

Planning Commission Meeting Date: May 19, 2016

Agenda Item: 6a

PLANNING COMMISSION AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Discussion of Potential Policies for the
145th Street Station Subarea Plan

DEPARTMENT: Planning & Community Development

PRESENTED BY: Miranda Redinger, Senior Planner

Public Hearing

Study Session

Recommendation Only

Discussion

Update

Other

INTRODUCTION AND BACKGROUND

145th Street Station Subarea Plan

On May 2, 2016, the City Council discussed potential zoning scenarios considered to date and selected a fourth alternative for study in the Final Environmental Impact Statement (EIS). The fourth alternative was based on the Planning Commission's recommendation for a Preferred Alternative- the Compact Community Hybrid. Council also decided to include an analysis of phasing for all potential growth scenarios (Connecting Corridors, Compact Community, and Compact Community Hybrid). If zoning were to be phased, Phase 1 could be implemented upon adoption of the Subarea Plan (2016) and Phase 2 could become effective in 2033 (10 years after the light rail station is anticipated to be operational). It is important to note that the Council did not designate a "Preferred Alternative"; they simply requested study of an additional zoning option and the concept of phasing.

The next step is to prepare the Final EIS, Subarea Plan document, and Planned Action and other adopting ordinances. A schedule for when the Commission should expect to discuss each of these documents is included in the Timing and Schedule section of this staff report. In order for the Commission to discuss the Subarea Plan at their July 21 meeting, it would be helpful for staff to understand any revisions that the Commission would like to make to policy language included in the 185th Street Station Subarea Plan and any new policies that would be unique to the 145th Street Station Subarea.

Approved By: Project Manager _____

Planning Director _____

Southeast Neighborhoods Subarea Plan

The Southeast Neighborhoods Subarea Plan was adopted in May 2010. It covered an area bounded on the south by 145th Street, on the west by 8th Avenue, on the north by 155th and 150th Streets, and on the east by Lake City Way. It contained portions of both the Ridgecrest and Briarcrest neighborhoods. When the Briarcrest neighborhood annexed into the city, most of the area was not assigned Comprehensive Plan designations, but given the place-holder "Special Study Area." The City worked with a Citizen's Advisory Committee from July 2008 until November 2009 to create a vision, craft policy recommendations, and adopt Comprehensive Plan and zoning designations.

The Southeast Neighborhoods Subarea Plan is included as Attachment A and the last page contains a map of the subarea boundaries. Attachment B contains a map that highlights the overlap between the two subareas. This staff report will explain why this overlap is relevant to tonight's discussion of potential policies for the 145th Street Station Subarea Plan in the Discussion section.

DISCUSSION

145th Street Station Subarea Plan

Most of the body of this section contains the policies that were included in the 185th Street Station Subarea Plan. While the Subarea Plan is an element of the City's Comprehensive Plan, these policies currently only apply to the 185th Street Station Subarea. For these policies to apply to the 145th Street Station Subarea as well, they will need to also be included in that Subarea Plan. Underline/strike-through format has been used to indicate potential revisions that would make the policies applicable to the 145th Street Station Subarea Plan. Discussion, comments, and questions are shown in *italics* or ***bold italics***.

One important difference between the two subareas is that the streets on which each of the stations will be located have distinctively different character. NE 185th Street is an internal connector within the 185th Street Subarea whereas NE 145th Street is a boundary to the 145th Street Subarea and the city. Therefore, when reviewing policies it may be pertinent to consider whether language should address and encourage a distinction between the future desired character for 145th and 155th Streets, and/or 1st, 5th, and 15th Avenues with regard to potential transportation, community design, economic development, or other considerations.

Southeast Neighborhoods Subarea Plan

The overlap of the 145th Street Station Subarea and Southeast Neighborhoods Subarea should be addressed for consistency and clarity. For example there are different land use designations and implementing zoning utilized within each of the subareas. The Southeast Neighborhood Subarea Plan uses the standard Comprehensive Plan land use designations (e.g. Low Density Residential, High Density

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Residential, and Mixed Use 2) while the 145th Street Station Subarea Plan proposes to use the station-specific land use designations (e.g. Station Areas 1, 2, and 3).

The Growth Management Act (GMA), 36.70A RCW, states that a comprehensive plan is to be an internally consistent document and, therefore, any subarea plan must be consistent with all elements of the comprehensive plan, including other subarea plans. The overlap of the proposed 145th Street Station Subarea and the Southeast Neighborhood Subarea has the potential to create inconsistencies and, therefore, an amendment should occur in order to address the overlap between the two subareas. The City Council will have the opportunity to add this amendment to the 2016 Comprehensive Plan Docket at their June 13, 2016 meeting when they are setting the final docket.

Should Council direction be to amend the boundaries of the Southeast Neighborhood Subarea Plan to "zipper" against the boundaries of the 145th Street Station Subarea Plan, some of the policies contained in the Southeast Neighborhood Subarea Plan would refer to areas no longer within the boundaries of that subarea. Therefore, in order to preserve the work of the Citizen Advisory Committee that created the Southeast Neighborhood Subarea Plan, staff recommends moving policies that refer to Paramount Park, Paramount Open Space, or 15th Avenue into the 145th Street Station Subarea Plan. These policies have been identified in the body of this section.

Staff believes that the majority of the policies in the Southeast Neighborhood Subarea Plan are consistent with policies that may be proposed for the 145th Street Station Subarea Plan, but if Commissioners wish to move additional policies from the former document to the latter, this would be an appropriate time to identify them.

LAND USE

- ~~1. The Station Area 1 (SA1) designation encourages Transit Oriented Development (TOD) in close proximity to future light rail stations. The SA1 designation is intended to encourage high density residential, building heights of 6 stories, public amenities, and commercial and office uses that support transit stations, neighborhood-serving businesses, employment, and other amenities desired by residents of the light rail station subareas. The zoning designation that is appropriate for this Land Use designation is MUR-70'.~~
- ~~2. The Station Area 2 (SA2) designation encourages Transit Oriented Development (TOD) in close proximity to future light rail stations. The SA2 designation is intended to provide a transition between the SA1 and SA3 designations, and encourage the development of higher density residential along arterials in the subarea, establish neighborhood commercial uses, reduce parking standards, increase housing choice, and transition to lower density homes. The zoning designation that is appropriate for this Land Use designation is MUR-45'.~~

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- ~~3. The Station Area 3 (SA3) designation encourages Transit Oriented Development (TOD) in close proximity to future light rail stations. The SA3 designation is intended to provide a transition between the SA2 designation and single family zoning, and encourages the development of medium density residential uses, some neighborhood commercial uses, and increased housing choice. The zoning designation that is appropriate for this Land Use designation is MUR-35'.~~

These policies are no longer needed within the light rail subarea plans because they were adopted as Land Use policies in the Comprehensive Plan as part of the 2015 docket process (Ord. 730) and so can be applied to both station subareas.

1. Promote adaptive reuse of historic structures.
2. Consider adoption of a fee-simple administrative subdivision process.
3. Promote more environmentally-friendly building practices. Options for doing so may include:
 - a. Adoption of International Green Construction Code
 - b. Encouraging the development of highly energy efficient buildings that produce or capture all energy and/or water used on-site (Net Zero).
 - c. Partner with the International Living Future Institute to adopt Living Building Challenge Ordinance and/or Petal Recognition Program. Petal Recognition could include achievement of at least three of the seven petals (site, water, energy, health, materials, equity, and beauty), including at least one of the following petals: energy, water, or materials, and all of the following:
 - i. Reduce total energy usage by 25 percent over comparable building type and/or Shoreline Energy Code
 - ~~ii. Reduce total building water usage by 75 percent, not including harvested rainwater, as compared to baselines estimated by the appropriate utility or other baseline approved by the Planning and Community Development Director. Use no potable water for non-potable uses~~
 - iii. Capture and use at least 50 percent of stormwater on site.

The language about water usage aligns more closely with Seattle's proposed legislation related to the Living Building Challenge, a green building rating system to recognize buildings meeting the highest level of sustainability.

4. More planning will be necessary to determine the specific requirements for meeting future demands on utilities, infrastructure, parks, and schools. Cost estimates will be an important component of this planning. In addition, funding sources will need to be identified.

Should any of these policies be modified?

Are there any new policies that should be added for Land Use specific to the 145th Street Station Subarea?

TRANSPORTATION

1. Develop a multi-modal transportation network within the subarea through a combination of public and private infrastructure investments. Emphasize the creation of non-motorized transportation facilities, such as sidewalks and bicycle paths, as well as improvements that support greater transit speed and reliability.
2. Encourage property owners and developers to incorporate non-motorized transportation facilities into development projects in order to complete the transportation network in the subarea. These facilities should be open to the public and recorded to ensure permanent access.
3. ~~Redevelop 185th Street/10th Avenue NE/NE 180th Street as the primary connection between Town Center, Aurora Avenue N, the light rail station, and North City for all travel modes. Create a corridor plan that:~~
 - a. ~~Includes analysis of all arterials and streets in the subarea to determine appropriate cross-sections for each classification, including sidewalks, amenity zones, and non-motorized facilities where appropriate.~~
 - b. ~~Includes generous bicycle and pedestrian facilities. Minimize conflicts between transit, vehicles and bicycles by designing bicycle facilities behind the curb.~~
 - c. ~~Identifies needed infrastructure to improve transit speed and reliability, such as queue jumps and transit signal priority~~
 - d. ~~Includes intersection and roadway improvements needed to maintain the City's adopted transportation level of service~~
 - e. ~~Results in a "boulevard" style street with tree canopy and amenity zones~~
 - f. ~~Explores opportunities for undergrounding of overhead utilities~~
 - g. ~~Amend the Engineering Development Manual to reflect crosssections for all classifications of arterials and streets in the subarea.~~
 - h. ~~Undertake additional analysis of potential impacts to NE 188th Street and Perkins Way and identify mitigations to calm traffic that will use these roads to access the station from the east, and provide additional safety features.~~
 - i. ~~Encourage redevelopment that occurs along the 185th Street/10th Avenue NE/NE 180th Street corridor to provide site access via side streets and/or alleyways in order to minimize driveways and conflict points with bicycles, pedestrians and transit.~~
 - j. ~~Incorporate recommendations of the 185th Street/10th Avenue NE/NE 180th Street corridor plan into the City's six year Capital Improvement Plan (CIP).~~
 - k. ~~Pursue opportunities and develop a strategy to maximize use of outside sources to fund or finance infrastructure projects throughout the subarea~~

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~~including federal, state and local grant agencies, private investments and the Landscape Conservation and Local Infrastructure Program (LCLIP).~~

Policy 3 above is not relevant to the 145th Street Station Subarea Plan and unnecessary for this subarea because a Corridor Study has already been completed. Should any of the bullets be kept or moved to another section- for example b, e, f, g, and/or k?

Should any policies address 155th Street and/or 1st, 5th, and 15th Avenues? Should there be a policy related to the 145th Street Corridor Study?

3. Monitor traffic impacts associated with redevelopment including cut-through traffic, vehicular speeding and spillover parking. Implement appropriate mitigation measures as needed such as traffic calming, police enforcement, or Residential Parking Zones.
4. Ensure that developments provide frontage improvements. In areas where the future design/cross section has not been confirmed, require fee-in-lieu-of payments that will fund future City improvements. Once the cross sections have been confirmed, require frontage improvements.
5. Evaluate opportunities to incorporate best practices for complete street design concepts, including grid patterns of short blocks and narrower lane widths.
6. Residential streets should allow for vehicular connectivity to the street grid in at least two directions and should provide pedestrian/ bike connectivity in at least three directions in order to facilitate convenient and efficient travel by all modes.
7. Implement improvements along 15th Avenue to revitalize business, increase pedestrian and bicycle safety and usability, and add vehicle capacity where necessary.

Policy 7 above is currently policy T6 in the Southeast Neighborhoods Subarea Plan. Since it references 15th Avenue specifically, staff recommends moving this policy to the 145th Street Station Subarea Plan.

Should any of these policies be modified?

Are there any new policies that should be added for Transportation specific to the 145th Street Station Subarea?

At the April 7 public hearing multiple Commissioners requested that policies be added with regard to design of an “Off-Corridor Network”, including that it be dedicated to non-motorized uses and physically separated from automobile traffic. Staff would appreciate specific language to address Commissioner concerns and/or aspirations.

Should any new policies addressing traffic calming, complete streets, or other issues be included in the 145th Street Subarea?

COMMUNITY DESIGN

1. Support Sound Transit's community involvement process during the design phase for stations and other light rail facilities.
2. Develop and facilitate a community design process to create and enhance public spaces, including bicycle and pedestrian amenities, art, and other placemaking elements.
3. Monitor visual impacts of mixed-uses with regard to nuisance or compatibility with surrounding development. Implement mitigations, such as modifications to signage and design regulations, as necessary.
4. During the transition of the subarea from low density residential development to mixed-use residential development, monitor the condition of structures and sites to ensure property is maintained in accordance with the City's Property Maintenance Code. Consider increasing resources for code enforcement in the subarea if through monitoring it is confirmed that compliance issues with the City's Property Maintenance Code are increasing.
5. Improve the area around 145th Street and 15th Avenue with place-making treatments, such as lighting, benches, and landscaping, to identify it as a gateway to the city.

Policy 5 above is currently policy CD13 in the Southeast Neighborhoods Neighborhood Subarea Plan. Since it refers to the intersection of 145th Street and 15th Avenue, staff recommends moving this policy to the 145th Street Station Subarea Plan.

Should any of these policies be modified?

Are there any new policies that should be added for Community Design specific to the 145th Street Subarea?

Should there be different community design considerations on 5th Avenue north and south of 155th Street?

Should there be additional emphasis on transition, either over time or between uses?

ECONOMIC DEVELOPMENT

1. Promote redevelopment of properties along the ~~185th Street/10th Avenue NE/NE 180th~~ 145th Street corridor and other arterials in the subarea to create a mixed use, neighborhood-oriented business district that connects Town Center and North City the light rail station with commercial districts along Aurora Avenue N and 15th Avenue, and at 5th Avenue and 165th Street. Strategies may include promoting conversion of single family homes to business uses, expanding opportunities for home based businesses, and offering economic incentives.
2. Identify priority nodes along 145th Street in which to target incentives for redevelopment that encourage catalyst projects and initial growth along this corridor.

Changes make these statements applicable to the 145th Street Station Subarea. Policy 2 above could be modified to focus on nodes such as existing commercial districts or within the walkshed of the station.

3. Consider incentive program for new buildings to incorporate Combined Heat and Power systems and other innovative energy saving solutions.
4. Study feasibility for non-permanent economic uses, such as food trucks and coffee carts, near complementary uses and during community events. Identify appropriate locations for these types of uses, public health requirements, and the necessary infrastructure to support them.

Should any of these policies be modified?

Are there any new policies that should be added for Economic Development specific to the 145th Street Station Subarea?

UTILITIES

1. Pursue Solarization program, community solar, or other innovative ways to partner with local businesses and organizations to promote installation of photovoltaic systems.
2. Coordinate with utility providers to identify and implement upgrades to existing underground utilities to support increased densities. Coordinate this work with projects included in the City's Capital Improvement Plan as well as in conjunction with right-of-way work performed by private development.
3. Develop a strategy for undergrounding overhead utilities.
4. Consider the use of alternative energy in all new government facilities.
5. Prepare information regarding how proposed redevelopment in the 1845th Street Station Area will be managed in relation to known hydrological conditions.

Changes make this statement applicable to the 145th Street Station Subarea.

6. Based on actual redevelopment and studies prepared for development within the Station Subarea, periodically analyze redevelopment patterns. Consider targeted planning efforts for areas that are not developing as envisioned.
7. Encourage and implement low impact development (LID) and green stormwater infrastructure to higher level than required by the Department of Ecology (DOE).
8. Explore sub-basin regional approach to stormwater management to reduce costs and incentivize redevelopment.

Should any of these policies be modified?

Are there any new policies that should be added for Utilities specific to the 145th Street Station Subarea?

PARKS, RECREATION, AND OPEN SPACE

- ~~1. Investigate potential funding and master planning efforts to reconfigure and consolidate existing City facilities at or adjacent to the Shoreline Center. Analyze potential sites and community needs, and opportunities to enhance existing partnerships, for a new aquatic and community center facility to combine the Shoreline Pool and Spartan Recreation Center services.~~

Not applicable to the 145th Street Station Subarea.

1. Consider potential acquisition of sites that are ill-suited for redevelopment due to high water table or other site-specific challenge for new public open space or stormwater function.
2. Explore a park impact fee or dedication program for acquisition and maintenance of new park or open space or additional improvements to existing parks.
3. Redevelop paths in Paramount Open Space to ensure at least one year-round connection between the east and west sides of the Ridgecrest Neighborhood.

Policy 3 above is currently policy PR6 in the Southeast Neighborhoods Subarea Plan. Since it specifically refers to Paramount Open Space, staff recommends that it be moved to the 145th Street Station Subarea Plan.

Should any of these policies be modified?

Are there any new policies that should be added for Parks, Recreation, and Open Space specific to the 145th Street Station Subarea?

Should there be policy language encouraging plaza or other public space at the stations themselves?

Should there be additional language encouraging the City to acquire available land adjacent to existing park or open space?

NATURAL ENVIRONMENT

1. Encourage preservation of stands of trees, and significant native trees, especially around the perimeter of a site.
2. Consider establishing a fee-in-lieu program for private property tree replacement that could be used for reforesting public open spaces.

Should any of these policies be modified?

Are there any new policies that should be added for Natural Environment specific to the 145th Street Station Subarea?

Given that there are more critical areas in the 145th Street Subarea, should there be additional policies regarding wetlands, streams, buffers, and/or potential mitigations?

HOUSING

1. Develop the systems necessary to implement and administer the City's affordable housing program.
2. Investigate financing and property aggregation tools to facilitate creation of affordable housing.

Note: This policy should NOT be construed to mean use of eminent domain. It provides guidance to examine potential tools recommended by partner organizations, which were more complex than those included in draft Development Code regulations for the subarea plan.

3. Analyze methods to maintain some affordable single family housing in addition to multi-family units as part of the City's affordable housing program.
4. Develop a fee schedule in SMC Title 3 to set the fee-in-lieu value for mandatory affordable housing at a rate that is equivalent to the cost of constructing the affordable unit, including ongoing maintenance and operation costs.

Should any of these policies be modified?

Are there any new policies that should be added for Housing specific to the 145th Street Station Subarea?

TIMING AND SCHEDULE

- May-June: Planning Commission discusses potential Development Code amendments for 145th Street Station Subarea Plan
- May-July: Consultant and staff team creates Final EIS, Subarea Plan, and Planned Action and other adopting ordinances
- July 7- Planning Commission meeting: Discuss Final EIS
- July 21- Planning Commission meeting: Discuss Subarea Plan
- August 4- Planning Commission meeting: Discuss Planned Action and adopting ordinances
- August 18- Planning Commission PUBLIC HEARING: Discuss Subarea Plan package and make recommendation to Council
- September 12- Council meeting: Study Session on Subarea Plan package
- September 26- Council meeting: Council adopts Subarea Plan package

RECOMMENDATION

Staff recommends that the Commission provide direction with regard to policies to be contained in the 145th Street Station Subarea Plan, including revising policies currently contained in the 185th Street Station Subarea Plan and, if necessary, developing new ones unique to the 145th Street Station Subarea.

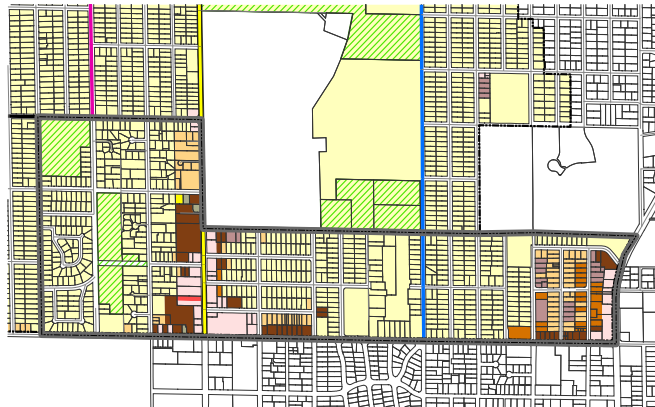
ATTACHMENTS

Attachment A: Southeast Neighborhood Subarea Plan

Attachment B: Map of overlap between subarea boundaries



Southeast Neighborhoods Subarea Plan May 24, 2010



The Southeast Neighborhoods Subarea is bounded on the south by 145th Street, on the west by 8th Avenue, on the north by 155th and 150th Streets, and on the east by Lake City Way. It contains portions of both the Ridgecrest and Briarcrest neighborhoods, and is comprised predominately of single-family households, most of which were constructed after WWII.

When it was annexed, most of the subarea was not assigned Comprehensive Plan designations, but given the place-holder “Special Study Area.” The City of Shoreline worked with a Citizen’s Advisory Committee from July of 2008 until November of 2009 to create a vision and craft policy and zoning recommendations. This subarea plan is a condensed version of their report.

The plan is intended to provide direction for the next 20 years. Many things will change in that time period. By 2030, there will likely be a light rail stop near 145th St. and Interstate 5. New automotive technology may have transformed the fueling, design, and maybe even necessity of cars. Successive generations may have different preferences for building and neighborhood design and amenities. New technologies may spur new industries and the job base and commercial districts will likely grow and evolve.

Yet while contemplating these uncertainties and determining how to incorporate them into the long-range vision for the subarea, the City wants to preserve existing aspects of these neighborhoods. The single-family character, friendly atmosphere, natural amenities, and other characteristics are all of paramount importance. Change may be inevitable, but it can be channeled to provide amenities and improvements and

prevented from negatively affecting the quality of life that is why people choose to live in this part of Shoreline.

Natural Environment

Goal: To provide a healthy and flourishing natural environment for the benefit of both human and wildlife residents, utilizing innovative technology and conservation measures



The community identified a number of natural characteristics that enhanced the quality of life in the neighborhood and were highly valued. These included the extensive tree canopy, vegetative cover, and prevalent wildlife, notably the varied list of bird species. They also acknowledged other existing, natural conditions that could pose problems in the process of development or redevelopment. These included the high groundwater table, poor soil conditions and infiltration rates that exist on some sites. This section attempts to balance natural capital with development.

Natural Environment Policy Recommendations:

NE1: Create incentives to encourage the use of innovative methods of protecting natural resources (solar power for lighting outside space, green storm water conveyance systems, new recycling options).

NE2: Create incentives to encourage innovative strategies to enhance the natural environment on and around developed sites (green roof and green wall techniques, hedgerow buffers, contiguous green zones through neighborhoods, green storm water conveyance systems).

NE3: When redeveloping a site, encourage incorporation of measures that improve or complement the community's natural assets such as its tree canopy, surface water elements, wildlife habitat, and open space.

NE4: Link green open spaces within subarea and then link them to those outside subarea to create trails.

NE5: Support creation of contiguous ecosystems, with attention to wildlife habitat, through development of a "green corridor," as a public/private partnership, including the area between Seattle's Jackson Park, Paramount Park, and Hamlin Park.

- NE6: Protect and renew (“daylight”) streams in the area.
- NE7: Create incentives to encourage enhancement and restoration of wildlife habitat on both public and private property through existing programs such as the backyard wildlife habitat stewardship certification program.
- NE8: Use green street designs in south Briarcrest to provide more green space for residents in that area and to link residents to an east-west trail that connects the area to other trails such as the Interurban Trail.
- NE9: Develop technical resources for better understanding of overall hydrology, including the locations of covered streams in the subarea, and recommend actions and measures to address existing stormwater drainage problems.
- NE10: Create incentives to plan all remodel and new development around substantial trees and groves of trees to preserve tree canopy.
- NE11: Retain and establish new trees, open spaces, and green belts.
- NE12: Use green buffers of specific buffer area to building height ratio between different land uses, especially where transition zoning is not possible.

Land Use

Goal: To promote smart growth, enhancement of local businesses and amenities, connectivity and transition between uses, and compatibility between potential development and the established residential character of the neighborhoods.



Because the Central Puget Sound region is a desirable place to live, its population is expected to grow over the next 20 years. Shoreline, due to its location and amenities, is likely to grow as well.

In general, the plan preserves the single-family character of the neighborhoods. However, a major focus of the plan is to increase housing choice by encouraging styles of “appropriate” infill development, such as Accessory Dwelling Units and small houses on small lots, rather than zoning large areas for higher density. This way, growth is diffused throughout the area, has minimal visual impact on neighboring houses, and provides extra living space for extended families or rental income.

In addition to encouraging infill development, the subarea plan identifies a few areas where access to transit, business corridors, and park amenities would allow multifamily homes and create areas with commercial and residential uses. To create a transition between single family areas and mixed-use commercial areas, the plan provides

for stepping down in zoning intensity from the areas designated for higher density or mixed-use to the single-family core of the neighborhood.

Land Use Policy Recommendations:

- LU1: Promote the analysis of impacts to the full range of systems as part of the planning and development process.
- LU2: Create incentives to use vegetated buffers between types of land use, in addition to transition zoning or open space.
- LU3: Development, as defined in the Comprehensive Plan, should be approached from the perspective of innovative options for increasing density.
- LU4: Establish policies and zoning to provide appropriate transitions between existing and proposed development and dissimilar land uses to minimize conflicts relating to solar access, noise, scale, etc.
- LU5: Place highest-density housing (mixed-use) on transit lines or in already established commercial zones.
- LU6: After updated regulations governing new development and redevelopment have been established, revisit the rules on a regularly scheduled basis for the purpose of enhancing the rules that work and eliminating those that don't work.
- LU7: Consider establishing a neighborhood business zone that would be restricted to non-residential uses, or some other solution to the problem of retail development being overlooked when residential development on the site yields more profit.
- LU8: Establish metrics, targets, baselines and a reporting timeframe to measure progress of social, economic and natural capital when evaluating Comprehensive Plan completeness.
- LU9: As the housing market and transportation technologies evolve to support more options, establish zoning designations for areas that may be appropriate for car-free zones or reduced parking standards.
- LU10: Quality of life for current residents in the subarea should be considered in decision-making processes that involve new development in the community, even though decisions must also take into account overall land use goals and the economic needs of the City as a whole.

Housing

Goal: To promote housing diversity, affordability and adaptability while respecting and maintaining the identified single-family character of the neighborhoods.



The subarea is mostly built out, with very few large tracts of raw land remaining, so most expected growth will occur as infill and/or redevelopment. Given that these options include a wide spectrum of styles and quality, how this housing would fit with the surrounding community posed one of the greatest challenges. Through a visual preference survey, a number of infill development concepts were identified as having good potential for being compatible with the existing neighborhood character. These include: Accessory Dwelling Units (ADU), small houses on small lots, cluster development, duplexes on corner lots, etc. Examples of some of these styles of housing and policy recommendations regarding their incorporation into the neighborhoods are included below.



Housing Policy Recommendations:

H1: Recognize and continue the area’s history of providing affordable yet diverse housing to a variety of residents across the income spectrum.

H2: New housing development that is added in the center of established neighborhoods of the SE Subarea should be consistent with neighborhood character. Lot size to structure ratios and the scale of building are important.

H3: Distribute low-income housing so that it is not all in one place in the neighborhood, prohibiting the development of large, low-income housing groups or units.

H4: Increase housing stock that attracts new residents by appealing to a diversity of buyers’ and renters’ interests, including:

- Energy efficiency
- Parking options
- Density/size/FAR
- Private/shared outdoor open space

- Affordable/quality/sustainable building materials and construction practices
- Multi-family/multi-generational/single family housing options
- Accessory Dwelling Units
- Adaptability

H5: Because existing housing tends to be more affordable than new construction, remodeling and refurbishing current stock should be encouraged over demolition and redevelopment.

H6: Review existing policies and City code on Accessory Dwelling Units and home businesses to promote low-impact density.

H7: Adopt regulations that would allow “cottage style” housing without compromising quality.

H8: Encourage “green” building through incentives, fees and /or tax policies.

H9: Encourage partnerships with non-profit affordable housing providers, land trusts, Community Development Corporations and other organizations whose mission involves increasing the stock of affordable housing.

Transportation

Goal: To promote connectivity, safety, alternative transportation and walkability throughout the subarea’s roadways and trail systems



This subarea faces a number of problems similar to those of other neighborhoods. Certain issues, most notably those related to 145th Street and increasing transit service, cannot be addressed on a subarea level because of complicated jurisdictional and funding logistics. Therefore, this subarea plan focuses on improvements to traffic safety, road treatments, and pedestrian and bicycle networks within the City’s boundaries and purview.

Transportation Policy Recommendations:

T1: Encourage “walkable” and “bikeable” neighborhoods and intra-area connections through incorporation of safe pedestrian and bicycle corridors.

T2: Retain, improve, and expand public transit.

T3: Increase local transit service to economic hubs and schools (in addition to service to downtown Seattle) that focuses on east/west connections.

T4: Improve automobile traffic flow on major arterial corridors to accommodate increased density.

T5: Implement traffic calming measures on priority local streets between 145th and 150th Streets, as well as other local roadways to improve safety and reduce cut through traffic.

T6: Implement improvements along 15th Ave. to revitalize business, increase pedestrian and bicycle safety and usability, and add vehicle capacity where necessary.

T7: Work with neighbors to complete more “green street” type projects that will “complete” the street right of way and add pedestrian ways without adding curb-gutter and sidewalk.

T8: Add bus shelters at busy stops.

T9: As part of potential redevelopment of the commercial area on Bothell Way, address the east/west access issues to promote neighborhood connectivity to businesses, while protecting the residential neighborhood from cut-thru traffic.

T10: As part of the update of the Transportation Master Plan, also consider smaller, innovative solutions to reducing automobile dependence, such as circulator busses, car-sharing, bike rentals, etc.

T11: Encourage the City to work with Seattle, King County, Sound Transit, and WSDOT to undertake a corridor study on 145th St. that would result in a plan for the corridor to improve safety, efficiency, and modality for all users. This plan should include adjacent neighborhoods in the process, and should have a proposed funding strategy for implementation.

Parks, Recreation & Open Space

Goal: To preserve, protect and promote creation of public spaces that balance needs for human recreation, animal habitat, and natural vegetative growth



The subarea contains or is adjacent to several of Shoreline’s parks, including Hamlin, South Woods, and Paramount Park and Open Space. The following policies are proposals for implementation by the City as resources permit, recognizing that the Parks Department and Board have their own Master Plan and processes. The City has an interest in acquiring lands adjacent to Paramount Park Open Space.

Parks, Recreation & Open Space Policy Recommendations:

PR1: Support development of a trail/designated pathway connecting the Interurban trail and the Burke-Gilman trail with Paramount Park (upper and lower), Hamlin Park, South Woods, and Seattle’s Jackson Park.

PR2: Encourage development of sidewalks, footpaths, green streets, and signage on existing walkways near trail areas.

PR3: Use incentives to encourage development of more open/green space.

PR4: For larger-scale developments, establish a standard for proportional area of open space created or green space preserved.

PR5: Provide reasonable signage at main entrances to all parks.

PR6: Redevelop paths in Paramount Open Space to ensure at least one year-round connection between the east and west sides of the Ridgecrest Neighborhood.

Economic Development

Goal: To promote development of businesses that serve needs of local residents, add to vibrancy and socially-oriented identity of neighborhoods, and provide jobs



The neighborhood supports opportunities for establishment of local gathering places and nodes of business activity where needed goods and services are located within walking distance, and could provide employment opportunities for local residents.

Economic Development Policy Recommendations:

ED1: Encourage the creation of community gathering places. Create nodes (indoor & outdoor) for gathering and social interaction.

ED2: Revitalize the local economy by encouraging new business that is beneficial to the community in terms of services, entertainment, and employment.

ED3: Increase small-scale economic development (e.g., retail, office, service) that employs local people and complements residential character.

ED4: Inventory and promote the SE Subarea resources and opportunities, such as redevelopment at Shorecrest, Public Health Labs, and Fircrest.

ED5: Encourage community groups to define specific types of commercial, retail and professional businesses to best serve needs of subarea residents.

ED6: Encourage home-based business within the parameters of the residential zoning to bolster employment without adverse impact to neighborhood character.

ED7: Attract neighborhood businesses with support from the Economic Development Advisory Committee that could be sustained by the community.

ED8: Continue active participation from the City and the neighboring community in determining most beneficial uses, practices, and mitigation in long-term plans for Fircrest.

ED9: Encourage staff to identify potential Capital Improvement Projects that support the adopted subarea plan vision for business areas in the southeast neighborhoods.

ED10: Modify commercial zoning regulations to require that mixed-use buildings be designed to accommodate ground level commercial uses along arterial street frontages.

Community Design

Goal: To encourage well-planned design of systems and appropriate transitions between different uses so that positive impacts of growth are realized and negative impacts may be minimized



Over the next 20 years, the community wished to maintain a reputation of supporting a diverse population base and providing some of the City’s most affordable housing options. Another priority was to retain green and open space so that a variety of wild flora and fauna would also continue to live in the neighborhood. There was widespread support for a thriving business district and alternative forms of housing, as long as they were visually compatible with existing single-family homes. Concentrating on elements of design and transition and articulating standards could provide an effective method to bring the vision to fruition.

Community Design Policy Recommendations:

CD1: Development regulations applicable to the SE Subarea should be predictable and clear, written in a manner that reduces uncertainty for developers, City staff, and the community.

CD2: Development & Land Use designs and patterns should contribute to the vitality of the area as a whole, serving the broader community and immediately adjacent neighbors, using compatibility criteria and incentives to be determined.

CD3: Encourage planning of local “hubs” for provision of services and gathering places.

CD4: Support development of a plan to implement a network of “feeder” pathways/trails (may also be in the form of green streets) to connect neighborhoods to larger, city-wide walkways (such as a potential trail connecting Interurban, Hamlin, Southwoods & Burke-Gilman) and to encourage walkable neighborhoods.

CD5: Encourage redevelopment and revitalization of existing infrastructure (schools, businesses, single and multi-family structures) by providing incentives.

CD6: Community design should be pedestrian-oriented with incentives for development and redevelopment to open new or enhance existing pedestrian access and green spaces.

CD7: Establish rules and incentives that ensure developments are planned in ways that are consistent with the communities' vision of three-pronged sustainability (economic, environmental and social equity).

CD8: Establish density and zoning regulations and design review processes that are flexible enough to allow for creativity in design, but restrictive enough to ensure the protection of the community, especially the immediately adjacent neighbors.

CD9: Use medium- to low-density, multi-family units as transitional areas from high-density residential or commercial properties to single-family homes.

CD10: Modify the existing R-48 transition regulations to permit a 50 foot height limit (60 feet through a conditional use process) only if the subject site is adjacent to R-24 or R-48 residential zones or commercial zones and not adjacent to residential zones with a density less than R-24.

CD11: Take advantage of city, state, and federal pilot projects whose focus is improvement of the environmental health of the community, such as green streets, innovative housing designs, alternative power generation, etc.

CD12: Establish rules and incentives that ensure actions occur in a manner that is consistent with the community's vision, while still promoting and providing incentives for redevelopment.

CD13: Improve the area around 145th St. and 15th Ave. with place-making treatments, such as lighting, benches, and landscaping, to identify it as a gateway to the City.

CD14: Work with community groups, neighborhoods and outside experts to promote "community gardens" for production of food and recreation.



City of Shoreline
Geographic Information System

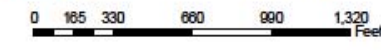
Southeast Shoreline

Project name: CompL1\GIS\Shoreline_11_17_Opt.mxd
File date: 11/22/09

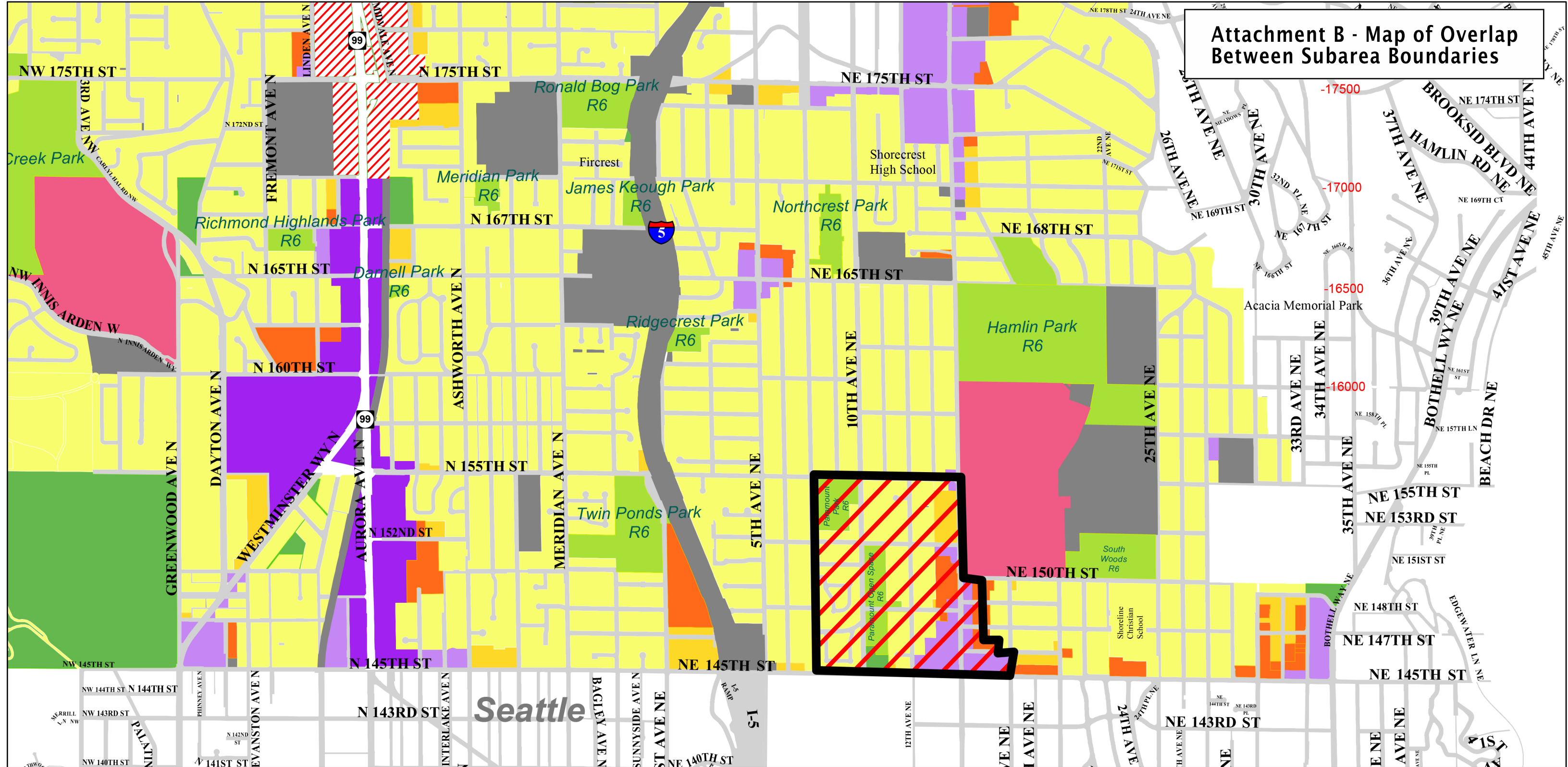
Proposed Land Use

Final Option

- | | | | | | |
|----------------------------|-------------------------------|------------------------------|---------------|------------------------|---------------------------|
| Low Density Residential | Regional Business | North City Business District | City Boundary | Principal Arterial | Park |
| Medium Density Residential | Public Facilities | Campus | Open Water | Minor Arterial | Park Expansion |
| High Density Residential | Special Study Area | Private Open Space | Planning Area | Collector Arterial | Unclassified Right of Way |
| Mixed Use | Ballinger Special Study Area | Public Open Space | Interstate | Neighborhood Collector | Tax Parcel |
| Community Business | Briarcrest Special Study Area | | Local Street | | |



Attachment B - Map of Overlap
Between Subarea Boundaries



Area of Overlap Between SE Neighborhoods Subarea Plan & Potential 145th Street Station Subarea Plan

