

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Ordinance 575 Adopting Southeast Neighborhoods Subarea Plan
DEPARTMENT: Planning and Development Services
PRESENTED BY: Joseph W. Tovar, FAICP, Director of Planning and Development Services
Steve Cohn, Project Manager, Senior Planner
Miranda Redinger, Project Manager, Associate Planner

PROBLEM / ISSUE STATEMENT:

When the official City Comprehensive Plan Map was adopted by Ordinance 292 on January 7, 2002, some parts of Shoreline were classified as "Special Study Areas" (SSA). This designation was intended to be a place-holder until the areas could be analyzed in further detail to determine a long-range vision.

In June 2008, Council appointed a Citizen's Advisory Committee (CAC) to create a subarea plan to address long-range planning for those study areas. The CAC met from July 2008 until November 2009. They adopted their Subarea Plan Report, complete with background narrative, vision and goals for the subarea, proposed zoning and Comprehensive Plan designations, and policy recommendations on November 17, 2009. It was presented to the Planning Commission on November 19, 2009.

Staff condensed the CAC report into a format appropriate for adoption in the Comprehensive Plan, and a public hearing was held on February 4, 2010. The Commission continued their deliberations on March 4, considered additional comment, made some edits to the document and unanimously recommended adoption by the City Council.

FINANCIAL IMPACT:

None.

RECOMMENDATION

Motion to adopt Ordinance 575 relating to the SE Neighborhoods Subarea Plan

Approved By:

City Manager 

City Attorney 

BACKGROUND

On May 3, Council held a Study Session on the Subarea Plan. A few questions were raised, which staff will answer below.

Several Councilmembers discussed the appropriateness of a moratorium, and requested that staff create a memo delineating considerations. The Planning Director provided information about the background of this request and his views on the usefulness of the approach in an email to the City Manager on May 6 (Attachment 1).

Several Councilmembers had questions regarding the current status of the property located between Seattle's Jackson Park and Shoreline's Paramount Open Space. A preliminary plat has been approved for the Plateau at Jackson, so staff assumes that the residential project will move forward. If the applicants fail to complete the development, the subdivision would remain vested for at least five years from the date of preliminary plat approval.

Councilmember Roberts asked about setbacks on 145th and whether these would be adequate to provide opportunities for expansion in the future. He stated that most properties have a 20-foot setback from the property line, but noted that others do not. The Development Code requires a 20-foot setback for single-family development; however, there are several properties along 145th that are zoned R12, R24, R48, NB or O, all of which require only a 10-foot front setback.

Councilmember Roberts also noted that Jackson Park was described using different names in the document. Staff found that in NE5 it is referred to as "Seattle's Jackson Park" while in PR1 it is referenced simply as "Jackson Park." Staff will amend the discrepancy at Council direction.

Councilmember Eggen commented that he had attempted to place 145th on the PSRC list of unfunded projects in order to make it eligible for grant funding. Staff did some research on this process and learned the following information from a staff member at PSRC:

PSRC staff identified a project "Study solutions to the chokepoint at the NE 145th St. and I-5 Interchange." This project is current in the "concepts" portion of the regional planning process. At some point, it is possible that it could be moved "up" in priorities, but that is not a certainty.

Several Councilmembers had questions regarding the creation of a Planned Area that was discussed as a possible implementation measure in the Southeast section between Bothell Way and 30th Ave. If the Council would like to do so, this can be considered in the zoning and implementation stage.

Near the conclusion of the last discussion, the City Manager pointed out that PR5 and PR6 under Parks, Recreation & Open Space were implementation ideas, not policy recommendations and were incongruent with the rest of the document. Council may decide if they would like to amend or delete them.

NEXT STEPS

Should Council adopt the Subarea Plan document, including Comprehensive Plan map, tonight, staff will begin drafting potential Development Code Regulations to be applied on a pilot basis for the Southeast Neighborhoods Subarea, as well as options for Legislative Rezone. The current schedule calls for Commission review of SE Neighborhoods Plan implementation at a study session in early July with a public hearing in early August. If the Commission can develop its recommendation on this schedule, implementation options can be forwarded to the Council for action in mid- or late-September.

RECOMMENDATION

Motion to adopt Ordinance 575 relating to the SE Neighborhoods Subarea Plan.

ATTACHMENTS

Attachment 1: Ordinance 575

Attachment 2: May 6 Memo from Planning Director to City Manager addressing moratorium

Attachment 3: Southeast Neighborhoods Subarea Plan

Hi, Bob. Per your request, I have had an opportunity to review the City Council's meeting of last Monday evening, specifically the questions about the advisability of a moratorium in the Southeast Shoreline Subarea. Some people expressed concern that the Planning Commission's recommended Southeast Shoreline Subarea Plan could be undercut by permit or rezone applications that might be vested before the City adopts zoning to implement the Plan.

When circumstances warrant, a moratorium can be an appropriate choice. However, for the reasons summarized below, I do not believe that circumstances exist to warrant a moratorium in the Southeast Shoreline area.

As you are well aware, the Shoreline Council placed a moratorium on the density portions of the old Regional Business (RB) zone for over two years while we worked on what ultimately became the new Mixed Use Zone (MUZ) regulations. In that instance, the Council concluded that a major threat was presented by the continued operation of the old RB zoning provisions.

The RB zoning allowed too much density and bulk while requiring too little in the way of on-site amenities and transitional buffering of adjacent neighborhoods. The geographic magnitude of the "threatened areas" was quite large (over 300 acres of land in the City were zoned RB) and the risk of inappropriate vesting was very real because in 2006-2007 permit activity and developer inquiries were stout. Given those circumstances, the Council concluded that a moratorium was warranted.

The circumstances in Southeast Shoreline are very different. In contrast to the RB situation, there is a relatively small amount of land in Southeast Shoreline at issue, i.e., parcels where the Planning Commission's recommended land use designations are significantly different than what the pre-existing Comprehensive Plan designations are.

More importantly, the risk of vesting permits that are inconsistent with the recommended Subarea plan is remote. PADS has seen virtually no development permit activity in Southeast Shoreline for the past year, nor have we had inquiries from property owners or developers about planned permit activity there. Assuming that the Council adopts the Subarea Plan next week, any privately initiated quasi-judicial rezone would be measured for consistency with that Subarea Plan.

To the extent that people are concerned that a rezone of parcels utilizing the development code's existing zones, such as MUZ or R-48, would allow "too much" development relative to the policies in the Subarea Plan, I don't think that should be a real concern. Here is why:

The city-initiated legislative rezone to implement the Subarea Plan is already on the Planning Commission's agenda for July. While we don't know at this point what form that will take, we do expect it to more closely reflect the Subarea Plan policies than our existing MUZ or R-48 zones would. Anyone trying to "vest" before that new City-initiated zoning is in place (for example, by trying to use the existing MUZ) would encounter several large hurdles: first, their quasi-judicial

rezone application to MUZ (or whatever) would get in the calendar queue behind our legislative rezone; second, they'd have to be willing to pay \$10,000 for what would in all likelihood be a fruitless effort, and third, they still wouldn't be vested until they made a complete application for a development permit, something that will take a least several months AFTER any new zoning is in place.

Finally, moratoria should be used sparingly and only for good cause. Excessive reliance on moratoria can create a community reputation that chases investors and developers elsewhere. This effect would be the anti-thesis of recently adopted Council Goals for 2010-2011 which includes creation of "a permit process that is timely, fair, and predictable."

To sum up, I believe that a moratorium in Southeast Shoreline would serve no purpose and actually be detrimental to the City's efforts to encourage investment in our community that is consistent with our Vision.

ORDINANCE NO. 575

AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON AMENDING THE COMPREHENSIVE PLAN BY ADOPTING THE SOUTHEAST NEIGHBORHOODS SUBAREA PLAN AS SUBAREA PLAN 3

WHEREAS, the City of Shoreline has adopted a comprehensive plan under the provisions of Chapter 36.70A RCW that includes policies for the creation of a subarea plan for Southeast Neighborhoods and includes a Special Study Area Comprehensive Plan Map land use designation for this subarea; and

WHEREAS, the Washington State Growth Management Act authorizes the preparation of subarea plans and Shoreline has previously adopted two subarea plans (North City and Pt. Wells) in the subarea plan element of its Comprehensive Plan; and

WHEREAS, the City of Shoreline has prepared the Southeast Neighborhoods Subarea Plan through a citizen's advisory committee which had public meetings for several months culminating in a subarea report to the Planning Commission in November 2009; and

WHEREAS, the Planning Commission conducted a public hearing on the report and has unanimously recommended the edited report for adoption as the Southeast Neighborhoods Subarea Plan ; now therefore

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

Section 1. Amendment: Comprehensive Plan.

- A. The Shoreline Comprehensive Plan is amended by adopting the Southeast Neighborhood Subarea Plan as set forth in Exhibit A to this ordinance, as Subarea Plan 3 under the Subarea Plan Element section.
- B. The special study area of the Shoreline Comprehensive Plan Land Use Map, Appendix A, generally east of Paramount park and south of NE 150th St., is amended as depicted in Exhibit B to this ordinance.

Section 2. Publication, Effective Date. A summary of this ordinance consisting of the title shall be published in the official newspaper and the ordinance shall take effect five days after passage and publication.

ADOPTED BY THE CITY COUNCIL ON May 24, 2010.

Mayor Keith McGlashan

ATTEST:

APPROVED AS TO FORM:

Scott Passey
City Clerk

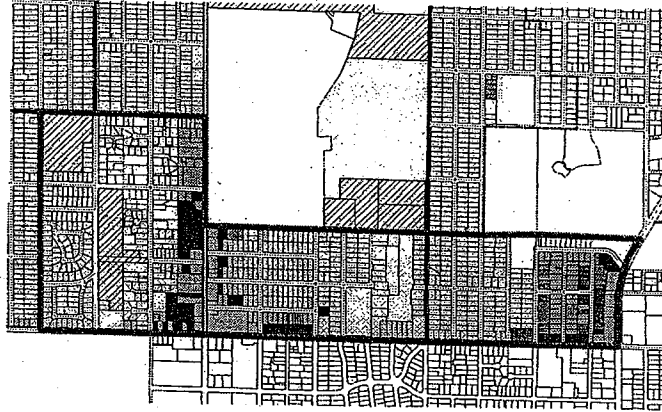
Ian Sievers
City Attorney

Date of publication:
Effective date:



Southeast Neighborhoods Subarea Plan

March 4, 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.

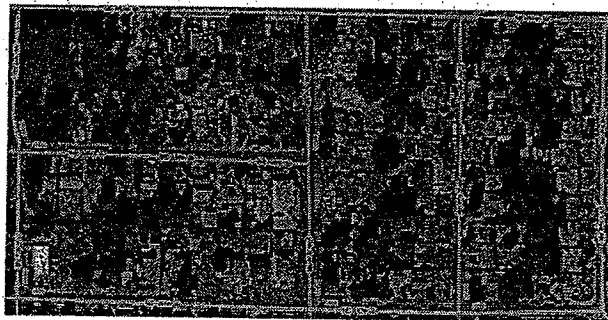
Natural Environment Policy Recommendations:

- 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 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: 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.

PR6: 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

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.

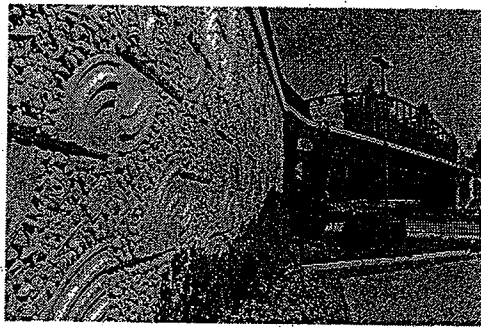
ED8: Continue active participation from the City and the neighboring community in determining most beneficial uses, practices, and mitigation in long-term plans for Fircrest.

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.

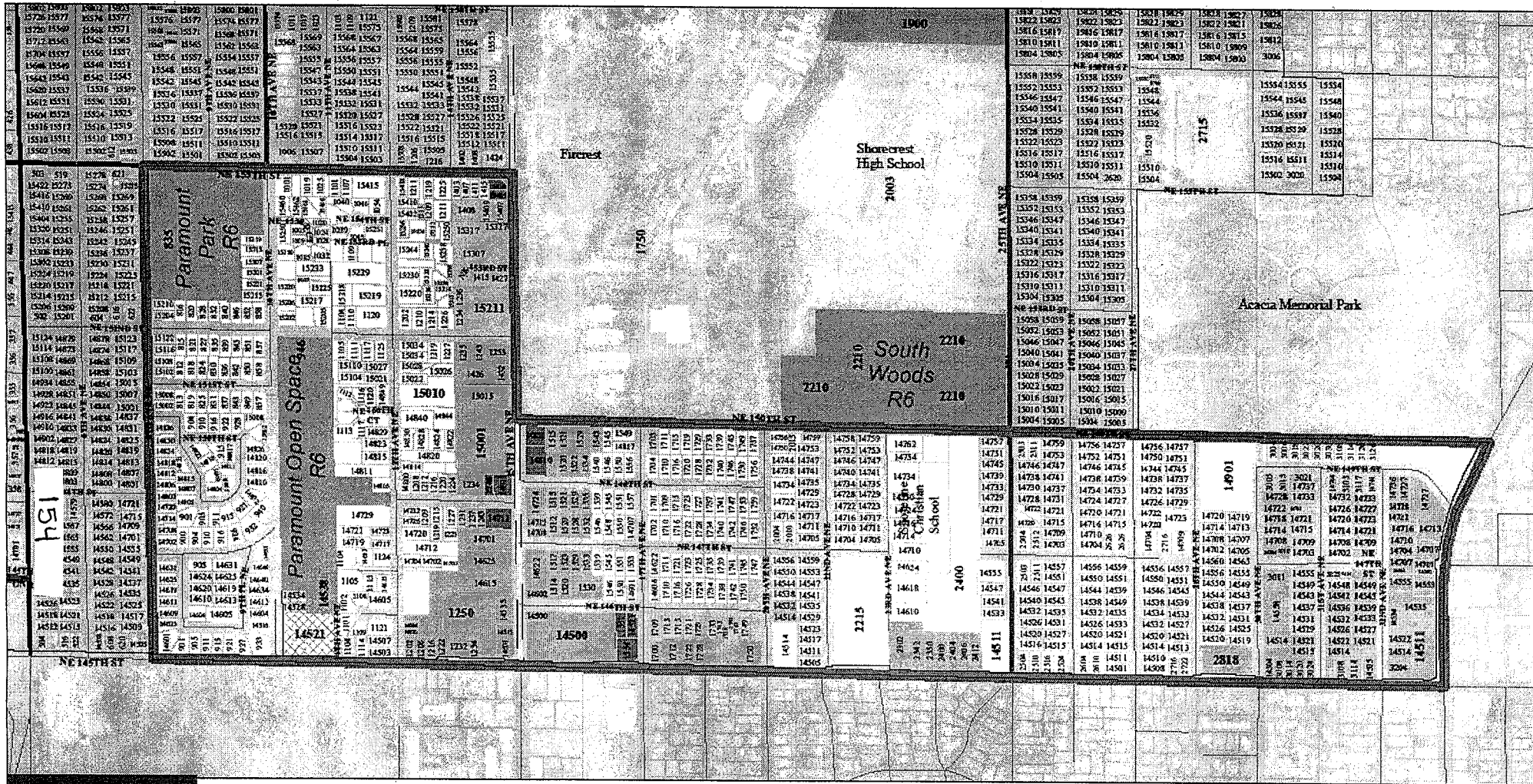
CD11: Take advantage of city, state, and federal pilot projects whose focus is improvement of the environmental health of the community, such as green streets, innovative housing designs, alternative power generation, etc.

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.

Appendix A: Comprehensive Plan Map



City of Shoreline
Geographic Information System

Southeast Shoreline
Final Option

Project Name: Comprehensive Plan Map, 10/17/2009

File Date: 10/2/2009

Proposed Land Use

Comprehensive Plan

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use
- Community Business

Final Option

- Regional Business
- Public Facilities
- Campus
- Special Study Area
- Ballinger Special Study Area
- Briarcrest Special Study Area
- North City Business District
- Paramount Special Study Area
- Private Open Space
- Public Open Space

City Boundary

Open Water

Planning Area

Outside Shoreline

Interstate

Principal Arterial

Minor Arterial

Collector Arterial

Neighborhood Collector

Local Street

Park

Park Expansion

Unclassified Right of Way

Tax Parcel

0 165 330 660 990 1,320 Feet

City of Shoreline

North