

# GUIDING PRINCIPLES FOR LAND USE AND TRANSPORTATION PLANNING IN EVERGREEN DISTRICT 8

## Amendment Draft 1-5-05

*Note: The Guiding Principles are organized into Key Outcomes/Desired Results and related objectives/strategic approaches to achieve the Key Outcomes. The Key Outcomes are numbered to facilitate discussion; no priority is implied by the numbers. The Key Outcomes are intended to work together to provide a macro-perspective, integrated, holistic, and comprehensive systems view of District 8's future. The community also voiced interest in the general concepts of flexibility, adaptability, and measurable objectives. For purposes of this document, "new development" includes development on vacant land as well as the redevelopment of already built properties.*

**Key Outcome #1: New development should follow the "sustainability" principles of equity, environment and economic development.**

### *Equity*

- Promote diversity within neighborhoods.
- Welcome people of all ages, cultures, and socio-economic backgrounds.
- Involve the community in land use decision-making.

### *Environment*

- Protect the environment through energy and water conservation, alternative energy sources (e.g., solar), "greenbuilding," and other sustainability approaches.
- Protect wildlife corridors and other habitats where appropriate and beneficial.
- Maintain the Greenline/Urban Growth Boundary in its existing location.

### *Economic Development*

- Create economic development opportunities for businesses of all sizes and types *that are consistent with the City's overall economic development goals and that foster job creation within District 8.*

**Key Outcome #2: All new development should be high quality and aesthetically pleasing.**

- Ensure new development is designed with high level of architectural detail, innovative urban design, and high quality materials.
- Diversify architectural styles.
- Minimize the obstruction of views.
- Ensure new development is compatible (in terms of design, density, massing, etc.) to adjacent properties and is well integrated with existing neighborhoods and surroundings.
- Ensure new single-family house sizes are commensurate with the size of the lot and nearby housing developments.
- Locate (i.e., set back) buildings appropriate distances from the sidewalk to create desired neighborhood/community character, landscaping, and friendly and safe pedestrian environment.
- Coordinate and integrate land use planning between land uses (e.g., residential, civic/school/commercial, etc.) to address access, parking, pedestrian connections, and other issues.

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- Maintain properties in continuing good condition.
- Ensure new development on larger properties transitions in increasing height and density away from nearby existing lower intensity development.
- Provide adequate parking for all residents and their guests within new residential developments.
- Encourage the renovation, rehabilitation, and revitalization of commercial and residential properties.
- Create safe, well-lit places that invite people to gather.
- Beautify the community (i.e., improve the overall aesthetics) of District 8 through tree plantings, utility undergrounding, and other means.
- Use photo simulation and other three dimensional techniques to simulate new development and its potential impacts to neighborhoods (i.e., increases in height) and the transportation system.

**Key Outcome #3: Infrastructure and services should support the planned levels of residential and commercial /retail/office development.**

### *Schools*

- Ensure adequate capacity at all schools *within District 8 and without sacrificing* a quality educational environment.
- Foster neighborhood schools.
- Institute traffic calming, especially near schools.

### *Auto Transportation*

- ~~Receive~~ Assure adequate funding commitments for construction of major transportation infrastructure including Highway 101 and District 8 improvements.
- Create a traffic policy to maintain the flow of vehicular traffic on all District 8 streets that assures a LOS no worse than current (2004) conditions and with none worse than LOS "D" without compromising livability and compatibility with other modes of travel (e.g., bicycles, pedestrians, and transit).
- Assure adequate funding commitments for traffic improvement projects before initiation of development.
- Attempt to minimize auto trips by locating jobs, housing, businesses, and services within close proximity to one another.
- Foster a "reverse commute."
- Consider a grid street system for large development sites, connecting to the surrounding street network.
- Consider roundabouts instead of traffic signals.

### *Bus and Rail Transit*

- ~~Determine funding mechanisms to construct light rail.~~ Assure adequate funding commitments for light rail expansion before development at transit stations.
- Encourage transit service that is fast, convenient, frequent, reliable, comfortable, and safe (including the locations of stops/stations).
- Utilize existing public transit system to the maximum extent possible.

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### *Bicycle and Pedestrian Travel*

- Create a rich network of safe, well-lit and defensible pedestrian and bicycle connections across neighborhoods, along creeks, and to key destinations (including transit stations) in District 8.
- Ensure adequate sidewalk widths, street trees, lighting, and other features to facilitate walking.
- Minimize walking distances to services and public transportation (goal: 5 to 10 minutes).

### *Parks, Trails, and Open Spaces*

- Establish parks, trails, community gardens, and other open spaces that provide recreation and green areas to support existing and future residents and workers.
- Preserve current open space uses to the maximum extent *feasible possible*.

### *Libraries and Other Community Facilities*

- Provide libraries, community / youth / senior centers, and other services to support the existing and projected population.

### **Key Outcome #4: Increase the overall livability of District 8 by fostering vibrant commercial/business, mixed use, and residential areas linked by various transportation modes and community amenities.**

- Add restaurants, post offices, health care facilities (e.g., emergency rooms), and other neighborhood / commercial services to *District 8, Evergreen, east of Highway 101*.
- Add entertainment uses, including performance venues, in appropriate locations.

- Maintain, expand, and create Farmer's Markets
- Introduce mixed use development, including residential / retail or residential / office / retail in the same building.
- Create opportunities for non-profits and community-based organizations to locate *within District 8 in Evergreen*.
- Create opportunities for people to meet and socialize in public places businesses, recreation areas, etc.
- Promote the enjoyment of people and the aesthetics of the area.
- *Assure that viable plans and funding commitments are in place for the maintenance of community amenities before developments proceed.*

### **Key Outcome #5: Create housing opportunities for a wide range of household types and income levels.**

- Establish development opportunities for affordable and mixed income housing to meet the housing needs of all stages of life (single, married, family, "empty nester," and senior).
- Create opportunities for a range of different housing types (single-family, apartments, condominiums, live/work, etc.).
- Mix housing types within a single development site.
- Create opportunities for both home ownership and rental units *with a acceptable balance between the two*.

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### **Key Outcome #6: Apply the concepts of Transit-Oriented Development near future transit stations.**

- Maximize the synergy of the planned transit investment by adding high density residential, mixed use (i.e., residential/industrial/commercial/retail), and job-generating development that is oriented to the pedestrian and transit users.
- Balance the mix of uses, including a ground floor retail district oriented to transit stations and civic uses.
- Design the buildings so that residents, workers, shoppers, and others find transit convenient and attractive.
- Place buildings close to the street, consistent with Key Outcome #2, Bullet 6, for non-transit areas.
- Orient the buildings and their entries to the street.