

AGENDA

PLANNING COMMISSION REGULAR MEETING



Thursday, October 3, 2013
7:00 p.m.

Shoreline City Hall
Council Chamber
17500 Midvale Ave N.

| | <u>Estimated Time</u> |
|--------------------------------|-----------------------|
| 1. CALL TO ORDER | 7:00 p.m. |
| 2. ROLL CALL | 7:01 p.m. |
| 3. APPROVAL OF AGENDA | 7:02 p.m. |
| 4. APPROVAL OF MINUTES | 7:03 p.m. |
| A. July 18 Regular Meeting | |
| B. September 5 Regular Meeting | |

Public Comment and Testimony at Planning Commission

During General Public Comment, the Planning Commission will take public comment on any subject which is not specifically scheduled later on the agenda. During Public Hearings and Study Sessions, public testimony/comment occurs after initial questions by the Commission which follows the presentation of each staff report. In all cases, speakers are asked to come to the podium to have their comments recorded, state their first and last name, and city of residence. The Chair has discretion to limit or extend time limitations and the number of people permitted to speak. Generally, individuals may speak for three minutes or less, depending on the number of people wishing to speak. When representing the official position of an agency or City-recognized organization, a speaker will be given 5 minutes. Questions for staff will be directed to staff through the Commission.

| | |
|--|-----------|
| 5. GENERAL PUBLIC COMMENT | 7:05 p.m. |
| 6. PUBLIC HEARINGS | 7:10 p.m. |
| A. <u>Reconsideration on Transition Area Setback Amendment</u> | |
| • Staff Presentation | |
| • Questions by the Commission | |
| • Public Testimony | |
| • Final Questions & Deliberations | |
| • Vote to Recommend Approval or Denial or Modification | |
| • Closure of Public Hearing | |
| 7. STUDY ITEMS – POSTPONED AT COUNCIL REQUEST | |
| 8. DIRECTOR’S REPORT | 8:15 p.m. |
| 9. UNFINISHED BUSINESS | 8:20 p.m. |
| 10. NEW BUSINESS | 8:25 p.m. |
| 11. REPORTS OF COMMITTEES & COMMISSONERS/ANNOUNCEMENTS | 8:30 p.m. |
| 12. AGENDA FOR October 17, 2013 | 8:35 p.m. |
| 13. ADJOURNMENT | 8:40 p.m. |

[**DOWNLOAD ENTIRE PACKET**](#)

The Planning Commission meeting is wheelchair accessible. Any person requiring a disability accommodation should contact the City Clerk’s Office at 801-2230 in advance for more information. For TTY telephone service call 546-0457. For up-to-date information on future agendas call 801-2236.

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PLANNING COMMISSION AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Reconsideration on Transition Area Setback Amendment
DEPARTMENT: Planning & Community Development
PRESENTED BY: Paul Cohen, Planning Manager *PLC*
Rachael Markle, AICP, Director *RM*

- | | | |
|--|--|--|
| <input checked="" type="checkbox"/> Public Hearing | <input type="checkbox"/> Study Session | <input type="checkbox"/> Recommendation Only |
| <input type="checkbox"/> Discussion | <input type="checkbox"/> Update | <input type="checkbox"/> Other |

INTRODUCTION

The City Council adopted the commercial design standard amendments with Ordinance No. 654 on March 18, 2013. In that adoption, they moved and passed a different amendment to the Commission’s recommendation as it specifically related to front setbacks of buildings in commercial zones when across the street from single family zones. The Council reduced the recommended setback from 15 feet to 0 feet. In light of the City’s adoption of the Town Center code where the transition standard originated with substantial public input, the Council on April 22 reconsidered their decision by remanding only this provision to the Planning Commission for study, public hearing, and a recommendation (Attachment A). The Planning Commission held a study session meeting on September 5, 2013 to discuss the amendment.

BACKGROUND

The development of the Town Center Subarea and Development Code was an approximate three year public process. Toward the end of that process the proposal for the development and design standards was being discussed by the Planning Commission. At that time there was substantial discussion on the subject of transition area requirements where commercial development in the Town Center abutted or occurred across a street to single family zones. With that discussion there was substantial public comment by a few residents who would be directly affected by the proposed requirements. The Town Center adopted code language that required a 15 foot building setback from the right-of-way for development in Town Center when located across a street from R-4, R-6, and R-8 zones.

In early 2012 staff was directed to amend the Development Code to consolidate the commercial zoning, development and design standards based on the work completed for Town Center. In these amendments, the Planning Commission recommended that the building setback for all commercial development when across streets from R-4, R-6, and R-8 zones remained unchanged other than the inclusion of R-8 zones. At the Commission meetings in December 2012 and January 2013 there was discussion and public comment on this provision specifically regarding the Ronald United Methodist Church property. Aside from parking and affordable housing, public comment from advocates of affordable housing on that site requested a reduced street front setback in

the proposed requirements to accommodate more housing and less expensive construction costs. Minutes to those meetings can be linked to:

http://shoreview/portal/server.pt/document/1212043/120612_docx

http://shoreview/portal/server.pt/document/1212044/010313_docx

http://shoreview/portal/server.pt/document/1212084/011713_docx

In March 2013 the City Council discussed the Planning Commission recommendations and adopted the revised language to reduce those setbacks from 15 feet to 0 feet. The general discussion around the revision cited: the adequacy of bulk and scale standards to protect R-4-R-8 properties across right of ways; the need for more affordable housing; development potential in general for Shoreline's commercial districts; and a visual preference for having buildings abutting sidewalks in commercial areas. The minutes discussing this issue can be linked to

http://shoreline.granicus.com/MinutesViewer.php?view_id=4&clip_id=459. In response to the substantial public comment to the revised code amendment, the Council met April 22 to reconsider that decision and decided to remand this provision to the Planning Commission before reconsidering their adoption. The minutes discussing the reconsideration can be linked to

http://shoreline.granicus.com/MinutesViewer.php?view_id=4&clip_id=464.

PROPOSAL & ANALYSIS

The Planning Commission recommended the following provision under SMC 20.50.021.A.

From abutting property, a 35-foot maximum building height at the required setback, a building envelope under 35 feet of height for an additional 30 feet of property depth, and a two to one horizontal to vertical slope up to the maximum height of the zone. From across street rights-of-way, a 35-foot maximum building height at the required 15-foot setback, a building envelope under 35 feet of height for an additional 10 feet of property depth, and a one to one horizontal to vertical slope up to the maximum height of the zone. Parking garages facing Transition Areas with abutting property shall be entirely walled without openings.

The City Council adopted the following provision under SMC 20.50.021.A in Ordinance No. 654.

From abutting property, a 35-foot maximum building height for 25 feet horizontally from the required setback, then an additional 10 feet in height for the next 10 feet horizontally, and an additional 10 feet in height for each additional 10 horizontal feet up to the maximum height of the zone. From across street rights-of-way, a 35-foot maximum building height for 10 feet horizontally from the required building setback, then an additional 10 feet of height for the next 10 feet horizontally, and an additional 10 feet in height for each additional 10 horizontal feet, up to the maximum height allowed in the zone.

| |
|-------------------------|
| Commercial Zones |
|-------------------------|

| STANDARDS | Neighborhood Business (NB) | Community Business (CB) | Mixed Business (MB) | Town Center (TC-1, 2 & 3) |
|---|----------------------------|-------------------------|---------------------|---------------------------|
| Min. Front Yard Setback (Street) (1) (see Transition Area setback, SMC20.50.021) | 0 ft | 0 ft | 0 ft | 0 ft |
| Min. Side and Rear Yard Setback from Commercial Zones | 0 ft | 0 ft | 0 ft | 0 ft |
| Min. Side and Rear Yard Setback from R-4, R-6 and R-8 Zones (see Transition Area setback, SMC 20.50.021) | 20 ft | 20 ft | 20 ft | 20 ft |
| Min. Side and Rear Yard Setback from TC-4, R-12 through R-48 Zones | 15 ft | 15 ft | 15 ft | 15 ft |
| Base Height (2) | 50 ft | 60 ft | 65 ft | 70 ft |
| Hardscape | 85% | 85% | 95% | 95% |

See Attachment B to compare a cross-section of the two provisions. The impact from the Council’s revision allows for 15 feet by the width of the property by three stories more development potential. Building separation from single family zones across the street in comparison to single family abutting commercial zones is 80 feet (60-foot R-o-W plus 20-foot single family front yard setback requirement) with 35 feet (20-foot commercial setback plus 15-foot single family rear yard setback).

Criteria for Amending the Development Code

Neither of these provisions is in conflict with the following criteria in SMC 20.30.350 for amendment to the Development Code.

A. Purpose. An amendment to the Development Code (and where applicable amendment of the zoning map) is a mechanism by which the City may bring its land use and development regulations into conformity with the Comprehensive Plan or respond to changing conditions or needs of the City.

B. Decision Criteria. The City Council may approve or approve with modifications a proposal for the text of the Land Use Code if:

1. The amendment is in accordance with the Comprehensive Plan:

The following 2012 Comprehensive Plan Land Use, Economic Development, and Community Design goals and policies provide guidance and support for maintaining the adopted 0-foot building front setback.

Land Use

Goal LU V: Enhance the character, quality, and function of existing residential neighborhoods while accommodating anticipated growth.

Goal LU VI: Encourage pedestrian-scale design in commercial and mixed use areas.

Goal LU VII: Plan for commercial areas that serve the community, are attractive, and have long-term economic vitality.

Goal LU VIII: Encourage redevelopment of the Aurora corridor from a commercial strip to distinct centers with variety, activity, and interest.

LU10: The Mixed Use 1 (MU1) designation encourages the development of walkable places with architectural interest that integrate a wide variety of retail, office, and service uses, along with form-based maximum density residential uses. Transition to adjacent single-family neighborhoods may be accomplished through appropriate design solutions. Limited manufacturing uses may be permitted under certain conditions.

LU11: The Mixed Use 2 (MU2) designation is similar to the MU1 designation, except it is not intended to allow more intense uses, such as manufacturing and other uses that generate light, glare, noise or odor that may be incompatible with existing and proposed land uses. The Mixed Use 2 (MU2) designation applies to commercial areas not on the Aurora Avenue or Ballinger Way corridors, such as Ridgecrest, Briarcrest, Richmond Beach, and North City. This designation may provide retail, office, and service uses, and greater residential densities than are allowed in low density residential designations, and promotes pedestrian connections, transit, and amenities.

Community Design

Goal CD I: Promote community development and redevelopment that is aesthetically pleasing, functional, and consistent with the City's vision.

Policy CD2: Refine design standards so new projects enhance the livability and the aesthetic appeal of the community.

Policy CD4: Buffer the visual impact on residential areas of commercial, office, industrial, and institutional development.

Policy CD35: Encourage buildings to be sited at or near the public sidewalk.

Economic Development

Goal ED I: Maintain and improve the quality of life in the community by: Complementing community character; and maximizing opportunities along Bus Rapid Transit corridors and areas to be served by light rail.

Goal ED VII: Encourage multi-story buildings for efficient land use.

Policy ED1: Improve economic vitality by encouraging increased housing density around commercial districts, especially those served by high capacity rapid transit, to expand customer base; and developing design guidelines to enhance commercial areas with pedestrian amenities, and “protect and connect” adjacent residential areas.

Policy ED9: Promote land use and urban design that allows for smart growth and dense *nodes* of transit-supportive commercial activity to promote a self-sustaining local economy.

Policy ED12: Revitalize commercial business districts, and encourage high-density mixed-use in these areas.

The relevant Comprehensive Plan goals and policies could be viewed as both supporting and opposing the staff recommendation to maintain the 0-foot setback as adopted by Council earlier this year. These goals and policies speak of maximizing opportunities by increasing density in commercial districts especially those areas served by rapid transit. By maintaining the 0-foot setback more density could be accommodated in these areas. On the other hand, there are goals and policies that speak to maintaining, improving and protecting community character and adjacent residential areas.

- 2. The amendment will not adversely affect the public health, safety or general welfare;*

The amendment does not adversely affect the public health, safety or general welfare because it only amends the building setback standard when across the R-o-W from single family zones. The difference of a setback of 0 feet and 15 feet for commercial buildings on one side of the street separated by single family buildings on the other side of the street is the difference between 80 feet and 95 feet of total separation. In comparison, the separation of buildings when commercial property is abutting single family property is 35 feet.

The potential increase of dwelling density through building bulk limits improve the viability of these commercial zones and districts while protecting the adjacent residential neighborhoods. More viable commercial districts can become an amenity that can serve the neighborhoods.

- 3. The amendment is not contrary to the best interest of the citizens and property owners of the City of Shoreline.*

The amendment is not contrary to the best interest of the citizens and property owners of the City of Shoreline because it only amends the building setback standard when across the R-o-W from single family zones. The difference of a setback of 0 feet and 15 feet for commercial buildings on one side of the street separated by single family buildings on the other side of the street is the difference between 80 feet and 95 feet of total separation. In comparison, the separation of buildings when commercial property is abutting single family property is 35 feet.

The potential increase of dwelling density through building bulk limits is to improve the viability of these commercial zones and districts while protecting the adjacent residential neighborhoods. More viable commercial districts can become an amenity that can serve the neighborhoods.

PROCEDURE

These Planning Commission meetings and hearing were publically noticed in the Seattle Times, and listed in the City's website. As a courtesy, a notice was sent August 17th to all property owners that are zoned either commercially or R-4, R-6, and R-8 and located directly across a street from each other (Attachment C). The State Department of Commerce was notified August 8, 2013 of the possible amendment.

SEPA review for this action was completed with prior consideration of this amendment in 2012.

RECOMMENDATION

Staff recommends that the Planning Commission hold a public hearing and make a recommendation (Attachment D) that supports the Council's adoption of a 0-foot front setback for all commercial zoned development when across the street from R-4, R-6, or R-8 zones.

This is supported by Council Goal 1: Strengthen Shoreline's economic base and associated action step 2 to "implement efforts to make the permit process predictable, timely and competitive". To allow more development potential will help make the permit process more competitive while not substantially decreasing the overall separation of buildings on both sides of a transition area.

The goals and policies of the Comprehensive Plan relate both to maximizing development in commercial zones especially those served by rapid transit and relate to maintaining, improving and protecting residential areas adjacent to commercial areas. The impact of allowing for a 0-foot setback across a Right of Way from properties zoned Residential 4 to 8 units per acre is more than just 15 feet when it is diminished by the required frontage improvements (street trees), commercial design standards (façade, plazas), and an 80-foot separation of buildings across a Right-of-Way.

ATTACHMENTS

Attachment A – Council April 22 Reconsideration Staff Report

Attachment B – Diagram Comparing the 2 Provisions

Attachment C – Notice of Public Hearing

Attachment D – Draft Commission Recommendation Letter (to be modified based on Commission discussion on October 3)

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CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

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|----------------------|--|
| AGENDA TITLE: | Reconsideration of the City's Development Code for Commercial Design Standards as it Pertains to the Transition Area Setback Amendment. (Shoreline Municipal Code Chapter 20.50.021(a)) |
| DEPARTMENT: | Planning and Community Development |
| PRESENTED BY: | Rachael Markle, Director Paul Cohen, Planning Manager |
| ACTION: | <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing |

PROBLEM/ISSUE STATEMENT:

The purpose of tonight's meeting is to discuss possible reconsideration of a portion of Ordinance No. 654 pertaining to the setback for buildings in commercial zones in transition areas (SMC 20.50.021(a)) when across the street from R-4, R-6, and R-8 zones.

On March 18, 2013 the Shoreline City Council adopted the commercial design standards and zoning consolidation amendments. In those amendments, the Planning Commission recommended transition area amendments that the Council discussed, moved to change, and approved regarding development standards for transition areas between commercial zones and single family zones, and more specifically, the initial building setback from the property line when across the street from single family zones (R-4, R-6, R-8). The Commission's recommendation was a 15-foot setback that was consistent with the Town Center District standards. The Council moved and adopted a change to that setback. The Council adopted a required setback, which when using the dimensional chart, is 0 feet.

In consultation with the City Attorney, it is not possible to simply go back and amend the code that was just adopted. These legislative decisions must go through the Planning Commission, who is responsible for holding the open record public hearing on the proposed code and making a recommendation to the City Council. This staff report provides the alternatives available for Council to consider.

RESOURCE/FINANCIAL IMPACT:

No financial impacts are anticipated.

RECOMMENDATION:

Council should review the amendment and discuss the alternatives available for Council consideration. Staff is recommending that Council make no change and leave the code amendments as adopted on March 18, 2013 in Ordinance No. 654.

Approved By: City Manager **JU** City Attorney **IS**

BACKGROUND

On March 18, 2013 the Shoreline City Council adopted the commercial design standards and zoning consolidation amendments. In those amendments, the Planning Commission recommended transition area amendments that the Council discussed, moved to change, and approved regarding development standards for transition areas between commercial zones and single family zones, and more specifically, the initial building setback from the property line when across the street from single family zones (R-4, R-6, R-8). The Commission's recommendation was a 15-foot setback that was consistent with the Town Center District standards. The Council moved and adopted a change to that setback. The Council adopted a required front yard setback (SMC 20.50.020(2)), which when using the dimensional chart, is 0 feet.

Council Action as Summarized in the Adopted Minutes

Councilmember Hall moved adoption of Ordinance No. 654. Councilmember Roberts seconded the motion. Councilmember Hall proposed an amendment to SMC Chapter 20.50.021 relating to transition area requirements. Following discussion of the proposed change, Councilmember Hall withdrew the amendment to allow action on other amendments.

Councilmember Hall moved to strike the Planning Commission recommended code language in SMC Chapter 20.50.021, Transition Areas, and insert the following: "Development in commercial zones; NB, CB, MB, and TC1, 2 & 3, abutting or directly across street rights-of-way from R-4, R-6, or R-8 zones shall minimally meet the following transition area requirements: 1. From abutting property, a 35-foot maximum building height for 25 feet horizontally from the required setback, then an additional ten feet in height for the next ten feet horizontally, and an additional ten feet in height for each additional ten horizontal feet up to the maximum height of the zone. From across street rights-of-way, a 35-foot maximum building height for ten feet horizontally from the required building setback, then an additional ten feet of height for the next ten feet horizontally, and an additional ten feet in height for each additional ten horizontal feet, up to the maximum height allowed in the zone." Councilmember Roberts seconded the motion.

There was Council discussion and questions regarding the merits of the proposed change. Following discussion, a vote was taken on the motion, which carried 6-1, with Councilmember Salomon dissenting.

See Attachment A for a diagram comparing Planning Commission's recommendation and Council's adoption.

Adopted Code Language

1. From abutting property, a 35-foot maximum building height for 25 feet horizontally from the required setback, then an additional ten feet in height for the next ten feet horizontally, and an additional ten feet in height for each additional ten horizontal feet, up to the maximum height of the zone. *From across street rights-of-way, a 35-foot maximum building height for ten feet horizontally from the required building setback (as adopted in the dimensional chart SMC 20.50.020(2)), then an additional ten feet of height for the next ten feet horizontally, and an additional ten feet in height for each additional ten horizontal feet, up to the maximum height allowed in the zone.*

DISCUSSION

Survey of Affected Properties

Staff has reviewed the City's parcel maps to identify how many parcels this provision will affect. Staff found 85 parcels of R-6, R-4, and R-8 property that each average about 100 lineal feet of frontage and which are across streets from commercial zoned property. While many of these parcels are peppered throughout the City, a significant amount of them are on Linden in Town Center and on Dayton near the Washington State Department of Transportation property.

Citizen Concerns

Since the code amendment adoption, some citizens, who live in Town Center, have expressed concerns regarding the change. Some of these same citizens are also concerned about the proposed Ronald Commons project, which is an affordable housing, food bank and community service development proposed on Linden Avenue, on the north side of the Ronald Methodist Church. There is no application for this project yet; however, the development team has informed staff that they plan to submit a binding site plan soon.

ALTERNATIVES

In consultation with the City Attorney, it is not possible to simply go back and amend the code that was just adopted. These legislative decisions must go through the Planning Commission, who is responsible for holding the open record public hearing on the propose code and making a recommendation to the City Council. Alternatives for the Council to consider include:

- **No Change** – Make no change and leave the code amendment as adopted on March 18, 2013 in Ordinance No. 654.
- **Code Amendment Process** – There are two possible paths to amend the code:
 1. *Routine Code Review & Amendment Process* – Direct staff to revisit the specific amendment with the Planning Commission. This would include a public hearing, discussion, and recommendation from the Planning Commission to return to Council. The timeline for this returning to Council would be late 2013/early 2014.
 2. *Six-Month Moratorium with Interim Regulation* – Adopt a moratorium for the one provision regarding commercial zone building setbacks that are across the street from R-4, R-6, and R-8 with interim regulations. For the interim regulation staff recommends that the Council adopt the Planning Commission's recommendation of 15-foot setback for all commercial zones.

The staff recommends the no change alternative.

RESOURCE/FINANCIAL IMPACT:

No financial impacts are anticipated.

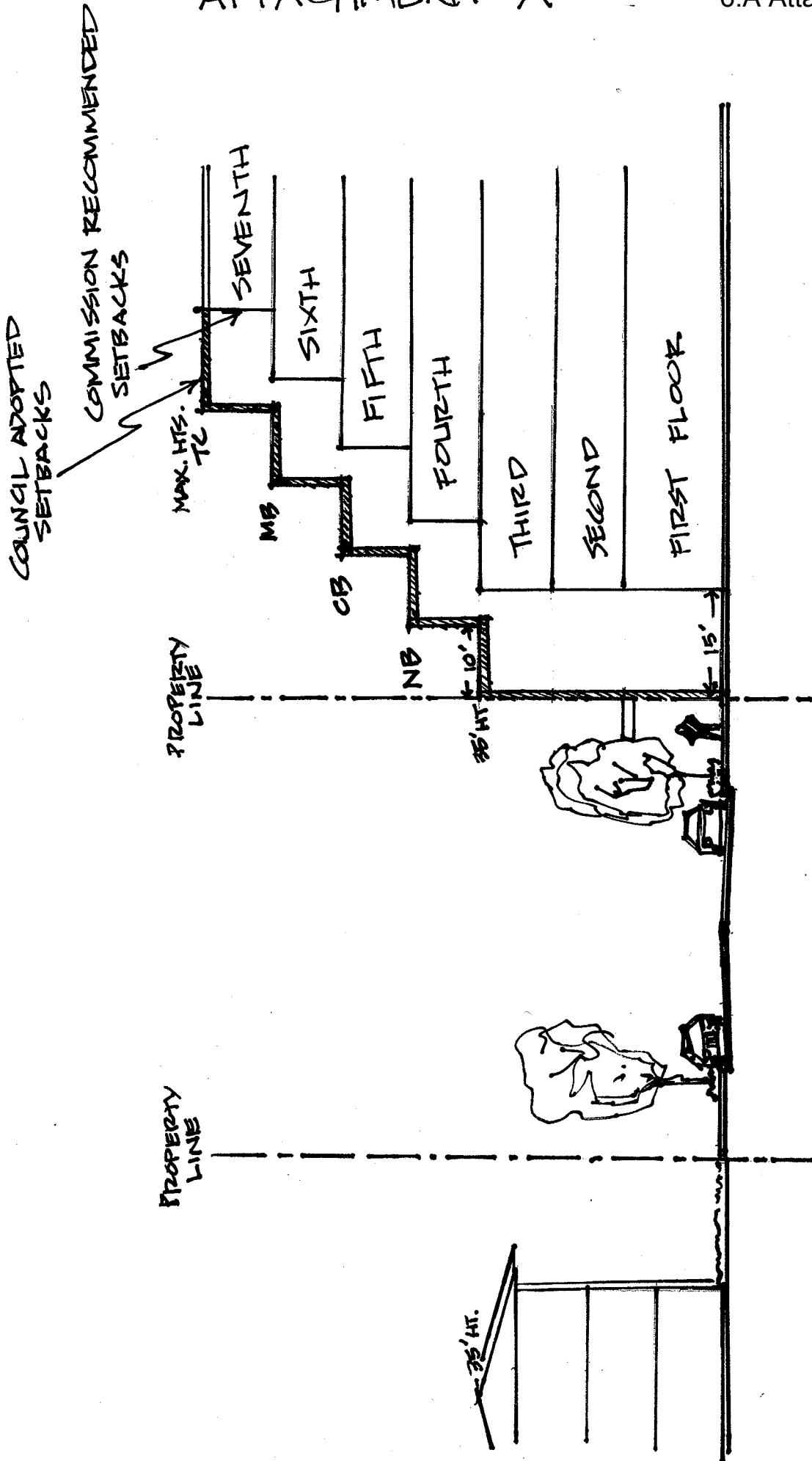
RECOMMENDATION

Council should review the amendment and discuss the alternatives available for Council consideration. Staff is recommending that Council make no change and leave the code amendments as adopted on March 18, 2013 in Ordinance No. 654.

ATTACHMENT:

Attachment A – Comparison of Planning Commission Recommendations and Council Adoption

COMPARISON OF P.C. RECOMMENDATIONS + C.C. ADOPTION



COMMERCIAL ZONE

60' R-O-W

R-3, R-6, or R-3 ZONE

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AMENDED

The City of Shoreline Notice of Public Hearing of the Planning Commission

Description of Proposal: Proposed development code amendments to section 20.50.021.A. This section affects property that is commercially zoned (NB, CB, MB, or TC) when directly across the street from single family property zones (R-4, R-6, or R-8). In March 2013 the City Council changed the building setback from the street right-of-way (back of sidewalk) in this situation for commercial zone development from 15 feet to 0 feet. They have asked the Planning Commission to reconsider that new code provision on September 5 and October 3, 2013. September 5th will be a study session and the public hearing will be held on October 3rd. These meetings begin at 7 p.m. in the Council Chambers at City Hall. A SEPA Threshold Determination of Nonsignificance was issued on this proposal on October 3, 2012. You are notified if you want to attend these meetings to comment or send your comments to Paul Cohen, Project Manager, PC&D, 17500 Midvale Ave N. 98133 or email to pcohen@shorelinewa.gov or fax (206) 801-2788. For more information call Paul at (206) 801- 2551.

Written comments must be received at the address, email or fax listed above before **5:00 p.m. October 2, 2013**. Upon request, a copy of the final City Council decision on the proposal.

Interested persons are encouraged to provide oral and/or written comments regarding the above project at an open record public hearing. The hearing is scheduled for Thursday, October 3, 2013 at 7:00 p.m. in the Council Chamber at City Hall, 17500 Midvale Avenue N, Shoreline, WA.

Questions or More Information: Please contact Paul Cohen, Planning & Community Development at (206) 801-2551.

Any person requiring a disability accommodation should contact the City Clerk at (206) 801-2230 in advance for more information. For TTY telephone service call (206) 546-0457. Each request will be considered individually according to the type of request, the availability of resources, and the financial ability of the City to provide the requested services or equipment.

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Memorandum

DATE: October 3, 2013

TO: Shoreline City Council

FROM: Shoreline Planning Commission

RE: Commission Recommendation for Code Amendments to Commercial Zone for Front Setbacks in Transition Areas

The Planning Commission held a study session and a public hearing on the amendments to the Development Code regarding commercial zone transition area standards for building front setback. The Commission voted to recommend the attached development regulations.

The Commission concluded its public hearing on October 3, 2013 regarding Development Code regulations regarding transition zones (SMC 20.50.021.A) for front building setbacks for commercial zone development when are across R-o-Ws from R-4, R-6, or R-8 zones and forwarded the attached recommendations. On March 18, 2013 the City Council gave staff direction to reconsider this code amendment to support Council Goal 1: Strengthen Shoreline's economic base-

1. Improve and streamline the City's development regulations for commercial zones

Planning Commission believes the proposed development regulations meet the applicable criteria set forth in the City's Code.

A. Public Outreach Chronology

- June 20th: Open house - notified by mail to all commercial zoned properties and the surrounding 500 feet of residential properties in addition to Currents and the City webpage.
- June 21st: SE Shoreline – follow-up to due to commercial development discussions in the subarea planning process.
- June 27th: Chamber of Commerce Government Affairs Committee - representing Shoreline business interests
- September 5th: Council of Neighborhoods – representing all neighborhood associations
- October 29th: Commercial Developer focus group – sampling of area developers

- Group email list updates – people participating in the above meetings
- Planning Commission held as public hearing January 17, 2013
- City Council adopted code amendments for commercial zoned property on.
- City Council adopted the commercial development standards and zone consolidation code amendments on March 18, 2013.
- City Council reconsidered their decision on April 22, 2013 of their March 18th adoption of a 0-foot front building setback and directed the Planning Commission to study and hold a public hearing.
- Staff mailed notice of this reconsidered amendment to all commercial zoned property and R-4, R-6, and R-8 zoned property when across a street R-o-W from each other.
- Staff mailed notice of this reconsidered amendment to all corresponding neighbors along Linden Avenue N. concerned with the Ronald Methodist Church development.
- Planning Commission held a study session on September 5, 2013.
- Planning Commission held a public hearing on October 3, 2013

B. Development Code Amendment Criteria – 20.30.350

SMC 20.30.350 establishes the following criteria for approval of a Development Code amendment:

1. *The amendment is in accordance with the Comprehensive Plan;*

The following 2012 Comprehensive Plan Land Use, Economic Development, and Community Design goals and policies provide guidance and support for maintaining the adopted 0-foot building front setback.

Land Use

Goal LU V: Enhance the character, quality, and function of existing residential neighborhoods while accommodating anticipated growth.

Goal LU VI: Encourage pedestrian-scale design in commercial and mixed use areas.

Goal LU VII: Plan for commercial areas that serve the community, are attractive, and have long-term economic vitality.

Goal LU VIII: Encourage redevelopment of the Aurora corridor from a commercial strip to distinct centers with variety, activity, and interest.

LU10: The Mixed Use 1 (MU1) designation encourages the development of walkable places with architectural interest that integrate a wide variety of retail, office, and service uses, along with form-based maximum density residential uses. Transition to adjacent single-family neighborhoods may be accomplished through appropriate design solutions. Limited manufacturing uses may be permitted under certain conditions.

LU11: The Mixed Use 2 (MU2) designation is similar to the MU1 designation, except it is not intended to allow more intense uses, such as manufacturing and other uses that generate light, glare, noise or odor that may be incompatible with existing and proposed land uses. The Mixed Use 2 (MU2) designation applies to commercial areas not on the Aurora Avenue or Ballinger Way corridors, such as Ridgecrest, Briarcrest, Richmond Beach, and North City. This designation may provide retail, office, and service uses, and greater residential densities than are allowed in low density residential designations, and promotes pedestrian connections, transit, and amenities.

Community Design

Goal CD I: Promote community development and redevelopment that is aesthetically pleasing, functional, and consistent with the City’s vision.

Policy CD2: Refine design standards so new projects enhance the livability and the aesthetic appeal of the community.

Policy CD4: Buffer the visual impact on residential areas of commercial, office, industrial, and institutional development.

Policy CD35: Encourage buildings to be sited at or near the public sidewalk.

Economic Development

Goal ED I: Maintain and improve the quality of life in the community by: Complementing community character; and maximizing opportunities along Bus Rapid Transit corridors and areas to be served by light rail.

Goal ED VII: Encourage multi-story buildings for efficient land use.

Policy ED1: Improve economic vitality by encouraging increased housing density around commercial districts, especially those served by high capacity rapid transit, to expand customer base; and developing design guidelines to enhance commercial areas with pedestrian amenities, and “protect and connect” adjacent residential areas.

Policy ED9: Promote land use and urban design that allows for smart growth and dense *nodes* of transit-supportive commercial activity to promote a self-sustaining local economy.

Policy ED12: Revitalize commercial business districts, and encourage high-density mixed-use in these areas.

The relevant Comprehensive Plan goals and policies could be viewed as both supporting and opposing the staff recommendation to maintain the 0-foot setback as adopted by Council earlier this year. These goals and policies speak of maximizing opportunities by increasing density in commercial districts especially

those areas served by rapid transit. By maintaining the 0-foot setback more density could be accommodated in these areas. On the other hand, there are goals and policies that speak to maintaining, improving and protecting community character and adjacent residential areas.

2. *The amendment will not adversely affect the public health, safety or general welfare;*

The amendment does not adversely affect the public health, safety or general welfare because it only amends the building setback standard when across the R-o-W from single family zones. The difference of a setback of 0 feet and 15 feet for commercial buildings on one side of the street separated by single family buildings on the other side of the street is the difference between 80 feet and 95 feet of total separation. In comparison, the separation of buildings when commercial property is abutting single family property is 35 feet.

The potential increase of dwelling density through building bulk limits improve the viability of these commercial zones and districts while protecting the adjacent residential neighborhoods. More viable commercial districts can become an amenity that can serve the neighborhoods.

3. *The amendment is not contrary to the best interest of the citizens and property owners of the City of Shoreline.*

The amendment is not contrary to the best interest of the citizens and property owners of the City of Shoreline because it only amends the building setback standard when across the R-o-W from single family zones. The difference of a setback of 0 feet and 15 feet for commercial buildings on one side of the street separated by single family buildings on the other side of the street is the difference between 80 feet and 95 feet of total separation. In comparison, the separation of buildings when commercial property is abutting single family property is 35 feet.

The potential increase of dwelling density through building bulk limits is to improve the viability of these commercial zones and districts while protecting the adjacent residential neighborhoods. More viable commercial districts can become an amenity that can serve the neighborhoods.

The Shoreline Planning Commission reviewed the proposal in light of the criteria and concluded that the proposal met the criteria for amendment of the Development Code.

Date: _____

By: _____
Planning Commission Chair

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CITY OF SHORELINE
SHORELINE PLANNING COMMISSION
MINUTES OF REGULAR MEETING

July 18, 2013
7:00 P.M.

Shoreline City Hall
Council Chamber

Commissioners Present

Chair Moss
Vice Chair Esselman
Commissioner Craft (arrived at 7:01)
Commissioner Maul
Commissioner Montero (arrived at 7:24)
Commissioner Scully
Commissioner Wagner

Staff Present

Steve Szafran, Senior Planner, Planning and Community Development
Paul Cohen, Planning Manager, Planning and Community Development
Kate Skone, Planning Commission Clerk

CALL TO ORDER

Chair Moss called the regular meeting of the Shoreline Planning Commission to order at 7:00 p.m.

ROLL CALL

Upon roll call by the Commission Liaison the following Commissioners were present: Chair Moss, Vice Chair Esselman, and Commissioners Maul, Scully, and Wagner. Commissioner Craft arrived at 7:01 p.m. and Commissioner Montero arrived at 7:24 p.m.

APPROVAL OF AGENDA

The agenda was accepted as presented.

APPROVAL OF MINUTES

The minutes of June 6, 2013 were adopted as submitted.

GENERAL PUBLIC COMMENT

No one in the audience indicated a desire to address the Commission during this portion of the meeting.

PUBLIC HEARING: LIGHT RAIL STATION SUBAREA STUDY BOUNDARIES

Chair Moss reviewed the rules and procedures for the public hearing and then opened the hearing.

Staff Presentation

Mr. Szafran explained that the current land use map (Figure LU1) from the Comprehensive Plan designates light rail station study areas as half mile-radius circles from potential stations at Northeast 185th and 145th Streets. Phase 1 of the subarea plans for each of the station areas will include adoption of revised, parcel-specific study area boundaries. This hearing is an opportunity for the community to comment and the Planning Commission to make a recommendation to the City Council on the proposed study area boundaries.

Mr. Szafran recalled that at their June 20th study session, the Commission discussed the following changes to the study area boundary map:

- **Replacing the ¼ and ½ mile radius circles with the land use and Mobility Study Area boundaries.** The Commission agreed that this would be appropriate.
- **Removing the Land Use Study Area from 5th Avenue Northeast.** The Commission agreed that that this was appropriate, given that the focus of the land use changes should be within the ¼ and ½ mile area surrounding the light rail stations.
- **Removing Mobility Study Area from 8th Avenue Northeast.** The Commission directed staff to leave 8th Avenue Northeast as a Mobility Study Area, and the updated map reflects this change.
- **Removing Mobility Study Area from Northeast 187th and 188th Streets.** The Commission directed staff to leave these two streets in the study area, and this change is reflected in the updated map.
- **Adding Mobility Study Area for Meridian and 15th Avenue Northeast.** The Commission agreed that these two streets should also be included in the mobility study, and the map was update accordingly.
- **Adding the Ridgecrest Commercial Area as an Opportunity Site and Paramount Park as an Environmental Asset.** The Commission agreed with these two changes, and the map was updated accordingly.

Questions by the Commission

Commissioner Scully noted that the updated Comprehensive Plan Land Use Map does not show the adjustments to the Mobility Study Area boundaries as discussed by the Commission at their last meeting and shown on the draft Light Rail Station Study Area Boundary Map. He pointed out that the Light Rail Station Study Area Boundary Map would not be as accessible to citizens as the Comprehensive Plan Land Use Map. Mr. Szafran noted that the Light Rail Station Study Area Boundary Map will be posted on the City's website.

Mr. Cohen explained that while it is important to identify the Mobility Study Area boundaries on the Light Rail Station Study Area Boundary Map, it is not necessary to include them as part of the Comprehensive Plan Land Use Map as long as the Light Rail Station Study Area Boundary Map is available online and accessible to the public. Instead, he suggested that perhaps a reference to the Light

Rail Station Study Area Boundary Map could be made on the Comprehensive Plan Land Use Map. Mr. Szafran pointed out that it is also difficult to identify Opportunity Sites and Environmental Assets on the Comprehensive Plan Land Use Map. Opportunity Sites, Environmental Assets, and Mobility and Land Use Study Areas are not actual Comprehensive Plan designations.

Commissioner Scully suggested that the study area boundaries should be consistent on both the Light Rail Station Study Area Boundary Map and the Comprehensive Plan Land Use Map. However, he agreed that it would not be appropriate to identify Environmental Assets and Opportunity Sites on the Comprehensive Plan Land Use Map.

Commissioner Craft pointed out that the colors used to delineate the study areas are not intended to be color coordinated with the colors used to identify Comprehensive Plan land use designations. He suggested that staff either use different colors or provide additional text to make this clear. The remainder of the Commission agreed.

Chair Moss pointed out that the legend provided for the Light Rail Station Study Area Boundary Map does not identify what the pink lines represent. Mr. Cohen agreed that something should be added to the legend to make it clear that the pink lines identify extensions of the Mobility Study Area.

Commissioner Wagner clarified that the Commission will not make the final decision regarding the study area boundaries. Instead, the Commission will make a recommendation to the City Council and the City Council will make the final decision. Mr. Szafran advised that the City Council would conduct a study session and a public hearing before making a final decision.

Commissioner Scully asked staff to briefly explain the steps in the process that led to the proposed study area boundaries. Commissioner Craft also asked staff to explain what each study area represents. Mr. Szafran said the initial study area boundaries were adopted as part of the Comprehensive Plan in December 2012, and they served as a placeholder until staff had an opportunity to engage in a public process to refine the study area boundaries. Based on the City Council's direction that the boundaries be more clearly defined as soon as possible, the Planning Commission formed a Light Rail Station Area Planning Subcommittee to meet with staff to develop criteria for setting the subarea boundaries. The criteria included walk and bike travel sheds, topography, Comprehensive Plan policy direction, existing conditions in the community, jurisdictional boundaries, and homeowner preference. He explained that the Commission's preference was to be as inclusive as possible. He advised that the draft boundaries are based on the criteria and the subcommittee's recommendation.

Commissioner Wagner added that the Commission discussed the desire to be inclusive of the environmental assets, and they looked at the edge of every boundary. The logical boundaries were major thoroughfare streets, including parcels lining both sides of major streets. Because the intent was to be more inclusive, they included a greater number of streets in the study areas even if the desire was to reduce the impact on certain streets. This enables the City to study the impacts and identify traffic calming measures that could be implemented to reduce impacts, such as cut-through traffic. For example, numerous people were concerned that Perkins Way would be used as a cut-through route. The Commission decided to include this street in the Mobility Study Area, not because they anticipate significant transition and zoning changes, but so the potential impacts associated with the stations could be studied and addressed appropriately.

Mr. Szafran explained the intent of the Mobility Study Area is to examine routes that potential transit users would likely use to travel to and from stations. The study will include such things as traffic calming devices, wayfinding for preferred routes, etc. The Land Use Study Area identifies areas that are likely to undergo some kind of transition and/or zoning changes.

Commissioner Scully emphasized that the study area is not intended to represent a final decision for any particular parcel. It intended to be used as a focusing tool for the next step, which is considering potential Comprehensive Plan and land use changes.

Chair Moss clarified that Sound Transit will make the final decision about where the light rail stations will be located. The Light Rail Station Study Area Boundary Map identifies what the City and Commission anticipates is the most likely location for the stations, but there is potential that one of the stations may be at Northeast 155th Street rather than Northeast 145th Street. The final decision regarding station location will not be made until later this year. If Sound Transit decides that the station should be located at Northeast 155th Street, the Light Rail Station Study Area Boundary Map would need to be adjusted accordingly.

Commissioner Montero arrived to the meeting at 7:24 p.m.

Public Testimony

Roberta Overstreet, Shoreline, asked for clarification about why 5th Avenue Northeast was removed from the Land Use Study Area, and 8th Avenue Northeast was added to the Mobility Study Area. She said that she lives at the corner of 8th Avenue Northeast and Northeast Serpentine Place, and she is not clear about what is being proposed for those two streets. She asked if 8th Avenue Northeast would be made a major arterial.

Dan Dale, Shoreline, said he lives in the North City area. He thanked the staff for clarifying what the pink lines on the map are intended to represent. Adding this explanation to the legend would be great, but he suggested they either expand the boundary to include the pink routes, or provide text to make it clear that the pink routes are mobility areas of study even though they lie outside the boundary. He said he anticipates that Perkins Way and Northeast 180th Street will serve as huge funnels of traffic for people coming from Lake Forest Park, Mountlake Terrace, etc.

Mr. Dale said it is important to consider the City's framework goals. He particularly suggested that the Commission stress Framework Goals 10 and 11 to the City Council and Sound Transit. Respecting neighborhood character and soliciting community input is very important. For people that live within the study area, it is difficult not to have an attitude of "not in my backyard," particularly those who live close to where the stations will likely be located. These people should have a very strong voice in the decisions that are made, and impacts on zoning should be carefully evaluated.

Mr. Dale questioned how the proposed large parking structure could be built. He noted that a 300 to 500 stall parking structure would occupy a large footprint. He suggested they pursue a partnership with the Shoreline School District to construct a parking structure on the stadium property, which would be

within a short walking distance to the proposed station without displacing a significant number of houses.

Mr. Dale said it is important to clarify the possibility of a zoning change to 48 residential units per acre, which is significant. While many will paint this as a benefit, it is important to keep the potential impacts in mind and consider how it could change the neighborhood character. He said he would like more information about how many stories would be allowed in an R-48 zone.

Joyce Treacy, Lake Forest Park, said her mother owns a home on Northeast 180th Street, just off of 15th Avenue Northeast. She said the map shows there is a possibility of a rezone in this area. She asked the timeframe for potential zoning changes.

Final Questions and Deliberations

Mr. Szafran said that 5th Avenue Northeast was originally included as part of the Land Use Study Area, but it was later removed at the direction of the Commission. The Land Use Study Area boundary now stops at Northeast 175th Street. He said the pink line was added to 8th Avenue Northeast so it could be included in the Mobility Study Area to study the impacts of associated station traffic as well as potential mitigation. It does not mean the street will be changed to accommodate more traffic. Commissioner Wagner explained that, at one point, 8th Avenue Northeast was excluded from the Mobility Study Area because the preference is to have 5th and 10th Avenues Northeast bear the brunt of the traffic. These two streets are wider and are already identified in the Transportation Plan as streets that would be higher priority for improvements to accommodate more traffic. However, just because 5th and 10th Avenues Northeast are designated as the preferred routes doesn't mean that people won't use 8th Avenue Northeast to access the station. The Commission agreed to put the pink lines back on the other streets so that potential impacts and possible mitigation could be considered.

Chair Moss reiterated that the Commission prefers to include the streets identified in pink in the Mobility Study Area so they can be studied and the potential impacts can be addressed. She commented that it is very important to keep neighborhood character and safety in mind. She expressed concern that extending the purple Mobility Study Area boundaries to include the streets with pink lines could give the impression that all the properties between the pink lines would also be part of the study area. She suggested it might be better to simply provide a description of what the pink lines represent. Mr. Szafran suggested that, rather than including a description on the map, it might be better to place the description elsewhere in the Comprehensive Plan. Chair Moss stressed that articulating what is meant by the pink lines is incredibly important.

Vice Chair Esselman reiterated that the Commission decided to make the Mobility Study Area more inclusive rather than less inclusive. Just because areas are included does not necessarily mean there will be zoning changes. She commented that the properties within the study area boundaries would be looked at in finer detail as part of the next step.

Mr. Szafran announced that staff will work with a consultant in the coming months to complete market studies, identify current conditions, etc. He said the consultant has until the end of June 2014 to make a recommendation for proposed Comprehensive Plan and zoning designations. The consultant's recommendation would be reviewed by the Planning Commission before it is forwarded to the City

Council for ultimate adoption. Mr. Cohen said that as the process moves forward, there will be ample opportunity for public input about potential changes. He said it is likely that the lines on the map will change as the process goes forward, but the Commission wanted to make sure the boundaries were broad enough that they did not ignore possible opportunities or impacts.

Chair Moss commented that the City has a webpage that contains all of the available information related to light rail station area planning. The Commission has appointed a subcommittee of three (Maul, Scully, and Craft) to work closely with staff and various organizations. The subcommittee meets monthly and reports back to the Commission. The meetings are open to the public and citizen feedback is encouraged. She emphasized that build out will not begin for several years, and Sound Transit will make final decisions regarding the station locations, as well as the location of any parking garage. The City's goal is to address potential issues and impacts early in the process.

Vote to Recommend Approval or Denial or Modification

COMMISSIONER WAGNER MOVED THAT THE COMMISSION RECOMMEND TO THE CITY COUNCIL ADOPTION OF THE PROPOSED CHANGES TO THE CITY'S COMPREHENSIVE PLAN LAND USE MAP SHOWING THE REVISED LIGHT RAIL STATION SUBAREA STUDY BOUNDARIES AS PRESENTED BY STAFF AND INCLUDING THE PINK DASHED LINES THAT ARE SHOWN ON THE LIGHT RAIL STATION STUDY AREA BOUNDARY MAP. COMMISSIONER MONTERO SECONDED THE MOTION.

Commissioner Wagner recalled that the Commission started this process with the original ¼ and ½ mile circles around the light rail stations. The walking study the subcommittee did was invaluable, and their work was helpful in understanding the reasons for the proposed study area boundaries. The Commission reviewed the boundaries in depth and challenged nearly every border in their study sessions. She said she believes the map has been refined adequately and appropriately.

Commissioner Montero also commended the subcommittee for their excellent work and the tremendous amount of input that was provided by the staff and community. He said he believes the Light Rail Station Study Area Boundary Map is well thought out.

Commissioner Scully reviewed that there was a recent community meeting on May 22nd regarding the proposed study area boundaries, which was very well attended. The comments to date are consistent with the comments received during the Commission's public hearing. Although there are some concerns, he is impressed with how generally excited people are. He emphasized that the map is intended to be used as a focusing tool and is just the first step in the process. He said he supports the motion.

COMMISSIONER WAGNER MOVED THAT THE MAIN MOTION BE AMENDED TO ADD A RECOMMENDATION TO THE CITY COUNCIL THAT THE FOLLOWING DEFINITIONS FOR MOBILITY AND LAND USE STUDY AREAS BE INCORPORATED INTO THE COMPREHENSIVE PLAN (See Page 12 of the meeting packet, under Agenda Item 6.A):

- **THE LIGHT RAIL MOBILITY STUDY AREAS AND MOBILITY STUDY PATHWAYS ENCOMPASS A BROADER REGION AND ARE DRAWN ON EXISTING RIGHTS-OF-WAY. IN SOME CASES, THE MOBILITY STUDY ENCOMPASSES ARTERIALS AND OTHER ROADWAYS THAT ARE NOT INCLUDED WITHIN THE BOUNDARY. RESIDENTS LIVING WITHIN THE MOBILITY STUDY AREA OR ALONG ROADS LEADING TO THE STATIONS ARE CONCERNED WITH TRAFFIC IMPACTS TO THEIR NEIGHBORHOODS. THE INTENT OF THE STUDY AREA IS TO EXAMINE ROUTES THAT POTENTIAL TRANSIT USERS WILL LIKELY TRAVEL TO AND FROM STATIONS, AND MAY LEAD TO RECOMMENDATIONS REGARDING TRAFFIC CALMING, INFRASTRUCTURE FOR ALTERNATE MODES OF TRAVEL, OR CREATING CONNECTIONS IN NEIGHBORHOODS WITHOUT DIRECT ACCESS.**
- **THE LIGHT RAIL LAND USE STUDY AREAS REPRESENT SMALLER GEOGRAPHIC REGIONS THAT ARE MORE LIKELY TO UNDERGO TRANSITION AND ZONING CHANGES. THIS MAY LEAD TO RECOMMENDATIONS REGARDING APPROPRIATE USES, DESIGN AND TRANSITION STANDARDS, REDEVELOPMENT SCENARIOS, AND THRESHOLDS THAT MAY TRIGGER PHASED ZONING AND OTHER STRATEGIES TO ENCOURAGE IMPLEMENTATION OF THE SUBAREA PLANS. THESE LINES ARE GENERALLY DRAWN ALONG THE BACKSIDE OF PARCELS FRONTING AN ARTERIAL SO THAT TRANSITIONS OCCUR ALONG THE REAR OF A PROPERTY STEPPING INTO A NEIGHBORHOOD AND THERE CAN BE MORE CONSISTENCY IN SCALE AND DESIGN FROM THE STREETScape. IN SOME CASES, ENVIRONMENTAL ASSETS OR OTHER SENSITIVE AREAS THAT ARE NOT ANTICIPATED TO REDEVELOP WERE INCLUDED IN STUDY AREA BOUNDARIES IN ORDER TO CAPTURE INFORMATION ABOUT THEIR VALUE AND FUNCTION.**

COMMISSIONER MAUL SECONDED THE MOTION TO AMEND.

Mr. Szafran advised that, if the motion to amend is approved by the Commission, staff could make a recommendation to the City Council as to the appropriate location for the definitions to be inserted into the Comprehensive Plan. Chair Moss suggested that the definitions should be included in either the “definition” section or in a sidebar. She agreed that including the definitions would provide more clarity.

Chair Moss pointed out that a mobility study includes all modes of transportation, and not just vehicular. She questioned how this point could be made clearer in the Comprehensive Plan. Mr. Szafran said the definition for “Mobility Study Area” mentions other modes of transportation.

Commissioner Craft questioned if there would be an opportunity for the Commission to better refine the definitions after the maps have been adopted and make a recommendation that they be included in the Comprehensive Plan at a later time. Mr. Szafran expressed concern about waiting too long to incorporate the definitions into the Comprehensive Plan. He reminded the Commission that the definitions would become obsolete when the study area boundaries are replaced with Comprehensive Plan land use designations. Mr. Cohen suggested that the submittal letter that is attached to the

Commissioner's recommendation to the City Council could include a recommendation that the definitions be incorporated into the Comprehensive Plan. Between now and the City Council's study session, staff could investigate the best location for them.

Commissioner Maul said he believes the definitions are very important and could be incorporated directly on the map as a sidebar. When the map is no longer applicable, both the map and the definitions could be eliminated from the Comprehensive Plan. He said there needs to be a direct connection between the map and what the boundaries mean.

Commissioner Scully said he does not disagree that an explanation is important, but adding definitions will have no impact on the process. He cautioned against slowing down the process to work on the definitions when what they really need to do is make sure the study areas are in place so they can move forward to the next phase of making actual changes to the Comprehensive Plan, which is where the most public input and discussion will be needed. If they can't agree on proposed definitions now, he suggested the Commission forward a recommendation of approval to the City Council for the proposed map and include in the transmittal package the explanatory letter found in the Staff Report to clarify what is meant by the two study areas.

Commissioner Wagner recalled that the City Council has given the Commission direction to figure out what the issues are. She suggested that the Commission could forward a recommendation to the City Council as part of their transmittal letter, and the City Council could decide if the definitions are appropriate, and if so, where they should be located.

Mr. Szafran pointed out that the terms "Mobility Study Area" and "Land Use Study Area" are defined on the City's website. Perhaps it would be appropriate to add a reference on the map to the City's website.

Chair Moss agreed with Commissioner Maul that adding the definitions to the map would make the map more user friendly for everyone. She suggested that perhaps the definitions should be inserted on the map and in the glossary of terms. She also agreed with Commissioner Scully that they should not postpone their recommendation related to the study area map. The Commission's desire to add definitions could be noted in their transmittal letter, and staff could provide additional direction regarding the issue at the City Council's study session.

Although she likes the idea of including the definitions on the map, Vice Chair Esselman agreed with Commissioner Scully that the Commission should take specific action on the map, and verbiage articulation should be a separate matter. She noted that the map and definitions will eventually be eliminated from the Comprehensive Plan when the studies have been completed. She expressed her belief that the Commission may be over thinking the issue a bit.

COMMISSIONER SCULLY MOVED TO AMEND COMMISSIONER WAGNER'S MOTION TO AMEND THE MAIN MOTION TO INCORPORATE THE DEFINITIONS AS OUTLINED IN THE PREVIOUS MOTION INTO THE DEFINITIONS SECTION OF THE LAND USE ELEMENT OF THE COMPREHENSIVE PLAN. COMMISSIONER MONTERO SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.

COMMISSIONER WAGNER’S MOTION TO AMEND THE MAIN MOTION (AS AMENDED BY THE PREVIOUS MOTION) CARRIED UNANIMOUSLY.

Commissioner Maul reminded staff of the Commission’s request to change the color of the purple line that identifies the Mobility Study Area boundaries.

THE MAIN MOTION, AS AMENDED, WAS UNANIMOUSLY APPROVED.

Closure of Public Hearing

Chair Moss closed the public hearing.

DIRECTOR’S REPORT

Mr. Cohen announced that the state is currently working on rules to regulate the growing, processing and retailing of marijuana. As a result, jurisdictions are scrambling to decide how to address the issue, and the City Council has asked staff to get started right away. He advised that staff will meet with the City Council on July 29th to discuss the issue further, and he anticipates having a discussion with the Commission on August 15th regarding the City Council’s direction. Staff anticipates a public hearing before the Commission on September 5th.

Mr. Cohen reminded the Commission that the land use portion of the rules and regulations related to marijuana will be quite small. The bigger portion is related to licensing, which will not involve the Planning Commission. He summarized that this is a hot topic, and he anticipates a fair amount of discussion. He said he will draft the Staff Report soon so the Commission will have ample time to review the background information prior to their August 15th meeting.

Mr. Cohen pointed out that a study session to reconsider the transition area setback requirements has been postponed to the Commission’s September 19th agenda. A public hearing has been tentatively scheduled for October 17th. He said this item was moved so that the public hearing was not the same night as the public hearing for the marijuana regulations. He said he anticipates a significant amount of public involvement for both topics. Chair Moss asked staff to confirm that none of the Commission’s meeting dates conflict with the American Planning Association Conference in Bellevue on October 2nd-3rd.

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

Light Rail Station Area Planning Subcommittee Report

Commissioner Scully reported that the next step for the subcommittee is to attend community meetings related to light rail station area planning and listen to community feedback. He said he attended the 185th Station-Area Citizens Committee (185SCC) doorbelling day last weekend.

Commissioner Craft commented that one opportunity for the public to provide input related to station area planning is Thursday, August 1st, from 6:00 to 8:00 p.m. at the Unitarian Universalist Church on 1st Avenue Northeast. This event will be hosted by Futurewise. Another event is scheduled for

Wednesday, August 7th, from 6:30 to 9:00 p.m. at the Prince of Peace Lutheran Church on 20th Avenue Northeast. 185SCC will also host an event on Thursday, August 22nd, from 6:00 to 8:00 p.m. at the Shoreline/Lake Forest Park Senior Center on 1st Avenue Northeast. He noted that information about the events, as well as additional information, is available on the City's website. In addition, citizens can contact Miranda Redinger or Commissioners via email.

Chair Moss reported that she attended the light rail community meeting on July 11th that was sponsored by Senior Services of King County for the Korean community. The event was well attended by members of the Community. King County Council Member Dembowski and two or three Shoreline City Council Members were also in attendance. The event was a positive experience, and people were interested in hearing more. The participants were invited to brainstorm about things they would like to see in the station area. Ms. Redinger was the primary presenter at the event.

Chair Moss said she sent a link to the Commissioners via Plancom about a livable communities survey, which is being sponsored by the Puget Sound Regional Council (PSRC). The PSRC is seeking recommendations and feedback from all interested parties. She suggested that this link should be posted on the City's website, as well. The survey offers a good opportunity for members of the community to share their thoughts not only about light rail, but livable communities.

AGENDA FOR NEXT MEETING

Commissioner Moss announced that the Commission's August 1st meeting was canceled. Mr. Cohen advised that the American Planning Association's Washington Conference is scheduled for October 2nd and 3rd. He noted that there are no items currently scheduled on the Commission's October 3rd agenda.

ADJOURNMENT

The meeting was adjourned at 8:19 p.m.

Donna Moss
Chair, Planning Commission

Kate Skone
Clerk, Planning Commission

DRAFT

CITY OF SHORELINE

SHORELINE PLANNING COMMISSION MINUTES OF REGULAR MEETING

September 5, 2013
7:00 P.M.

Shoreline City Hall
Council Chamber

Commissioners Present

Chair Moss
Vice Chair Esselman
Commissioner Craft
Commissioner Maul
Commissioner Montero
Commissioner Scully
Commissioner Wagner

Staff Present

Steve Szafran, Senior Planner, Planning and Community Development
Paul Cohen, Planning Manager, Planning and Community Development
Lisa Basher, Planning Commission Clerk

CALL TO ORDER

Commissioner Wagner called the regular meeting of the Shoreline Planning Commission to order at 7:12 p.m.

ROLL CALL

Upon roll call by the Commission Clerk the following Commissioners were present: Chair Moss, Vice Chair Esselman, and Commissioners Craft, Maul, Montero, Scully and Wagner.

Mr. Cohen introduced Lisa Basher, who was recently hired as the Planning Commission Administrative Support Staff.

APPROVAL OF AGENDA

The agenda was accepted as presented.

APPROVAL OF MINUTES

The minutes of June 20, 2013 were adopted as submitted.

GENERAL PUBLIC COMMENT

No one in the audience indicated a desire to address the Commission during this portion of the meeting.

STUDY ITEM: RECONSIDERATION ON TRANSITION AREA SETBACK AMENDMENT

Staff Presentation

Mr. Cohen reviewed that the City Council adopted the Commercial Design Standards (Ordinance 654) on March 18, 2013 as recommended by the Commission, with just one exception related to front setbacks for buildings in commercial zones when across the street from single-family zones. They later reconsidered their decision and remanded only the provision related to transition standards back to the Commission for study, a public hearing and a recommendation.

Mr. Cohen reminded the Commission that the Town Center plan was adopted after a three-year public process, which included significant discussion about the transition area requirements. The Town Center Plan identifies a 15-foot setback from the right-of-way for commercial development that occurs across the street from a single-family zone. Consistent with the Town Center Plan, the Planning Commission recommended a setback of 15 feet for commercial development that is located across the street from single-family zones. He recalled that during the Planning Commission's public hearing on the draft standards, citizens expressed concern that a 15-foot setback requirement would significantly impact the Ronald Methodist Church's ability to move forward with its low-income housing project. They particularly expressed concern that the 15-foot setback requirement would diminish the site's development potential. The City Council voted to reduce the setback requirement from 15 feet to 0 feet, but later decided to reconsider their decision and remand the provision to the Planning Commission. Since that time, the church applied for a subdivision of commercial property, and their project has vested under the zero setback requirement.

Mr. Cohen advised that notice of the Planning Commission study session, as well as the October 3rd public hearing, were mailed to all parties of record and all owners of properties that are zoned either commercial or single-family residential and located directly across the street from each other.

Mr. Cohen provided a diagram to illustrate how the 0 and 15-foot setback requirements would be applied to commercial properties that are located across the street from single-family zones. He said staff recommends the Planning Commission support the City Council's recommendation of a 0 setback requirement. He noted that the transition area requirement for commercial properties that abut single-family properties calls for a 20-foot setback for the commercial building and a 15-foot setback for the single-family residential building for a total separation of 35 feet. Even with a 0 setback, commercial buildings that are located across the street from residential properties would be separated by a 60-foot right-of-way, as well as a 20-foot front setback for single-family residences for a total separation of 80 feet.

Commissioner Wagner recalled that in commercial zones on arterial streets, a 0 setback is desirable to encourage pedestrian interaction. Mr. Cohen agreed that the Commercial Design Standards related to street fronts are intended to encourage pedestrian interest and access. The design standards apply to all commercial development and talk about the types of things that must be located in the space between the building front and the sidewalk such as landscaping and plazas, to support pedestrian activity.

Chair Moss asked if developers would be required to have a 0 setback or if they could choose to have a greater setback. Mr. Cohen answered that 0 would be the minimum setback, but a developer could choose a greater setback. Commissioner Montero asked if a 0 setback would impact street parking. Mr. Cohen answered that street parking would still be allowed.

Vice Chair Esselman inquired about the width of the right-of-way on Linden Avenue North. Mr. Cohen answered that it is 60-feet wide.

Commissioner Craft asked staff to talk about how a 0 setback would impact the pedestrian component of the design elements. Mr. Cohen answered that even if the setback is 0, there would also be a requirement for window transparency on the façade, and the first floor would have to meet commercial building standards, as well. Awnings would be required, along with an 8-foot sidewalk and 5-foot amenity strip. Because the City's goal is to encourage on-street parking, an amenity strip could be modified to be just tree pits so that people do not have to walk through landscaping. He summarized his belief that the design standards, as currently adopted, will result in strong pedestrian environments.

Commissioner Maul expressed concern that the connection between pedestrians and commercial development would be weakened if buildings are setback 15 feet. He agreed with staff that a 60-foot right-of-way and a 20-foot residential setback would result in a minimum separation of 80 feet, which is significantly greater than the 35-foot separation that would be required between abutting commercial and single-family residential properties. He reminded the Commission that a step back would also be required for the portion of building taller than 35 feet to further protect residential properties located across the street. He said he would support a 0 setback. Mr. Cohen added that all multi-family development in commercial zones would be required to provide plazas or other open space that is visible and accessible from the street. Other building façade modulation would also be required for development in commercial zones.

Commissioner Montero asked if a 0 setback would result in less outdoor lighting. Mr. Cohen answered that the Commercial Design Standards include provisions for pedestrian-scale lighting. Commissioner Montero asked if the standards include provisions to shield the single-family properties that are located across the street. Mr. Cohen answered that right-of-way lighting will be dictated by the Engineering Development Manual, and all exterior lighting on private property must be shielded so that direct lighting cannot reach residential properties.

Chair Moss pointed out that the base height for the Neighborhood Business (NB), Community Business (CB), Mixed Business (MB) and Town Center (TC-1, 2 and 3) zones will not accommodate the 7-story building depicted in the diagram provided by staff. Mr. Cohen pointed out that each floor would be approximately 10 feet tall, with additional height for the ground floor to meet commercial standards. However, height is measured based on the slope of the lot, so there is potential for six floors in almost every situation in the CB and MB zones, and seven floors in the TC-1, 2 and 3 zones.

Chair Moss asked if circular driveways would be allowed in front of a mixed-use commercial business for a drop-off service. Mr. Cohen answered that vehicular circulation between the sidewalk and building frontage is discouraged. However, there is a provision that allows for departure from this code requirement if certain conditions can be met.

Public Comment

Hiller West, Shoreline, said he and his wife own a home in North City (12th Avenue Northeast), but they currently live in Astoria, Oregon. He said he is currently suffering the ill effects of out-of-scale development across the street from his home in North City. His property is zoned single-family and the property across the street is zoned multi-family and commercial. He encouraged the Commissioners to visit 12th Avenue Northeast between 175th and 180th Streets to view the development that has occurred in recent years. He felt this would give them some perspective for their current discussion.

Mr. West commented that a 0 setback for commercial development in transition zones across the street from single-family-zoned homes places commercial development at the property line. As currently adopted by the City Council, an increase in building height of 10 feet would be allowed just 10 feet back from the property line. Potentially, commercial buildings could be 45 feet in height, with a setback of 10 feet. He submitted that the impact of the reduced setback and increased building height could potentially be negative to single-family neighborhoods. Commercial development is not only the people-friendly retail that we all like to envision at the sidewalk level (small shops and cafes). It can also be concrete facades, parking structures, and box-type walls. He urged the Commission to stay with their original recommendation, favoring a 15-foot setback in transition zones. This would have the added benefit of reducing building mass further. If a 15-foot setback is adopted by the City Council based on the Commission's recommendation, it could always be evaluated and reconsidered in a year or two.

Courtney Ewing, Shoreline, said she lives at 179th and Linden Avenue and has a vested interest in the issue at hand. She expressed concern that allowing taller buildings with 0 setback could reduce the morning light onto residential properties. She also expressed concern that existing commercial buildings could tear down a wall and push clear out to the street. This could have a significant impact to residential properties, as well. She recalled that the stagnant commercial growth in Shoreline was discussed at the last City Council meeting. The potential additional square footage allowed by a 0 versus 15-foot setback was specifically noted. She questioned how many applications the City has received for commercial development based on the current 0 setback.

Dave Hinez, Shoreline, said he lives at 178th and Linden Avenue. He noted that there is just 35 feet from the center of the road to the existing single-family homes. He expressed concern that allowing commercial development up to the property line and the fact that Ronald Methodist Church's application is already vested seems to be putting businesses ahead of people. He pointed out that there are hundreds of high school students walking up and down Linden Avenue during lunch time. An 8-foot sidewalk is insufficient in this location. He questioned how commercial loads could be safely dropped off at retail businesses if there is no setback requirement. The trucks would have to park in the street.

Continued Staff and Commission Discussion

Mr. Cohen pointed out that the heights allowed in commercial zones have not been changed. He advised that the City has had numerous conversations and pre-application meetings with potential

developers since the adoption of the new standards in April of 2013, but none were required to use the new Commercial Design Standards.

Commissioner Craft asked staff to speak to Mr. Hinez concern about commercial loading on the street and what the code suggests would be the most appropriate way to do that. Mr. Cohen said that, at this time, trucks would not be allowed to park in the middle of the street to unload goods to a commercial establishment. However, when there is a curb and on-street parking, the City allows designated load/unload zones. If that is not possible, the City would require that loading and unloading take place on site.

Commissioner Wagner cautioned the Commission to not focus their discussion on the impacts of a single development (Ronald Methodist Church). Instead, they should focus on the overall vision for the City and how the 0 setback would be applied in all commercial zones.

Commissioner Scully said he would like to see more flexibility throughout the transition area standards. He commented that there are some occasions when a 15-foot setback makes sense, and other occasions when a 0 lot line would be more appropriate. Based on what he has heard, he said he is not inclined to support changing the Commission's recommendation from 15 feet. He referred to Marlboro Street in Boston, which is used for gardens. The mandatory 15-foot setback has resulted in flower beds on private property. There are also examples in Seattle where the 15-foot setback is used for gathering areas. He referred to Mr. West's comment regarding the width of the sidewalk, and noted that the 8-foot sidewalk provided in new developments in Seattle is used for transit and people will not generally slow down and mingle. However, people might linger on a 15-foot setback that has landscaping and benches. He also pointed out that the visual impact looking across the street from a residential property to a 0-lot-line commercial building would be significant, even with an 80-foot separation. He summarized that, while he supports density, he does not believe that foisting this significant visual impact on existing single-family residents will aid the City in the long run.

Commissioner Wagner commented that while she appreciates the comments about sidewalk widths, it is not part of the discussion at hand. She suggested the Commission consider the need for predictability. She explained that Shoreline has had trouble attracting developers because the regulations and standards change too frequently. While there is not one right answer, they must be very sensitive to the City's long-term attractiveness to developers. She cautioned against changing codes frequently to address public concern about a single project since the changes can drastically impact other commercial properties in the City.

Chair Moss summarized that a public hearing is set for October 3rd, at which the public will be invited to offer testimony that will go forward as part of the record. She encouraged interested citizens to attend and advised that a notice of the hearing would be published on the Planning Commission page of the City's website.

DIRECTOR'S REPORT

Mr. Cohen reported that City staff has conducted three pre-application meetings for potential multi-family developments with some commercial space. One potential project would be located at 180th

Street and Midvale Avenue (Interurban Building site). The applicant is proposing commercial space along Midvale Avenue, with live/work lofts along 180th Street. The project would provide upwards of 165 residential units and under building parking would be provided. A second potential project would develop the entire Denny Triangle with approximately 300 residential units on top of structured parking. This project is related to the City's partial street vacation of Westminster Way to shrink the width of the street, provide angle parking, and accommodate more street improvements. A third potential project would be located at 205th Street and 19th Avenue and would consist of about 100 residential units. He noted that all three projects are in the conceptual phase, and all would be required to meet the Commercial Design Standards. He noted that although the project at the Denny Triangle would be allowed a 0 setback, the developer is actually proposing to set the building back 20 feet to reduce the number of step backs required.

Mr. Cohen reported that the U.S. Biotek Building at 160th Street and Linden Avenue is currently under construction. The existing Thai Restaurant and 7-11 would remain on the site for the time being, but full site development would be done around the two existing businesses. He also advised that construction has started on the new International Community Health Center at 167th Street and Aurora Avenue North. The project at 152nd Street and Aurora Avenue North is also moving forward. In addition, the City has issued a number of demolition and building permits for redevelopment in the single-family zones.

Mr. Cohen announced that the American Planning Association Conference is scheduled for October 2nd and 3rd. He invited interested Commissioners to contact staff so appropriate arrangements can be made.

Mr. Cohen advised that staff has proposed \$180,000 in the 2014 budget for the 145th Street Station Area Planning. He noted that a number of visioning workshops have been sponsored by other groups throughout the community, and the City will conduct its own visioning workshop on September 19th. It is hoped that the City's workshop will consolidate the work done at the previous workshops. Commissioner Scully asked that staff send emails to the Commissioners to remind them of special events.

Mr. Cohen reported that the City Council will begin their review of the Draft Environmental Impact Statement (EIS) for the light rail project. They anticipate that the Sound Transit Board will make their selection alternatives for stations in October.

Commissioner Montero asked for an update on the final phase of the Aurora Avenue North Project. Mr. Cohen answered that the City has obtained the necessary funding and dedicated right-of-way, and the project is currently in the planning and design stage.

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

Light Rail Station Area Planning Committee Report

Commissioner Maul reported that the Light Rail Station Area Planning Committee attended two visioning/planning workshops, which were both well attended. A number of people provided good and positive input. Commissioner Scully added that many people have concerns about potential impacts, but

most are excited about the project. No unforeseen concerns were raised, but the comments will help the City focus future discussions.

Commissioner Craft announced that at their September 16th meeting, the City Council will adopt the study area boundaries and comment on the Draft EIS. Mr. Szafran explained that in order to adopt the study area boundaries, the City Council must change the Comprehensive Plan Land Use Map to replace the circles with the Land Use and Mobility Study Areas. It is anticipated that in conjunction with adoption of the study area boundaries, the City Council would also amend the 2013 Comprehensive Plan amendment docket to include this proposed change.

Commissioner Craft announced that in lieu of the Commission's regular meeting on September 19th, the City will conduct a Light Rail Station Area Visioning Workshop at City Hall. This will give the Commissioners an opportunity to listen to community feedback. He also announced that the newly-formed 145th Committee is scheduled to meet on September 18th at Aroma Coffee to discuss the Draft EIS comments. He noted that information about all of the meetings is available on the City's website.

Commissioner Craft reported that a Design Dialogue Workshop will be held sometime in October, at which the consultants will refine the ideas that were captured during the visioning sessions into graphic representations of potential transit-oriented communities.

Chair Moss reminded the Commission that the Light Rail Station Area Planning Project will consume a significant amount of their time over the next few years. She reminded staff to forward the Commissioners all information about the various meetings related to the topic.

Commissioner Craft announced that the Light Rail Station Area Planning Committee report would be moved from the 1st meeting of each month to the 2nd meeting of each month so they can report on the activities that have occurred during the month. He also announced that the committee meetings have been moved to the 3rd Thursday of each month at either 4:00 or 6:00 p.m.

Commissioner Maul requested an update on the Point Wells property. Commissioner Montero advised that a new special interest group has been formed to oppose the Point Wells project, and he plans to attend their next meeting. Commissioner Scully added that oral arguments must be submitted by October 24th, and Save Richmond Beach and Innis Arden have asked the City to submit an amicus brief to support their position.

AGENDA FOR NEXT MEETING

Mr. Szafran reminded the Commission that the September 19th meeting has been cancelled. He announced that a public hearing on the transition area setback amendment is scheduled for October 3rd. Also on 3rd, the Commission will have a study session to discuss potential marijuana code amendments. A public hearing on the marijuana code amendments is scheduled for October 17th.

ADJOURNMENT

The meeting was adjourned at 8:20 p.m.

Donna Moss
Chair, Planning Commission

Lisa Basher
Clerk, Planning Commission

TIME STAMP
September 5, 2013

CALL TO ORDER:

ROLL CALL:

APPROVAL OF AGENDA:

APPROVAL OF MINUTES: 1:00

GENERAL PUBLIC COMMENT: 1:10

STUDY ITEM: RECONSIDERATION ON TRANSITION AREA SETBACK AMENDMENT

Staff Presentation: 2:20

Public Comment: 31:09

Commission Discussion: 41:03

DIRECTOR'S REPORT: 49:38

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

Light Rail Station Area Planning Committee Report: 58:15

AGENDA FOR NEXT MEETING: 1:06:47

ADJOURNMENT:

Shoreline Planning Commission

PUBLIC COMMENT AFTER AGENDA ITEM September 5, 2013

Sign-in on this sheet if you wish to speak on a Study Item scheduled for this evening

The Chair will call speakers' names in the order in which they have signed in. When your name is called, please step to the microphone and state clearly your name and city of residence. Your comments will be recorded.

| FIRST & LAST NAME | CITY OF RESIDENCE | MAILING / EMAIL INFORMATION <i>(Optional)</i> | <i>Speaking on behalf of a group? If yes, check box</i> |
|---|-------------------|--|---|
| RECONSIDERATION ON TRANSITION AREA SETBACK AMENDMENT | | | |
| <i>Alicer West</i> | <i>Shoreline</i> | <i>alicerwest@cs.com</i> | <input type="checkbox"/> |
| <i>DAVE HINEZ</i> | <i>Shoreline</i> | <i>ZEATLEDAVE@yahoo.com</i> | <input type="checkbox"/> |
| <i>COURTNEY EWING</i> | <i>Shoreline</i> | <i>CCEWING@GMAIL</i> | <input type="checkbox"/> |
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This sign-in sheet is a public record, so any contact information you provide may be disclosed as part of a public records request.