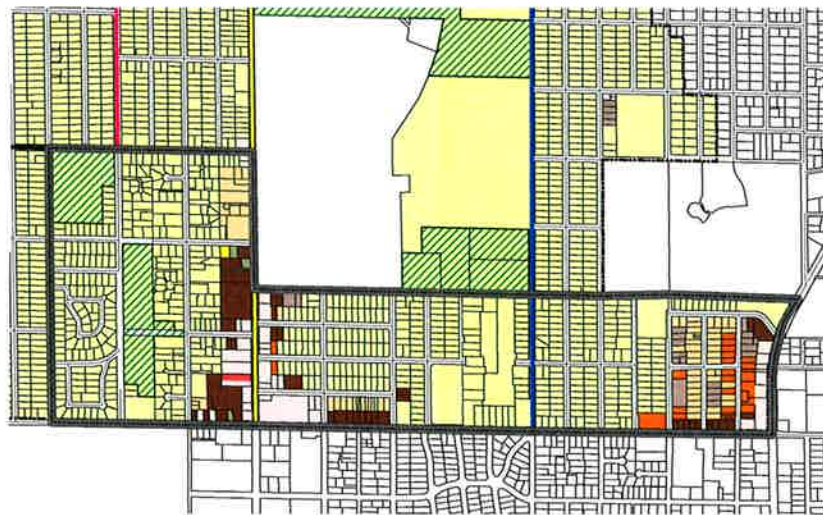


Southeast Neighborhoods Subarea Plan Report



developed by the
Citizens' Advisory Committee
with support of the City of Shoreline
Planning and Development Services Department

November 19, 2009



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Introduction/Background

When the official City Comprehensive Zoning Map was adopted by Ordinance 292 on January 7, 2002, several segments were designated as Special Study Areas. The designation was intended to be a place-holder until the areas could be analyzed in further detail to determine a long-range vision. Two of these are the Briarcrest Special Study Area and the Paramount Special Study Area (located predominantly in the Ridgecrest neighborhood).

Properties in special study areas have zoning, but do not have accompanying Comprehensive Plan designations; i.e., no long-range vision. The purpose of the Southeast Neighborhoods Subarea Plan was to rectify the lack of direction in the existing Comprehensive Plan Map.

The City of Shoreline formed a Citizen's Advisory Committee (CAC) to work with staff to develop a subarea plan that provided proper study of these areas, proposed a long-range vision, identified infrastructure priorities, implemented appropriate zoning (if different than the current zoning) and informed development of code modifications.

The study area boundaries covered approximately half of the Briarcrest neighborhood and a portion of the Ridgecrest neighborhood, hence the name Southeast Neighborhoods Subarea Plan. Most of this area was defined as a "special study area," except for parcels between 30th Avenue NE and Bothell Way and between 8th and 15th Avenues NE, which already had existing Comprehensive Plan designations.

An initial decision of the committee was to organize the subarea plan with similar elements used in the City of Shoreline's Comprehensive Plan, as follows:

- Land Use
- Housing
- Transportation
- Parks, Recreation and Open Space
- Economic Development
- Community Design
- Natural Environment

Other guiding City documents that informed their decision-making included the Shoreline Environmental Sustainability Strategy, the Comprehensive Housing Strategy, and the Economic Development Strategy. The CAC sought to incorporate recommendations from these long-range strategies and the citizen groups who formulated them into their planning efforts. For example, the Natural Environment category is not included in the current Comprehensive Plan, yet in accordance with principles set forth in the Environmental Sustainability Strategy, the committee felt it important to make recommendations on this topic.

Process

The subarea plan process began with staff touring the neighborhoods with a group of residents in the early spring of 2008 to discuss issues that faced the subarea as well as to identify some defining characteristics. An Open House public meeting was held on March 19, 2008, during which the community was introduced to the subarea plan process and Smart Growth principles, and asked to provide input about their concerns and goals for the area. A second community Open House was held on May 20, 2008, where members of previous Citizen Advisory Committees spoke about their experience, and the public was invited to apply for the Subarea Plan CAC.

Twenty-three citizens ended up applying for the committee and sixteen of these were appointed by City Council on June 16, 2008. The CAC consisted of 16 members, all of whom lived or owned property within the boundaries of the subarea or were a representative of one of the neighborhood organizations or a City commission. The group was equally divided by gender and displayed a representative diversity in length of residence, age, occupation and interests. The committee held their first meeting on July 15, 2008.

Because the committee decided to develop the subarea plan using the same categories as the Comprehensive Plan, they felt it important to have a similar base of background knowledge about each topic. They invited experts (predominantly City staff from appropriate departments) to present logistic and budgetary considerations that they should use to inform their deliberations and recommendations. They heard from Traffic Engineers, the Economic Development Manager, Parks and Public Works Directors, the Wastewater District Manager, and others.

They then began to formulate their recommendations by identifying neighborhood characteristics and an inventory of existing amenities and issues. They created goals and policy recommendations for each categorical element. They made a presentation to City Council on April 6, 2009 to inform them of progress and discuss preliminary proposals. They held an Open House for the community to solicit feedback on June 16, 2009. After considering responses and incorporating suggestions from Council and the neighborhoods, the CAC came to agreement on the goals and policy recommendations and focused on the task of finalizing the zoning map.

In order to finish before the holidays, they decided to increase the frequency of their meetings from bi-weekly to weekly, and also to begin each of the meetings where they would discuss the zoning map with a half-hour public comment period. Through vigorous debate, compromise and democratic processes the committee adopted the Comprehensive Plan and zoning recommendations on November 10 and the Subarea Plan Report, complete on November 17, 2009.

Report of the Citizen's Advisory Committee:

The CAC Committee Goal:

To recommend a plan for the City of Shoreline Southeast Neighborhoods Subarea that satisfies:

- 1) The desire of residents to preserve and enhance the current quality of life in the subarea neighborhoods; and
- 2) The need to accommodate some increase in residential and business density in the subarea neighborhoods over the next 20 years.

The S.E. Subarea Plan:

Purpose:

- To identify existing problems or issues that require attention from the City;
- To identify what level of increase in residential and business growth might be reasonable and desirable in the subarea over the next 20 years; and
- To identify means of accomplishing changes in density with maximum benefit and minimum harm to the existing quality of life.

Goals:

- To provide a summary of issues that have been identified by residents as currently affecting neighborhood quality of life; and
- To provide recommendations that would create a framework for constructively addressing issues that have been identified or could arise from increases in density.

To inform their work, the committee identified an Inventory of Neighborhood Characteristics and Issues within the subarea, which are included as Appendix A. This laid the groundwork to focus on what the community could be like over the next twenty years, based on the belief that properly-managed growth may expand the opportunities for current residents and future generations, without negatively impacting the desirable attributes of the subarea and surrounding neighborhoods. The Committee also discussed quality of life values which are reflected below.

Quality of Life Values:

The subarea plan strives to maximize the retention, conservation, and preservation of valued neighborhood characteristics such as:

1. Social capital - friendly, well informed, diverse, participatory neighbors
2. Safety
3. Existing single family/adaptive housing
4. Great parks, wildlife corridors, tree canopy
5. Small local businesses
6. Sense of unique identity and history
7. Quality of students, teachers, schools
8. Quiet

9. Clean air/water
10. Retention of a unique neighborhood identity
11. Core residential character that is single-family homes
12. Thriving/solid social fabric/social networks
13. Sustainable practices that protect quality of life and economic stability
14. Abundant natural environment of trees, vegetation, wildlife, and open spaces
15. Diversity expressed in resident demographics, available housing, and recreational/social opportunities, but complementary to core character of single-family, detached dwellings
16. Business enterprises that mesh well with neighborhood character
17. Attractive, livable, flexible housing

Delineation of the values and issues accomplished two primary objectives. First, clearly-defined issues ensured the committee generally agreed on the problems needing to be addressed, and what values were shared or conflicting within the subarea as represented by the committee. Second, the issues defined the basis for evaluating solutions developed during the process.

They next identified the assumptions under which they were operating. The purposes of this exercise were to gauge whether committee members were of a like mind concerning certain core principles, and so they would not have to reiterate common themes in each section of goals and policy recommendations. They are based on beliefs that the committee felt represent the cultural standards and values of the community at large. They are included here as background.

Operating Assumptions:

1. The subarea plan should facilitate and complement the objectives established by the Comprehensive Plan, and the Housing, Sustainability and Economic Development Strategies.
2. The committee should accept problems that are beyond their control for exactly what they are – problems (i.e., 145th St. traffic), and try to recommend policies and regulations that do not worsen the problem.
3. Property owners have a reasonable expectation that their interests will be considered in future land use actions.
4. Neighborhood character can be preserved and even improved. This could be accomplished through a variety of methods including: design review, proscriptive regulations and/or bulk and height restrictions.
5. Demographic changes (identified in the Comprehensive Housing Strategy, including aging population, fewer couples with children, more singles, etc.) and rising costs will increase demand for housing alternatives that are not the traditional single-family home.
6. Neighborhoods should strive to balance environmental sustainability with social equity and economic development.

7. Small scale retail and personal service uses are appropriate in designated areas to accommodate the everyday needs of nearby residents.
8. The community values its parks and open spaces and will look for opportunities to enhance forest and ecosystem health, with consideration for financial limitations of the City and its residents.
9. Development in Shoreline is likely to continue, so rather than attempt to stop it, the community should prepare by crafting policies and regulations that will mold it into something attractive and amenable to neighbors.
10. Increased density may be acceptable when it provides a benefit to the community.
11. Ensuring that a diverse mix of people can live in the Southeast Neighborhoods Subarea will enhance the area's ongoing vibrancy and quality of life.

The next step in the process was to delve into the specifics of the different categorical elements to determine goals and policy recommendations. The following section of this subarea plan will go through each category considered by the committee to delineate their goals and policy recommendations for each.

The **goals** represent an intermediary step between the identification of existing character, values, issues and assumptions and the development of specific **policy recommendations** that the CAC will direct City staff, Planning Commission and Council to consult when drafting regulatory language to implement their suggestions.

Land Use

Intent: 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.



Relatively little development activity has occurred within the subarea since annexation, but residents repeatedly expressed concern about the potential for such at all forums for public input. One of the key issues addressed during the planning process was to determine locations where new development should be promoted or restricted, with particular emphasis on the role of residential development in the subarea.

Having previously identified issues currently or potentially affecting the subarea, the committee was able to differentiate between those whose solutions could be supported by additional growth and development and those that could negatively impact the residential quality of life as a consequence of such growth and development.

Neighborhood goals of increasing transit service, development of sidewalks and trails, encouragement of sustainable development and affordability components, and establishment of retail businesses and “third places” could all be positive benefits of increased density. Concerns over increased population included impacts to traffic, parking, natural environment, storm-water drainage and the high water table, as well as loss of privacy, peace and neighborhood identity.

The following goals and policy recommendations represent the committee’s attempt to realize the benefits of inevitable population growth over time while mitigating negative impacts to the extent possible.

Land Use Goals:

1. Promote the analysis of impacts to the full range of systems as part of the planning and development process.
2. Encourage mixed use along transit and commercial corridors.
3. Create incentives to use vegetated buffers between types of land use, in addition to transition zoning or open space.
4. Development, as defined in the Comprehensive Plan, should be approached from the perspective of innovative options for increasing density.

Land Use Policy Recommendations:

1. 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.
2. Analyze scenarios of maximum build-out.
3. Place highest-density housing (mixed use) on transit lines or in already established commercial zones.
4. 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.
5. 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.
6. Establish metrics, targets, baselines and a reporting timeframe to measure progress of social, economic and natural capital when evaluating Comprehensive Plan completeness.
7. 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.
8. 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

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



Recommendation #2 under “Housing Choice and Neighborhood Character Strategies” in the Comprehensive Housing Strategy advises to “Test changes in the comprehensive plan and/or development regulations designed to encourage housing choice through pilot projects in select and limited sites or on a broader scale as a result of

a defined neighborhood subarea planning and design process.” Another charge of the Housing Strategy is to “Use the neighborhood subarea process to identify areas that could support innovative projects and articulate specific compatibility criteria.” Since adoption of the strategy, the SE Neighborhoods Subarea Plan CAC is the first to be able to recommend where and how new or revisited housing styles and code changes may be implemented as pilot projects.

Because the subarea is mostly built out, with very few large tracts of raw land remaining, 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 to the committee. There were many discussions about what constituted and how to promote “appropriate” infill development.

One style of development that many committee members felt was incompatible with neighborhood character were large homes commonly referred to as “megahouses.” The definition of the term varies widely. Some define a mega-house simply by its size. Others define it as a structure that is out of proportion to the size of the lot on which it is built or to its neighbors, and often this is expressed in terms of a Floor Area Ratio (FAR). As the Comprehensive Housing Strategy Citizen Advisory Committee also opted to do, the subarea plan CAC declined to make specific recommendations on the subject of “megahouses” until staff, Planning Commission and City Council could look at the matter more thoroughly, research the success of programs and policies implemented by neighboring jurisdictions, create a definition and FAR standards to meet local needs, and look at impacts of the issue city-wide.

As part of their discussion about what styles they felt would be complementary or detrimental to neighborhood character, the committee participated in a visual preference survey, discussed design elements, and examined different housing styles, including Accessory Dwelling Units (ADU), small houses on small lots, cluster development, duplexes on corner lots, etc. Examples of some of these styles of housing are pictured below.





In addition, the examples below are development styles that the committee rated highly in their Visual Preference Survey.



Based on these preferences for particular styles of housing or architectural elements, the following goals and policy recommendations address options that the committee felt would be a good fit in their neighborhoods, and also delineate how to promote compatibility between new styles of development and existing neighborhood character. Staff, Planning Commission and City Council will use these goals and recommendations to develop specific code language to modify requirements for these housing styles. For example, the current Development Code states that in order to build a detached Accessory Dwelling Unit, the lot must be a minimum of 10,000 sq. ft. To make this option available to more families, it may be appropriate to reduce the minimum lot size.

Housing Goals:

1. Recognize and continue the area's history of providing affordable yet diverse housing to a variety of residents across the income spectrum.
2. 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.
3. 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.
4. Increase housing stock that attracts new families by appealing to a diversity of buyers' 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
 - Balance rental and ownership options
 - Adaptability
5. Because existing housing tends to be more affordable than new construction, remodeling and refurbishing current stock should be encouraged over demolition and redevelopment.

Housing Policy Recommendations:

1. Review existing policies and City code on Accessory Dwelling Units and home businesses to promote low-impact density.
2. Adopt regulations that would allow "cottage style" housing without compromising quality.
3. Create incentives to remodel and retrofit the current stock of single-family homes.
4. Encourage "green" building through incentives, fees and /or tax policies.
5. Consider adding language to the Development Code to restrict development of "megahouses".
6. 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.
7. Remove obstacles to adult family homes in residential zoning districts.

The committee opted to not make many changes to designations on the zoning map that would allow greater densities in order to accommodate expected population growth. As an alternative, they recommended revisiting the existing regulations regarding Accessory Dwelling Units as well as the code language developed for cottage housing immediately before its repeal. Staff has slated time to examine existing code language and propose changes to implement committee recommendations on their 2010 work plan.

The committee examined these housing styles, their impacts on surrounding neighborhoods, design standards and other controls that may be established to encourage compatibility with existing character, as well as policies of other cities that encourage their development. They determined that promoting such development could afford the neighborhood opportunities to increase density, thereby becoming more attractive to retail, service and transit development. Other benefits include the tendency of these styles to complement neighborhood character in terms of house size and architectural features, and also to be accommodating to changing family needs, such as aging parents, children unable to afford their own home, or providing rental income.

Another concept the committee discussed on several occasions was “adaptive” housing. The City’s Development Code has no definition for the term, but the basic premise is that an existing house may be modified to accommodate the changing lifestyle needs of its occupants. Such houses are usually single story with simple rooflines that are sited in the front or back third of lot to make remodels or additions easier in the future. They are usually designed to have larger bathrooms and wider hallways and doorways, level entries, and a bedroom and bathroom on the main floor. The goal is not to build in all the expensive amenities, but to make changes easier when they are needed.

Transportation

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



After study of this issue and conversations with transportation planners and engineers, the committee realized that they may not be able to affect as much change as desired regarding certain identified problems because of complicated jurisdictional and funding logistics.

One of these areas is N. 145th Street. When Seattle annexed north to N. 145th Street fifty years ago, standard practice was to set the boundary at the center line of the roadway. However, by the time Shoreline incorporated in 1995, state law had changed so that boundaries were set at the edge of the right-of-way. This resulted in a situation where the east-bound lanes of 145th are in Seattle, the west-bound lanes are in

unincorporated King County, and the Shoreline city limits begin at the northern edge of the Right-of-Way. In addition, all of N. 145th St. is a state highway. Because of these considerations, the CAC scaled back their ambitions about improvements on the roadway that would facilitate better pedestrian access, etc.

This was also the case with mass transit service, especially with King County METRO. The neighborhoods were very supportive of increased bus service, additional stops, shelters, etc. However, because METRO funding comes primarily from sales tax revenue, the existing economic situation had caused a significant budget shortfall. The CAC recognized that service levels will continue to be affected primarily by the ebb and flow of economic tides, but opted to include language supporting additional service, and encouraged the City to continue working with METRO to make Shoreline a more transit-friendly community as funding becomes available.

They also chose to focus goals and recommendations regarding potential improvements to traffic safety, road treatments, and pedestrian and bicycle networks within the City's jurisdiction.

Transportation Goals:

1. Encourage "walkable" and "bikeable" neighborhoods and intra-area connections through incorporation of safe pedestrian and bicycle corridors.
2. Retain, improve, and expand public transit.
3. Increase local transit service to economic hubs and schools (in addition to service to downtown Seattle) that focuses on east/west connections.
4. Improve automobile traffic flow on major arterial corridors to accommodate increased density.
5. Implement traffic calming measures between 145th and 150th Streets as well as other local roadways to improve safety and reduce cut through traffic.
6. Implement improvements along 15th Ave. to revitalize business, increase pedestrian and bicycle safety and usability, and add vehicle capacity where necessary.

Transportation Policy Recommendations:

1. 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.
2. Add bus shelters at busy stops.
3. 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.
4. 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.
5. 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

Intent: 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 City has improvements to these and other parks planned through their Master Plan and funding from the 2006 Parks Bond. The Parks Board governs initial decision-making and approves scheduled updates to this Master Plan, and a Citizen's Advisory Committee was currently being formed to create its own recommendations for the "trails" component of the plan. Because of this existing structure and timetable for parks planning efforts, the subarea plan CAC submitted the following recommendations to those tasked with Park plan updates, in hopes that they would consider the subarea's vision for local parks in their deliberations.

Parks, Recreation & Open Space Goals:

1. Support development of a trail/designated pathway connecting the Interurban trail with Paramount park (upper and lower), Hamlin park, South Woods, and to the Burk-Gilman trail.
2. Encourage development of sidewalks, footpaths, green streets, and signage on existing walkways near trail areas.
3. Use incentives to encourage development of more open/green space.

Parks, Recreation & Open Space Policy Recommendations:

1. As the population increases, establish target metrics for park space per capita and ensure that parks development and funding keep pace with development.
2. For larger-scale developments, establish a standard for proportional area of open space created or green space preserved.
3. Add a sign to the entrance on the west side of Paramount Open Space (9th Place NE) and to the east side of the park (12th Avenue NE and NE 148th Street) which are the park's main entrances. Add a sign on the west entrance of the park at 10th

Avenue NE and NE 151st Street where the path connects Paramount Open Space with Paramount School Park

4. Upgrade the path over Little's Creek in Paramount Open Space to provide a more permanent solution to the extremely muddy condition during wet weather. The path is a primary connection between the east and west sides of the Ridgecrest neighborhood.

Economic Development

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



During a presentation to the CAC, the City's Economic Development Manager tasked them to consider businesses that they would patronize on a daily basis because once a business has invested in a community, it depends on neighborhood support. He also encouraged the committee to envision plazas and nodes of business activity rather than more traditional retail development. The CAC incorporated these suggestions, placing priority on establishment of neighborhood gathering places, employment opportunities for local residents and compatibility with adjacent residential uses.

Economic Development Goals:

1. Encourage the creation of community gathering places. Create nodes (indoor & outdoor) for gathering and social interaction.
2. Revitalize the local economy by encouraging new business that is beneficial to the community in terms of services, entertainment, and employment.
3. Increase small-scale economic development (e.g., retail, office, service) that employs local people and complements residential character.
4. Re-evaluate regulations with respect to home-based businesses with the intention of encouraging this type of business.
5. Increase access to locally made products and locally grown foods.
6. Inventory and promote the SE Subarea resources and opportunities, such as Shorecrest redevelopment, Public Health Labs, Fircrest, etc.
7. Support small business development within the subarea.
8. In accordance with mandates of the Growth Management Act and the Puget Sound Regional Council's recommended standards, be attentive to concurrency requirements regarding job creation relative to development.
9. Encourage community groups to define specific types of commercial, retail and professional businesses to best serve needs of subarea residents.

Economic Development Policy Recommendations:

1. Encourage home-based business within the parameters of the residential zoning to encourage employment without adverse impact to neighborhood character.
2. Attract neighborhood businesses with support from the Economic Development Advisory Committee that could be sustained by the community.
3. Continue active participation from the City and the neighboring community in determining most beneficial uses, practices, and mitigation in long-term plans for Fircrest.
4. Encourage staff to identify potential Capital Improvement Projects that support the adopted subarea plan vision for business areas in the southeast neighborhoods.
5. Modify commercial zoning regulations to require that mixed use buildings be designed to accommodate ground level commercial uses along arterial street frontages.

Community Design

Intent: 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



The subject of transitions was often discussed, and committee members felt that in concert with design standards, these could have a significant effect on preserving community values of privacy, and their identity as predominantly single-family neighborhoods, even as the subarea evolved to accommodate successive generations.

Over the next 20 years, they envisioned hubs of retail activity where neighbors could gather, leaving their cars in their driveways in favor of walking or biking for errands. They imagined green corridors for wildlife as well-managed habitat for native species of flora and fauna. They wished to maintain their reputation of supporting a diverse population base and providing some of the City's most affordable housing options. They believed that concentrating on elements of design and articulating standards was an effective method to bring their vision to fruition.

Community Design Goals:

1. Development regulations applicable to the SE Subarea should be predictable and clear, with regulations written in a manner that reduces uncertainty for developers, City staff, and the community.
2. 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.
3. Encourage planning of local “hubs” for provision of services and gathering places.
4. 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.
5. Encourage redevelopment and revitalization of existing infrastructure (schools, businesses, single and multi-family structures) by providing incentives.
6. Community design should be pedestrian-oriented with incentives for development and redevelopment to open new or enhance existing pedestrian access and green spaces.

Community Design Policy Recommendations:

1. 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).
2. 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.
3. Use medium- to low-density, multi-family units as transitional areas from high-density residential or commercial properties to single-family homes.
4. 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.
5. 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, etc.
6. 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.
7. 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.

Natural Environment

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



In their inventory, CAC members identified several natural characteristics that they felt enhanced the quality of life in the subarea and should therefore be protected, including the extensive tree canopy, vegetative cover, and prevalent wildlife, notably the varied list of bird species. They also identified other existing, natural conditions that they felt could pose problems if development was allowed to progress without consideration of impacts to such things as the high groundwater table, poor soil conditions and infiltration rates. The goal of this section is to attempt to balance natural capital with development.

Natural Environment Goals:

1. 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).
2. 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).
3. 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.
4. Link green open spaces within subarea and then link them to those outside subarea to create trails.
5. Support creation of contiguous ecosystems through a designation of "green corridor," as a public/private partnership.
6. Protect and renew ("daylight") streams in the area.

7. 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.
8. 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.
9. More accurately map the groundwater system and the locations of covered streams in Ridgecrest to allow a better understanding of the hydrology of the area and its wetland characteristics.
10. Make greater use of volunteers for habitat restoration by using programs already in place through organizations and agencies such as the Washington State Department of Wildlife and Fisheries.

Natural Environment Policy Recommendations:

1. As part of the process of revising the City's tree code, create incentives to plan all remodel and new development around substantial trees to preserve tree canopy.
2. Retain and establish new trees, open spaces, and green belts.
3. Use green buffers of specific buffer area to building height ratio between different land uses, especially where transition zoning is not possible.
4. Designate the area between Seattle's Jackson Park and Hamlin park as a potential "green corridor" to provide a contiguous ecosystem for wildlife.

Zoning Map

See Appendix B for Comprehensive Plan and Zoning Maps

The committee opted to recommend few zoning changes throughout the subarea in order to preserve the single-family character of the neighborhoods. However, they recognized that because the 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.

The Growth Management Act requires that the state forecast a population projection for the next twenty years and that cities and counties zone to accommodate their share of the anticipated population and job growth. Shoreline's growth target for that 20 year timeframe is 5,000 households. Since the subarea comprises about 3% of the City's total square footage, the committee assumed that its share of the growth was 3% and one of its considerations was to identify appropriate areas to locate an additional 150 households in the next couple decades. The committee understood that targets are fluid and will probably change over time, and that the subarea will not necessarily be expected to absorb that percentage of growth. Specific numbers were assumed as reference points in postulating various scenarios.

The committee held a number of lively discussions over a period of several weeks focusing on areas to encourage development and how to achieve transition from more intense to less intense zones. On several issues the committee votes were close, on some

issues there were tie votes. Committee discussion and voting totals are reflected in the summary meeting minutes at <http://shorelinewa.gov/index.aspx?page=178>.

As mentioned in the Housing element of this report, the committee's main focus was 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 larger 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 committee identified a few areas where access to transit, business corridors, and park amenities would allow for the potential to increase density and create mixed use areas. One of these locations is the intersection of 145th St. and 15th Ave. The committee discussed that this intersection may be an ideal location for a "hub" or "node" of activities, businesses and gathering places. After the City Council adopted a Mixed Use Zoning category through Ordinance 560 on October 26, 2009 that would allow a range of densities and height limits based on what amenities were included, the committee decided to assign that zoning designation to the parcel on the eastern side of the intersection, where Goodwill is currently located. They also assigned the MUZ designation to the far southeast corner of the subarea.

They also recommended a variation of the MUZ designation that offers less flexibility, and therefore more certainty for neighbors about maximum density and height, because it does not include additional incentives for green building, open space, public art or an affordability component. This zone would be capped at a density of 48 dwelling units per acre and 35 feet in height. The committee's recommendation was for this designation to be applied to most of the area on the western side of the intersection between 145th St. and 15th Ave., as well as along the east side of 15th Ave. between 146th and 148th Streets.

Under the Growth Management Act, Shoreline has also been assigned a target of 5,000 new jobs, so the committee strove to provide opportunities for business development. This was the impetus for the committee's recommendation of the development of a third category of Mixed Use Zoning, which caps residential density at 12 dwelling units per acre. This designation was meant to encourage a mix of neighboring uses, rather than different uses in a single building. The intent of the committee member who proposed it was to preserve land for commercial and office development by severely restricting residential capacity, while still allowing for the creation of live/work lofts, etc. Though this option was discussed at several meetings the Committee ultimately did not choose to apply it to the subarea.

Transition zoning was also a recurring topic of discussion, and the committee recommended stepping down in zoning intensity from the areas designated for Mixed Use to the single-family core of the neighborhood. This is represented on the zoning map in the area east of 15th Ave., where zoning transitions from Mixed Use to R48 to R24 to R18 to R6. Zoning transition was also used in the southeast corner of the subarea, with

the most intensive use along the intersection of 145th St. and Bothell Way, and transitioning down in terms of intensity of use to both the north and the west.

Final Thoughts & Next Steps:

The committee was very cognizant of the fact that this subarea plan was meant for the next 20 years. They recognized that many things will change in that time period. By 2029, 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 committee also focused on the aspects of their neighborhoods that they want to preserve. The single-family character, friendly atmosphere, natural amenities, and other characteristics mentioned in Appendix A were all of paramount importance and considered in nearly every discussion. The goal of the citizens on this advisory committee was to attempt to control inevitable change, to use it to gain amenities and improvements they seek, but to keep it from negatively affecting the quality of life that they treasure and the character of the neighborhoods that they call home.

This concludes their report. It will be revised into a more succinct form in order to be presented to the Planning Commission, who may offer their own changes before making a recommendation to the City Council. The Council will undergo their own review before they finalize the subarea plan and adopt it as part of the Comprehensive Plan.

Appendix A:

Characteristics of the S.E. Subarea and Issues Identified by CAC

PHYSICAL ENVIRONMENT

Bordered on the north by N.E. 150th Street in Briarcrest and by N.E. 155th Street in Ridgecrest, on the east by Bothell Way, on the west by 8th Avenue N.E., and on south by N.E. 145th Street, and partially intersected between 15th Avenue N.E. and 25th Avenue N.E. by state-owned land that comprises Fircrest and the Washington State Public Health Labs

Shares borders with Lake Forest Park to the east and the City of Seattle to the south
Three primary transportation corridors: two north-south corridors (15th Avenue N.E., and Lake City Way/Bothell Way), and one east-west corridor (N.E. 145th Street,), plus three collector arterials (N.E. 155th Street, 8th Avenue N.E., and 25th Avenue N.E.)

Located in vicinity of proposed light-rail transit stop on I-5 corridor (0.2 miles from I-5/5th Avenue N.E./N.E. 145th Street intersection to edge of S.E. subarea at 8th Avenue N.E.; 1 mile from I-5/5th Avenue N.E. /N.E. 145th Street intersection to 15th Avenue N.E./N.E. 145th Street intersection)

Some access to regional mass transit (bus)

On-street parking available on most streets

Bicycle paths incorporated on 15th Avenue N.E., some on 25th Avenue N.E., N.E. 155th Street, and some on N.E. 150th Street

Sidewalks on at least one side of major traffic corridors and on <5% of neighborhood streets

No underground electrical utility system

Access to DSL and cable throughout

Primarily residential, most of which is single-family detached dwellings (in Ridgecrest, almost all of existing single-family houses are in good shape (no derelicts); most of multi-unit residences also in good shape)

Multi-family residential located primarily in S.E. area of Briarcrest, especially along 30th Avenue N.E, Bothell Way, and N.E. 145th Street, and in Ridgecrest along 15th Avenue N.E. and N.E. 145th Street.

Business strips along Bothell Way, N.E. 145th Street, and 15th Avenue N.E. Most of businesses are “healthy” – i.e., don’t look run down.

No public schools within immediate area (although two immediately adjacent to subarea in Briarcrest); one private school in Briarcrest

Four churches within area-- one in Ridgecrest and three in Briarcrest; one monastery in Briarcrest

Two historical sites within subarea (Briarcrest: old stables area from old farm;

Ridgecrest: Little’s Creek - a former farm)

Quiet

NATURAL ENVIRONMENT

Fairly extensive tree canopy and vegetative cover, although more limited adjacent to the street along N.E. 145th Street between 15th Avenue N.E. and 11th Avenue N. E. and

between 15th Avenue N.E. and Bothell Way and on 15th Avenue N.E. south of N.E. 150th Street

One wetland and two streams (Little's Creek) and Thornton Creek (mostly underground and in ditches) within area (Ridgecrest)

Prevalent wildlife population; particularly extensive list of birds

Prevalence of street trees

Poor soil conditions and hard pan in many places

Poor soil infiltration with resultant surface water runoff

A developed built environment on former wetland sites that still have wetland characteristics

Water table that "moves" and changes with respect to both height and elevation

Badly trimmed trees in electrical utility corridors

Two formal parks within subarea (Paramount Open Space and Paramount School Park).

One park immediately adjacent to Briarcrest section of subarea (South Woods), a second park within a couple blocks of both Ridgecrest and Briarcrest sections of subarea (Hamlin Park)

SOCIAL ENVIRONMENT

Strong social networks within neighborhoods

Safe

Recreation/social gathering places: churches, American Legion Hall, Paramount Open Space, Paramount School Park. Some outdoor recreational gathering space in nearby Hamlin Park.

ECONOMIC ENVIRONMENT

Small to mid-size local businesses, mostly retail and service

Some home-based businesses

No large shopping centers

No large supermarkets or other large retail outlets within subarea; one major grocery outlet on south side of N.E. 145th Street

No grocery outlets of any type within subarea except open-air, fresh produce stand at 15th Avenue N.E. and N. E. 150th Street (new in spring of 2009)

Local job opportunities in education, retail, and service sectors, plus some opportunities at the Washington State Health Labs and Food Lifeline on adjacent Fircrest property

One job training center (Goodwill Industries)

Issues List

LAND USE

Potential negative impact on residential properties with development of neighborhood business adjacent to or near them.

Lack of method for gauging residential/economic and environmental sustainability.
[LU Pol Rec 6]

No code in sub area plan for ADU's
[recommend corner lots or 8500 sq. ft. lots]

No definition or development code to address "appropriate infill"
[include type of house, size, height ,incentives for keeping existing stock, FAR]

Lack of vested interest on the part of landlords/absentee owners.
[Establish compliance with CP H19 H26 H27 H29. Also provide ways to better involve them in neighborhood]

Possible adverse effects of solar installations to neighborhood

Potential impact of Mixed Use on adjacent properties and neighborhoods
[LU Pol Rec 1,2,3 LU goal 1]

Evaluate population ratio relating to infrastructure such as class size, emergency services, etc.
[LU Goal 1]

Increasing density introduces additional stresses and exacerbates issues that already exist in the neighborhood. Example: traffic, fewer or no gathering places, crime, less open space, etc.
[Include community center; dedicated large green area in addition to square footage required in development ; well controlled traffic layout; thorough infrastructure planning, etc.]

Need for transition and green elements between uses and zoning types.
[LU Goals 1&3 LU Pol Rec]

Identify areas to increase density.
[See maps]

Limited walking and bicycling paths.
[Moved to goals]

Differences between Ridgecrest and Briarcrest.
[Delete]

Land use too partitioned into chunks.
[Delete]

Unknown impact of Fircrest development on 15th N.E. and the subarea.
Unknown impact of increased density or commercial development along 15th N.E.
[Sub area wants to be involved in a formal way.]

HOUSING

Need diversity/ best use of single family properties, such as home businesses, allowing ADU's, affordable houses.

[Addressed in H Goals 1 and 4. Houses built in 50's, 60's, 70's, 80's with a range of styles and prices already exist in sub area.]

[Recommend 8500 sq. ft. lots or corner lots for ADU's]

[Home businesses are already allowed with adequate controls]

Lack of awareness regarding adaptable building concepts.

[Include information about and incentives for adaptive practices in new building or remodeling]

[Definition in glossary.]

Need to protect and preserve existing housing stock.

[H Pol Rec 3 H Goal 5]

[Included are GMA Housing Introduction which encourages Preservation of Existing Housing Stock.]

[Comp Plan Housing Goals II and III. Comp Plan Housing Elements 19-25-27-34.]

CPH Goal II Pursue opportunities to preserve and develop housing throughout the city to address the needs of all economic segments of the community.

CPH Goal III Maintain and enhance single-family and multi-family residential neighborhoods, so that they may provide attractive living environments, with new development that is compatible in quality, design and scale within neighborhoods and that provides effective transitions between different uses and scales.

CPH 19 Develop policies and practices which will provide good management, preservation maintenance and improvement to existing affordable housing.

CPH 23 Maintain the current ratio of owners and renters.

CPH 25 Continue to provide financial assistance to low income residents for maintaining or repairing the health and safety features of their homes through a housing rehabilitation program.

CPH 27 Anticipate future maintenance and restoration needs of older neighborhoods through a periodic survey of housing conditions.

CPH 34 Encourage opportunities for seniors and disabled citizens to remain in their community as their housing needs change, through home share programs, senior cottages, and facilitating the retrofitting of homes for lifetime use.]

[Incentives to retain, maintain, remodel, renovate instead of demolish]

[City code compliance]

[Neighbors can help]
[Add to Goals and operating assumptions]

Need for multi-generational housing
for low income housing
for affordable housing
for accessory dwelling
housing for homeless.

[HG 4]

TRANSPORTATION

Need a traffic study/plan in place before adding density on Bothell Way or 15th Ave.
[Recommend all traffic use arterials for Bothell Way density]

Need a regional plan for traffic impacts when Fircrest/ Light Rail plans are activated.

Need terms/definitions for most effective traffic calming method and where should they be used.

[City requests terminology same as their codes/ definition.]

Unknown impact of a light rail stop at 145th St.

Lack of public transportation.
[Transportation Goal 2 and Pol Rec 3&4]

Lack sidewalks and bike lanes.
[PROS 1&5]
[City has priority list for walkways. Not all neighbors want sidewalks.]

PARKS RECREATION AND OPEN SPACE

Lack of adequate open space from 28th to Bothell Way, and the potential impact of density on available open space in that area.
[Allow for a sizable green area/play space in addition to the allowance required when building new development. Also plan for a community building. Trade density for open space.]

[PROS Pol Rec 1&2 and Goal3]

Need for connecting open space/trails
[NE Goals 2,4,5,7,10 and PROS Goals]

Not enough diversity of outdoor recreational non-team activities for youth and general population.
[See above]

NATURAL ENVIRONMENT

Abrupt changes in topography in Ridgecrest and Briarcrest.

Environmental sensitivity of properties adjacent Little's Creek/wetland area.
[See maps]

Inadequate public information/education concerning city recognized primary and secondary vegetation belts
[need current map]

Incomplete inventory of natural features: wetlands, roving water tables, hardpan, streets that don't have drainage systems, topography.
[NE Goal 9]

No tree preservation/retention code.

Storm water runoff excessive in some areas
[23rd 25th 26th 30th others . Have a plan in place before development happens]

Need to address long term cumulative impacts of old infrastructure, traffic, density, and water runoff.
[LU Goal 1]

Loss of tree canopy and other native vegetation.
[N.E.Pol 1 and 2 and N.E. Goals 2,3,6,9.]

Not enough information about sub soils in the sub area.
[Characteristics : Appendix A]

Lack of contiguous wildlife habitat.
[N.E. Goals 9&10 Pol Rec 4]

Incomplete inventory of natural features.
[See inventory map.]

Poor soil throughout area.
[delete]

Frequency of dark skies
[delete]

Storm water runoff excessive in some areas.
[23rd, 25th, 26th, 30th, other.]

Need to encourage planting new street trees and replace lost street trees.
[NE Goals 2,3,6,9]

Need to upgrade landscaping code to encourage innovative strategies.
Need for concept for building green infrastructure.
[Promoted in Environmental Policies/LEED .]

ECONOMIC DEVELOPMENT

Lacking Neighborhood businesses.
[Make list of businesses that neighbors will support and that have done well in past:
Mc D's, Flo-Anna's, Goodwill, auto parts, car repair, Chinese, other restaurants. Need
pubs, cafes, day care, groceries]

More professional jobs needed.

Need to revitalize the business districts along Lake City Way, and 15th between 145th and
150th.
[See above.]

Need for small Mom and Pop businesses.
[See above]

Need to attract people to shop, live, and work here.
[New development should be open, airy, and include green space.]
[Existing family homes could have added design elements]

Tax incentives for not commuting
[delete]

Few opportunities for live/work development
[Included in zoning plans.]

Too many regulations that restrict home business.
[ED Goals 4, ED Pol Rec 1&4]

No social gathering places such as pubs and cafes
[ED Goals 1,2,9 ED Pol 2]

Need for more day care facilities.

COMMUNITY DESIGN

Currently no design board.
[CD Pol Rec 2]

Need definition of neighborhood character.
[CD Pol 2]
[Included in Appendix A]

Bus shelters lacking or not well placed.
[Identify where]

Future of historical areas and buildings.
[WWII houses throughout Ridgecrest and Briarcrest. Remaining stone houses in Briarcrest]
[Identify others. Move to Goals.]

Need community centers in areas of highest density.
[ED Goals 1, 3]

Mini bulletin boards
[Delete]

Develop design strategies that make our community` attractive.
[Maybe a goal for BNA and CD Pol 2]

Lack of planned barrier zones between business and residential and between high and low density.
Moved to Goals, Recommendations, and maps.]

Unattractive gateways to city.
[Address now or during the development plans]

Art work in public places is non existent.

UTILITIES

What are the cities plans for future green street projects?
[Delete question]

What is the available infrastructure vs. the proposed growth?
[Require systems analysis]

Storm water problems areas need to be addressed.

Unknown impact on potable water with increased density.

Ineffective drainage systems on some streets.

Faulty tree trimming practices.

Bad aesthetics of overhead power lines.

Need to lower energy consumption.

Streets that don't currently have drainage systems .

[State as a goal to include options for controls]

CAPITAL FACILITIES

Neighborhood gathering facilities not available.

[Recommend one in Ridgecrest and one in Bothell Way area]

Sidewalks lacking.

[City has a priority list with funds from developers' fees.

Residents have mixed feelings about sidewalks....some like our "rural standards" and do not want sidewalks. 150th between 27th and 28th is on the priority list. Larger developments are required to put in walks, curbs, etc.]

Lacking complete analysis of systems (water, sewer, power, traffic, safety, storm runoff, etc.) before development.

[Recommend a complete analysis as part of planning process]

Need electrical power source for outdoor lighting if there are new facilities away from streets.

Lacking integration of shops/dining/community centers/pool/outdoor movies.

[Not enough room to have all in one location]

Need a job training center.

[There is one at the Goodwill Center]

Not all the storm water problems areas have been mapped.

[Address with all systems analysis]

Unknown adequacy of water supply systems to support additional proposed density.

[See above]

Need for extra safety patrols with higher density.

[Add to Goals]

Appendix B: Zoning and Comprehensive Plan Maps

(placeholder to imbed maps in document)

Appendix C: Baseline measurements for metrics demonstrating percentage of homes within subarea in proximity to parks, commercial districts, and transit

Metrics for measurement of social capital and GMA concurrency issues were a recurring topic of discussion during committee meetings. The maps included in this appendix serve as a baseline “snap-shot” of current conditions within the subarea. As these metrics are repeatedly measured over time, it will be possible to gauge whether local access to transit, parks and commercial districts is increasing or diminishing and therefore allow the City to adjust policy or lobbying efforts to reach neighborhood targets. The table below displays the number of households within defined proximity to these amenities, and is the baseline against which future data will be compared. Further explanation of the maps is included on the following page.

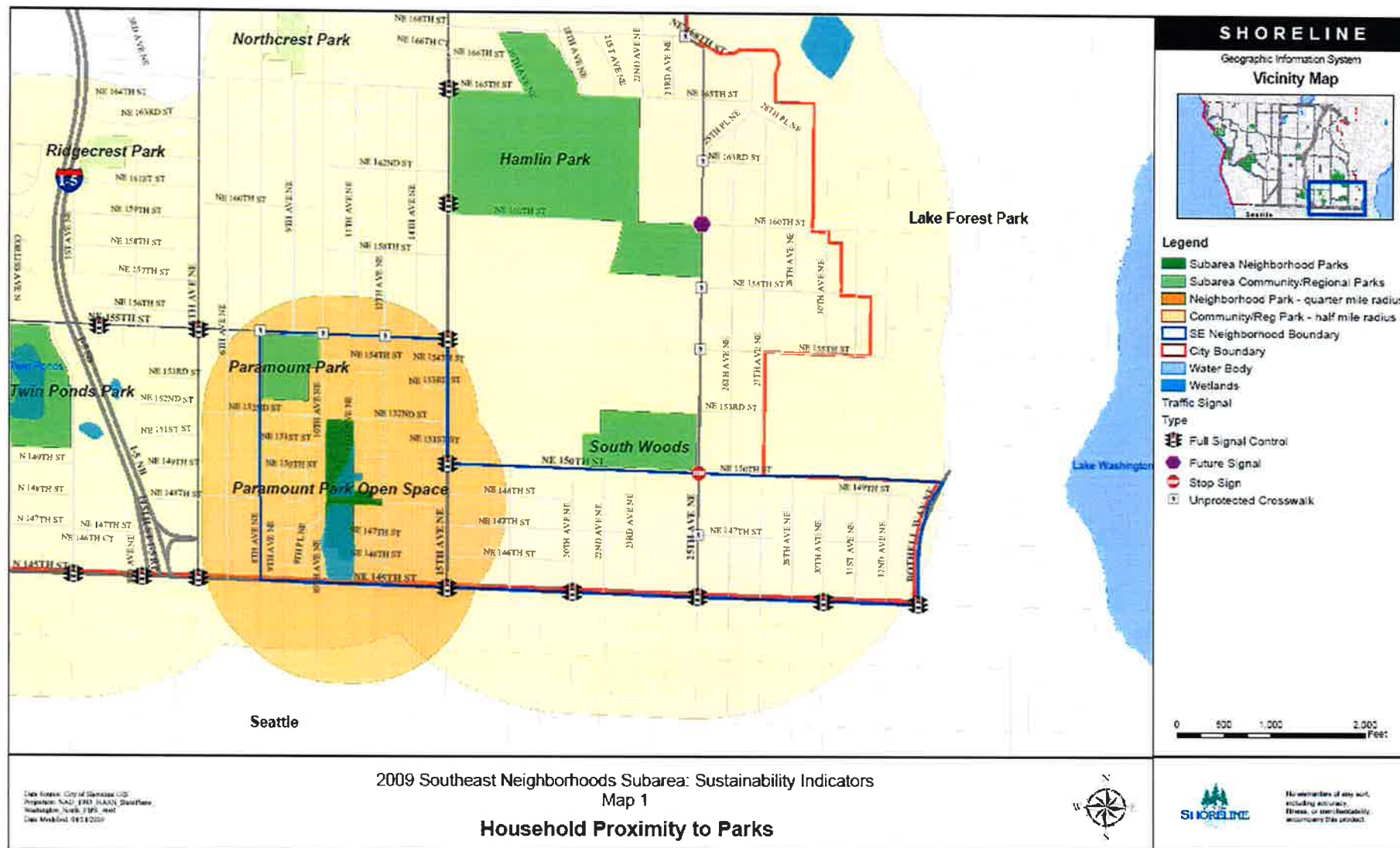
Amenity Type	Number of Amenities	Service Area (miles)	Subarea Residential Units within Service Area	Percentage of Total Subarea Residential Units
Neighborhood Parks	1		529	45%
Paramount Open Space		0.25		
Community/Regional	4		1,166	100%
Hamlin Park		0.5		
Paramount Park		0.5		
South Woods		0.5		
Twin Ponds Park		0.5		
Total Parks	5		1,166	100%
Daily Bus Stops all day, every day	12	0.25	124	11%
Route 347				
Daily Bus Stops except Sundays all day, weekdays and sat	7	0.25	458	39%
Route 348				
Commuter Bus Stops 6a - 8, 4p - 6	54	0.25	1,166	100%
Route 77				
Route 242				
Route 301				
Route 303				
Route 304				
Route 308				
Route 330				
Route 373				
Route 510				
Route 511				
Total Bus Stops	54		925	79%
Commercial Centers Zones CB, NCBD, NB, RB	13			
		0.25	979	84%
		0.125	714	61%

The first map depicts the proximity of households to parks. The Parks Master Plan delineates different types of parks, with corresponding services areas. Neighborhood parks are meant to provide recreational space for homes within a quarter mile, while community/regional parks have additional land and amenities to accommodate users within a half-mile radius. The Southeast Neighborhoods Subarea is fortunate to have one neighborhood park (Paramount Open Space) and three community/regional parks (Hamlin, Paramount and South Woods) whose combined radii of service cover the entire subarea.

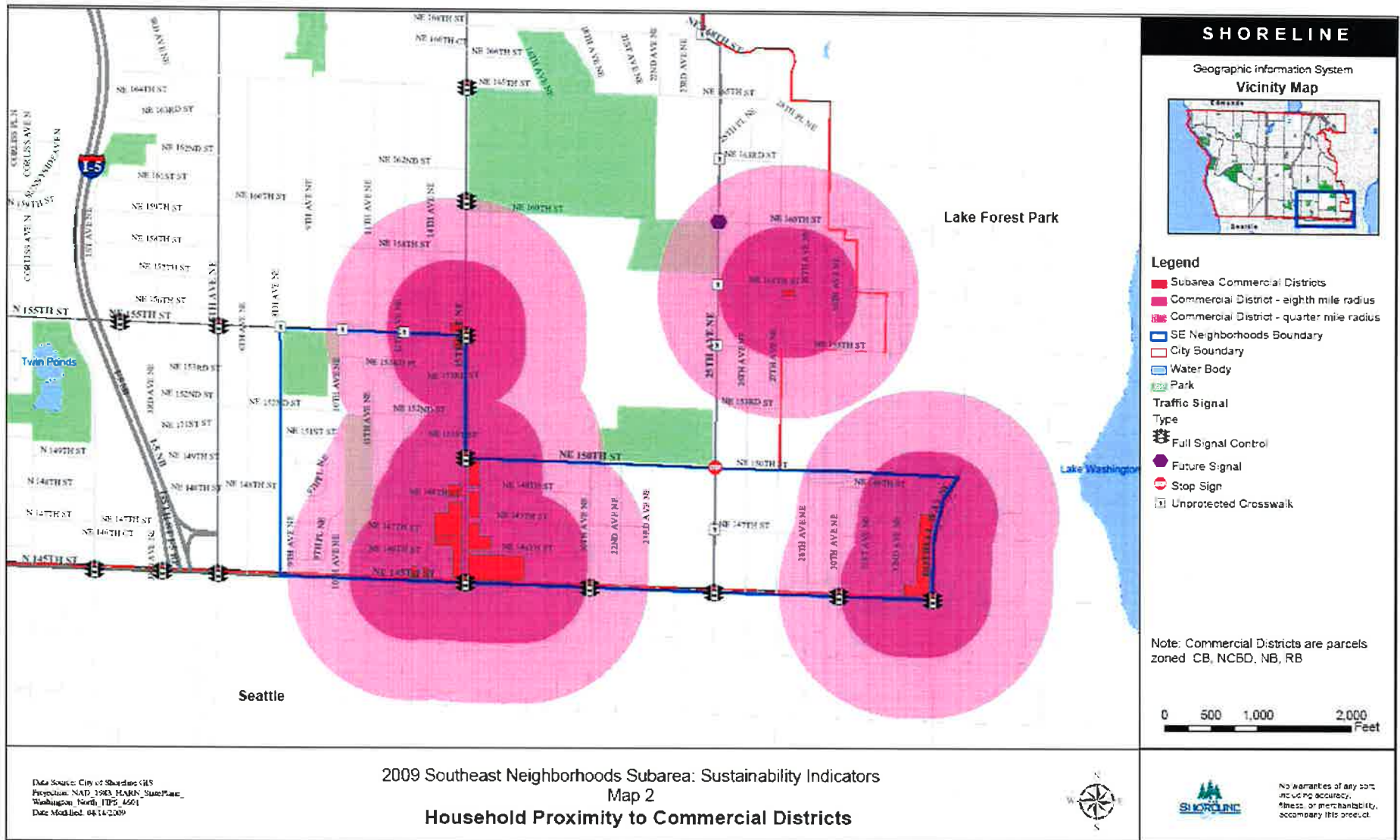
The second map displays households within a quarter-mile and half-mile of commercial districts. This measurement is helpful for two reasons. First, local businesses depend on the patronage of neighborhood residents and can use this information to determine whether there would be enough demand to support them. Second, because one of the goals of the committee and City is to create walkable neighborhoods, goods and services must be located within easy walking distance of homes in order to encourage people to leave their automobiles behind when running errands.

The third map shows the proximity of households to bus stops. While the City has limited influence in decision-making about increasing or decreasing the number and frequency of stops, this initial inventory will be useful in determining if future changes bring the neighborhoods closer to their goal of having reliable and convenient transit choices. The map clarifies that the entire subarea is within a quarter-mile radius of access to bus stops, although it makes no judgments about the effectiveness or dependability of routes within the service area.

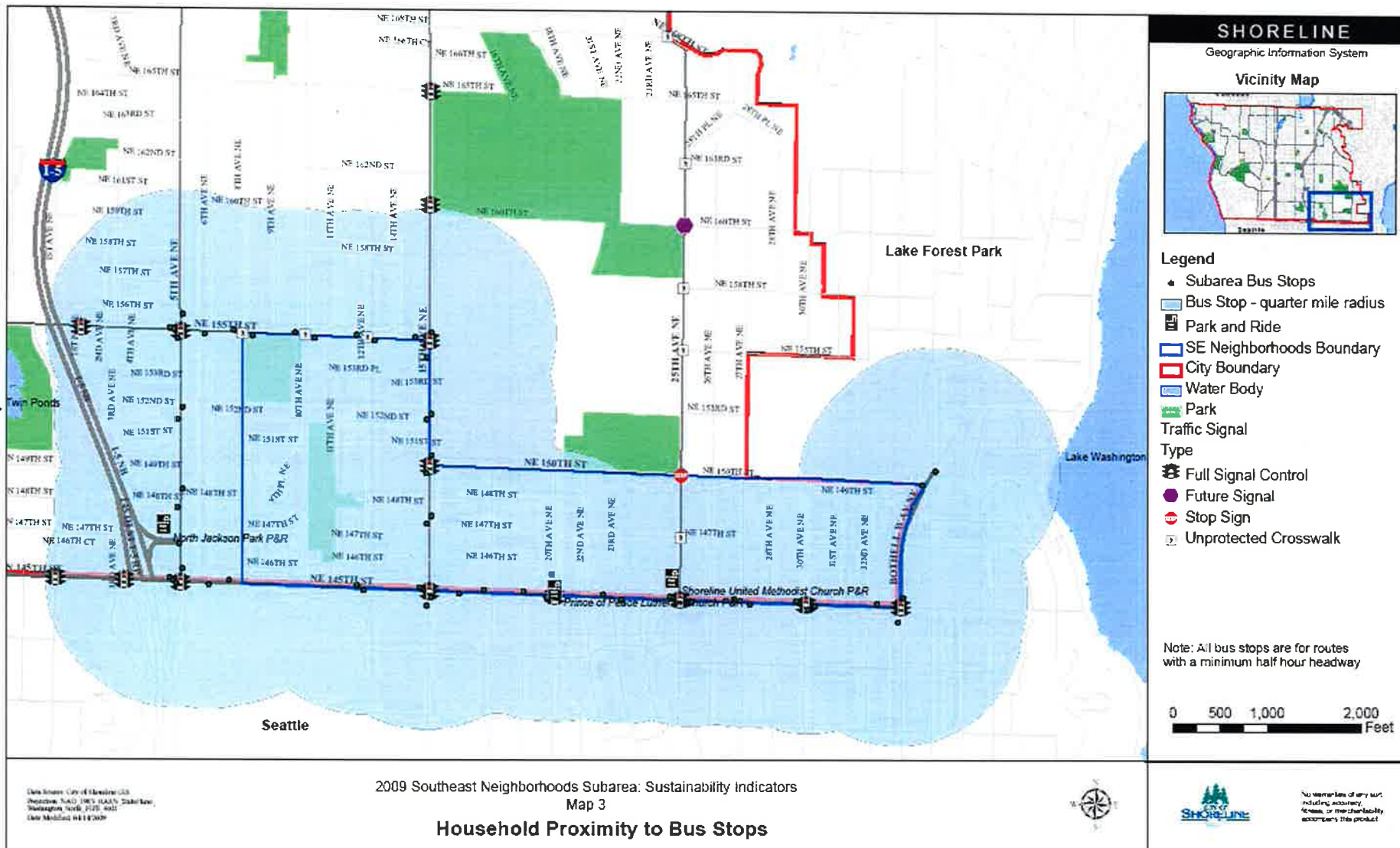
59



69



19



Appendix D: Glossary of Terms

Adaptive Housing: is a term used to describe design features meant to accommodate modification over time to better suit changing needs of people in all stages of life. Houses are usually single story with simple rooflines. Placement in the front (or back) third of lot makes remodels or additions easier in the future. Parking should be available close to house. Larger bathrooms, wider hallways and doorways, level entries, and a bedroom and bathroom on main floor are common features. The goal is not to build in all the expensive amenities into the initial design, but to make changes easier when needed.

Floor Area Ratio: is the ratio of the total floor area of buildings on a certain location to the size of the land of that location, or the limit imposed on such a ratio. The Floor Area Ratio is the total building square footage (building area) divided by the site size square footage (site area). As a formula: Floor Area Ratio = (Total covered area on all floors of all buildings on a certain plot)/(Area of the plot).

Green Corridor: is a collection of adjacent properties in an urban area that together constituted a contiguous ecosystem for wildlife. These properties may be public or private property or both. The purpose of the corridor designation is to protect existing native habitat and re-establish lost habitat deemed necessary for the continued survival of native wildlife species. The focus for private properties is education through established organizations, such as the National Wildlife Federation to encourage maintenance of backyard wildlife habitats.

Green Street: is a street that is primarily focused on traffic calming and safety, pedestrian and bicycle amenities, stormwater run-off abatement, and ecological/native landscaping.

Megahouse: The definition of this term varies widely. Some define a megahouse simply by its size. Others define it as a structure that is out of proportion to the size of the lot on which it is built or the scale of housing in the existing neighborhood.

MUZ-1, -2, -3: See discussion in the "Zoning Map" section

Natural Capital: is the extension of the economic notion of capital (manufactured means of production) to environmental goods and services. Natural capital is thus the stock of natural ecosystems that yields a flow of valuable ecosystem goods or services into the future. For example, a stock of trees or fish provides a flow of new trees or fish, a flow which can be sustainable indefinitely.

Neighborhood Character: is an amalgam of the many components that give an area its distinctive personality. These components include land use; street layout; scale, type, and style of development; historic features; patterns and volumes of traffic; noise levels; natural features, types of businesses; and other physical or social characteristics that help define a community.

Pilot Project: is a project actively planned within a specified and limited scope as a test or trial to demonstrate its feasibility, quantify intended benefits and attempt to predict all likely consequences. Its purpose is to verify that some concept or practice is beneficial and capable of replicated, or in the case of land use options, permitted implementation on a broader scale.

Plaza: refers to an open, public square in the city, often surrounded by restaurants, shops, and other businesses and entertainment options.

Social Capital: refers to the collective value of all social networks and the inclinations that arise from these networks to do things for each other.

Subarea Plan: is meant to provide detailed land use plans for local geographic areas, and bring the policy direction of the Comprehensive Plan to a smaller, well-defined zone. The process requires extensive community involvement to determine neighborhood-specific issues and goals.

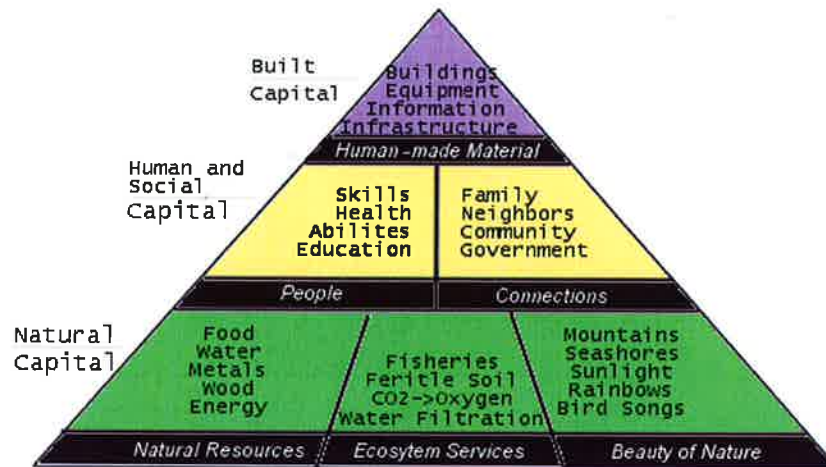
Third Places: is another term for spaces in which people gather or socialize. These can include farmers markets, coffee shops, or other attractions.

Traffic Calming: is the use of certain devices or techniques, such as speed humps, narrow lanes, or electronic message boards, to slow or restrict traffic, esp. in residential areas.

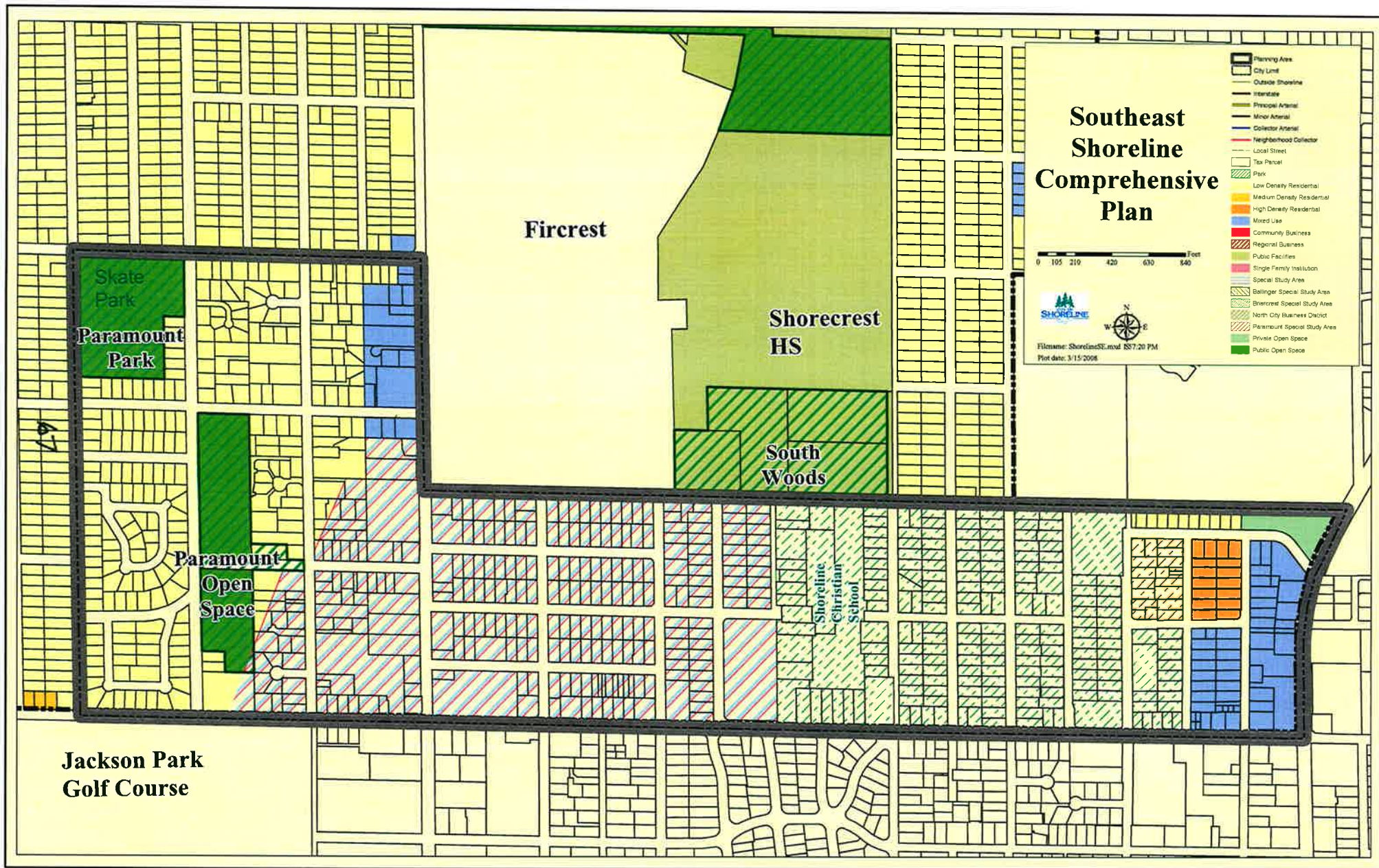
Transition Zoning: is the incremental change in zoning designations to gradually decrease or increase intensity of use.

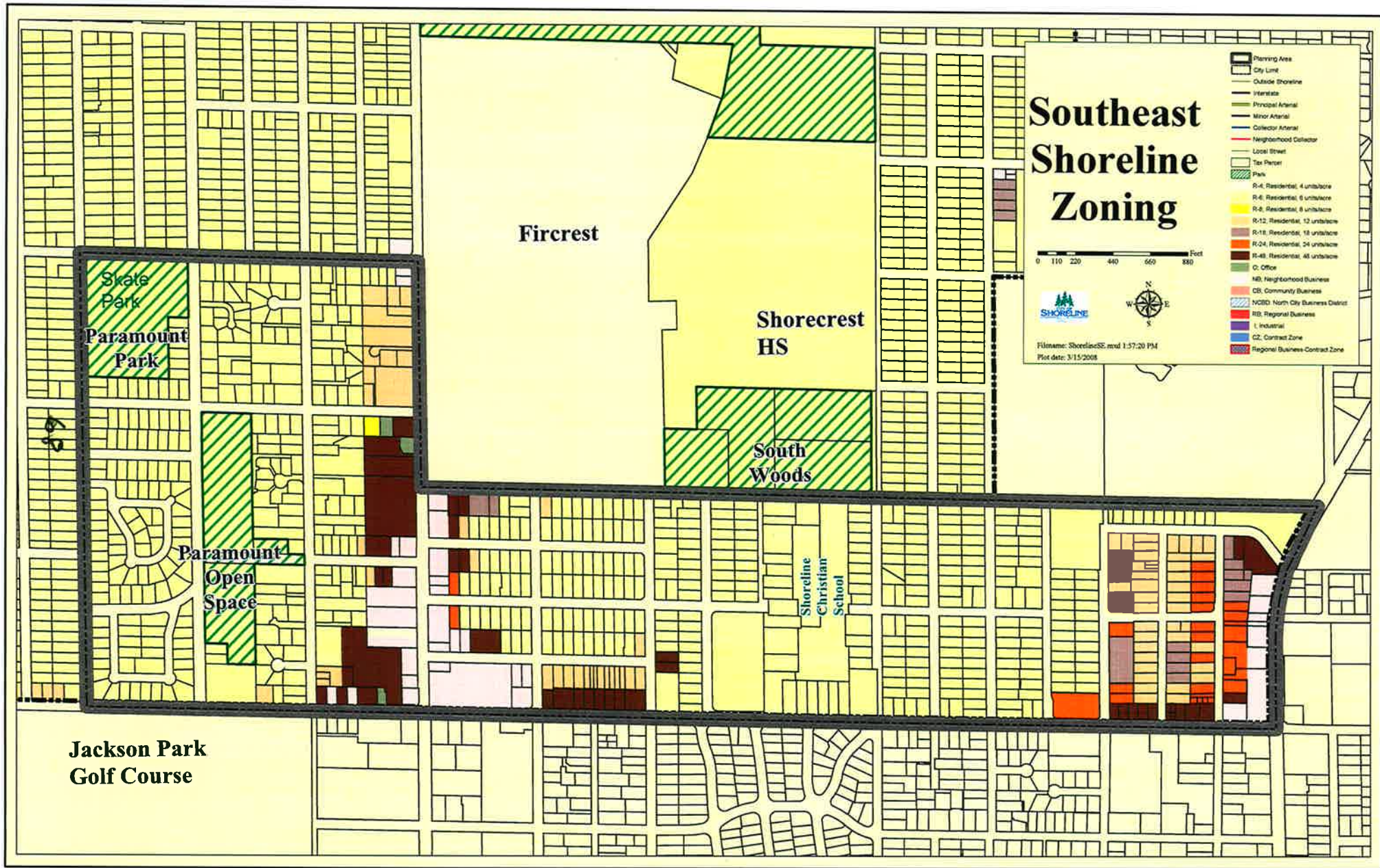
Transition Elements: provide additional buffering between uses of different intensity. Typical examples include step-backs, setbacks, façade articulation, green buffers, vegetation, and other design features that reduce the appearance of building height or bulk.

Urban Hub: is a center around which other activities revolve or from which they radiate; a focus of authority, entertainment, commerce, transportation, etc.



This diagram displays the interconnection and relationship between built, human/social, and natural capital. These are often known as the “3 prongs of sustainability” because in order for a program, system, etc. to be considered truly sustainable, it must address all three areas, and not sacrifice one for the benefit of the others.





Minority Report for the Southeast Neighborhoods Subarea Plan

Submitted to the City of Shoreline Planning Commission
January 27, 2010

Submitted by the following members of the
Southeast Neighborhoods Subarea Plan Citizens' Advisory Committee:
Bill Bear (Briarcrest)
Dennis Lee (Briarcrest)
Cara McKinnon (Briarcrest)
Sigrid Anne Strom (Ridgecrest)
Loretta Van Dyke (Briarcrest)

does not reflect the Growth Management Act provision that "...encourage[s] the preservation of existing housing stock."

The new zoning map included with this Minority Report modifies zoning changes in the subarea to provide more opportunity for meaningful job growth, as discussed elsewhere in this report, and to more closely adhere to realistic density targets.

4. Impacts not considered in the subarea plan

- Critical interfaces with adjacent municipalities and the effects of these interfaces on the subarea, which is bordered by the City of Seattle on the south side of both neighborhoods and by the City of Lake Forest Park to the east and north of Briarcrest

Coordination between adjacent municipalities with respect to land use is a state requirement.

- Potential changes in land use on the large, state-administered tract that borders the subarea to the north of Briarcrest and to the east of Ridgecrest (Public Health Laboratories and Fircrest)

What happens with this tract of land will have a major impact on both neighborhoods in terms of traffic, population density, environmental conditions, and more. The issue is definitely on the minds of residents adjacent to the area. The subarea should have a say regarding the City of Shoreline's input to the state on this issue. The potential cumulative impacts of development on both the Fircrest site and in the subarea need to be addressed.

- Potential impacts of a light rail transit station on I-5 at N.E. 145th Street

The committee was aware of plans to create such a transit station but did not evaluate the potential impacts in any detail, particularly with respect to Ridgecrest.

- The diverse needs of a low-income population

Low-income populations are not homogeneous populations and cannot be served by a one-size-fits-all solution, namely warehousing them in large, multi-unit residences. Consider the diverse needs of the following low-income residents: the unemployed; the working poor; single moms and dads; grandparent(s) raising grandchild(ren); disabled adults; older residents surviving on social security; persons taking care of parents or a disabled child; students; young adults just getting started in the working world; many people just starting a business (not necessarily retail); most artists, writers, and musicians; and people who choose to live cheaply so they can do other things with their time and money. Having many different housing options available throughout the neighborhoods, as they are now, is preferred so that these residents are incorporated into the social fabric of the neighborhoods.

We have provided an example of how this new land use category could be incorporated in the subarea plan on the accompanying Minority Report zoning map.

7. A vision for the neighborhoods

The residents of this southeast Shoreline subarea:

- Place a high value on the affordable, mostly single-family housing options that are available to them.
- Place a high value on the natural environment in which they live, with its abundance of trees, native vegetation, and wildlife.
- Place a high value on the rich social networks that exist in the neighborhoods.

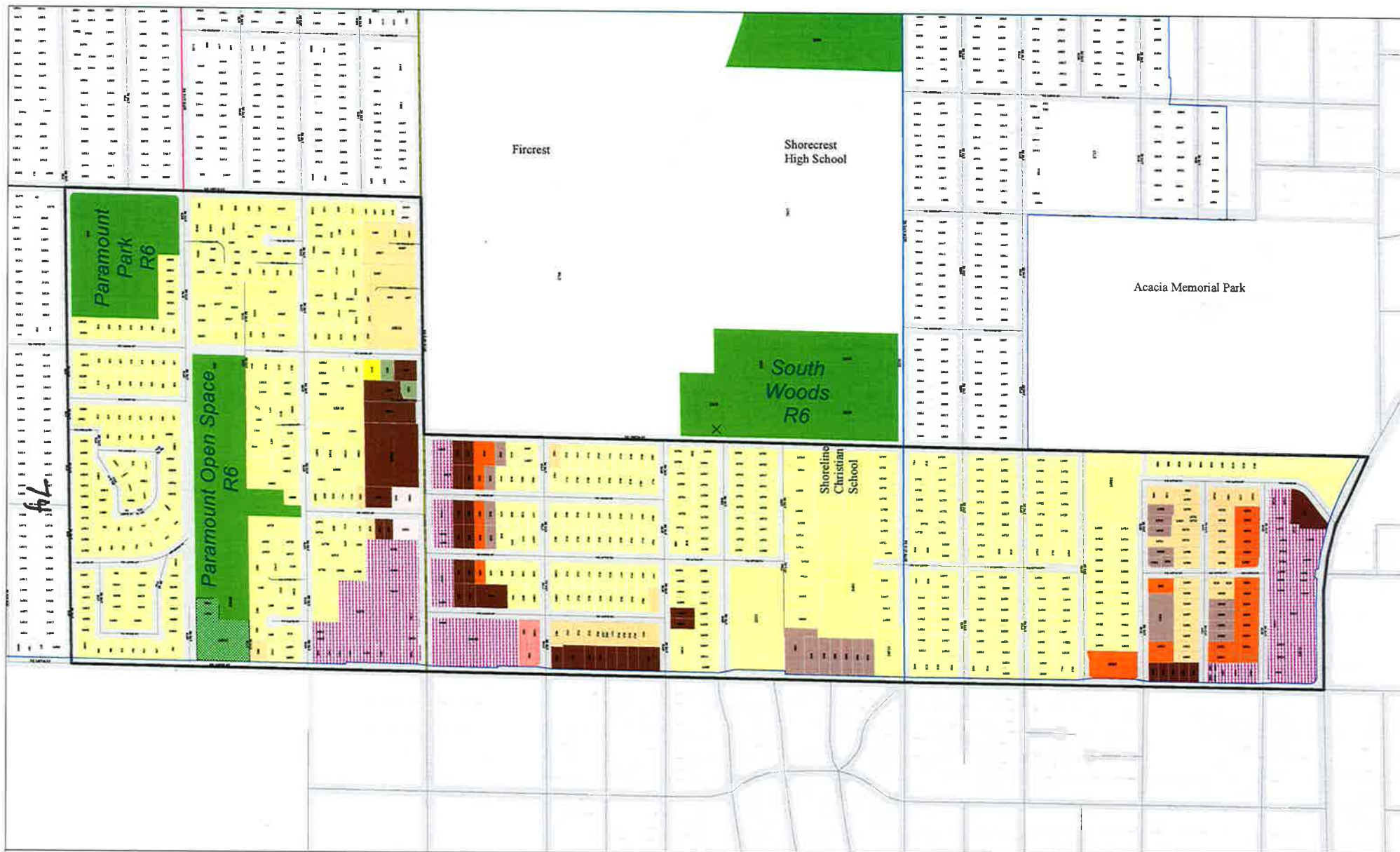
All of these factors create a very stable, very “livable” area that residents fiercely defend and seek to protect. Although many residents are cognizant of the need for more jobs in the area and also want to add some local business services and amenities that are now missing, they are not in favor of creating businesses or recreational options at the expense of the livable environment they now enjoy. They are also not in favor of adding residential density that destroys the existing social fabric of the neighborhoods.

So the pertinent question is how do we retain the qualities that make this subarea such a desirable place to live and still accommodate necessary increases in density as the city grows.

We might start with planning that focuses on the real needs of people and to do that, it might be useful to consider why single family homes are so desirable to most people. Some possible positive qualities are privacy, direct access to the outdoors, areas close to the residence where children can play safely, space for personal hobbies, space for pets, no noise from neighbors overhead or immediately adjacent to the living space, adequate facilities for household work (for example, a utility sink), adequate storage space, storage appropriate for the various household functions and for recreational and hobby equipment, windows that open to let in fresh air, views of trees and vegetation from the windows, space for gardening or sports activities, and so forth. Human beings really need to be able to “live” in a home, as opposed to just sleeping and eating there. The vision then is to extend the positive qualities of a single-family home in an innovative way to other residential options.

Next, it might be useful to consider the possibility of not segregating the natural environment from the built environment. Instead of limiting the benefits of parks to self-contained wild areas and recreational open space, extend these benefits into all areas of the neighborhood. Create a park-like setting for the entire subarea, no matter what the land use or built environment may be within the area.

With these qualities in place, it would be easier to protect the social fabric of the area, especially if other amenities are added that increase the possibility of positive social interaction between residents. These positive interactions are what build the social networks that create stable neighborhoods.



City of Shoreline
Development Services Bureau

Southeast Shoreline Minority Report Zoning Recommendation

Project name: ZoningSESoutheast_R_Opt6.mxd
Plot date: 2/4/2010

Minority Report Zoning

<all other values>

R-4; Residential, 4 units/acre

R-6; Residential, 6 units/acre

R-48; Residential, 48 units/acre

Residential, 32 units per acre

R-24; Residential, 24 units/acre

R-18; Residential, 18 units/acre

R-12; Residential, 12 units/acre

R-8; Residential, 8 units/acre

Mixed Use 3

Mixed Use 2

Mixed Use 1

PA; Planned Area

C; Campus

NCBD: North City Business District

O; Office

CB; Community Business

NB; Neighborhood Business

I; Industrial

CZ; Contract Zone

0 130 260 520 780 1,040 Feet

