union | N | 30 | 2,360 | 0 | 60 | Uneven ground | None | Views Only | N | N |
| 92 | Fremont Bridge/Florentia St | Ship Canal | N | 50 | 4,644 | 0 | 115 | Uneven ground; large gravel | None | Views Only | Y | Y |
| 93 | 3rd Ave N/ Etruria St | Ship Canal | N | 17 | 2,956 | 0 | 90 | Paved ramp and path | None | Views Only | Y | Y |
| 94 | Cremona St | Ship Canal | N | 5 | 4,165 | 1,563 | 118 | Must cross lawn to access viewing area | None | Views Only | Y | Y |
| 95 | Bertona St | Ship Canal | N | 3 | 2,709 | 0 | 60 | Must cross lawn to access viewing area | None | Views Only | Y | Y |
| 96 | Queen Anne Ave N | Ship Canal | N | 11 | 4,348 | 0 | 80 | Must cross lawn to access viewing area | None | Views Only | Y | Y |
| 97 | 3rd Ave N | Ship Canal | N | 3 | 9,659 | 1,300 | 90 | Even ground | None | Views Only | N | Y |
| 98 | 6th Ave W | Ship Canal | N | 3 | 2,837 | 280 | 42 | Uneven, sloped gravel | None | Yes | N | N |
| 99 | Gilman Ave | Ship Canal | N | 22 | 11,753 | 590 | 100 | Even ground | None | Views Only | N | Y |
| 100 | W Cramer St | Ship Canal | N | 16 | 2,170 | 0 | 30 | No access | None | Views Only | N | N |
| 101 | W Sheridan St | Puget Sound | Y | 19 | 4,392 | 0 | 60 | Uneven ground | None | Views Only | N | N |
| 102 | 47th Ave W | Puget Sound | N | 50 | 4,586 | 350 | 40 | Even ground | None | Views Only | N | N |
| 103 | 48th Ave W | Puget Sound | Y | 30 | 1,400 | 0 | 40 | No access | N/A | N/A | N/A | N/A |

| SSE # | Street End Name | Water Body | Permitted Encroachments | AOA Slope (%) | AOA (ft²) | AOA Paved (ft²) | Shoreline Width | Access Within AOA, Notes | Stairs | In-water Access | Sidewalks to/from SSE | Sidewalks in AOA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 104 | W Bertona St | Puget Sound | Y | 28 | 6,427 | 0 | 30 | Too steep to access | Wood And Concrete | Views Only | N | N |
| 105 | W Dravus St | Puget Sound | N | 37 | 2,668 | 0 | 10 | Too steep to access | None | Views Only | N | N |
| 106 | W Barrett St | Puget Sound | N | 46 | 2,355 | 100 | 10 | Too steep to access | None | Views Only | N | N |
| 107 | W Armour St | Puget Sound | Y | 31 | 5,434 | 300 | 10 | Too steep to access | None | Views Only | N | N |
| 108 | W Raye St | Puget Sound | N | 34 | 8,548 | 400 | 60 | Steep slope; access via stairs | Concrete | Views Only | N | N |
| 109 | W McGraw St | Puget Sound | Y | 26 | 28,120 | 1,000 | 161 | Steep slope, access via stairs; uncompacted gravel | Wood | Views Only | N | N |
| 110 | 32nd Ave W | Puget Sound | Y | 15 | 12,956 | 4,190 | 100 | Sloped driveway | None | Yes | N | N |
| 111 | 30th Ave W | Puget Sound | N | 38 | 1,405 | 0 | 50 | Even ground | None | Views Only | Y | N |
| 112 | W Thomas St | Elliott Bay | N | 5 | 15,774 | 0 | 140 | Even ground | Concrete | Yes | Y | Y |
| 113 | Bay St | Elliott Bay | N | 16 | 8,149 | 0 | 130 | Even ground | None | Yes | Y | Y |
| 114 | Broad St | Elliott Bay | N | 90 | 513 | 250 | 150 | Even ground | None | Views Only | Y | Y |
| 115 | Vine St | Elliott Bay | N | 90 | 3,586 | 3,586 | 150 | Even ground | None | Views Only | Y | Y |
| 116 | Battery St | Elliott Bay | N | 90 | 2,508 | 2,100 | 150 | Even ground | None | Views Only | Y | Y |
| 117 | Virginia St | Elliott Bay | N | 90 | 800 | 800 | 150 | Even ground | None | N/A | | |
| 118 | University St | Elliott Bay | N | 88 | 965 | 654 | 95 | Even ground | None | Views Only | Y | Y |
| 119 | Madison St | Elliott Bay | N | 90 | 5,172 | 4,200 | 140 | Even ground | Concrete | Views Only | Y | Y |
| 120 | S Washington St | Elliott Bay | N | 44 | 6,862 | 5,168 | 250 | Even ground | N/A | N/A | N/A | N/A |
| 121 | S Holgate St | Duwamish River | Y | 2 | 28,369 | 19,158 | 240 | No access | None | Views Only | Y | N |
| 122 | NE 135th St | Lake Washington | Y | 14 | 5,191 | 450 | 60 | No access | Concrete | Yes | N | N |
| 124 | NE 90th Pl | Lake Washington | N | 5 | 4,891 | 0 | 20 | Uneven ground | None | Yes | N | N |

| SSE # | Street End Name | Water Body | Permitted Encroachments | AOA Slope (%) | AOA (ft²) | AOA Paved (ft²) | Shoreline Width | Access Within AOA, Notes | Stairs | In-water Access | Sidewalks to/from SSE | Sidewalks in AOA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 125 | NE 85th St | Lake Washington | N | 21 | 3,594 | 300 | 35 | Very steep slope; access via stairs to lower portion | Concrete | Yes | N | N |
| 126 | NE 43rd St | Lake Washington | Y | 15 | 11,571 | 0 | 50 | Access via staircase | Concrete | Views Only | Y | Y |
| 127 | 51st Ave NE | Lake Washington | Y | 8 | 6,349 | 4,234 | 105 | Even ground | Wood | Yes | Y | Y |
| 128 | NE 33rd St | Lake Washington | N | 45 | 4,264 | 350 | 30 | Site too steep; access via adjacent stair | Wood | Views Only | Y | N |
| 129 | NE 31st ST | Lake Washington | N | 20 | 3,741 | 327 | 60 | Access via sloped path; must cross uneven lawn to viewing area | None | Yes | Y | Y |
| 130 | NE 31st ST | Union Bay | Y | 12 | 6,838 | 1,700 | 50 | Even ground | None | Yes | N | N |
| 131 | NE 32nd St | Union Bay | N | 16 | 4,766 | 0 | 20 | Must cross uneven lawn to viewing area | None | Yes | Y | N |
| 132 | Brooklyn Ave NE | Portage Bay | N | 9 | 7,717 | 1,900 | 75 | Even ground | Concrete | Views Only | Y | Y |
| 133 | Eastlake Ave NE/ University Bridge | Portage Bay | N | 10 | 9,107 | 1,000 | 140 | Even ground | None | Views Only | N | N |
| 134 | Latona Ave NE | Lake Union | Y | 50 | 4,238 | 2,800 | 100 | Even ground | None | Views Only | Y | Y |
| 135 | Sunnyside Ave NE | Lake Union | N | 9 | 7,337 | 4,472 | 65 | Steep driveway to access lower flat viewing area | None | Yes | N | N |
| 136 | Fremont Bridge | Ship Canal | N | 2 | 9,555 | 9,555 | 80 | Even ground; no viewing area | None | None | Y | Y |
| 137 | NW 39th St | Ship Canal | Y | 40 | 5,353 | 3,600 | 95 | Even Ground | None | Views Only | Y | N |
| 138 | 6th Ave NW/NW Bowdoin Pl | Ship Canal | Y | 18 | 8,874 | 4,300 | 100 | Uneven Ground | None | Views Only | Y | N |
| 139 | NW 40th St | Ship Canal | Y | 5 | 5,677 | 5,677 | 100 | Even ground | None | Views Only | N | N |
| 140 | 11th Ave NW | Ship Canal | N | 5 | 7,111 | 1,500 | 110 | Even ground | Wood | Views Only | N | N |
| 141 | 14th Ave NW | Ship Canal | N | 6 | 6,263 | 4,939 | 100 | Even ground; steep ramp to access lower portions | Concrete | Yes | Y | Y |
| 142 | 15th Ave NW | Ship Canal | N | 5 | 20,038 | 0 | 264 | Uneven ground, large gravel | None | Yes | N | Y |
| 143 | 20th Ave NW | Ship Canal | N | 12 | 4,325 | 1,000 | 90 | Even ground; must traverse low boulders to access viewing area | None | Views Only | N | Y |

| SSE # | Street End Name | Water Body | Permitted Encroachments | AOA Slope (%) | AOA ($ft^2$) | AOA Paved ($ft^2$) | Shoreline Width | Access Within AOA, Notes | Stairs | In-water Access | Sidewalks to/from SSE | Sidewalks in AOA |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 144 | 24th Ave NW | Ship Canal | N | 37 | 6,833 | 1,600 | 100 | Even gravel; slope to lower portion | None | Yes | N | Y |
| 145 | 28th Ave NW | Ship Canal | N | 3 | 3,710 | 1,100 | 65 | Even ground | None | Yes | N | Y |
| 146 | 34th Ave NW | Ship Canal | N | 32 | 6,678 | 1,500 | 80 | Even ground | None | Views Only | Y | Y |
| 147 | 36th Ave NW | Ship Canal | N | 29 | 10,958 | 450 | 110 | Even ground | None | Views Only | Y | Y |
| 148 | NW 57th St | Ship Canal | Y | 40 | 6,173 | 1,800 | 100 | Steep ramp to viewing area; stairs to lower portion | Concrete | Views Only | N | N |
| 149 | NW 60th St | Puget Sound | N | 35 | 6,293 | 90 | 120 | Must cross lawn to viewing area | None | Views Only | Y | Y |

# PHYSICAL CONDITIONS

| SSE # | Street End Name | Water Body | Dominant Shoreline Character | Armored Shore | Slope Behind Armored Shore | In-water Slope Estimate | # of Trees Over 50' Tall in AOA | # of Trees Within AOA | # of Total Trees | Main Tree Types Present | Lawn Within AOA (Ft²) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 98th Street SW | Puget Sound | Armored With Beach | Concrete Bulkhead | Shallow | Moderate | 0 | 0 | 0 | N/A | 500 |
| 2 | SW Brace Point Drive | Puget Sound | Sand | None | N/A | Moderate | 0 | 0 | 0 | N/A | N/A |
| 3 | SW Barton Street (aka "Cove Park") | Puget Sound | Sand | None | N/A | Moderate | 0 | 2 | 4 | Acer circinatum | N/A |
| 4 | SW Alaska Street | Puget Sound | Armored | Concrete Bulkhead | Steep | Steep | 1 | 1 | 1 | Populus | 550 |
| 5 | SW Carroll St (aka "Weather Watch Park") | Puget Sound | Gravel | None | N/A | Steep | 1 | 1 | 1 | Pinus contorta | 90 |
| 6 | SW Andover St | Puget Sound | Gravel | None | N/A | Moderate | 0 | 0 | 0 | N/A | N/A |
| 7 | SW Spokane St | Puget Sound | Armored With Beach | Concrete Bulkhead | Steep | Steep | 0 | 2 | 2 | Pinus contorta | N/A |
| 8 | SW Atlantic Pl | Elliott Bay | Armored | Riprap | Moderate | Steep | 0 | 4 | 4 | Pinus contorta | 4,948 |
| 9 | Fairmont Ave SW | Elliott Bay | Rocky | None | N/A | Shallow | 0 | 1 | 1 | Unidentified | 1,800 |
| 10 | SW Bronson Way | Elliott Bay | Armored | Riprap | Shallow | Steep | 0 | 5 | 5 | Pinus contorta, Alnus rubra | N/A |
| 11 | SW Hinds St | Duwamish River | Armored | Riprap | Shallow | Steep | 0 | 0 | 0 | N/A | N/A |
| 12 | Chelan Ave SW | Duwamish River | Armored | Riprap | Shallow | Steep | 0 | 0 | 0 | N/A | N/A |
| 13 | SW Spokane St | Duwamish River | Gravel | None | Shallow | Moderate | 0 | 2 | 2 | Madrona menziesii, Acer rubrum | N/A |
| 15 | SW Lander St | Duwamish River | Armored | Riprap | Shallow | Steep | 0 | 0 | 0 | N/A | N/A |
| 16 | SW Spokane St | Duwamish River | Armored | Riprap | Moderate | Steep | 0 | 0 | 0 | N/A | N/A |
| 18 | SW Spokane St | Duwamish River | Armored | Riprap | Shallow | Steep | 0 | 0 | 0 | N/A | N/A |
| 19 | SW Spokane St | Duwamish River | Armored | Riprap | Shallow | Steep | 0 | 0 | 8 | Sequoiadendron, Acer circinatum | N/A |
| 22 | SW Alaska Street | Duwamish River | Armored | Riprap | Shallow | Steep | 0 | 7 | 10 | Populus, Psuedotsuga menziesii, Various | N/A |
| 23 | SW Edmunds St | Duwamish River | Armored With Beach | Riprap | Moderate | Moderate | 0 | 10 | 20 | Prunus (cherry), Psuedotsuga , menziesii, Populus | 7,516 |
| 24 | S Oregon St | Duwamish River | Armored With Beach | Riprap | Moderate | Moderate | 0 | 6 | 7 | Prunus (cherry), Robinia, Betula | 1,500 |

| SSE # | Street End Name | Water Body | Dominant Shoreline Character | Armored Shore | Slope Behind Armored Shore | In-water Slope Estimate | # of Trees Over 50' Tall in AOA | # of Trees Within AOA | # of Total Trees | Main Tree Types Present | Lawn Within AOA ($Ft^2$) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 25 | S Diagonal St | Duwamish River | Armored With Beach | Riprap | Moderate | Moderate | 0 | 8 | 12 | Sorbus, Psuedotsuga menziesii, Fagus, Alnus rubra | 1,970 |
| 26 | S Fidalgo St | Duwamish River | Armored | Riprap | Shallow | Steep | 0 | 1 | 2 | Populus, Cedrus deodora | N/A |
| 27 | S Front St | Duwamish River | Armored | Riprap | Moderate | Moderate | 0 | 0 | 0 | N/A | N/A |
| 28 | S Michigan St/ 1st Ave Bridge (aka S River St) | Duwamish River | Armored With Beach | Riprap | Moderate | Steep | 0 | 3 | 3 | Robinia, Pinus contorta | N/A |
| 29 | 1st Ave SW/ 1st Ave Bridge (SW Michigan St) | Duwamish River | Armored | Riprap | Shallow | Steep | 0 | 15 | 15 | Pinus contorta, Arbutus menziesii | N/A |
| 30 | 2nd Ave S/S Orchard St | Duwamish River | Armored | Riprap | Shallow | Steep | 0 | 0 | 0 | N/A | N/A |
| 31 | 5th Ave S/S Fontanelle St | Duwamish River | Armored With Beach | Riprap | Moderate | Steep | 0 | 1 | 1 | Robinia | N/A |
| 32 | S Riverside Dr (North End) | Duwamish River | Armored With Beach | Concrete Bulkhead | Shallow | Steep | 0 | 1 | 1 | Robinia | N/A |
| 33 | 7th Ave S | Duwamish River | Armored | Riprap | Shallow | Steep | 0 | 0 | 0 | N/A | N/A |
| 34 | S Riverside Dr (South End) | Duwamish River | Armored With Beach | Wood | Steep | Steep | 0 | 1 | 1 | Robinia | N/A |
| 35 | S Portland St/8th Ave S | Duwamish River | Armored With Beach | Riprap | Shallow | Steep | 0 | 2 | 2 | Psuedotsuga menziesii, Populus | N/A |
| 37 | S Kenyon St/10th Ave S | Duwamish River | Armored With Beach | Riprap | Moderate | Moderate | 0 | 9 | 9 | Betula, Crataegus, Acer rubrum | 2,362 |
| 39 | 75th Ave S | Lake Washington | Gravel | None | N/A | Steep | 15 | 15 | >30 | Acer macrophyllum | N/A |
| 40 | 72nd Ave S | Lake Washington | Armored | Riprap | Steep | Steep | 0 | 1 | 5 | Salix, Thuja plicata, Psuedotsuga menziesii | 500 |
| 41 | S Cooper St | Lake Washington | Armored | Concrete Bulkhead | Steep | Steep | 0 | 0 | 1 | Fagus | N/A |
| 42 | S Norfolk St | Lake Washington | Armored | Concrete Bulkhead | Moderate | Steep | 0 | 2 | 2 | Prunus (plum) | 3,600 |
| 43 | S Perry St | Lake Washington | Armored | Riprap | Steep | Steep | 2 | 2 | 4 | Acer Macrophyllum | N/A |
| 44 | S Carver St | Lake Washington | Rocky | None | Steep | Steep | 10 | 10 | 20 | Acer Mac., Robinia, Psuedotsuga Menziesii | N/A |
| 45 | S Willow St | Lake Washington | Armored With Beach | Riprap | Moderate | Shallow | 4 | 9 | 20 | Robinia, Pinus contorta, Populus tremuloides, Various | N/A |

| SSE # | Street End Name | Water Body | Dominant Shoreline Character | Armored Shore | Slope Behind Armored Shore | In-water Slope Estimate | # of Trees Over 50' Tall in AOA | # of Trees Within AOA | # of Total Trees | Main Tree Types Present | Lawn Within AOA (Ft²) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 46 | S Brighton St | Lake Washington | Gravel | None | N/A | Moderate | 0 | 5 | 10 | Thuja Plicata, Various | 1,240 |
| 47 | S Warsaw St | Lake Washington | Gravel | None | N/A | Steep | 0 | 0 | 4 | Crataegus, Acer macrophyllum, Prunus (plum) | N/A |
| 48 | S Eddy St | Lake Washington | Armored | Concrete Bulkhead | Steep | Steep | 0 | 0 | 1 | Malus (apple) | 1,938 |
| 49 | S Holgate St | Lake Washington | Armored | Riprap | Shallow | Moderate | 0 | 0 | 0 | N/A | 1,960 |
| 50 | S Massachusetts St | Lake Washington | Armored | Riprap | Shallow | Shallow | 2 | 2 | 4 | Acer palmatum, Cedrus deodora | 1,074 |
| 51 | S Atlantic St | Lake Washington | Armored | Riprap | Shallow | Steep | 1 | 1 | 1 | Thuja plicata | N/A |
| 52 | S Irving St | Lake Washington | Armored | Riprap | Steep | Moderate | 1 | 3 | 10 | Acer macrophyllum, psuedotsuga menziesii, Thuja plicata, Betula | 1,871 |
| 53 | S Judkins St | Lake Washington | Armored | Concrete Bulkhead | Moderate | Steep | 0 | 0 | 4 | Cedrus deodora, Psuedotsuga menziesii, Pinus, Cupressus leylandii | 1,190 |
| 54 | S Norman St | Lake Washington | Armored With Beach | Riprap | Shallow | Steep | 0 | 3 | 10 | Cedrus deodora, Acer griseum, Koelreuteria paniculata, Betula, Robinia | N/A |
| 55 | S Charles St | Lake Washington | Armored With Beach | Riprap | Shallow | Moderate | 0 | 7 | 7 | Pyrus (pear), Prunus (cherry), Malus (apple) | 1,200 |
| 56 | S Dearborn St | Lake Washington | Armored | Riprap | Moderate | Steep | 0 | 0 | 1 | Pinus contorta | 1,549 |
| 57 | S King St | Lake Washington | Armored | Riprap | Moderate | Moderate | 1 | 4 | 4 | Betula, Acer, Psuedotsuga menziesii | N/A |
| 58 | S Jackson St | Lake Washington | Armored | Concrete Bulkhead | Shallow | Steep | 0 | 0 | 1 | Acer | N/A |
| 59 | S Main St | Lake Washington | Armored | Riprap | Steep | Steep | 1 | 3 | 6 | Robinia, Prunus (cherry), Populus nigra "Lombardy" | 3,000 |
| 60 | E Pine St | Lake Washington | Gravel | None | N/A | Shallow | 2 | 2 | 10 | Thuja plicata, Acer palmatum, Acer macrophyllum | N/A |
| 61 | E Olive Way | Lake Washington | Armored | Riprap | Steep | Steep | 0 | 3 | 20 | Prunus (cherry), Betula, Psuedotsuga menziesii | 241 |
| 62 | E Howell St | Lake Washington | Sand | None | Moderate | | 0 | 0 | 0 | N/A | N/A |
| 63 | E Harrison St | Lake Washington | Sand | None | N/A | Shallow | 4 | 6 | 10 | Pinus Contorta, Cedrus deodora | N/A |

| SSE # | Street End Name | Water Body | Dominant Shoreline Character | Armored Shore | Slope Behind Armored Shore | In-water Slope Estimate | # of Trees Over 50' Tall in AOA | # of Trees Within AOA | # of Total Trees | Main Tree Types Present | Lawn Within AOA (Ft²) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 64 | E Mercer St | Lake Washington | Armored With Beach | Riprap | Shallow | Steep | 0 | 4 | 5 | Prunus (plum), Quercus, Betula | 4,299 |
| 65 | E Prospect St | Lake Washington | Gravel | None | N/A | Moderate | 0 | 0 | 4 | Populus | N/A |
| 66 | E Highland Dr | Lake Washington | Gravel | None | N/A | Steep | 7 | 9 | 15 | Robinia, Pinus contorta, Quercus palustris, Prunus laurocerasus | N/A |
| 67 | E Lee St | Lake Washington | Gravel | None | N/A | Moderate | 7 | 7 | 9 | Betula, Thuja plicata | 1,500 |
| 68 | 37th Ave E | Union Bay | Silt | None | N/A | Moderate | 20 | 30 | >50 | Populus, Alnus rubra, Salix, Betula | N/A |
| 69 | E Roanoke St | Portage Bay | Silt | None | N/A | Moderate | 0 | 8 | 18 | Acer Mac | N/A |
| 70 | E Edgar St | Portage Bay | Armored | Riprap | Shallow | Steep | 4 | 4 | 10 | Salix, Acer rubrum, Pinus contorta | 840 |
| 71 | E Hamlin St (East end) | Portage Bay | Armored | Riprap | Steep | Moderate | 1 | 7 | 8 | Salix babylonica, Prunus( plum), Magnolia | N/A |
| 72 | E Shelby St | Portage Bay | Armored | Riprap | Shallow | Steep | 2 | 7 | 10 | Thuja plicata, Acer rubrum, Magnolia | 300 |
| 73 | E Allison St | Portage Bay | Silt | None | N/A | Moderate | 2 | 12 | 13 | Acer macrophyllum, Psudeotsuga menziesii | N/A |
| 74 | E Martin St (East end) | Portage Bay | Armored | Riprap | Steep | Steep | 6 | 7 | 8 | Acer Mac, Psuedotsuga Men, Thuja plicata | N/A |
| 75 | University Bridge | Portage Bay | Silt | None | N/A | Moderate | 1 | 4 | 4 | Alnus, Cercidophyllum japonicum, Prunus laurocerasus | N/A |
| 76 | Fuhrman Ave E | Lake Union | Armored With Beach | Concrete Bulkhead | Moderate | Moderate | 0 | 14 | 14 | Salix babylonica, Prunus (cherry) Psuedotsuga menziesii | 10,000 |
| 77 | E Martin St (West end) | Lake Union | Armored With Beach | Riprap | Shallow | Moderate | 1 | 15 | 15 | Pinus nigra, Metasequoia giganteum, Amelanchier alnifolia, Arbutus unedo | N/A |
| 78 | E Allison St | Lake Union | Armored | Concrete Bulkhead | Steep | Steep | 0 | 0 | 7 | Psuedotsuga menziesii, Thuja plicata., Prunus (cherry), Betula | N/A |
| 79 | E Hamlin St (West end) | Lake Union | Armored With Beach | Riprap | Steep | Moderate | 3 | 3 | 3 | Betula | N/A |
| 80 | E Edgar St | Lake Union | Sand | None | N/A | Moderate | 0 | 3 | 3 | Acer negundo | 775 |
| 81 | E Roanoke St | Lake Union | Armored | Riprap | Steep | Moderate | 1 | 4 | 4 | Populus nigra, Salix babylonica | N/A |
| 82 | E Louisa St | Lake Union | Gravel | None | N/A | Moderate | 0 | 4 | 4 | Populus, Acer rubrum | N/A |

| SSE # | Street End Name | Water Body | Dominant Shoreline Character | Armored Shore | Slope Behind Armored Shore | In-water Slope Estimate | # of Trees Over 50' Tall in AOA | # of Trees Within AOA | # of Total Trees | Main Tree Types Present | Lawn Within AOA (Ft²) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 83 | E Boston St | Lake Union | Armored With Beach | Riprap | Steep | Moderate | 0 | 2 | 2 | Malus (apple), Laburnum watereri | N/A |
| 84 | E Newton St | Lake Union | Armored | Wood | Steep | Steep | 0 | 6 | 6 | Koelreuteria paniculata, Pinus contorta, Prunus (cherry), Acer rubrum | N/A |
| 85 | Yale Ave N | Lake Union | Armored | Riprap | Steep | Steep | 1 | 2 | 8 | Liquidambar styraciflua, Populus, Pinus contorta, Various | 420 |
| 87 | Galer St | Lake Union | Armored | Riprap | Steep | Steep | 0 | 0 | 0 | N/A | N/A |
| 88 | Blaine St | Lake Union | Armored | Riprap | Steep | Moderate | 0 | 0 | 0 | N/A | N/A |
| 89 | Crockett St | Lake Union | Armored | Riprap | Steep | Steep | 0 | 0 | 0 | N/A | N/A |
| 90 | McGraw St | Lake Union | Armored | Riprap | Steep | Steep | 0 | 0 | 0 | N/A | N/A |
| 91 | 5th Ave N | Lake Union | Armored With Beach | Riprap | Steep | Steep | 0 | 1 | 1 | Apple | N/A |
| 92 | Fremont Bridge/Florentia St | Ship Canal | Armored With Beach | Concrete Bulkhead | Shallow | Shallow | 0 | 0 | 0 | N/A | N/A |
| 93 | 3rd Ave N/ Etruria St | Ship Canal | Armored | Riprap | Steep | Steep | 6 | 8 | 9 | Betula pendula, Pinus contorta, Fraxinus | 960 |
| 94 | Cremona St | Ship Canal | Armored | Riprap | Moderate | Steep | 2 | 4 | 4 | Acer rubrum, Populus nigra "Lombardy" | 892 |
| 95 | Bertona St | Ship Canal | Armored | Riprap | Moderate | Steep | 2 | 6 | 6 | Acer fastigiata, Populus nigra "Lombardy", Robinia | 1,100 |
| 96 | Queen Anne Ave N | Ship Canal | Armored | Concrete Bulkhead | Steep | Steep | 2 | 6 | 6 | Populus nigra "Lombardy", Liriodendron, Cedrus deodora, Robinia | 2,000 |
| 97 | 3rd Ave N | Ship Canal | Armored | Concrete Bulkhead | Steep | Steep | 9 | 17 | 17 | Populus nigra "Lombardy", Pinus contorta, Liquidambar styraciflua, Acer | 1,800 |
| 98 | 6th Ave W | Ship Canal | Gravel | None | N/A | Moderate | 0 | 0 | 0 | N/A | N/A |
| 99 | Gilman Ave | Ship Canal | Armored With Beach | Riprap | Steep | Moderate | 2 | 14 | 25 | Pinus, Betula, Populus nigra "Lombardy", Prunus (Cherry), Alder rubra, Unidentified tree | 3,606 |
| 100 | W Cramer St | Ship Canal | Armored With Beach | Concrete Bulkhead | Steep | Moderate | 0 | 4 | 4 | Cornus, Cupressus glauca | 524 |
| 101 | W Sheridan St | Puget Sound | Armored With Beach | Riprap | Moderate | Shallow | 0 | 1 | 2 | Thuja plicata, Pinus contorta | 490 |

| SSE # | Street End Name | Water Body | Dominant Shoreline Character | Armored Shore | Slope Behind Armored Shore | In-water Slope Estimate | # of Trees Over 50' Tall in AOA | # of Trees Within AOA | # of Total Trees | Main Tree Types Present | Lawn Within AOA ($Ft^2$) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 102 | 47th Ave W | Puget Sound | Sand | None | N/A | Moderate | 5 | 5 | 10 | Acer macrophyllum, Larix, Pinus contorta, Thuja plicata, Psuedotsuga menziesii, Acer palmatum | N/A |
| 103 | 48th Ave W | Puget Sound | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 104 | W Bertona St | Puget Sound | Armored With Beach | Concrete Bulkhead | Steep | Shallow | 2 | 13 | 17 | Metasequoia, Alnus rubra, Acer palmatum, Prunus (plum), Populus | 350 |
| 105 | W Dravus St | Puget Sound | Armored With Beach | Riprap | Steep | Steep | 0 | 5 | 6 | Alnus rubra | 350 |
| 106 | W Barrett St | Puget Sound | Armored With Beach | Riprap | Steep | Moderate | 0 | 4 | 8 | Alnus rubra, Pinus contorta, Thuja plicata, Acer circinatum | N/A |
| 107 | W Armour St | Puget Sound | Armored With Beach | Concrete Bulkhead | Steep | Shallow | 0 | 6 | 6 | Thuja plicata, Acer macrophyllum | 840 |
| 108 | W Raye St | Puget Sound | Armored With Beach | Riprap | Steep | Steep | 0 | 2 | 2 | Prunu (cherry), Crataegus | 1,300 |
| 109 | W McGraw St | Puget Sound | Armored With Beach | Riprap | Steep | Moderate | 1 | 7 | 10 | Madrona mensiezii, Populus, Pinus contorta, Thuja plicata | N/A |
| 110 | 32nd Ave W | Puget Sound | Armored With Beach | Riprap | Steep | Steep | 0 | 8 | 23 | Pinus contorta, Pyrus (pear), Acer macrophyllum | N/A |
| 111 | 30th Ave W | Puget Sound | Armored | Riprap | Steep | Steep | 0 | 0 | 0 | N/A | 50 |
| 112 | W Thomas St | Elliott Bay | Armored With Beach | Riprap | Shallow | Steep | 0 | 0 | 14 | Populus | 8,400 |
| 113 | Bay St | Elliott Bay | Armored With Beach | Riprap | Shallow | Steep | 0 | 8 | 8 | Pinus contorta | N/A |
| 114 | Broad St | Elliott Bay | Armored | Riprap | Shallow | Steep | 0 | 0 | 0 | N/A | N/A |
| 115 | Vine St | Elliott Bay | Armored | Concrete Bulkhead | Shallow | Steep | 0 | 0 | 0 | N/A | N/A |
| 116 | Battery St | Elliott Bay | Armored | Concrete Bulkhead | Shallow | Steep | 0 | 0 | 0 | N/A | N/A |
| 117 | Virginia St | Elliott Bay | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| 118 | University St | Elliott Bay | Armored | Concrete Bulkhead | Shallow | Steep | 0 | 0 | 0 | N/A | N/A |
| 119 | Madison St | Elliott Bay | Armored | Concrete Bulkhead | Shallow | Steep | 0 | 0 | 0 | N/A | N/A |
| 120 | S Washington St | Elliott Bay | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

| SSE # | Street End Name | Water Body | Dominant Shoreline Character | Armored Shore | Slope Behind Armored Shore | In-water Slope Estimate | # of Trees Over 50' Tall in AOA | # of Trees Within AOA | # of Total Trees | Main Tree Types Present | Lawn Within AOA (Ft²) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 121 | S Holgate St | Duwamish River | Armored | Riprap | Shallow | Steep | 0 | 20 | 20 | Madrona mensiezii | N/A |
| 122 | NE 135th St | Lake Washington | Armored With Beach | Riprap | Shallow | Moderate | 0 | 5 | 5 | Magnolia, Prunus (plum), Acer palmatum, Thuja plicata | 740 |
| 124 | NE 90th Pl | Lake Washington | Armored With Beach | Riprap | Shallow | Shallow | 2 | 10 | 10 | Thuja plicata, Populus, Psuedotsuga menziesii, Metasequoia | 930 |
| 125 | NE 85th St | Lake Washington | Gravel | None | N/A | Moderate | 4 | 15 | 15 | Acer macrophyllum., Tsuga, Populus | N/A |
| 126 | NE 43rd St | Lake Washington | Armored | Concrete Bulkhead | Moderate | Steep | 5 | 8 | 9 | Sequoia sempervirens, Metasequoia, Pawlonia, Prunus (plum), Unidentified | N/A |
| 127 | 51st Ave NE | Lake Washington | Armored With Beach | Riprap | Shallow | Shallow | 0 | 2 | 3 | Umbellularia californica, Alnus rubra, Thuja plicata | N/A |
| 128 | NE 33rd St | Lake Washington | Armored | Wood | Steep | Steep | 1 | 6 | 6 | Robinia, Thuja plicata, Acer palmatum, Robinia | 60 |
| 129 | NE 31st ST | Lake Washington | Armored With Beach | Riprap | Moderate | Moderate | 0 | 1 | 1 | Malus (apple) | 885 |
| 130 | NE 31st ST | Union Bay | Armored With Beach | Concrete Bulkhead | Shallow | Moderate | 3 | 8 | 9 | Psuedotsuga menziesii, Thuja plicatum, Prunus (cherry), Prunus (plum), Magnolia, Cedrus deodora | 1,200 |
| 131 | NE 32nd St | Union Bay | Armored With Beach | Wood | Shallow | Moderate | 1 | 4 | 4 | Thuja plicata, Ficus, Prunus (cherry), Sorbus | 3,300 |
| 132 | Brooklyn Ave NE | Portage Bay | Armored With Beach | Wood | Steep | Moderate | 0 | 8 | 8 | Betula, Quercus agrifolia, Magnolia, Camellia, Arbutus unedo | 120 |
| 133 | Eastlake Ave NE/ University Bridge | Portage Bay | Armored | Wood | Shallow | Steep | 0 | 0 | 2 | Crataegus, Populus | N/A |
| 134 | Latona Ave NE | Lake Union | Armored | Concrete Bulkhead | Shallow | Steep | 0 | 0 | 0 | N/A | N/A |
| 135 | Sunnyside Ave NE | Lake Union | Armored | Concrete Bulkhead | Steep | Steep | 0 | 0 | 0 | N/A | N/A |
| 136 | Fremont Bridge | Ship Canal | N/A | N/A | Shallow | N/A | 0 | 0 | 0 | N/A | N/A |
| 137 | NW 39th St | Ship Canal | Armored With Beach | Riprap | Shallow | Steep | 0 | 0 | 0 | N/A | N/A |
| 138 | 6th Ave NW/NW Bowdoin Pl | Ship Canal | Armored | Riprap | Shallow | Steep | 1 | 1 | 1 | Populus | N/A |

| SSE # | Street End Name | Water Body | Dominant Shoreline Character | Armored Shore | Slope Behind Armored Shore | In-water Slope Estimate | # of Trees Over 50' Tall in AOA | # of Trees Within AOA | # of Total Trees | Main Tree Types Present | Lawn Within AOA (Ft²) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 139 | NW 40th St | Ship Canal | Armored | Concrete Bulkhead | Shallow | Steep | 0 | 0 | 0 | N/A | N/A |
| 140 | 11th Ave NW | Ship Canal | Armored With Beach | Riprap | Moderate | Steep | 0 | 1 | 1 | Betula | N/A |
| 141 | 14th Ave NW | Ship Canal | Armored With Beach | Concrete Bulkhead | Moderate | Moderate | 0 | 0 | 0 | N/A | N/A |
| 142 | 15th Ave NW | Ship Canal | Gravel | N/A | N/A | Shallow | 0 | 0 | 0 | N/A | N/A |
| 143 | 20th Ave NW | Ship Canal | Armored | Riprap | Shallow | Shallow | 0 | 0 | 0 | N/A | N/A |
| 144 | 24th Ave NW | Ship Canal | Armored With Beach | Riprap | Shallow | Moderate | 0 | 1 | 4 | Psuedotsuga menziesii, Populus, Betula pendula | N/A |
| 145 | 28th Ave NW | Ship Canal | Armored With Beach | Riprap | Shallow | Shallow | 0 | 4 | 4 | Acer circinatum, Psuedotsuga menziesii, Acer rubrum | N/A |
| 146 | 34th Ave NW | Ship Canal | Sand Beach | N/A | N/A | Steep | 3 | 5 | 5 | Acer Macrophyllum & Acer circinatum | N/A |
| 147 | 36th Ave NW | Ship Canal | Armored | Riprap | Steep | Steep | 0 | 16 | 16 | Various fruit trees, Thuja plicata, Psuedotsuga menziesii | 810 |
| 148 | NW 57th St | Ship Canal | Armored With Beach | Concrete Bulkhead | Steep | Steep | 3 | 3 | 8 | Thuja, Betula pendula, Pinus contorta, Cedrus deodora, Quercus agrifolia | N/A |
| 149 | NW 60th St | Puget Sound | Armored With Beach | Riprap | Shallow | Steep | 0 | 4 | 4 | Salix, Acer macrophyllum, Quercus | 2,300 |

# SITE AMENITIES

| SSE # | Street End Name | Entry Sign | Dog Leash/ Scoop Sign | Benches | Picnic Tables | Alternative seating | Kayak Launch | Boat Ramp | Bike Racks | Parking | Public Art |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 98th Street SW | Y | Y | 1 | 0 | Y | High potential | N | 0 | Y | N |
| 2 | SW Brace Point Drive | Y | Y | 0 | 0 | Y | High potential | N | 0 | Y | N |
| 3 | SW Barton Street (aka "Cove Park") | Y | Y | 1 | 0 | Y | High potential | N | 0 | N | Y |
| 4 | SW Alaska Street | N | N | 0 | 0 | N | Low potential | N | 0 | N | N |
| 5 | SW Carroll St (aka "Weather Watch Park") | Y | Y | 1 | 0 | Y | High potential | N | 0 | N | Y |
| 6 | SW Andover St | Y | Y | 0 | 0 | Y | Low potential | N | 0 | N | N |
| 7 | SW Spokane St | N | N | 0 | 0 | N | High potential | N | 0 | N | Y |
| 8 | SW Atlantic Pl | N | N | 0 | 0 | N | Low potential | N | 0 | Y | N |
| 9 | Fairmont Ave SW | Y | N | 0 | 0 | Y | High potential | N | 0 | N | N |
| 10 | SW Bronson Way | Y | N | 3 | 0 | Y | Low potential | N | 1 | Y | N |
| 11 | SW Hinds St | N | N | 0 | 0 | N | High potential | N | 0 | Y | N |
| 12 | Chelan Ave SW | N | N | 0 | 0 | N | Low potential | N | 0 | N | N |
| 13 | SW Spokane St | Y | N | 1 | 0 | N | Low potential | N | 0 | N | N |
| 15 | SW Lander St | N | N | 0 | 0 | N | High potential | N | 0 | Y | N |
| 16 | SW Spokane St | N | N | 0 | 0 | N | Low potential | N | 0 | N | N |
| 18 | SW Spokane St | Y | N | 15 | 1 | N | Low potential | N | 2 | Y | N |
| 19 | SW Spokane St | N | N | 13 | 1 | N | Low potential | N | 3 | N | N |
| 22 | SW Alaska Street | N | N | 1 | 0 | N | Low potential | N | 0 | N | N |
| 23 | SW Edmunds St | Y | Y | 0 | 3 | N | Low potential | N | 1 | N | Y |
| 24 | S Oregon St | Y | N | 1 | 1 | N | Low potential | N | 0 | Y | N |
| 25 | S Diagonal St | N | N | 1 | 1 | N | High potential | N | 0 | Y | N |
| 26 | S Fidalgo St | Y | N | 1 | 1 | N | Low potential | N | 0 | Y | N |
| 27 | S Front St | N | N | 0 | 0 | N | Low potential | N | 0 | N | N |
| 28 | S Michigan St/ 1st Ave Bridge (aka S River St) | N | N | 0 | 0 | N | High potential | N | 0 | Y | N |
| 29 | 1st Ave SW/ 1st Ave Bridge (SW Michigan St) | N | N | 1 | 0 | N | High potential | N | 0 | N | N |
| 30 | 2nd Ave S/S Orchard St | N | N | 0 | 0 | N | High potential | N | 0 | N | N |
| 31 | 5th Ave S/S Fontanelle St | N | N | 0 | 0 | N | High potential | N | 0 | N | N |
| 32 | S Riverside Dr (North End) | N | N | 0 | 0 | N | Low potential | N | 0 | N | N |
| 33 | 7th Ave S | N | N | 0 | 0 | N | High potential | N | 0 | N | N |

| SSE # | Street End Name | Entry Sign | Dog Leash/ Scoop Sign | Benches | Picnic Tables | Alternative seating | Kayak Launch | Boat Ramp | Bike Racks | Parking | Public Art |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 34 | S Riverside Dr (South End) | Y | N | 1 | 0 | N | Low potential | N | 0 | N | N |
| 35 | S Portland St/8th Ave S | N | N | 1 | 1 | N | Low potential | N | 0 | N | Y |
| 37 | S Kenyon St/10th Ave S | N | N | 0 | 0 | N | Low potential | N | 0 | N | N |
| 39 | 75th Ave S | Y | N | 1 | 0 | N | Low potential | N | 0 | N | N |
| 40 | 72nd Ave S | Y | N | 1 | 0 | N | High potential | N | 0 | Y | N |
| 41 | S Cooper St | N | N | 0 | 0 | N | Low potential | N | 0 | N | N |
| 42 | S Norfolk St | N | N | 0 | 0 | N | High potential | N | 0 | N | N |
| 43 | S Perry St | N | N | 0 | 0 | N | Low potential | N | 0 | Y | N |
| 44 | S Carver St | N | N | 0 | 0 | N | Low potential | N | 0 | N | N |
| 45 | S Willow St | Y | N | 2 | 0 | Y | Low potential | N | 0 | N | N |
| 46 | S Brighton St | N | N | 0 | 0 | N | High potential | N | 0 | Y | N |
| 47 | S Warsaw St | N | Y | 0 | 0 | N | High potential | N | 0 | Y | N |
| 48 | S Eddy St | Y | N | 0 | 0 | N | High potential | N | 0 | Y | N |
| 49 | S Holgate St | N | N | 0 | 0 | N | Low potential | N | 0 | Y | N |
| 50 | S Massachusetts St | Y | N | 0 | 0 | N | High potential | N | 0 | Y | N |
| 51 | S Atlantic St | Y | N | 0 | 0 | N | High potential | N | 0 | Y | N |
| 52 | S Irving St | N | N | 0 | 0 | N | High potential | N | 0 | Y | N |
| 53 | S Judkins St | Y | N | 1 | 0 | N | High potential | N | 0 | Y | N |
| 54 | S Norman St | Y | N | 1 | 0 | Y | Low potential | N | 0 | Y | N |
| 55 | S Charles St | Y | N | 1 | 0 | N | High potential | N | 0 | Y | N |
| 56 | S Dearborn St | Y | N | 2 | 0 | N | Low potential | N | 0 | Y | N |
| 57 | S King St | Y | N | 2 | 0 | N | Low potential | N | 0 | Y | N |
| 58 | S Jackson St | Y | N | 0 | 0 | N | Low potential | N | 0 | Y | N |
| 59 | S Main St | Y | N | 0 | 0 | N | Low potential | N | 0 | N | N |
| 60 | E Pine St | N | N | 0 | 0 | N | Low potential | N | 0 | Y | N |
| 61 | E Olive Way | N | N | 0 | 0 | N | Low potential | N | 0 | Y | N |
| 62 | E Howell St | Y | N | 0 | 0 | N | Low potential | N | 0 | N | N |
| 63 | E Harrison St | Y | Y | 1 | 0 | Y | High potential | N | 0 | Y | N |
| 64 | E Mercer St | N | N | 0 | 0 | N | High potential | N | 0 | N | N |

| SSE # | Street End Name | Entry Sign | Dog Leash/ Scoop Sign | Benches | Picnic Tables | Alternative seating | Kayak Launch | Boat Ramp | Bike Racks | Parking | Public Art |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 65 | E Prospect St | Y | N | 1 | 0 | N | High potential | N | 0 | N | N |
| 66 | E Highland Dr | Y | N | 0 | 0 | N | High potential | N | 0 | Y | N |
| 67 | E Lee St | N | N | 0 | 0 | N | High potential | N | 0 | Y | N |
| 68 | 37th Ave E | Y | N | 2 | 0 | N | Existing | N | 0 | Y | N |
| 69 | E Roanoke St | Y | N | 0 | 0 | N | High potential | N | 0 | N | N |
| 70 | E Edgar St | Y | Y | 2 | 0 | N | High potential | N | 0 | Y | Y |
| 71 | E Hamlin St (East end) | Y | N | 0 | 0 | N | Low potential | N | 0 | Y | Y |
| 72 | E Shelby St | Y | N | 1 | 0 | Y | Existing | N | 0 | Y | Y |
| 73 | E Allison St | N | N | 0 | 0 | N | Low potential | N | 0 | Y | N |
| 74 | E Martin St (East end) | N | N | 0 | 0 | N | Low potential | N | 0 | Y | N |
| 75 | University Bridge | N | N | 0 | 0 | N | Low potential | N | 0 | N | N |
| 76 | Fuhrman Ave E | Y | N | 0 | 2 | N | High potential | N | 0 | N | N |
| 77 | E Martin St (West end) | Y | N | 3 | 1 | Y | High potential | N | 1 | Y | Y |
| 78 | E Allison St | N | N | 0 | 1 | N | High potential | N | 1 | Y | N |
| 79 | E Hamlin St (West end) | N | N | 2 | 2 | N | Low potential | N | 0 | N | Y |
| 80 | E Edgar St | N | N | 0 | 0 | N | Low potential | N | 0 | Y | N |
| 81 | E Roanoke St | Y | N | 3 | 0 | N | High potential | N | 0 | N | Y |
| 82 | E Louisa St | Y | N | 1 | 0 | Y | High potential | N | 0 | Y | Y |
| 83 | E Boston St | Y | N | 0 | 0 | N | Low potential | N | 0 | Y | N |
| 84 | E Newton St | Y | N | 3 | 1 | N | Existing | N | 0 | Y | N |
| 85 | Yale Ave N | Y | Y | 1 | 0 | N | Low potential | N | 1 | Y | N |
| 87 | Galer St | Y | N | 0 | 0 | N | Low potential | N | 0 | N | N |
| 88 | Blaine St | Y | N | 0 | 0 | N | Low potential | N | 0 | N | Y |
| 89 | Crockett St | Y | N | 2 | 0 | N | Low potential | N | 0 | N | Y |
| 90 | McGraw St | Y | N | 0 | 0 | N | Low potential | N | 0 | N | N |
| 91 | 5th Ave N | N | N | 0 | 0 | N | Low potential | N | 0 | Y | N |
| 92 | Fremont Bridge/Florentia St | N | N | 0 | 0 | N | High potential | N | 0 | Y | N |
| 93 | 3rd Ave N/ Etruria St | N | N | 0 | 0 | N | High potential | N | 0 | N | N |
| 94 | Cremona St | N | N | 4 | 0 | N | High potential | N | 2 | Y | N |

| SSE # | Street End Name | Entry Sign | Dog Leash/ Scoop Sign | Benches | Picnic Tables | Alternative seating | Kayak Launch | Boat Ramp | Bike Racks | Parking | Public Art |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 95 | Bertona St | N | N | 0 | 0 | N | High potential | N | 0 | N | N |
| 96 | Queen Anne Ave N | N | N | 1 | 0 | N | High potential | N | 0 | N | N |
| 97 | 3rd Ave N | Y | N | 0 | 1 | N | High potential | N | 0 | N | N |
| 98 | 6th Ave W | Y | N | 0 | 0 | N | High potential | N | 0 | Y | N |
| 99 | Gilman Ave | N | N | 2 | 0 | N | Low potential | N | 0 | N | N |
| 100 | W Cramer St | N | N | 0 | 0 | N | Low potential | N | 0 | Y | N |
| 101 | W Sheridan St | N | N | 0 | 0 | N | Low potential | N | 0 | Y | N |
| 102 | 47th Ave W | N | N | 0 | 0 | N | Low potential | N | 0 | Y | N |
| 103 | 48th Ave W | N | N/A | N/A | N/A | N | N/a | N/A | N/A | N/A | N/A |
| 104 | W Bertona St | N | N | 1 | 0 | N | Low potential | N | 0 | N | N |
| 105 | W Dravus St | N | N | 0 | 0 | N | Low potential | N | 0 | N | N |
| 106 | W Barrett St | N | N | 0 | 0 | N | Low potential | N | 0 | N | N |
| 107 | W Armour St | N | N | 0 | 0 | N | Low potential | N | 0 | N | N |
| 108 | W Raye St | N | N | 0 | 0 | N | Low potential | N | 0 | N | N |
| 109 | W McGraw St | Y | N | 1 | 1 | N | Low potential | N | 0 | Y | N |
| 110 | 32nd Ave W | N | Y | 0 | 0 | Y | High potential | N | 0 | Y | N |
| 111 | 30th Ave W | N | N | 0 | 0 | N | Low potential | N | 0 | N | N |
| 112 | W Thomas St | N | N | 3 | 2 | Y | High potential | N | 0 | N | N |
| 113 | Bay St | Y | N | 0 | 0 | Y | Low potential | N | 0 | N | N |
| 114 | Broad St | Y | N | 0 | 0 | N | Low potential | N | 0 | N | N |
| 115 | Vine St | N | N | 0 | 0 | N | Low potential | N | 0 | N | N |
| 116 | Battery St | N | N | 0 | 0 | N | Low potential | N | 0 | N | N |
| 117 | Virginia St | Y | N | 0 | 0 | N | Low potential | N | 0 | N | N |
| 118 | University St | N | N | 0 | 20 | N | Low potential | N | 0 | N | N |
| 119 | Madison St | N | N | 12 | 30 | N | Low potential | N | 0 | N | Y |
| 120 | S Washington St | N/A | N/A | N/A | N/A | N | N/A | N/A | N/A | N/A | N/A |
| 121 | S Holgate St | N | N | 0 | 0 | N | Low potential | N | 0 | N | N |
| 122 | NE 135th St | N | N | 0 | 0 | N | High potential | N | 0 | Y | N |

| SSE # | Street End Name | Entry Sign | Dog Leash/ Scoop Sign | Benches | Picnic Tables | Alternative seating | Kayak Launch | Boat Ramp | Bike Racks | Parking | Public Art |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 124 | NE 90th Pl | N | N | 0 | 0 | N | High potential | N | 0 | N | N |
| 125 | NE 85th St | N | N | 0 | 0 | N | Low potential | N | 0 | N | N |
| 126 | NE 43rd St | Y | N | 0 | 0 | Y | Low potential | N | 0 | N | N |
| 127 | 51st Ave NE | Y | N | 0 | 1 | N | High potential | N | 2 | Y | N |
| 128 | NE 33rd St | N | N | 0 | 0 | N | Low potential | N | 0 | N | N |
| 129 | NE 31st ST | N | N | 0 | 0 | Y | High potential | N | 0 | N | N |
| 130 | NE 31st ST | Y | N | 0 | 0 | Y | Low potential | N | 0 | N | N |
| 131 | NE 32nd St | N | N | 0 | 0 | N | Low potential | N | 0 | N | N |
| 132 | Brooklyn Ave NE | N | N | 4 | 4 | N | Existing | N | 3 | N | N |
| 133 | Eastlake Ave NE/ University Bridge | Y | N | 0 | 0 | N | Low potential | N | 0 | Y | N |
| 134 | Latona Ave NE | Y | Y | 0 | 0 | N | Low potential | N | 1 | Y | N |
| 135 | Sunnyside Ave NE | Y | N | 0 | 0 | Y | Existing | Y | 0 | N | N |
| 136 | Fremont Bridge | N | N | 0 | 0 | N | Low potential | N | 0 | Y | N |
| 137 | NW 39th St | N | N | 0 | 0 | N | Low potential | N | 0 | Y | N |
| 138 | 6th Ave NW/NW Bowdoin Pl | N | N | 0 | 0 | N | Low potential | N | 0 | N | N |
| 139 | NW 40th St | N | N | 0 | 0 | N | Low potential | N | 0 | N | N |
| 140 | 11th Ave NW | N | N | 1 | 0 | Y | High potential | N | 1 | Y | Y |
| 141 | 14th Ave NW | Y | N | 0 | 0 | N | Existing | Y | 0 | Y | N |
| 142 | 15th Ave NW | N | N | 0 | 0 | N | High potential | N | 0 | Y | N |
| 143 | 20th Ave NW | N | N | 0 | 0 | N | Low potential | N | 0 | Y | N |
| 144 | 24th Ave NW | Y | N | 0 | 0 | N | High potential | N | 0 | Y | N |
| 145 | 28th Ave NW | Y | Y | 0 | 0 | Y | Existing | N | 0 | Y | N |
| 146 | 34th Ave NW | Y | N | 2 | 0 | Y | Low potential | N | 0 | Y | Y |
| 147 | 36th Ave NW | Y | N | 1 | 1 | N | Low potential | N | 2 | Y | N |
| 148 | NW 57th St | Y | Y | 0 | 0 | N | Low potential | N | 0 | N | N |
| 149 | NW 60th St | Y | N | 3 | 0 | Y | Low potential | N | 0 | Y | N |

# APPENDIX C: PRIORITIZATION TABLES

The following tables present the scores, based on the criteria described in the work plan, for each shoreline street end. Improved and unimproved street ends were scored separately.

NOTE: Omitted from the scoring tables were vacated street ends (14, 17, 20, 21, 36, 38) 123, which is no longer right-of-way, as determined by the Washington State Court of Appeals, and 86, which is managed and maintained by MOHAI.

# IMPROVED SITE SCORES

| SSE # | Name | ACCESS | | | | | EQUITY | | HABITAT | Total | Council District | Water Body |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Gaps in Public Shoreline Access | Residential Density | Worker Density | Site Topography | Connectivity | Social | Racial | Potential Habitat Value | | | |
| 120 | S Washington St | 2 | 1 | 1 | 0 | 2 | 1 | 1 | 1 | 9 | CD-7 | Elliott Bay |
| 19 | SW Spokane St | 2 | 0 | 1 | 1 | 2 | 1 | 1 | 0 | 8 | CD-2 | Duwamish River |
| 24 | S Oregon St | 1 | 0 | 1 | 1 | 2 | 1 | 1 | 1 | 8 | CD-2 | Duwamish River |
| 25 | S Diagonal St | 1 | 0 | 1 | 1 | 2 | 1 | 1 | 1 | 8 | CD-2 | Duwamish River |
| 28 | S Michigan St/ 1st Ave Bridge (aka S River St)* | 2 | 0 | 1 | 1 | 2 | 1 | 0 | 1 | 8 | CD-2 | Duwamish River |
| 29 | 1st Ave SW/ 1st Ave Bridge (SW Michigan St)* | 2 | 0 | 0 | 1 | 2 | 1 | 1 | 1 | 8 | CD-1 | Duwamish River |
| 133 | Eastlake Ave NE/ University Bridge* | 0 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 8 | CD-4 | Portage Bay |
| 23 | SW Edmunds St | 2 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 7 | CD-1 | Duwamish River |
| 26 | S Fidalgo St | 2 | 0 | 1 | 1 | 1 | 1 | 0 | 1 | 7 | CD-2 | Duwamish River |
| 37 | S Kenyon St/10th Ave S | 2 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 7 | CD-1 | Duwamish River |
| 98 | 6th Ave W* | 2 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 7 | CD-7 | Ship Canal |
| 132 | Brooklyn Ave NE | 0 | 1 | 1 | 1 | 2 | 0 | 1 | 1 | 7 | CD-4 | Portage Bay |
| 10 | SW Bronson Way | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 6 | CD-1 | Elliott Bay |
| 13 | SW Spokane St* | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 6 | CD-1 | Duwamish River |
| 16 | SW Spokane St* | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 6 | CD-1 | Duwamish River |
| 18 | SW Spokane St | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 6 | CD-1 | Duwamish River |
| 22 | SW Alaska Street | 1 | 0 | 0 | 1 | 2 | 0 | 1 | 1 | 6 | CD-1 | Duwamish River |
| 35 | S Portland St/8th Ave S | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 1 | 6 | CD-1 | Duwamish River |
| 95 | Bertona St | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 1 | 6 | CD-7 | Ship Canal |
| 96 | Queen Anne Ave N | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 1 | 6 | CD-7 | Ship Canal |
| 97 | 3rd Ave N | 0 | 1 | 1 | 1 | 2 | 1 | 0 | 0 | 6 | CD-7 | Ship Canal |
| 112 | W Thomas St | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 1 | 6 | CD-7 | Elliott Bay |
| 113 | Bay St | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 6 | CD-7 | Elliott Bay |
| 115 | Vine St | 0 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 6 | CD-7 | Elliott Bay |
| 118 | University St | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 6 | CD-7 | Elliott Bay |

*In progress

| SSE # | Name | ACCESS | | | | | EQUITY | | HABITAT | Total | Council District | Water Body |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Gaps in Public Shoreline Access | Residential Density | Worker Density | Site Topography | Connectivity | Social | Racial | Potential Habitat Value | | | |
| 119 | Madison St | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 6 | CD-7 | Elliott Bay |
| 134 | Latona Ave NE | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 1 | 6 | CD-4 | Lake Union |
| 135 | Sunnyside Ave NE | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 1 | 6 | CD-4 | Lake Union |
| 145 | 28th Ave NW | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 1 | 6 | CD-6 | Ship Canal |
| 31 | 5th Ave S/S Fontanelle St* | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 5 | CD-1 | Duwamish River |
| 34 | S Riverside Dr (South End) | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 5 | CD-1 | Duwamish River |
| 76 | Fuhrman Ave E | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 5 | CD-4 | Lake Union |
| 77 | E Martin St | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 5 | CD-4 | Lake Union |
| 89 | Crockett St | 1 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 5 | CD-7 | Lake Union |
| 91 | 5th Ave N | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 5 | CD-7 | Lake Union |
| 94 | Cremona St | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 5 | CD-7 | Ship Canal |
| 114 | Broad St | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 5 | CD-7 | Elliott Bay |
| 116 | Battery St | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 5 | CD-7 | Elliott Bay |
| 117 | Virginia St | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 5 | CD-7 | Elliott Bay |
| 141 | 14th Ave NW | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 5 | CD-6 | Ship Canal |
| 143 | 20th Ave NW | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 5 | CD-6 | Ship Canal |
| 4 | SW Alaska Street | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | CD-1 | Puget Sound |
| 7 | SW Spokane St | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 4 | CD-1 | Puget Sound |
| 40 | 72nd Ave S | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 4 | CD-2 | Lake Washington (S) |
| 45 | S Willow St | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 4 | CD-2 | Lake Washington (S) |
| 50 | S Massachusetts St | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 4 | CD-2 | Lake Washington (S) |
| 53 | S Judkins St | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 4 | CD-3 | Lake Washington (S) |
| 55 | S Charles St | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 4 | CD-3 | Lake Washington (S) |
| 59 | S Main St | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 4 | CD-3 | Lake Washington (S) |
| 78 | E Allison St* | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 4 | CD-4 | Lake Union |
| 79 | E Hamlin St | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 4 | CD-4 | Lake Union |
| 82 | E Louisa St | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 4 | CD-4 | Lake Union |

*In progress

| SSE # | Name | ACCESS | | | | | EQUITY | | HABITAT | Total | Council District | Water Body |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Gaps in Public Shoreline Access | Residential Density | Worker Density | Site Topography | Connectivity | Social | Racial | Potential Habitat Value | | | |
| 85 | Yale Ave N | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 4 | CD-3 | Lake Union |
| 87 | Galer St | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 4 | CD-7 | Lake Union |
| 88 | Blaine St | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 4 | CD-7 | Lake Union |
| 93 | 3rd Ave N/ Etruria St | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 4 | CD-7 | Ship Canal |
| 109 | W McGraw St | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | CD-7 | Puget Sound |
| 126 | NE 43rd St | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | CD-4 | Lake Washington (N) |
| 140 | 11th Ave NW | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 4 | CD-6 | Ship Canal |
| 144 | 24th Ave NW | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 4 | CD-6 | Ship Canal |
| 147 | 36th Ave NW | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 4 | CD-6 | Ship Canal |
| 148 | NW 57th St | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 4 | CD-6 | Ship Canal |
| 149 | NW 60th St | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 4 | CD-6 | Puget Sound |
| 3 | SW Barton Street | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | CD-1 | Puget Sound |
| 8 | SW Atlantic Pl | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | CD-1 | Elliott Bay |
| 39 | 75th Ave S | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | CD-2 | Lake Washington (S) |
| 46 | S Brighton St | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | CD-2 | Lake Washington (S) |
| 47 | S Warsaw St* | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | CD-2 | Lake Washington (S) |
| 52 | S Irving St | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | CD-3 | Lake Washington (S) |
| 54 | S Norman St | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | CD-3 | Lake Washington (S) |
| 56 | S Dearborn St | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | CD-3 | Lake Washington (S) |
| 57 | S King St | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | CD-3 | Lake Washington (S) |
| 70 | E Edgar St | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | CD-3 | Portage Bay |
| 81 | E Roanoke St | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 3 | CD-4 | Lake Union |
| 84 | E Newton St | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 3 | CD-4 | Lake Union |
| 99 | Gilman Ave | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | CD-7 | Ship Canal |
| 127 | 51st Ave NE | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 3 | CD-4 | Lake Washington (N) |
| 146 | 34th Ave NW | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | CD-6 | Ship Canal |
| 1 | 98th Street SW | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | CD-1 | Puget Sound |

*In progress

| SSE # | Name | ACCESS | | | | | EQUITY | | HABITAT | Total | Council District | Water Body |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Gaps in Public Shoreline Access | Residential Density | Worker Density | Site Topography | Connectivity | Social | Racial | Potential Habitat Value | | | |
| 5 | SW Carroll St | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | CD-1 | Puget Sound |
| 6 | SW Andover St | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | CD-1 | Puget Sound |
| 9 | Fairmont Ave SW | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | CD-1 | Elliott Bay |
| 48 | S Eddy St | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | CD-2 | Lake Washington (S) |
| 66 | E Highland Dr* | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | CD-3 | Lake Washington (S) |
| 67 | E Lee St | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | CD-3 | Lake Washington (S) |
| 68 | 37th Ave E | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | CD-3 | Union Bay |
| 71 | E Hamlin St | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | CD-3 | Portage Bay |
| 72 | E Shelby St | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | CD-3 | Portage Bay |
| 110 | 32nd Ave W | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | CD-7 | Puget Sound |
| 111 | 30th Ave W | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | CD-7 | Puget Sound |
| 2 | SW Brace Point Drive | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | CD-1 | Puget Sound |
| 61 | E Olive Way | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | CD-3 | Lake Washington (S) |
| 62 | E Howell St | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | CD-3 | Lake Washington (S) |
| 65 | E Prospect St | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | CD-3 | Lake Washington (S) |
| 130 | NE 31st ST | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | CD-4 | Union Bay |
| 131 | NE 32nd St | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | CD-4 | Union Bay |
| 63 | E Harrison St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | CD-3 | Lake Washington (S) |
| 129 | NE 31st St | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | CD-4 | Lake Washington (N) |

*In progress

# UNIMPROVED SITE SCORES

| SSE # | Name | 2016 Status | ACCESS | | | | | EQUITY | | HABITAT | Total | Council District | Water Body |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Gaps in Public Shoreline Access | Residential Density | Worker Density | Site Topography | Connectivity | Social | Racial | Potential Habitat Value | | | |
| 33 | 7th Ave S | Not Yet Improved | 0 | 0 | 0 | 1 | 2 | 1 | 1 | 1 | 6 | CD-1 | Duwamish River |
| 121 | S Holgate St | No Public Access | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 6 | CD-2 | Duwamish River |
| 136 | Fremont Bridge | Not Yet Improved | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 1 | 6 | CD-6 | Ship Canal |
| 12 | Chelan Ave SW | Not Yet Improved | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 5 | CD-1 | Duwamish River |
| 27 | S Front St | No Public Access | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 5 | CD-2 | Duwamish River |
| 32 | S Riverside Dr (North End) | No Public Access | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 5 | CD-1 | Duwamish River |
| 42 | S Norfolk St | Not Yet Improved | 1 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 5 | CD-2 | Lake Washington (S) |
| 51 | S Atlantic St | Not Yet Improved | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 1 | 5 | CD-2 | Lake Washington (S) |
| 75 | University Bridge | Not Yet Improved | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 5 | CD-3 | Portage Bay |
| 142 | 15th Ave NW | Not Yet Improved | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 5 | CD-6 | Ship Canal |
| 11 | SW Hinds St | Not Yet Improved | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | CD-1 | Duwamish River |
| 30 | 2nd Ave S/S Orchard St | Not Yet Improved | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 4 | CD-1 | Duwamish River |
| 41 | S Cooper St | Not Yet Improved | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 4 | CD-2 | Lake Washington (S) |
| 43 | S Perry St | Not Yet Improved | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 4 | CD-2 | Lake Washington (S) |
| 44 | S Carver St | Not Yet Improved | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 4 | CD-2 | Lake Washington (S) |
| 58 | S Jackson St | Not Yet Improved | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 4 | CD-3 | Lake Washington (S) |
| 74 | E Martin St | Not Yet Improved | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 4 | CD-3 | Portage Bay |
| 80 | E Edgar St | Not Yet Improved | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 4 | CD-4 | Lake Union |

| SSE # | Name | 2016 Status | ACCESS | | | | | EQUITY | | HABITAT | Total | Council District | Water Body |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Gaps in Public Shoreline Access | Residential Density | Worker Density | Site Topography | Connectivity | Social | Racial | Potential Habitat Value | | | |
| 90 | McGraw St | Not Yet Improved | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 4 | CD-7 | Lake Union |
| 92 | Fremont Bridge/Florentia St | Not Yet Improved | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 4 | CD-7 | Ship Canal |
| 122 | NE 135th St | No Public Access | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | CD-5 | Lake Washington (N) |
| 124 | NE 90th Pl | Not Yet Improved | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 4 | CD-5 | Lake Washington (N) |
| 137 | NW 39th St | Not Yet Improved | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 4 | CD-6 | Ship Canal |
| 138 | 6th Ave NW/NW Bowdoin Pl | No Public Access | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 4 | CD-6 | Ship Canal |
| 139 | NW 40th St | No Public Access | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 4 | CD-6 | Ship Canal |
| 15 | SW Lander St | Not Yet Improved | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | CD-1 | Duwamish River |
| 69 | E Roanoke St | Not Yet Improved | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | CD-3 | Portage Bay |
| 83 | E Boston St | Not Yet Improved | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 3 | CD-4 | Lake Union |
| 125 | NE 85th St | Not Yet Improved | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 3 | CD-4 | Lake Washington (N) |
| 49 | S Holgate St | Not Yet Improved | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | CD-2 | Lake Washington (S) |
| 60 | E Pine St | Not Yet Improved | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | CD-3 | Lake Washington (S) |
| 73 | E Allison St | Not Yet Improved | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | **2** | CD-3 | Portage Bay |
| 100 | W Cramer St | Not Yet Improved | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | **2** | CD-7 | Ship Canal |
| 101 | W Sheridan St | Not Yet Improved | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | **2** | CD-7 | Puget Sound |
| 102 | 47th Ave W | Not Yet Improved | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **2** | CD-7 | Puget Sound |
| 104 | W Bertona St | Not Yet Improved | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **2** | CD-7 | Puget Sound |

| SSE # | Name | 2016 Status | ACCESS | | | | | EQUITY | | HABITAT | Total | Council District | Water Body |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Gaps in Public Shoreline Access | Residential Density | Worker Density | Site Topography | Connectivity | Social | Racial | Potential Habitat Value | | | |
| 105 | W Dravus St | Not Yet Improved | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | CD-7 | Puget Sound |
| 106 | W Barrett St | Not Yet Improved | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | CD-7 | Puget Sound |
| 107 | W Armour St | Not Yet Improved | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | CD-7 | Puget Sound |
| 108 | W Raye St | Not Yet Improved | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | CD-7 | Puget Sound |
| 103 | 48th Ave W | Not Yet Improved | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | CD-7 | Puget Sound |
| 64 | E Mercer St | No Public Access | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | CD-3 | Lake Washington (S) |
| 128 | NE 33rd St | Not Yet Improved | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | CD-4 | Lake Washington (N) |

# APPENDIX D: DETAILED SCORING METHODOLOGY

The following table describes, in detail, the data and methods we used to apply the scoring criteria to each shoreline street end.

| Theme | Criterion | Description | Data Source | Methodology |
|---|---|---|---|---|
| Access (Total: 7 points) | Gaps in public shoreline access (2 pts) | Street ends will be prioritized for improvement where the street end could fill a gap in public access to the shore. | Parks: City of Seattle "Parks" shapefile<br><br>Shoreline Street Ends: SDOT "Shoreline Street Ends" shapefile | Distances of 1 mile and ½ mile along the shore were evaluated on both sides of each shoreline street end. If no shoreline parkland or improved shoreline street end (according to SDOT's Improved Shoreline Street Ends map and criteria) lies within 1 mile of a shoreline street end on either side then the shoreline street end will receive 2 points. If no shoreline parkland or improved shoreline street end lies within ½ mile of a shoreline street end on either side then the street end will receive 1 point. |
| | Residential and worker density (2 pts) | To maximize the potential public benefit of an improved street end, street ends will be prioritized if they are located in areas with a high residential and worker population density. | Residential Density: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates; S0101 Age and Sex<br><br>Worker Density: U.S. Census Bureau, 2014 Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics; c000 Total Jobs by Census Block Group | For census block groups, the number of residents and workers was collected; these figures were then divided by the area of each census block group to arrive at residential and worker density. Then, a half mile buffer was drawn around each site. Residential density and worker density data from each census block group that intersected with the half mile buffer was considered in the analysis; the census block groups' data was weighted based on the proportion of the half mile buffer that it occupied. A weighted average was thus calculated for each site. These weighted averages were compared to the city of Seattle's overall averages. Sites were given 1 point if located in areas with higher than average residential density (12.7 residents per acre) and 1 point if located in areas with higher than average worker density (10.15 jobs per acre). |
| | Site topography (1 pt) | This criterion addresses the ease of physical access to and within the street end. Street ends with gradual slopes, and thus conducive to easy access, will be prioritized for improvement. | City of Seattle, "2FT Contours" shapefile | The contour file was converted to a raster format and slope was calculated. Looking site-by-site, we assessed the steepest continuous grade encountered across the site (specifically from the perspective of access from perpendicular street to shoreline). Sites were given 1 point if there was a less than 10% grade between the adjacent street and shoreline. |
| | Connectivity | Street ends will be prioritized if they are in close proximity to a pedestrian/bicycle path or bus stop. | Pedestrian/Bicycle Path: City of Seattle, "Seattle_BikeNetwork" shapefile<br><br>Bus Stop: City of Seattle, "Bus Stops" shapefile from SDOT Street Use map | A ¼ mile buffer was drawn around each site. This was then intersected with (1) the Seattle bike network shapefile which includes information related to multi-use trails and neighborhood greenways, and (2) a shapefile with all bus stops in Seattle. Sites were given 1 point if either a pedestrian/bicycle path or bus stop was located within this ¼ mile buffer. Sites were given 2 points if either a pedestrian/bicycle path or bus stop was located within a 1/8 mile buffer. |

| Theme | Criterion | Description | Data Source | Methodology |
|---|---|---|---|---|
| Equity (Total: 2 pts) | Social | If the street end is within an area with a disproportionate number of low-income residents, the street end will be prioritized for improvement. | U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates; Table C17002: Ratio of Income to Poverty Level in Last 12 Months | For census block groups, a variable was calculated to isolate the proportion of residents whose income fell below 200% of the poverty level (calculated as total population subtracted by population earning over 200% of poverty level and calculated as a percentage). A half mile buffer was drawn around each site and intersected with the census data. For each site, the census block groups' data was weighted based on the proportion of the half mile buffer that it occupied, thus calculating a weighted average for each site. These weighted averages were compared to the city of Seattle's overall average. Sites were given 1 point if located in areas with higher than average poverty population (23%). |
| | Racial | If the street end is within an area where a significant percentage of the population is non-white, the street end will be prioritized for improvement. | U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates; Table B03002: Hispanic or Latino Origin by Race | For census block groups, a "minority" variable was calculated by subtracting the total population by white alone/not Hispanic or Latino figure. A half mile buffer was drawn around each site and intersected with the census data. For each site, the census block groups' data was weighted based on the proportion of the half mile buffer that it occupied, thus calculating a weighted average for each site. These weighted averages were compared to the city of Seattle's overall average. Sites were given 1 point if located in areas with higher than average minority population (34%). |
| Habitat (Total: 1 pt) | Potential Habitat Value | If a shoreline street end has a high level of potential value for shoreline habitat, it will be prioritized for improvement. | City of Seattle, Shoreline Master Program 2012 Update, "Shoreline Restoration Project Sites"<br><br>City of Seattle, "2FT Contours" shapefile | A ¼ mile buffer was drawn around each site. Sites were given 1 point if either: (1) a shoreline restoration project from the Seattle Shoreline Master Program's Shoreline Restoration Plan is located within the buffer or (2) there is an existing bulkhead occupying more than 35 feet of shoreline with slopes conducive to bulkhead removal, defined as behind-bulkhead slopes of less than 5%, reaching 50' or more inland, and in-water slopes of less than 5% and reaching 35' or more into the water. |

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Seattle
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