

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b>	Discussion of Resolution No. 272 Expressing Concern Regarding Sound Transit's Revised Phase II Preliminary Corridor Service Concepts Proposal and Resolution No. 273 Regarding Promoting A Single, Integrated, Continuous Bus Rapid Transit System Along the Aurora Avenue/SR 99 Corridor
<b>DEPARTMENT:</b>	Public Works
<b>PRESENTED BY:</b>	Kirk McKinley, Aurora Corridor Project Manager Alicia McIntire, Aurora Corridor Planner Scott MacColl, Intergovernmental Programs Manager, City Manager's Office

**PROBLEM/ISSUE STATEMENT:**

*Sound Transit's Revised Phase II Preliminary Corridor Service Concepts Proposal*

On January 31, 2008, the Sound Transit Board held a workshop to begin discussions for an updated Sound Transit 2 (ST2) plan. Proposition 1 (the Roads and Transit Ballot Initiative) included a package of Sound Transit projects for the region; however, this initiative was defeated in November 2007. This package included expansion of the light rail system along I-5 from the University of Washington to Ash Way in Snohomish County, with stations at North 145<sup>th</sup> Street and North 185<sup>th</sup> Street as improvements directly serving residents of Shoreline.

With the defeat of Proposition 1, the Sound Transit Board has begun discussions for an updated ST2 plan. At the workshop on January 31, 2008, Sound Transit staff presented preliminary corridor service concepts to the Board (Attachment A). Concepts for the North Corridor, which includes the City of Shoreline, are shown on Pages 6 and 7 of Attachment A. This service concept includes expansion of light rail service from UW to Northgate, with Bus Rapid Transit (BRT) service on I-5. This service concept does not include any BRT stops between Northgate and Mountlake Terrace. Sound Transit staff indicated that this was not an oversight, as construction of BRT stations in this area would require significant modifications to I-5. Furthermore, this concept does not show any connections between Metro or Community Transit's proposed BRT service and Sound Transit's BRT service at any point along the corridor except the Everett Transit Center. No improvements to Sounder Commuter Rail, such as a new station, are proposed for the City of Shoreline.

This service concept represents no additional future investment in Sound Transit service for the City of Shoreline. Currently, the only Sound Transit Service available to City of Shoreline residents is Express Bus service at the freeway stop at North 145<sup>th</sup>

Street and a small segment of Bothell Way NE within the City limits. While Council did not take a position on Proposition 1, and there has been some expression of concern by councilmembers about what represents the best investment of Sound Transit dollars, this service concept would provide residents with no additional service.

The preliminary corridor service concepts presented to the Sound Transit Board show proposed service concepts for the East and South subareas. Compared to the ST2 plan included with Proposition 1, these concepts represent reductions in light rail expansion and replacement with BRT service and some improvements to Sounder Commuter Rail service. Several Sound Transit Board members expressed concern about this significantly reduced level of service for the entire Sound Transit service area. The Board will continue to discuss an updated service package, as well as timing for a future ballot measure. It is uncertain if a revised Sound Transit package will be presented to voters in the 2008 election or a future election.

Sound Transit staff will be presenting alternative scenarios based upon this service concept to the Board on February 28, 2008. It is unknown if the Board will take action to adopt a draft plan at this meeting. If it appears the Board will take action, it is staff's recommendation that a representative of the City be present to provide comment to the Board and explain the Council's intent to adopt the attached resolution on March 3, 2008. The Board has not decided whether they will pursue placing a new service package before the voters on the 2008 or 2010 ballot. If they decide to go before the voters in 2008, the draft plan must be adopted by the end of March 2008. A schedule has not been developed for a 2010 ballot measure.

Due to the uncertainty of the timing of the adoption of the plan by the Sound Transit Board, there is an urgency to seek Council direction. Likewise, staff believes the most effective strategy is to try to amend the "draft" plan before Board adoption. Once the plan is adopted by the Board is very unlikely that the City will be successful in amending it.

*Promoting A Single, Integrated, Continuous Bus Rapid Transit System Along the Aurora Avenue/SR 99 Corridor -- Planning Commission-Proposed Resolution*

On September 19, 2007, the Planning Commission unanimously approved a motion to transmit a resolution to the City Council regarding bus rapid transit (BRT) service on Aurora Avenue N/SR 99. The Planning Commission-proposed resolution (resolution No. 273) is attached as Attachment C. The Planning Commission resolution promotes a single, integrated continuous BRT system along SR 99. Attached as Attachment D, E and F are Planning Commission minutes from the September 6, 2007, September 19, 2007 and November 1, 2007 providing background on the Commission-proposed Resolution No. 273.

On February 7, 2008, the Planning Commission heard presentations by representatives from King County Metro Transit, Community Transit and Sound Transit explaining the planned BRT system and the coordination among the agencies. After hearing the presentations, the Planning Commission affirmed their original resolution without any amendments and requested the resolution be forwarded to the City Council for consideration. Attached as Attachment G are the (draft) minutes from the February 7,



2008 meeting, detailing the Community Transit, Metro Transit and Sound Transit presentations and the Commission's response to the presentation.

While the Planning Commission-proposed resolution is not directly linked to Resolution No. 272 regarding Sound Transit's proposal, staff believes it is appropriate to discuss these two transit issues together.

### **RECOMMENDATION**

While this item is on tonight's Council agenda for discussion purposes only, at Council's March 3<sup>rd</sup> Regular Business Meeting, staff would recommend that the City Council adopt Resolution No. 272, A Resolution of The City of Shoreline, Washington, Expressing Concern Regarding Sound Transit's Revised Phase II Draft Plan. Staff further recommends that Council consider the Planning Commission-proposed Resolution No. 273.

Approved By:

City Manager  City Attorney 

### **ATTACHMENTS**

- A- ST2 Preliminary Corridor Service Concepts PowerPoint presentation
- B- Proposed Resolution No. 272
- C- Proposed Resolution No 273
- D- Planning Commission minutes from August 2, 2007
- E- Planning Commission minutes from September 6, 2007
- F- Planning Commission minutes from September 19, 2007
- G- Draft Planning Commission minutes from February 7, 2008

# ST2 UPDATE

## Preliminary Corridor Service Concepts

Board Workshop

January 31, 2008

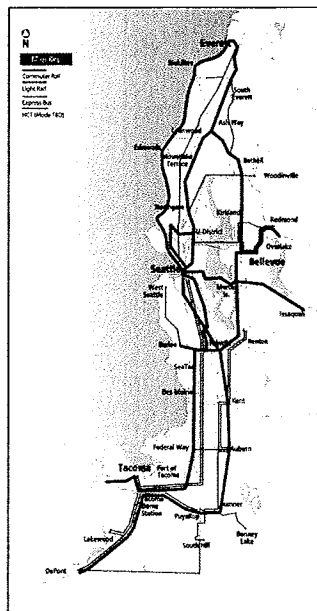
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 **SOUNDTRANSIT**  
RIDE THE WAVE

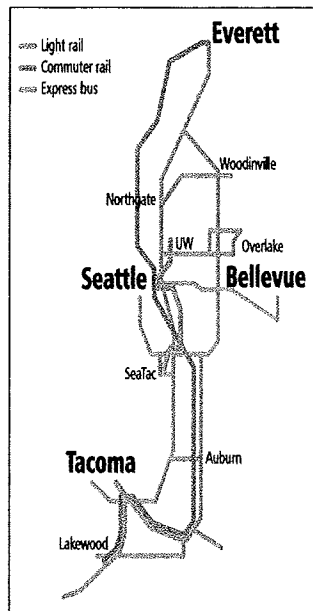
## Follow-up Demand Questions

- Last week's ST2 Update presentation included partial needs assessment information
- Final Needs Assessment document now complete
  - Includes travel demand (all day person trip demand) for 2006 and 2030 (20 super districts + 27 urban centers)
  - Supports transit investment concepts under review
  - Quantifies total travel demand between zones and centers
  - Next step is to identify a transit network to capture the transit trips

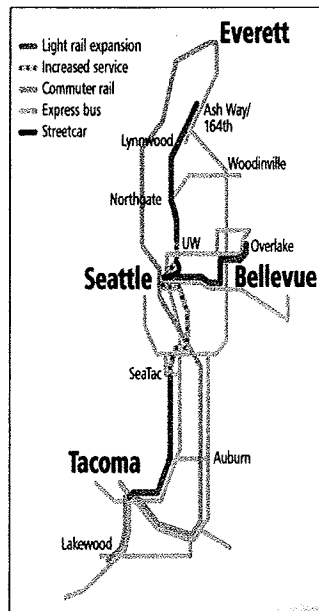
# System is Evolving



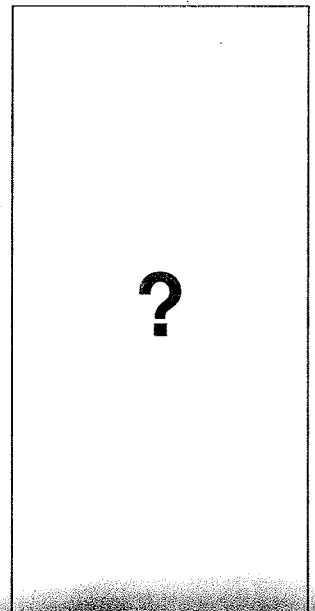
Long Range Plan



Sound Move



2007 ST2



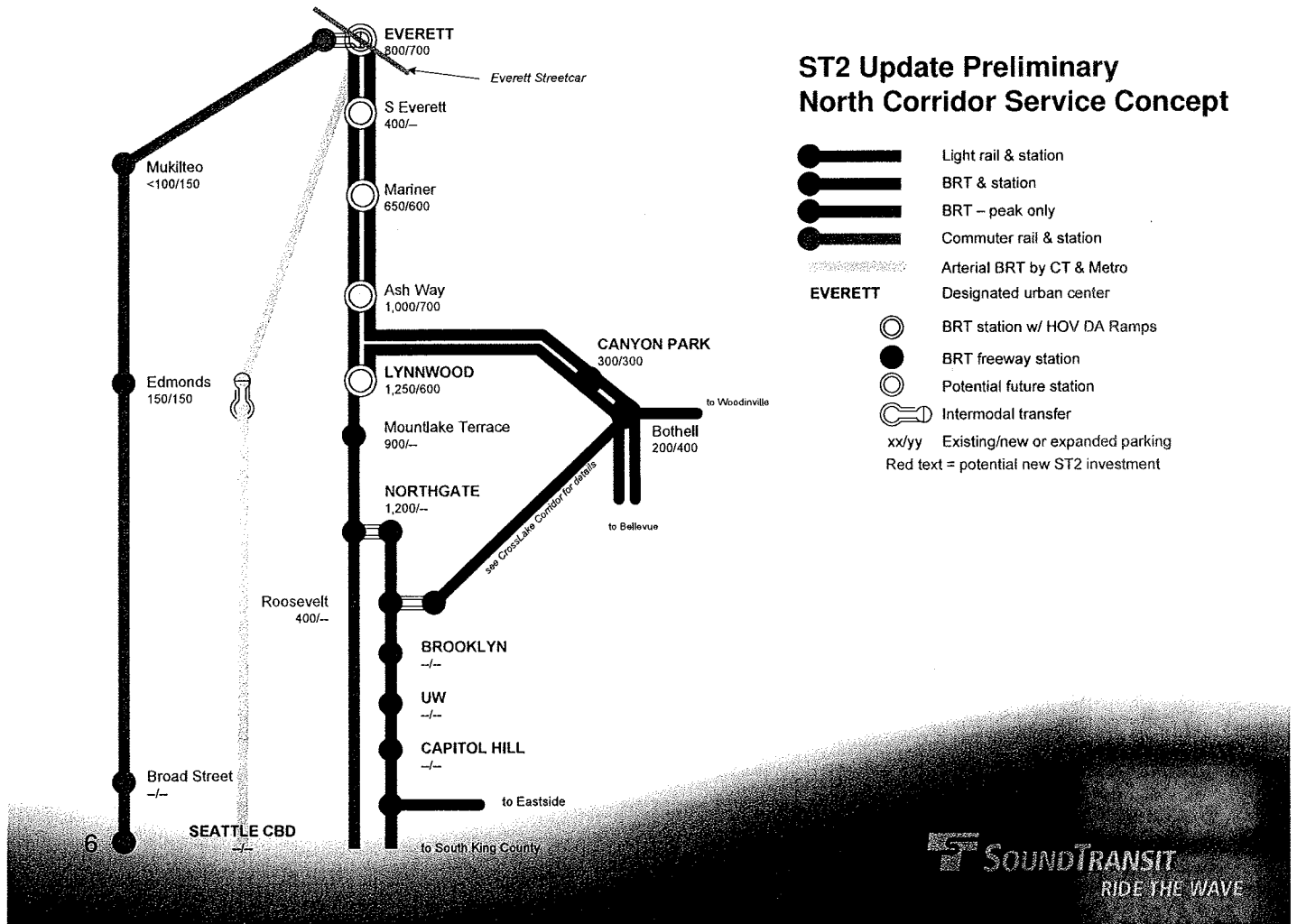
# Approach & Assumptions

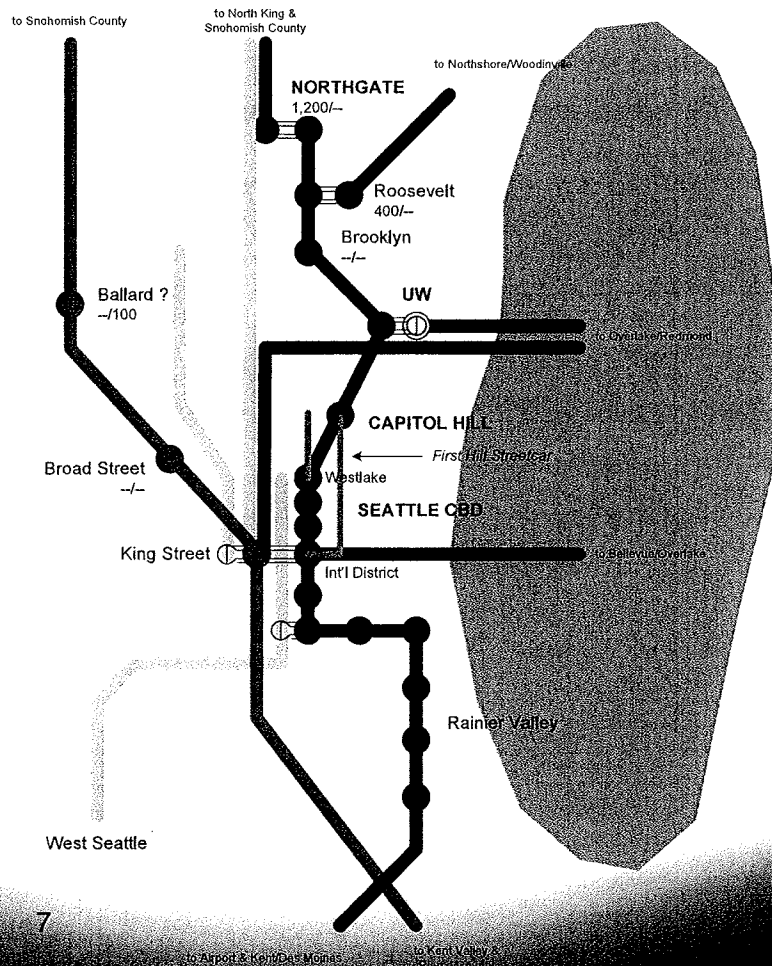
- Presentation today represents a starting point, not the draft plan
- Capitalize on *Sound Move* investments and conform with ST LRP
- ST LRP, ST2 Plan and any ST2 amendments will be consistent with *Destination 2030*
- Less cost and faster delivery than Roads & Transit – investments not as comprehensive
- Addresses ST service structure only
  - Demonstrate synergy with Metro RapidRide and CT Swift investments
- BRT proposals rely on state HOV lanes for performance reliability
- Don't yet know what is affordable
  - Project scope, costs and financial model are being updated

# North Corridor Options

- Respond to strong ridership demand in I-5 North corridor
  - Extend light rail from UW to Northgate
  - Build out I-5 BRT system
- Improve Sounder North access and parking
- Enhance I-405 BRT system
- Enhance urban center connections to regional system
  - First Hill and Everett connectors







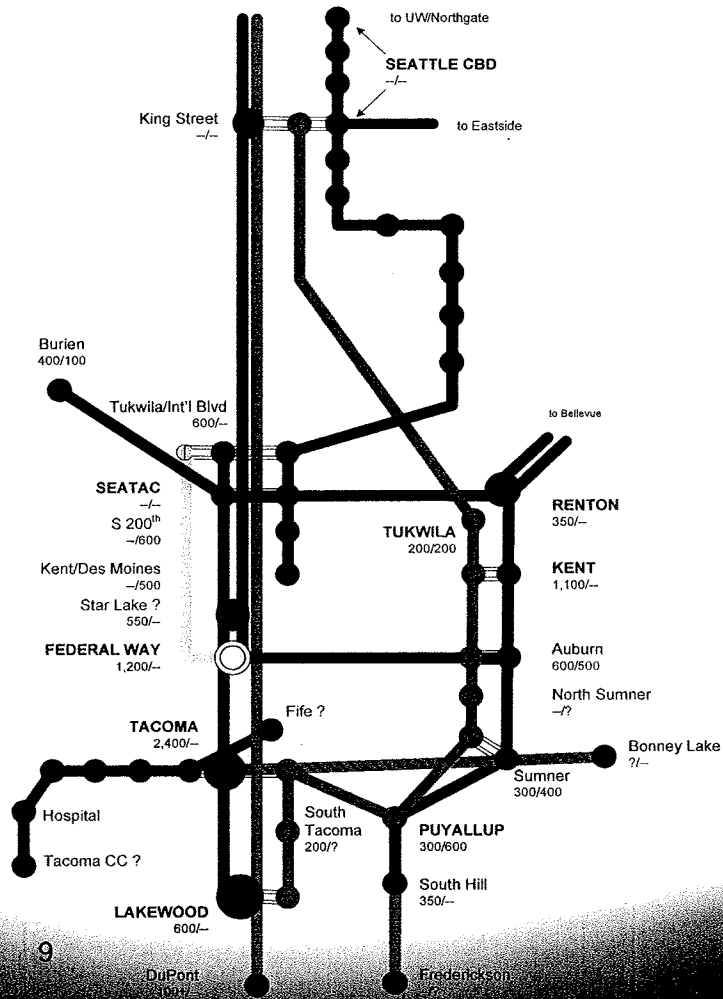
## ST2 Update Preliminary Seattle Service Concept

- Light rail & station
- All day BRT & station
- Streetcar
- Commuter rail & station
- Arterial BRT by Metro
- Designated urban center
- BRT station w/ HOV DA Ramps
- BRT freeway station
- Potential future station
- Intermodal transfer
- xx/yy Existing/new or expanded parking
- Red text = potential new ST2 investment

# South Corridor Options

- Respond to strong and growing ridership demand along Sounder South corridor
  - Increase service (subject to BNSF agreement)
  - Expand parking and station access
- Increase ridership and utility of light rail by extending to Kent-Des Moines
- Enhance BRT system along I-5 South corridor
- Expand service in existing and new markets in Pierce County

## ST2 Update Preliminary South Corridor Service Concept



- Light rail & station
- BRT & station
- BRT - peak only
- Commuter rail & station
- Arterial BRT by Metro
- Designated urban center
- BRT station w/ HOV DA Ramps
- BRT freeway station
- Potential future station
- Intermodal transfer
- Existing/new or expanded parking
- Red text = potential new ST2 investment

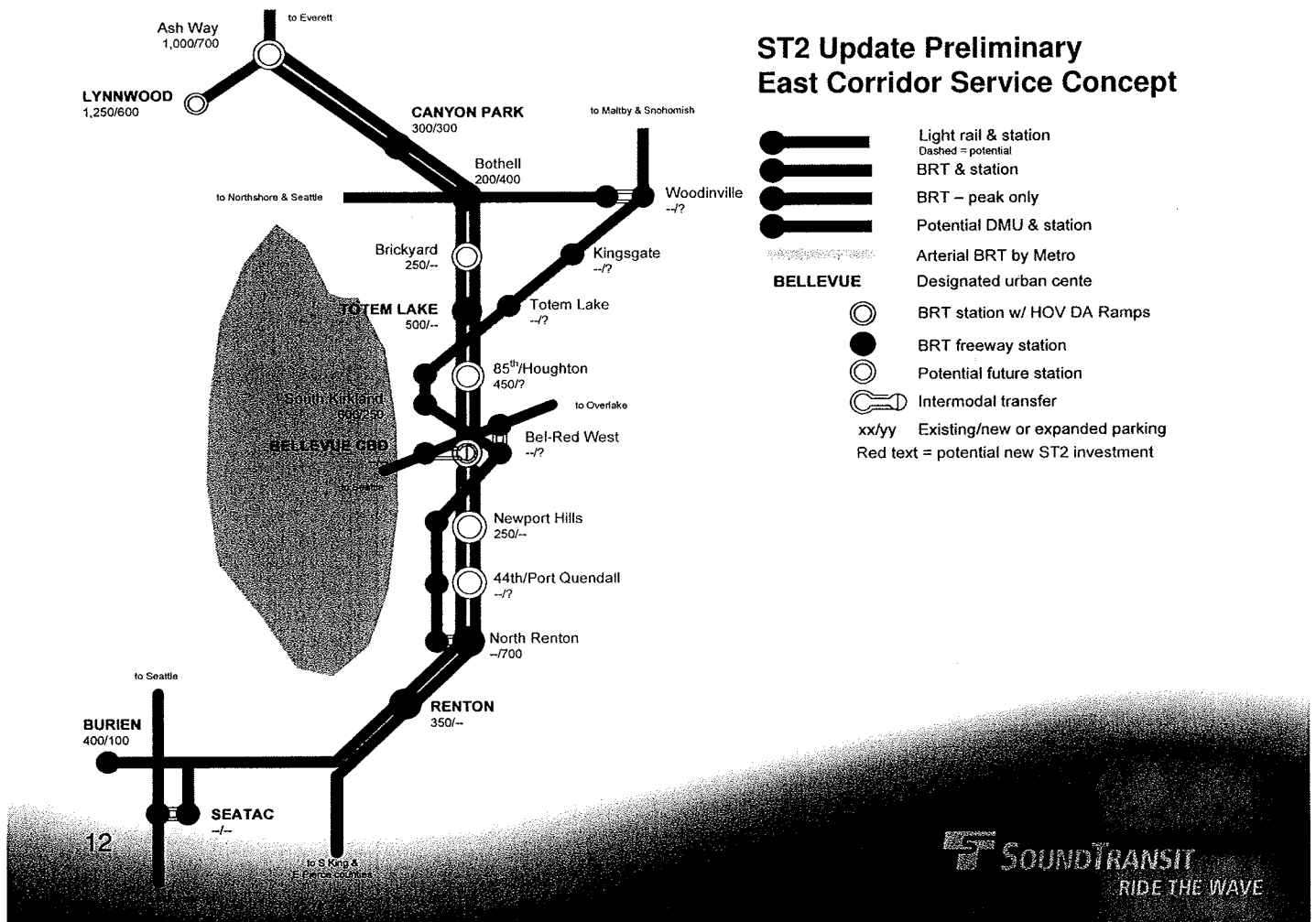
**SOUNDTRANSIT**  
RIDE THE WAVE

## Cross-Lake & East Corridor Options

- Respond to strong cross-lake ridership
  - Extend light rail from Seattle to Bellevue & Overlake
  - Further develop BRT along SR 520
- Respond to growing north-south travel within the Eastside
  - Enhance I-405 BRT system
  - Evaluate BNSF corridor demand, options, costs
- Improve SR 522 arterial BRT system

The map illustrates the proposed light rail network in Bellevue, Washington. Key features include:

- Legend:**
  - Light rail & station: Solid line with a black dot.
  - Dashed = potential: Dashed line.
  - BRT & station: Thick solid line with a black dot.
  - BRT – peak only: Thin solid line with a black dot.
  - Commuter rail & station: Thin solid line with a black dot.
  - Arterial BRT by Metro: Thin solid line.
  - Designated urban center: Shaded area.
  - BRT station w/ HOV DA Ramps: Circle with a dot.
  - BRT freeway station: Circle with a dot.
  - Potential future station: Circle with a dot.
  - Intermodal rail transfer: Circle with a cross.
  - xx/yy Existing/new or expanded parking: Text label.
  - Red text = potential new ST2 investment: Red text.
- Stations and Lines:**
  - NORTHGATE:** 1,200/-
  - Roosevelt:** 400/-
  - U DISTRICT:** UW
  - CAPITOL HILL:** Rainier/I-90
  - SEATTLE CBD:** Rainier/I-90
  - Bellevue:** Bellefield, South Bellevue (500/5'900)
  - Overlake:** Overlake Village (200/-), Overlake East (~350), Overlake West (-/-)
  - Redmond:** 400/-
  - Issaquah Highlands:** 1,000/-
  - S Sammamish:** 250/-
  - Eastgate:** 1,600/-
  - South Kirkland:** 600/400
  - Woodinville:** 450/-
  - Bothell:** 200/400
  - Kenmore:** 600/-
  - Lake Forest Park:** ~350
  - 145th:** ~350
  - Lake City:** ~350
  - Merced Island:** 450/-
  - Evergreen Point:** 50/-
  - Bel-Red East:** ~350
  - Bel-Red West:** ~350
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  - Crossroads:** ~350
- Other Labels:**
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# ST2 UPDATE

## ST2 Finances

Board Workshop  
January 31, 2008



## What We Heard Re: Finances

- Roads and Transit package too big
  - Provide options to board for smaller investments size and reduced duration
- Sales tax
  - No other significant local taxes currently authorized
  - Evaluating public-private partnerships (PPP) to enhance tax revenues
- Accountability measures
  - *Sound Move* has strong accountability measures
  - Provide options to board to enhance
- Confusion in public on total size of package
  - Develop strategy to communicate fair accounting of full costs of program

# ST Tax Capacity

Estimated 2009 Revenue (\$M YOY)

	Current Taxes		Additional Max. Capacity	
Sales Tax	0.4%	\$299	0.5%	\$373
MVET	0.3%	\$78	NA	
Rental Car Tax	0.8%	\$2	1.9%	\$4
Employee Tax	NA		\$2.5 per head	\$35

## ST2 Sales Tax Revenues 2009-2020

(\$ m. YOE)

<b>Subareas</b>	<b>0.1%</b>	<b>0.2%</b>	<b>0.3%</b>	<b>0.4%</b>	<b>0.5%</b>
Snohomish	143	286	429	571	714
North King	300	601	902	1,203	1,503
South King	211	421	632	843	1,053
East King	296	592	887	1,183	1,479
Pierce	195	391	587	782	978
<b>Totals</b>	<b>1,146</b>	<b>2,291</b>	<b>3,437</b>	<b>4,583</b>	<b>5,728</b>

## Other ST 2 Resources

- Sound Move capacity
- Federal Funds
- Farebox
- Public private partnerships

# Financial Planning Assumptions

- Retain key prior financial planning assumptions
  - Bonding
  - Federal Funds
  - Fare box, ridership
- Continuing to evaluate structures to maximize revenues
  - Efficient, flexible subarea structure
  - Public Private Partnership

## Key Work Items

- Test affordability
- Evaluation and review of O&M costs
- Return with options to board on tax rates
- Review prior ST2 financial policy changes
- Provide accountability options to board
- Expert Review Panel

**RESOLUTION NO. 272****A RESOLUTION OF THE CITY OF SHORELINE,  
WASHINGTON, EXPRESSING CONCERN REGARDING SOUND  
TRANSIT'S REVISED PHASE II PRELIMINARY CORRIDOR  
SERVICE CONCEPTS**

WHEREAS, the City Council strongly supports investments in regional transportation including new transit options for Shoreline residents and adopted Resolution 109 on October 14, 1996, expressing support for the Sound Transit Phase I plan (Sound Move) and requesting that Sound Transit's staff work with City staff and citizens for future service, and

WHEREAS, the City of Shoreline's Comprehensive Plan supports expanded transit service, especially along the SR-99 corridor, including the provision of cross-county transit service on SR-99, and

WHEREAS, The City's Aurora Corridor Project is supported by the Puget Sound Regional Council, King County Metro, and the Washington State Department of Transportation, and

WHEREAS, the City supports transit-oriented development in concert with planned high capacity transit routes through the comprehensive plan and land use policies, and

WHEREAS, the original Sound Move plan included two projects within Shoreline, including a Sounder Commuter Rail Station at Richmond Beach (unfunded project), and Express Bus Service on State Route 99 (SR-99), however both projects were subsequently eliminated, and

WHEREAS, Shoreline residents contribute approximately \$3 - \$4 million per year into Sound Move and have received no direct benefit, and

WHEREAS, the initial Sound Transit second ten-year plan (ST2) candidate projects included four projects in Shoreline, including an HOV/Access Ramps and Flyer Stop on I-5 at NE 185<sup>th</sup> Street, a new Sounder station near Point Wells, \$40 million in funding to assist Shoreline in completing Business Access Transit (BAT) lanes on SR-99, and Link Light Rail on I-5, and

WHEREAS, in January 2006 the Sound Transit Board approved motion M2006-03 which removed two Shoreline candidate projects from consideration, the HOV/Access Ramps and Flyer Stop on I-5 at NE 185<sup>th</sup> Street and the new Sounder station near Point Wells, and

WHEREAS, by May 2006 the only remaining project with a direct service benefit to Shoreline residents was funding for construction of BAT lanes on SR-99 prior to the planned Link Light Rail scheduled for construction between 2022 and 2026, and

WHEREAS, the final ST2 plan did not include funding for construction of BAT lanes on SR-99, and

WHEREAS, the City has completed the first mile of BAT lanes on SR-99, and is beginning construction on the second mile of BAT lanes to ensure a seamless route between the urban centers of Lynwood and Seattle, and

WHEREAS, the failed Regional Transit Investment District/Sound Transit vote included Link Light Rail to Snohomish County with stops at 145<sup>th</sup> NE and 185<sup>th</sup> NE in Shoreline, and funding to complete BAT lanes on SR-99 in Shoreline, and

WHEREAS, Sound Transit staff presented an ST2 Update to the Sound Transit Board on January 31, 2008, in which Link Light Rail was removed from the plan north of Northgate, and replaced with Bus Rapid Transit down I-5, but does not include any stops in Shoreline, and

WHEREAS, the Sound Transit Board expects to adopt a revised Phase II plan at the end of March 2008, and to decide if the plan will be included as a fall 2008 ballot measure,

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON AS FOLLOWS:**

**Section 1.** The City Council hereby expresses serious concern over the revised ST2 plan as Shoreline residents will receive no direct benefits for up to 20 years or more of financial contributions to Sound Transit. The Council urges that action be taken to address the following significant failings in future transportation plans and ballot measures.

1. The North Corridor service concepts include expansion of Light Rail to Northgate, with BRT service on I-5 to Everett. This service concept does not include any BRT stops between Northgate and Mountlake Terrace, due to significant required modifications to I-5 for potential stops. Furthermore, this concept does not show any connection between Metro/Community Transit's proposed BRT service along SR-99 and Sound Transit's BRT service at any point along the corridor except the Everett Transit Center, and does not include any improvements to Sounder Commuter Rail service in Shoreline.

2. The City Council understands that Bus Rapid Transit (BRT) to the north along I-5 provides transit service as a lower cost alternative to Link Light Rail; however the draft system does not include any stops in Shoreline. We foresee that under this scenario, our citizens will drive to Northgate to access Light Rail, thus defeating the goal of leaving their vehicles at home and using transit.



3. The City is committed through our Comprehensive Plan and land use policies to concentrating development around access to planned transit facilities, yet the ST2 plan forces the City to concentrate our efforts solely on SR-99, due to the lack of transit access along I-5, which excludes citizens on the eastern side of the City.

4. Sound Transit staff stated at the June 22, 2006 Board Meeting that the demand for transit in the north corridor (including Shoreline) is equal to that of the south and east corridors combined. With such a high demand for transit today and in the future, it is clear that excluding Sound Transit transit service in Shoreline would be a mistake.

5. Community Transit and Metro Transit staffs have expressed the opinion that a 30-mile BRT system is too long to keep up the required headways, in response to a proposal to combine BRT service from Everett to Seattle along SR-99 without a transfer at the County line. If this will not work on SR-99, why is Sound Transit proposing this system for the north corridor?

**Section 2.** The City Council encourages Sound Transit to work with City staff to develop alternatives that directly service the residents of Shoreline prior to presenting a final recommendation to the Sound Transit Board.

**Section 3.** The City Council hereby declares that absent revisions to the revised draft ST2 plan that include direct service for Shoreline residents, we will have no choice but to actively oppose this plan and encourage our citizens to do the same.

**ADOPTED BY THE CITY COUNCIL ON March 3, 2008.**

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Mayor Cindy Ryu

**ATTEST:**

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Scott Passey, CMC  
City Clerk

**RESOLUTION NO. 273**

**A RESOLUTION OF THE CITY OF SHORELINE, WASHINGTON,  
PROMOTING A SINGLE, INTEGRATED, CONTINUOUS BUS RAPID TRANSIT  
SYSTEM ALONG THE AURORA AVENUE/STATE ROUTE (SR) 99 CORRIDOR**

WHEREAS, residents of the City of Shoreline patronize businesses all along the Aurora Avenue/SR 99 corridor, including businesses in King and Snohomish Counties and in the cities of Shoreline, Seattle, Edmonds, Mountlake Terrace, and Lynnwood; and

WHEREAS, businesses in the City of Shoreline serve customers in King and Snohomish Counties and in the cities of Shoreline, Seattle, Edmonds, Lake Forest Park, Mountlake Terrace, Lynnwood, and Woodway; and

WHEREAS, high density residential developments are within walking distance of Aurora Avenue/SR 99 along the entire corridor from Seattle to Everett, including in the City of Shoreline; and

WHEREAS, shops, restaurants and other businesses line the entire Aurora Avenue/SR 99 corridor from Seattle to Everett, including the City of Shoreline; and

WHEREAS, large numbers of people cross the King-Snohomish County line on Aurora Avenue/SR 99 every day in both directions; and

WHEREAS, making transit along the entire Aurora Avenue/SR 99 corridor faster and more convenient will increase transit ridership and decrease single occupant vehicle trips, thereby decreasing traffic congestion, decreasing pollution, and decreasing the region's emissions of greenhouse gases that contribute to global warming; and

WHEREAS, Bus Rapid Transit is a relatively new type of transit system in the region that offers the promise of faster and more frequent service on busy corridors; and

WHEREAS, all residents and businesses located near Aurora Avenue/SR 99 can benefit from a single, integrated, continuous Bus Rapid Transit line along the Aurora Avenue/SR 99 corridor; and

WHEREAS, Community Transit has funding for and is planning a "Swift" Bus Rapid Transit line along the Aurora Avenue/SR 99 corridor between the City of Shoreline and the City of Everett, with a terminus at the Aurora Village Transit Center; and

WHEREAS, Metro Transit has funding for and is planning a "RapidRide" Bus Rapid Transit line between the City of Shoreline and the City of Seattle with a terminus at the Aurora Village Transit Center; and

WHEREAS, Sound Transit is also charged with providing express bus service in King, Snohomish, and Pierce counties; and

WHEREAS, the current plans for Community Transit and Metro Transit would require all passengers traveling past the Aurora Village Transit Center to transfer buses between the two different systems, creating a significant delay and inconvenience that will decrease ridership; and

WHEREAS, Community Transit and Metro Transit currently plan to use different types of buses and different types of bus stops/bus stations with different curb heights, which would make future integration of the two independent systems difficult; and

WHEREAS, Community Transit has generally focused on service within Snohomish County and Metro Transit has generally focused on service within King County, and this lack of integration across the county line leaves a gap in serving the residents and businesses in communities near the county line; and

WHEREAS, it should be possible for Community Transit, Metro Transit, and Sound Transit to work together to create a single integrated system that allows passengers to make continuous trips on bus rapid transit between any two points along the Aurora Avenue/SR 99 corridor between the cities of Everett and Seattle by resolving differences in system design, funding, and administration. We explicitly ask that this be a single ride system; and

WHEREAS, such an integrated system would offer significantly greater benefits to the residents and businesses in the region than would be offered by two independent systems, giving the City of Shoreline a significant interest in an integrated system; and

WHEREAS, substantial funding for transit comes from taxpayers in the City of Shoreline, giving the City a financial interest in the efficiency of transit systems; and

WHEREAS, on September 19, 2007, the Planning Commission unanimously recommended that this resolution be transmitted to the City Council for consideration; and

WHEREAS, on February 7, 2008, the Planning Commission heard presentations from Community Transit, King County Metro Transit and Sound Transit regarding Bus Rapid Transit and coordination among the three transit agencies but did not choose to alter the language in this resolution.

**NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON AS FOLLOWS:**

**Section 1.** The City of Shoreline City Council recommends that Community Transit, Metro Transit, and Sound Transit work together to create a single, integrated, continuous Bus Rapid Transit system along the Aurora Avenue/SR 99 corridor from Seattle to Everett.

These transit agencies are asked to provide service that would allow customers to ride on a single bus along the corridor.

**Section 2.** The Shoreline City Council also directs staff to contact adjacent communities along the corridor to engage them on this matter and any other measures to promote fast and convenient transit service for the benefit for both residents and businesses. This resolution shall be distributed to the transit agencies, neighboring city councils and planning commissions, and state legislators whose districts include the SR 99 corridor.

**ADOPTED BY THE CITY COUNCIL ON FEBRUARY 25, 2008**

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Mayor Cindy Ryu

**ATTEST:**

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Scott Passey  
City Clerk

These Minutes Approved  
September 6<sup>th</sup>, 2007

**CITY OF SHORELINE**  
**SHORELINE PLANNING COMMISSION**  
**SUMMARY MINUTES OF REGULAR MEETING**

August 2, 2007  
7:00 P.M.

Shoreline Conference Center  
Mt. Rainier Room

**COMMISSIONERS PRESENT**

Chair Piro  
Commissioner Broili  
Commissioner Hall  
Commissioner McClelland  
Commissioner Phisuthikul  
Commissioner Pyle  
Commissioner Wagner

**STAFF PRESENT**

Joe Tovar, Director, Planning & Development Services  
Steve Cohn, Senior Planner, Planning & Development Services  
Alicia Sherman, Senior Planner, Planning & Development Services  
Jessica Simulcik Smith, Planning Commission Clerk

**COMMISSIONERS ABSENT**

Vice Chair Kuboi  
Commissioner Harris

**CALL TO ORDER**

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

**ROLL CALL**

Upon roll call by the Commission Clerk, the following Commissioners were present: Chair Piro, Commissioner Broili, Hall, McClelland, Phisuthikul, Pyle and Wagner. Vice Chair Kuboi and Commissioner Harris were excused.

**APPROVAL OF AGENDA**

The Commission accepted the agenda as proposed.

**DIRECTOR'S REPORT**

Mr. Tovar reported that a computer software program called Sketch Up was used by the University of Washington Students to show several kinds of building form possibilities for properties in the Ridgecrest Neighborhood. Staff also used this software in their preliminary work on the South Aurora Triangle, and a number of meetings have been held with the neighborhood to discuss the many issues and concerns.

One particular discussion centered around the implication of taller building forms on shadows, and Sketch Up is an excellent tool for modeling different building forms and the building shadows they would cast. Staff is considering options for displaying the materials created by the software at public meetings and hearings.

Mr. Tovar recalled that staff recently discussed with the Commission the concept of using a form-based code as a new approach for dealing with land use. Because the City's existing zoning designations do not fit all circumstances, staff also plans to bring forward the concept of creating specific land use zones that are specifically written for a particular part of the City. For example, staff would likely propose a new zone that would only apply to the Ridgecrest Neighborhood. It would include a discreet set of uses, building envelopes, standards, etc. In addition, Shoreline Community College has expressed a desire to have a master plan, and one option would be to create a new zone for the site. The concept could also be considered for other subareas in the future.

Mr. Tovar reported that he has attended several presentations on VISION 2040, which is an update of the regional plan that was adopted by the local governments in King, Pierce, Snohomish and Kitsap Counties. A presentation is scheduled before the City Council on August 27<sup>th</sup>, and the Planning Commissioners are invited to attend. The video presentation could be made available to the Commissioners upon request, and perhaps it could also be accessible from the City's Website. A number of important regional issues are addressed in the document, and it would be helpful for the Commission to consider the information as they continue with their work program over the next several months.

Mr. Tovar announced that a community meeting regarding the City Hall Project was conducted on July 30<sup>th</sup>. The public was invited to look at proposed designs, and the consultant and architect were present to answer questions. There was discussion and agreement about how to orient a 60,000 square foot building envelope on the property and how to provide adequate parking and access. The next meeting regarding this issue is scheduled for August 21<sup>st</sup>.

Commissioner Hall suggested that if some of the structured parking is going to be underground, then connectivity could be provided between City Hall and the potential park site across the street by tunneling Midvale Avenue under a pedestrian crossing plaza. The entrance to the parking garage could be located where the street tunnels down, making cars an invisible element of the project. While he recognizes this would add a significant cost to the project, it would be of extraordinary benefit to the public. Commissioner Broili agreed this would be a superb idea that should be placed higher on the priority list since it would deal with traffic problems, as well as access to the Interurban Trail.

Chair Piro suggested that if it is cost prohibitive at this time, it would be appropriate to include the concept as a design feature for future implementation. He pointed out that this concept could dovetail with future plans for the Interurban Trail to be placed underground at 175<sup>th</sup>. While moving the Civic Center complex away from Midvale to create a plaza would not be as ideal, another option would be to provide special treatment to that portion of Midvale Avenue with different pavement, etc. This area could be used as part of the plaza upon occasion to allow for a more cohesive link to the proposed heritage park.

Commissioner McClelland said that if the Commission feels a pedestrian friendly development is important enough, perhaps they could consider opportunities for a shared parking facility that would serve not only City Hall and the new park area, but the surrounding properties, as well. This would prevent the City from having to bear the full burden of the parking costs. Mr. Tovar pointed out that this would take active negotiation and agreement by others to provide funds for this purpose. He noted that the cost of a single parking stall in a structured parking facility is about \$20,000. He cautioned that time would also be a factor when considering parking options.

Commissioner Pyle pointed out that the frontage of the property along Midvale Avenue is only about 100 feet. Because of standard grade requirements, it would probably be physically impossible to create a sub grade road with a lid in this location. Commissioner Phisuthikul added that the close proximity of the intersection would make the concept even more difficult to implement.

Mr. Cohn reminded the Commission that Dan Burden is scheduled to conduct walking audits on August 6<sup>th</sup>, and Commissioners have been invited to attend. There are still spots open in both the morning (Civic Center/City Hall site) and afternoon (Interurban Trail between 145<sup>th</sup> and Sears) sessions. He encouraged Commissioners to contact him if they want to attend.

Mr. Cohn announced that the Housing Conference would be held in early September in Spokane, Washington. Interested Commissioners should contact Ms. Simulcik Smith as soon as possible.

### **APPROVAL OF MINUTES**

The minutes were approved as submitted.

### **GENERAL PUBLIC COMMENT**

There was no one in the audience who expressed a desire to address the Commission during this portion of the meeting.

### **REPORTS OF COMMITTEES AND COMMISSIONERS**

Chair Piro announced that the City Council conducted a public hearing on July 16<sup>th</sup> for the second phase of the Aurora Project, and 25 individuals participated. Twenty-three individuals indicated they were in favor of the staff proposed alternative, which is a continuation of the design for the first mile. It is considered a flexible alternative because it recognizes there are some properties and buildings where continuing the design would be challenging and interim treatment must be considered. The other two individuals were neither for nor against the project, but they raised concerns about the cost. The City Council unanimously approved the flexible alternative at their July 23<sup>rd</sup> Meeting.

Commissioner Wagner reported that the Housing Citizen Advisory Committee met in May to review a visual preference survey, which provided a variety of housing choices. During their last session, they toured Shoreline to view a variety of the options. They specifically discussed that although the same

zoning regulations are used for town home developments, some are much more aesthetically pleasing than others. She suggested that as they consider options for redevelopment in the City, it is important to integrate pedestrian friendly design components.

## **STAFF REPORTS**

### **Draft Framework Policies (Town Center Subarea Plan) Discussion**

Mr. Tovar referred the Commission to four policies, which establish the framework for development of the land use, capital facility, and programmatic aspects of the Town Center Subarea Plan. He reviewed each of the proposed policies as follows:

- ***Establish a study area boundary to provide context of evaluating the opportunities and potential impacts from future development of commercial and mixed uses along Aurora Avenue and Midvale Avenue North.*** Mr. Tovar reminded the Commission that the City Council recently made a decision with respect to Miles 2 and 3 of the Aurora Project, and it is important to keep this decision in mind as the Town Center Subarea Plan moves forward. He emphasized that this policy talks about a study area boundary (Fremont Avenue on the west, 192<sup>nd</sup> Street on the north, Ashworth Avenue to the east, and 170<sup>th</sup> Street to the south) that is large enough to include not just the land that would be part of the plan, but surrounding properties that could be impacted by the changes.
- ***Engage Shoreline residents and businesses in detailed design processes both for Midvale Avenue North and the “heritage park” site between North 175<sup>th</sup> and North 185<sup>th</sup> Streets.*** Mr. Tovar recalled that the City Council made the decision to move forward with design and construction of a new City Hall facility, and the proposed design would incorporate many of the strategic points that were adopted by the City Council in June. The City Council has already indicated that Midvale Avenue and the “heritage park” sites are important and that the projects should move forward as soon as possible.
- ***Design roadway, transit and pedestrian facilities consistent with the City’s preferred “Flexible Alternative” for Aurora between North 165<sup>th</sup> Street and North 205<sup>th</sup> Street.*** Mr. Tovar explained that now that the City Council has made a policy choice with respect to Aurora Avenue, this decision should be a major consideration when determining the roadway, transit and pedestrian facilities that are appropriate for the area. There is an existing policy in the Comprehensive Plan that defines the maximum extent of right-of-way for the Aurora Project, and this must be repealed or amended to reflect the approved flexible alternative that was approved for the next two miles of Aurora Avenue.
- ***Prepare a program of civic directional or “wayfinding” signage and evaluate refinements to City sign regulations to reflect the emerging function and aesthetics of Aurora Avenue North.*** Mr. Tovar reported that the Parks Department has been working with a consultant to create wayfinding signs for parks, and staff believes it would be beneficial to have this same type of signage for other public facilities, as well. He explained that this policy also speaks to the need to review the City’s current regulations for private signage along Aurora Avenue.



Mr. Tovar advised that staff has a list of email addresses for all members of the ABC (Aurora Business and Community) Team. In addition, they are compiling an email list of all those who have been involved in the City Hall public design process. Because it is important to engage the public early in the process, staff would forward the framework policies to all individuals on the list. In addition, information would be distributed via Currents, the City's Website, and the large plywood notice board signs. Commissioner McClelland suggested the email notices would be more effective if they were formatted to appear as a newsletter or news bulletin. In addition, recipients should be invited to pass the notices on to other citizens within the community.

Ms. Sherman provided a brief update on the next phase of the Aurora Project. She recalled that one of the ABC Team's primary roles was to provide input for the federal environmental process in conjunction with the next few miles of the project. The City opted to evaluate all three alternatives plus the no build alternative, which normally isn't done at this stage of the environmental review. Staff was pleased with the valuable effort that was put forth by the ABC Team, which resulted in a draft recommended alternative the community supports.

Commissioner McClelland inquired when the various reports would be presented to the ABC Team. Ms. Sherman answered that the reports are being presented to the State and Federal Governments in a staggered format and would not be released to the public until they have been accepted by the State and Federal Governments. Five documents have been released to the public thus far, and they have been posted on the City's website. Once all of the reports have been completed staff will finish the Federal environmental process and begin the SEPA process, evaluating just the flexible alternative. They hope to have all of this completed by the end of 2007 so they can move forward with the right-of-way phase in early 2008.

Ms. Sherman said staff anticipates doing a 30% design for the next two miles, and then bringing the second mile up to 100% design. Continued work would be somewhat contingent on funding. The joint RTID/Sound Transit ballot measure includes \$40 million for Aurora Avenue. If the City is able to secure this funding, the project would be nearly funded.

Commissioner McClelland recalled that one individual at the recent public meeting indicated support for the proposed design but cautioned that significant concerns would come up during construction of the project when major disruptions occur.

➤ Commissioner Hall announced that Community Transit is proposing to develop a Swift Bus Rapid Transit (BRT) Service from Snohomish County, with a terminus where the buses could turn around and unload passengers at the Aurora Transit Center. King County Metro Transit is ultimately planning a BRT Corridor north to the Aurora Village Transit Center. He suggested Shoreline do what they can to convince the two transit agencies to share buses and systems so they can make continuous runs. They should also encourage them to shift from the Aurora Transit Center to the 192<sup>nd</sup> Park and Ride, since this would decrease the transit time for buses getting on and off Aurora Avenue.

Ms. Sherman advised that Community Transit just sent out the scoping notice for the EIS for their Swift BRT Service. She said that in the two and a half years she has been with the City, Shoreline has

consistently encouraged a cross-county service. She noted that transit riders don't care about the line at 205<sup>th</sup>; they want to keep going. However, there is strong resistance from both transit providers to share the route and cross boundaries. The City's comment letter to Community Transit would ask them to coordinate with other transit providers (Metro and Sound Transit), and evaluate the possibility of not just going to the 192<sup>nd</sup> Park and Ride, but also going down to Westminster in order to serve the Community College. However, she noted Metro's BRT would function differently than Community Transit's BRT (different types of approaches, platforms, etc.), and this would likely require varying types of infrastructure.

Commissioner Hall expressed his belief that it is unacceptable that the two transit service providers cannot work together. He suggested the City use their political clout and not allow either one to operate on Aurora Avenue unless they can settle their differences. Commissioner McClelland suggested that a coalition be formed of jurisdictions that are in this same position. The remainder of the Commission agreed that would be an appropriate approach, and Commissioner Hall agreed to present the concept at the next Puget Sound Regional Council Meeting he attends.

Ms. Sherman suggested that two major factors would come into play as part of this argument. First, a Community Transit report states there is no demand for cross-county transit service on Highway 99. Secondly, the RTID proposal for Snohomish County provides funding to redesign and construct the SR-104 and SR-99 interchange, and this project would likely include BAT (Business Access/Transit) lanes. This would result in a continuous series of BAT lanes along the corridor. She noted that the BAT lanes are not really necessary when traveling southbound on a Community Transit Bus. But if the transit center was no longer available, the BAT lanes would be a great asset and allow them to save time and provide a more reliable service.

Commissioner Broili questioned what incentives the City could offer to encourage collaboration between the two transit agencies. Regarding the demand for this service, he noted that property values have gone up and redevelopment has surged along Rainier Avenue where light rail has been proposed from the airport to Northgate. Commissioner Hall noted that light rail is proposed to go across the County line to the 164<sup>th</sup> Street and the Ash Way Park and Ride, and significant ridership numbers have been forecast. The Commission disagreed with Community Transit's claim that there is no demand for cross county bus service.

**COMMISSIONER BROILI MOVED THAT COMMISSIONER HALL DRAFT A LETTER TO THE CITY COUNCIL REGARDING THE TRANSIT SERVICE IN SHORELINE. CHAIR PIRO SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.**

Commissioner Hall agreed to bring the document back for Commission review at their first meeting in September. Mr. Tovar suggested it would be wise to communicate this problem to the State Legislators, as well. The Commission agreed that the letter drafted by Commissioner Hall should include a provision that encourages the City Council to contact the State Legislators.

### **Word Choice for Comprehensive Plans**

Mr. Tovar explained that one of the difficulties of administering the City's current Comprehensive Plan is that it does not really give sufficient care to the use of important words, such as "shall" and "should." In addition, it is difficult to interpret what the Plan says about Master Plans for institutions, and staff plans to propose amendments in the near future to clear up these issues.

Mr. Tovar summarized that the City's current Comprehensive Plan says more than it needs to say, and doesn't state policies as clearly as it should. In addition, the City's current regulations are leaner than they need to be. He emphasized that regulations have a direct influence on the outcome of permits, but comprehensive plans do not speak directly to project permits. During the coming months, staff would keep this in mind when they bring forward draft proposals for subarea plans. Chair Piro summarized that staff intends to incorporate a more streamlined approach when proposing new draft subarea plan language for the Comprehensive Plan.

### **Update on Work Program/Prepare for Joint Meeting with the City Council**

Mr. Cohn reviewed the Commission's upcoming meeting agendas as follows:

- The agenda items originally scheduled for the August 16<sup>th</sup> meeting (speakers series debrief and discussion of City Hall) had to be moved to September 6<sup>th</sup>. The Commission could also discuss possible agenda items for the joint meeting with the City Council on September 6<sup>th</sup>.
- A public hearing on a formal subdivision application has been scheduled for the Commission's September 20<sup>th</sup> Meeting. The application has been appealed, so the hearing would take place before the Commission and the Hearing Examiner.
- A joint City Council and Planning Commission Meeting has been scheduled for September 24<sup>th</sup>. The joint session would be a 1½-hour dinner meeting, followed by a regular City Council Meeting.

Mr. Tovar suggested that at the joint meeting, the City Council may express concern about the general community anxiety relative to growth, development, change, rezones, new projects, etc. The City Council would likely want an opportunity to share these concerns with the Commission.

Commissioner Broili asked staff to share the list of topics generated at their retreat as possible agenda items for the joint meeting. Mr. Cohn said the Commission previously expressed a desire to remind the City Council that they want to move forward on the Briarcrest Subarea Planning Process. The Commission might also want to spend some time talking about the Town Center Subarea Planning Process. Additional ideas might come to light as staff begins their budget discussions, as well.

Commissioner Broili suggested the Commission's retreat priorities might be considered as possible agenda topics, too. Mr. Cohn suggested it would be helpful for the Commission to pinpoint four or five agenda items on September 6<sup>th</sup> and then assign specific Commissioners to present the items to the City Council. Ms. Simulcik Smith referred to the back of the Commission's agenda planner, which provides lists of their retreat prioritization, items to be scheduled for the next year, and the "backburner" items.

Commissioner Pyle suggested they also ask the City Council to commit the necessary resources for staff and the Commission to pursue special study areas in the near future. He noted that the studies would be large tasks to complete and require a significant amount of staff time.

Mr. Tovar announced that the Ridgecrest and North City Neighborhoods are having a joint ice cream social on August 16<sup>th</sup>. He suggested that since the items that were originally scheduled on the August 16<sup>th</sup> agenda have been postponed to September, perhaps it would be appropriate to cancel the August 16<sup>th</sup> meeting so that Commissioners could attend the neighborhood social. The Commission agreed to cancel their August 16<sup>th</sup> meeting.

Commissioner Hall recalled that at the joint meeting one year ago, the City Council expressed concern that the Planning Commission was not giving them enough information about how they made decisions. The Commission has tried to respond to this concern, and he suggested it would be appropriate to ask for additional feedback from the City Council about how they could further improve their service. They agreed to finalize their agenda items at their September 6<sup>th</sup> meeting.

### **Buildable Lands Five-Year Update Summary**

Mr. Cohn reminded the Commission that the Buildable Lands Analysis is an important part of the Growth Management Act. He explained that cities within each county are required to show they have adequate zoning capacity and infrastructure to accept growth, and the purpose of the Buildable Lands Analysis is to measure a city's capacity to absorb growth and to evaluate the effectiveness of local plans. This is done by reviewing the land as it is currently zoned and comprehensively planned and evaluating the effectiveness of the existing development regulations.

Mr. Cohn advised that King County is required to submit a Buildable Lands Analysis to the State every five years, and the next analysis must be submitted by September 1, 2007. As part of the analysis process, King County required each of the cities within the County to submit their own report. He briefly described the process the City used to complete their analysis.

Mr. Cohn referred to the summary of preliminary findings for King County starting on Page 22 of the Staff Report. He specifically noted the following:

- There has been a tremendous growth spurt in King County, and they have accepted about one-third of the growth target in about one-fourth of the planning period (2001 – 2022). While this is ahead of schedule, they must recognize that growth could slow down substantially if the economy were to change. It is important to be ahead of the target as much as possible.
- Single-family development permits have increased from 19,500 to 26,000 over the past five years, and most of this activity has occurred in south King County. Over 25,000 multi-family development permits have been granted over the past five years, and most of this occurred in Seattle with some in Shoreline, as well. This is a shift from what they saw in the first five years of the decade when most of the multi-family development occurred in east and south King County.

- Single-family densities have increased from 4.6 to over 6 in the most recent five years. This means they are approaching numbers that are typical of an urbanized area.
- King County lost 70,000 jobs during the recession years, but most of this has been made up over the past five years. However, Bellevue has not reached the job level they started with in 2001. Shoreline has had more job growth during the last eight years than Bellevue, which is unusual.
- The County's capacity numbers look good. It appears they have almost twice the residential capacity as needed for this round of targets. While the County does have more commercial capacity, it is not as much as they anticipated.

Next, Mr. Cohn shared the findings from Shorelines Buildable Lands Analysis. As staff reviewed properties that are vacant or developable, they found they have the capacity for just over 1,000 single-family homes. However, it is important to keep in mind that 80% of the capacity is on redevelopable sites. This means that additional development would depend on people short platting their properties. The capacity numbers for multi-family development are much smaller, slightly under 400. However, the capacity of the mixed-use zones would accommodate nearly 3,500 additional multi-family units.

Mr. Cohn explained that using the rules for development capacity as defined by King County, staff found that most redevelopment would replace what already exists and would result in very little employment growth. If the market changes and developers construct taller buildings in the City, the employment capacity could be much greater.

Commissioner Hall asked if the identified capacities were calculated after deducting for critical areas, market reduction factors, etc. Mr. Cohn answered that critical areas were subtracted out, and they had to recognize that only a portion of the properties would develop during the next 20 years. He emphasized that the Shoreline's identified housing and employment capacities are consistent with the current growth targets.

Commissioner Broili asked if staff has identified a date for potential build out. Mr. Cohn said he does not think it is realistic to define a theoretical build out number. As the market changes, properties that were thought to be "built out" could be redeveloped to a greater capacity. A more defining factor is whether or not the City has the necessary infrastructure to support additional density. He said the City anticipates the current infrastructure capacity is sufficient to meet the growth target. However, going beyond the identified growth targets would require serious modeling to identify the possible impacts. Commissioner Broili noted that the City must also have adequate environmental capacity to accommodate the additional growth.

Commissioner Pyle noted that the bulk of the City's mixed-use development is focused on Aurora Avenue. Mr. Cohn clarified that all commercial sites are available for mixed-use development. However, half of the residential capacity and 90 percent of the employment capacity is on Aurora Avenue. Commissioner Pyle inquired if this number references the highest and best use of the property on Aurora Avenue. Mr. Cohn answered that the City's numbers are relatively conservative, and the capacity depends on the Comprehensive Plan designation for each of the properties. Mr. Cohn said that

in addition to Aurora Avenue, staff also anticipates future mixed-use developments in the Echo Lake area as well as other sites in the City.

Commissioner Pyle expressed his concern about forecasting a multi-family residential number that would be primarily absorbed by the mixed-use category. He suggested it would be difficult to forecast an accurate number since it is dependent on the market. Mr. Cohn emphasized that the Buildable Lands Analysis is not a market forecast, but a technical study of what could happen. While there are no guarantees, it is important to note that the Puget Sound area has been growing rapidly over the last 40 years, and they anticipate growth would continue to occur.

Commissioner McClelland asked how Fircrest was treated in the Buildable Lands Analysis. Mr. Cohn answered that institutions such as Fircrest and Shoreline Community College were not identified as redevelopable properties. Commissioner McClelland asked how the Buildable Lands Analysis treated neighborhoods such as Innis Arden, which are governed by covenants that limit redevelopment. Mr. Cohn said the GIS mapping system allows them to exclude these neighborhoods from the redevelopment scenario.

### **PUBLIC COMMENT**

There was no one in the audience who expressed a desire to address the Commission.

### **UNFINISHED BUSINESS**

#### **2007 Retreat Follow-Up**

Mr. Cohn referred the Commission to the Retreat Report that was provided in the Staff Report and encouraged the Commissioners to communicate their comments related to the report to Mr. Cohn by August 17<sup>th</sup>. The Commission could have a discussion regarding the list of items to be scheduled in 2007-2008 at their September 6<sup>th</sup> Meeting.

Ms. Simulcik Smith distributed a memorandum to the Commission that provided information regarding the Council of Neighborhoods. The Commission agreed it would be appropriate for them to provide a representative at the monthly Council of Neighborhoods Meetings, and Commissioner Pyle volunteered to attend in September.

Commissioner McClelland announced that the first North City Jazz Walk is scheduled for the evening of August 14<sup>th</sup>. This is a collaborative effort of the North City Business Association, Shoreline Chamber of Commerce, Shoreline/Lake Forest Park Arts Council, City of Shoreline and Small Business Forum.

Commissioner McClelland questioned if some of the development that has occurred recently in the City is a result of not being able to clearly interpret the City's Development Code. Mr. Cohn answered that the City does not have a residential design review requirement, so they have no control over building design in residential areas. His expectation is that the Housing Citizen Advisory Committee would suggest some type of design guidelines for staff to consider when reviewing applications for residential

development. Commissioner McClelland recalled that she worked previously with staff on residential design guidelines, and staff agreed to locate the information that was put together as part of that effort and forward it to the Housing Citizen Advisory Committee.

### **NEW BUSINESS**

No new business was scheduled on the agenda.

### **AGENDA FOR NEXT MEETING**

The August 16<sup>th</sup> meeting was cancelled. The next regular meeting is scheduled for September 6<sup>th</sup>.

### **ADJOURNMENT**

The meeting was adjourned at 9:05 P.M.

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Rocky Piro  
Chair, Planning Commission

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Jessica Simulcik Smith  
Clerk, Planning Commission

These Minutes Approved  
September 19<sup>th</sup>, 2007

**CITY OF SHORELINE**  
**SHORELINE PLANNING COMMISSION**  
**SUMMARY MINUTES OF REGULAR MEETING**

September 6, 2007  
7:00 P.M.

Shoreline Conference Center  
Mt. Rainier Room

**COMMISSIONERS PRESENT**

Chair Piro (arrived at 7:11 p.m.)  
Vice Chair Kuboi  
Commissioner Wagner (arrived at 7:13 p.m.)  
Commissioner Phisuthikul  
Commissioner McClelland  
Commissioner Harris  
Commissioner Pyle  
Commissioner Broili

**STAFF PRESENT**

Joe Tovar, Director, Planning & Development Services  
Steve Cohn, Senior Planner, Planning & Development Services  
Susan Will, Communications Specialist  
Jessica Simulcik Smith, Planning Commission Clerk

**COMMISSIONERS ABSENT**

Commissioner Hall

**CALL TO ORDER**

Vice Chair Kuboi called the regular meeting of the Shoreline Planning Commission to order at 7:07 p.m.

**ROLL CALL**

Upon roll call by the Commission Clerk, the following Commissioners were present: Vice Chair Kuboi and Commissioners Phisuthikul, McClelland, Harris, Pyle, and Broili. Chair Piro arrived at 7:11 p.m. and Commissioner Wagner at 7:13 p.m. Commissioner Hall was excused.

**APPROVAL OF AGENDA**

The Commission accepted the agenda as proposed.

**DIRECTOR'S REPORT**

Mr. Tovar recalled that the Commission previously conducted two public hearings regarding proposed changes to the Community Business (CB) zone. However, they only received three public comments prior to forwarding a recommendation to the City Council that the maximum density cap be removed for all CB zones that are within 1,300 feet of Aurora Avenue or Ballinger Way. They recommended that



density be treated the same as the Regional Business (RB) zone, which has no density cap. Instead, the density would be determined by the building envelope (height, setback) and parking. The City Council considered the recommendation and as a result of a 3-3 vote, no action was taken at that time.

Chair Piro arrived at the meeting at 7:11 p.m. and assumed his role as Chair of the meeting. Commissioner Wagner arrived at 7:13 p.m.

Mr. Tovar advised that when the City Council considered the matter again, they received numerous comments from citizens who were concerned that they had not heard about the proposal. Most of the citizen comments were based on misinformation of what the actual proposal was. Some believed the proposal was to rezone everything within a quarter mile of Aurora Avenue to R-48. Mr. Tovar clarified that the proposed amendment was, in fact, related only to currently zoned CB properties within 1,300 feet of Aurora Avenue and Ballinger Way.

Mr. Tovar reported that the City Council agreed to schedule a joint City Council/Planning Commission hearing on October 8<sup>th</sup>, and the public would be invited to comment on this particular amendment, as well as the proposed amendment that would change the threshold for projects to be exempt from SEPA. In addition, staff would host an information workshop on September 27<sup>th</sup>, which would provide an opportunity for the public to ask questions about the proposed changes. Staff provided written response to the citizens who previously commented regarding the changes, inviting them to attend the workshop and/or visit the City's Planning & Development Services office for more information. Based on comments received, staff would have the ability to update their recommendation to the City Council and Planning Commission prior to the October 8<sup>th</sup> joint meeting.

Mr. Tovar introduced Susan Will, Shoreline's Communications Specialist, who was present to discuss two of the City's communication devices, the website and the newsletter, *CURRENTS*. Ms. Will advised that *CURRENTS* and the website are the City's most effective methods for distributing information to Shoreline residents. *CURRENTS* is sent out 10 times each year to all addresses in Shoreline (the summer and winter issues combine two months together). One issue each year is dedicated to the budget, and the remaining issues are dedicated to publicizing the City's most current information. While they don't publish meeting agendas as part of *CURRENTS*, they try to announce special meetings and give some warning about when specific topics would be considered.

Ms. Will referred the Commission to a flyer that listed all the City meetings that will take place over the next two months and noted that about half of them are planning topics. She advised that future issues of *CURRENTS* would provide a similar listing of upcoming meetings and would particularly note the planning topics. She noted that even though the Planning & Development Services staff keeps the website updated with information related to upcoming discussion topics, many people don't know they have access to the information. Announcements could be provided in *CURRENTS* to remind the public about where they could find needed information.

Ms. Will explained that while *CURRENTS* tends to provide straight news stories, staff has discussed options for providing more articles on the website that provide an overview of the points behind each planning strategy. These articles could describe the speaker series or explain the concepts behind the

strategies and what the City is trying to achieve. She also noted that the website's home page would list the next week's meetings. She announced that they are currently in the early stages of redesigning the website, and she welcomed comments and suggestions from the Planning Commission.

Mr. Tovar said staff has also recommended that a single page of each issue of *CURRENTS* be dedicated to land use and planning issues. This page could identify what is being considered and how it could impact surrounding neighborhoods. This would provide a consistent place for residents to find out what land use issues are being considered. He suggested the Commission discuss this issue further at the joint meeting with the City Council. While it is the City's responsibility to more effectively use their public communication tools, citizens have a responsibility to seek information, as well. They must take steps to ensure that the "rumor mill" does not drive public involvement. The Commission agreed to discuss this issue further as part of their retreat follow-up discussion later on the agenda.

Mr. Tovar reminded the Commission that a special meeting has been scheduled for September 19<sup>th</sup>, which would be a public hearing on Phase I of the Town Center Framework Policies. He noted that staff is using an email tree to notify interested individuals. A study session related to Ridgecrest Zoning is also scheduled on that evening.

### **APPROVAL OF MINUTES**

The minutes of August 2, 2007 were approved as corrected.

### **GENERAL PUBLIC COMMENT**

**LaNita Wacker, Shoreline**, shared with the Commission some of what she heard from the citizens during her campaign for City Council. During her campaign she advocated mixed-use density and vertical development. While her ideas were well-received, she found that the term "mixed-use density" was a bit confusing. When she explained that this meant stores on the bottom and housing above, virtually everyone accepted the concept. When vertical development near the Westminster Triangle was discussed, the initial opposition was politically motivated and based on misinformation that was distributed throughout the community. However, during her campaign she heard many positive responses towards the concept of vertical development. While people expressed concern that they did not want a "canyon" on Aurora Avenue North, they recognized that these issues could be addressed through specific development regulations. She suggested the importance of better educating the citizens and City Council Members regarding proposed concepts. Chair Piro referred to the new graphic tools the City has available to aid them in putting hypothetical structures in place to address lighting and shadow issues, etc. These tools can prove very effective in working with neighborhoods, particularly along the corridor. He also suggested that visual preference surveys are very effective tools.

Ms. Wacker suggested it is critical that the City bring the zoning map into compliance with the Comprehensive Plan. It is also important that the Comprehensive Plan be updated utilizing an extensive public review process. In addition, it is imperative that the City Council have a better understanding of the economic impacts associated with each of their development regulations.

**Andrew Tran, Shoreline**, said he was present to learn more about the Point Wells Condominium Project. He said he tried to locate information on the City's website, but was not successful. He referenced a flyer he received regarding the project indicating that the City's infrastructure might not be adequate. He expressed concern about the increased traffic that would flow through the Richmond Beach area in order to access the Point Wells property. He also questioned whether there is adequate school capacity. He said he plans to become more involved in reviewing the project proposal and its impacts.

Mr. Tovar explained that the Point Wells property is outside of the City of Shoreline in unincorporated Snohomish County. He reported that the Snohomish County Council postponed their discussion regarding the land use designation for Point Wells until later in 2008. The City of Shoreline is very concerned and interested in what happens with the property, particularly traffic impacts, fire protection, building codes, etc. He suggested information regarding the proposed project be posted on the City's website. Mr. Cohn added that the City of Shoreline staff wrote a letter to Snohomish County pointing out the need for more study and discussion to address the traffic impacts, in particular. Over the next year, Snohomish County would conduct an analysis of the impacts, and City of Shoreline staff would provide input throughout the process.

Mr. Tran inquired if Snohomish County would require the developer to address impacts to the City of Shoreline. For example, would impact fees be required as mitigation. Mr. Tovar said that if a project is built on the Point Wells site, State laws would allow the City to require a developer to mitigate impacts to the City with payment and improvements.

## **REPORTS OF COMMITTEES AND COMMISSIONERS**

Commissioner Pyle reported on his attendance at the Council of Neighborhoods meeting where King County Council Member Bob Ferguson provided information to each of the neighborhood representatives. Presentations were provided by the Mayor and others, as well. He pointed out that the Council of Neighborhoods could serve as a very good avenue for the Commission to distribute accurate information to the community. He suggested the Commission appoint a representative to attend each of the meetings, since approximately 50% of the issues discussed are directly related to planning matters. The Commission agreed they should use the Council of Neighborhoods more in their outreach efforts.

Commissioner McClelland reported on the recent Jazz Walk that took place on August 14<sup>th</sup>. She said attendance at the event demonstrated the community's desire for a walkable community. More than 500 people attended, and many of them walked from surrounding neighborhoods. The event organizers anticipated 300 attendees, and many recognized the need to do these types of events more often. She summarized that this is a good example of a "3<sup>rd</sup> Place Experience" success story. If you give people something to walk to in a place that is safe to walk, they will come. Commissioner Harris pointed out that he would have liked to attend the event, but he did not know about it. Commissioner McClelland described the various types of advertisement that was done for the event, but Commissioner Harris noted that none of them would have reached all of the residents of Shoreline.

Commissioner Harris reported that every Friday night during the summer, the Central Market has held barbeques. He attended three of them and found them to be a great type of "3<sup>rd</sup> Place Experience," as well.

Commissioner Kuboi reported that the Housing Strategy Citizen Advisory Committee took a break during the summer and would resume their efforts at a meeting on Wednesday, September 12<sup>th</sup> in preparation for an open house event on October 9<sup>th</sup>. This is the first step in a long communications and outreach campaign to convey to the community why housing issues are relevant and worthy of addressing now. Commissioner Wagner added that the Committee participated in a number of driving tours that were helpful in providing examples of design and housing choice.

### **STAFF REPORTS**

No staff reports were scheduled on the agenda.

### **PUBLIC COMMENT**

No additional public comments were provided during this portion of the meeting.

### **UNFINISHED BUSINESS**

#### **Retreat Follow-Up**

Mr. Cohn reminded the Commission that they spent a lot of time at their retreat talking about their concerns regarding public communication. He suggested they provide their ideas to Ms. Will on how the City could better communicate with the public, particularly via the website and *CURRENTS*.

Commissioner Broili asked where public outreach and communication would fall on the City Council's priority list. Ms. Will answered that public outreach is very important to the City Council. However, one challenge is that people can't attend all the public meetings that are offered and educate themselves on the topics. Many people want to let their elected officials make the decisions. It is important to keep in mind that, oftentimes, the Planning Commission and City Council only hear from people who are angry, and they don't usually hear from those that are satisfied with what is taking place. Commissioner Broili said that if public outreach is a high priority, then there must be money allotted for accomplishing the goal. Without significant financial support, improvements would not be possible. Until the City Council agrees to provide additional funding for the program, he questioned the validity of continued discussion by the Planning Commission. Mr. Tovar suggested it would be appropriate for the Commission to discuss issues that have budget implications with the City Council at the upcoming joint meeting. He agreed that many of the ideas that are being considered for improving public communications would require additional funding.

Commissioner Broili expressed his belief that if public outreach is a very important concern of the City Council, they must make a major funding commitment in order for significant improvements to take place. There are numerous pieces of the equation that must be fine tuned to work together so that they

can realistically reach out to the public in a meaningful way. Ms. Will pointed out that increasing the size of each *CURRENTS* publication could be done with just a small amount of additional funding. However, she emphasized that there are a lot of competing issues, and not everything can be on the front page. She noted that 90% of the City's residents have identified the publication as their source for City news, and website and public television channel usage is also going up every year.

Ms. Will suggested the Commission identify their public outreach goals. Is it important to get numerous people to each of their meetings, or do they want people to know where to find accurate information when they hear alarming planning news? The Commission's proposed communication plan should be based on their goals. They can't always be the front page story, but they can provide a consistent place for people to obtain information.

Commissioner Kuboi said he recently reviewed a report on the City of Kirkland's Innovative Housing Demonstration Program. Their consultant indicated the city should not spend a lot of time trying to persuade the vast middle of the population one way or the other. In addition, it is important to recognize that some people will oppose a proposal regardless of what is said. However, there is a small percentage of residents that can be persuaded, and that is where the Commission should focus most of their outreach efforts. He requested feedback from Ms. Will about where the Commission should spend their time communicating issues. Ms. Will agreed that it is important to reach those people who do care about a particular issue. She explained that the goal of *CURRENTS* is to communicate issues that affect the most people citywide. On the other hand, many of the issues the Commission deals with are neighborhood specific. Broad communication tools are filtered and do not necessarily reach those people who care about an issue. She suggested the email subscription list could be one of the City's best opportunities for accomplishing this goal, and they have plans to promote a neighborhood-by-neighborhood subscription list.

Commissioner McClelland agreed that it is important to focus on getting accurate printed information out to the people who care about a particular topic to avoid situations where the public is unnecessarily upset as a result of misinformation. It would also help to build a network of people who are most interested in being involved in land use planning issues. Once these people are educated regarding land use issues, they would be well informed and able to accurately answer questions from others in the community. She also suggested it would be helpful to provide a separate list of special meetings and topics and then identify those who should attend the meetings and why.

Commissioner Harris asked if a computerized reader board would be installed as part of the City Hall/Town Center Project. Mr. Tovar said a reader board was not included as part of the budget. Commissioner Harris suggested this would be an excellent method of informing the public of upcoming events.

Commissioner Broili asked how many households there are in Shoreline. Ms. Will answered that *CURRENTS* is mailed out to between 21,000 and 23,000 addresses, including both business and residential properties. Again, she stated that about 90% of Shoreline residents identify *CURRENTS* as their source for City information.

Commissioner Broili expressed his disappointment with the low level of citizen turnout at the Speaker Series events, even though some fairly significant issues were being discussed. Ms. Will shared that in her experience, 35 attendees is a respectable number, especially when they are not being asked to make a decision about something.

Commissioner Broili agreed with Commissioner Pyle that the Council of Neighborhoods is an underutilized resource. He suggested the City spend more time to create a better connection between the Council of Neighborhoods, Planning Commission, Parks Board, and City Council. The Council of Neighborhoods could be used as an outreach tool for the community to voice their concerns and for the Commission and City Council to get their messages back out to the community. Ms. Will agreed and pointed out that this concept would require an investment in time, but not necessarily additional funding. The Commission agreed that a connection between the groups should be pursued.

Commissioner Pyle said he spoke with Patty Hale, the chair of the Council of Neighborhoods, who also agreed that there should be a better connection between all of the City groups, including the Planning Commission and Park Board. She suggested that each group provide a liaison to attend the meetings of the other groups and report back to their respective groups, since many of the issues that are discussed by each group are interrelated. The Commission agreed it would be appropriate to designate a Commissioner as liaison to attend the Council of Neighborhood meetings. Staff agreed to provide information about upcoming Council of Neighborhood meetings so that Commissioners could volunteer or be assigned to attend.

Commissioner McClelland suggested it is also important to make sure the business community is informed about what is going on. Perhaps a Commissioner should also be assigned to attend the Chamber of Commerce meetings. The Commission agreed that community outreach involves both neighborhood and commercial groups.

Mr. Tovar suggested that when the new City Hall facility is done, perhaps groups such as the Council of Neighborhoods could be invited to hold their meetings in the new space. This could present an opportunity for groups to literally and symbolically plug in more to what is taking place with the City Council, Planning Commission, Parks Board, etc. Commissioner Pyle explained that he received two different responses from members of his community group in regards to the idea. Some don't want the City to be involved in their process. On the other hand, there are some who feel the group should utilize the City's resources in the community.

Mr. Tovar said he can understand the groups' desire to meet in the neighborhood at times. But if they are to become part of the communication network, it is important that they have a place to meet in the new facility, as well. Commissioner Broili agreed and noted that communication is a two-way street, and all parties must learn to listen as well as dictate desires.

Because of the lateness of the hour, Chair Piro suggested the Commission postpone the Speaker Series debrief until the October 18<sup>th</sup> meeting. The remainder of the Commission agreed.

Commissioner McClelland expressed her belief that the City could have done a better job of drawing the public to the speaker series, particularly considering staff's effort to obtain quality presenters. If speaker series events are scheduled in the future, more effort should be made to publish the event to various community groups. She suggested it takes time to help the public understand that people don't just grocery shop and sleep in Shoreline, but that there are people who are trying to create a unique and independent community and city and not just a suburb.

Vice Chair Kuboi expressed his belief that it is difficult for the public to get a clear understanding of an issue just by reading the staff reports, which are not typically written for a lay person to understand. He suggested that having a dedicated land use section in *CURRENTS* would be a better method of communicating understandable information to the community. Mr. Tovar suggested they consider how they can present information in layers. The information in *CURRENTS* could identify the topics and when they would be discussed, etc. Then each staff project planner could provide a brief synopsis about each issue. If a person is really interested in learning more, they could gain more information from the staff report. He noted that the name, phone number and email address of the project planners would be published in the *CURRENTS* articles. Staff is ready to answer questions at whatever level of understanding or detail a citizen needs.

Vice Chair Kuboi pointed out that it is often difficult to get people to understand how something that is happening in another part of town is relevant to them. It is important to help people understand how land uses issues could potentially impact them. Mr. Tovar agreed that while some land use issues are related to just one particular neighborhood, others involve and could impact the entire community.

The Commission agreed they wanted to bring this issue up before the City Council at the joint meeting. Staff agreed to provide Ms. Will's email address to each of the Commissioners so they could forward their additional comments and ideas to her.

### **Review of Commissioner Hall's Letter Regarding Shoreline Transit Service**

Mr. Tovar referred to Commissioner Hall's proposed resolution that would promote a single, integrated, continuous bus rapid transit system along the Aurora Avenue/State Route 99 Corridor. He explained that, as proposed, the resolution asks the City Council to consider adopting a similar resolution. It also requests that staff distribute the Commission's resolution out to numerous agencies. He said he is not comfortable distributing the document until the City Council has voiced their support, and he suggested the Commission discuss the resolution with the City Council at the joint meeting on September 24<sup>th</sup>.

Chair Piro observed that the document looked like it could be a resolution that would be transmitted by the City Council and is out of character with what the Planning Commission would typically do. He also suggested that if they are going to ask Metro and Community Transit to be involved in a dialogue about cross county service along Aurora Avenue, perhaps Sound Transit should be invited to participate, as well. Mr. Tovar commented that the document contains many excellent points. He suggested the Planning Commission forward the document to the City Council, along with a cover letter asking them to adopt the resolution.

Commissioner Wagner recalled that the Commission previously talked about having bus lines that are continuous from one end to the other. She suggested that placing more emphasis on this goal would be helpful. The document should encourage the exploration of an appropriate end-to-end cross county system. The Commission agreed that this concept should be incorporated into the resolution that is stated at the end of the document. They further agreed that the third whereas from the bottom should be changed to recommend that the three transit agencies (including Sound Transit) work together to create a single-integrated system.

Commissioner McClelland suggested that Lake Forest Park and Woodway be added to the first paragraph of the document. Chair Piro noted that the cities listed in the first paragraph are those that are physically located on Aurora Avenue. He suggested it would be more appropriate to add these two cities in the second paragraph, which lists the customers served by the transit agencies. The remainder of the Commission concurred. They also agreed that the last two sentences of the resolution be deleted.

Commissioner McClelland referred to the last whereas statement, which indicates that funding for transit come from taxpayers in the City of Shoreline. She suggested they also include the other cities that are listed in the first and second whereas statements. Commissioner Broili inquired if any attempt has been made to obtain support of the resolution from other cities. He suggested that if other cities were to join in the effort, there would be a greater opportunity to move the concept forward. The Commission agreed to add another whereas statement asking the City Council to provide direction for them to engage in discussions with neighboring cities that are served by the three transit agencies.

Mr. Tovar agreed to update the document and bring it back before the Commission for review at the September 19<sup>th</sup> meeting.

## **NEW BUSINESS**

### **Speaker Series Debrief**

Discussion on this item was postponed to the October 18<sup>th</sup> meeting.

### **Prepare for Joint Meeting with City Council**

Mr. Tovar summarized that the Commission has already indicated they want to talk about communication and outreach and how to use *CURRENTS*, the website, signage, etc. They also indicated their desire to discuss how to reenergize the structure of neighborhood councils, as well as the proposed transit resolution. He agreed to pinpoint the budget implications associated with the concepts identified by the Commission.

Chair Piro suggested that, prior to the September 24<sup>th</sup> meeting, the Commission should offer additional thoughts regarding Commission's report retreat. While there might be time for this effort on the September 19<sup>th</sup> agenda, Mr. Cohn suggested it would be better for the Commissioners to email their comments related to the retreat report. The Commission agreed to email their comments to staff by September 10<sup>th</sup>. The document could then be finalized at the September 19<sup>th</sup> meeting.



Mr. Cohn stressed the importance of also taking time on September 19<sup>th</sup> to review the issues the Commission wants to cover at their joint meeting with the City Council. Commissioner Pyle suggested the Commission present their extended agenda to the City Council, and identify the items they expect to work on in 2008. This should include an outline of the budget implications associated with each effort, particularly related to required staff time. He suggested it would be appropriate for the Commission to clearly identify the workload they would be taking on in 2008 and the support they would need to accomplish their projects. Commissioner Broili suggested staff create a list of talking points to address each of the issues raised by the Commission. Mr. Cohn agreed to have the list available for the Commission to review on September 19<sup>th</sup>. The Commission also agreed it would be helpful to present a final retreat report to the City Council, as well.

### **AGENDA FOR NEXT MEETING**

The majority of Commissioners agreed they could be available for a dinner meeting on September 19<sup>th</sup> starting at 6:00 p.m. Mr. Tovar reviewed that the meeting agenda would include a public hearing on Phase 1 of the Town Center Project and a study session on Ridgecrest zoning. The September 20<sup>th</sup> meeting is scheduled as a joint meeting with the Hearing Examiner. The Hearing Examiner would hear the appeal, and the Commission would hear the actual plat proposal. The Commissioners indicated that a quorum would be present on the 20<sup>th</sup>, as well.

Mr. Tovar announced that a joint City Council/Planning Commission meeting has been scheduled for September 24<sup>th</sup> starting at 6:00 p.m. Dinner would be served. The majority of Commissioners indicated they would be in attendance at the joint meeting. Commissioner McClelland suggested the joint meeting include a discussion about how elected officials have constituencies and can have points of view and how the Planning Commission is supposed to be an objective body, one step removed from the political process. If this distinction is pointed out, perhaps it would have some effect on communications between the two groups. The Commissioners cannot roust out supporters, while City Council Members can. The Commission must wait for the citizens to communicate with them.

Mr. Cohn announced that a Ridgecrest Neighborhood meeting is scheduled for September 10<sup>th</sup> at the Bethel Church starting at 7:00 p.m. He invited the Commissioners to attend the meeting, particularly those who followed the process from the beginning.

### **ADJOURNMENT**

The meeting was adjourned at 9:15 P.M.

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Rocky Piro  
Chair, Planning Commission

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Jessica Simulcik Smith  
Clerk, Planning Commission

These Minutes Approved  
November 1, 2007

**CITY OF SHORELINE**  
**SHORELINE PLANNING COMMISSION**  
**SUMMARY MINUTES OF SPECIAL MEETING**

September 19, 2007  
7:00 P.M.

Shoreline Conference Center  
Spartan Room

**COMMISSIONERS PRESENT**

Chair Piro  
Vice Chair Kuboi  
Commissioner Wagner  
Commissioner Phisuthikul  
Commissioner Harris  
Commissioner Hall

**STAFF PRESENT**

Joe Tovar, Director, Planning & Development Services  
Steve Cohn, Senior Planner, Planning & Development Services  
Paul Cohen, Senior Planner, Planning & Development Services  
Kirk McKinley, Aurora And Interurban Project Manager  
Alicia Sherman, Senior Planner  
Steve Szafran, Associate Planner  
Jessica Simulcik Smith, Planning Commission Clerk

**COMMISSIONERS ABSENT**

Commissioner Pyle  
Commissioner Broili  
Commissioner McClelland

**CALL TO ORDER**

Chair Piro called the special meeting of the Shoreline Planning Commission to order at 7:03 p.m.

**ROLL CALL**

Upon roll call by the Commission Clerk, the following Commissioners were present: Chair Piro, Vice Chair Kuboi, Commissioners Wagner, Phisuthikul, Harris, and Hall. Commissioners Pyle, McClelland and Broili were excused.

**APPROVAL OF AGENDA**

The Commission accepted the agenda as proposed.

**DIRECTOR'S REPORT**

Mr. Tovar reported that the Hearing Examiner rejected an appeal by residents in the Richmond Beach Neighborhood regarding a short plat the City approved in their area. The appellants expressed their concern that the short plat would allow buildings that were too large for the neighborhood. Much information was submitted by the appellants to support their contention that the floor ratio of the new homes would be greater than the homes that have historically been built in the neighborhood. Because

the Hearing Examiner rejected the appeal, the short plat can now move forward. Mr. Tovar suggested that rather than asking staff to use their non-existent authority to limit the size of buildings in residential zones as part of the short plat process, the issue could be more appropriately addressed by requesting the City to conduct an exclusive review of the regulations that apply in residential zones.

Mr. Tovar further reported that neighbors of a proposal for a development of seven homes in the Highland Terrace Neighborhood recently attended a City Council meeting to voice their concerns. He noted that the applicant conducted a pre-application neighborhood meeting to describe the proposed project. During the meeting, he used the term "air condo," which created some concern among the neighbors. Staff has been asked to research the concept further in an effort to address some of the concerns that have been raised.

Mr. Tovar noted that in contrast to the items he just reported on, both topics on the agenda relate to properties that are zoned either commercial or mixed-use (not single-family). However, they are adjacent to lands that are zoned single-family. The relationship between commercial, multi-family and mixed use areas and the single-family neighborhoods that lie adjacent to them is an issue that must be considered. Mr. Tovar suggested that when looking for opportunities for accommodating growth and housing in the future, the City might want to focus on properties other than those zoned single-family residential.

### **APPROVAL OF MINUTES**

The minutes of September 6, 2007 were approved as corrected.

### **GENERAL PUBLIC COMMENT**

**Virginia Paulsen, Shoreline**, noted that numerous multi-family residential units are being constructed in the City, particularly on 15<sup>th</sup> Avenue Northeast - between Northeast 170<sup>th</sup> and 205<sup>th</sup>. She urged the Commission to carefully review the Transportation Master Plan, which includes plans to extend Northeast 165<sup>th</sup> from 15<sup>th</sup> Avenue Northeast to 25<sup>th</sup> Avenue Northeast. It was originally hoped that this proposed new extension would be a means of getting people from the Sheridan Heights and Lake Forest Park areas into the proposed commercial development on 5<sup>th</sup> Avenue North and Northeast 165<sup>th</sup> Street. She said her house is four houses from 165<sup>th</sup>, and she would be opposed to an arterial in this location. She referred to the Ridgcrest Neighborhood Plan, which would be considered later on the agenda, and suggested that Shoreline residents are concerned that zoning changes that are designed to increase density would spoil the single-family neighborhoods.

### **PUBLIC HEARING ON PHASE 1 – TOWN CENTER COMPREHENSIVE PLAN**

Chair Piro reviewed the rules for the legislative public hearing and briefly explained the process that would be utilized. He opened the public hearing and invited the staff to provide their report.

## **Staff Overview and Presentation of Preliminary Staff Recommendation**

Mr. Tovar recalled that several years ago, the Commission reviewed and recommended approval of a proposal to create a Central Shoreline Subarea Plan. However, the City Council specifically chose not to adopt the plan as part of the City's Comprehensive Plan. Instead, it was included in the plan as an unadopted appendix report, but no development regulations were adopted to implement the plan. He referred to recent developments that have occurred along Aurora Avenue North and noted that a number of people correctly expressed concern that these development proposals were not consistent with the concepts discussed in the Central Shoreline Subarea Plan. However, the proposals were consistent with the existing Regional Business zoning, which has been in place since the City incorporated. He advised that if the City wishes to have development occur in a different form, different use mix, or different design standards, etc., the City must adopt new regulations to control future development.

Mr. Tovar said the subject of the Town Center Plan would proceed in two phases. Tonight's Phase 1 hearing would be related to the four framework policies for the study area. Phase 2, which would not occur until the end of 2007 or beginning of 2008, would include a more detailed discussion of land use, zoning, design standards, etc. He explained that a number of things have happened since the original Central Shoreline Subarea Plan was first discussed. Two commercial projects have been constructed and the final section of the Interurban Trail has been completed, including identification of a potential location and preliminary ideas for a heritage park. In addition, the City Council has adopted Phase 1 of the next two miles of the Aurora Corridor Project and given direction to move forward with the flexible alternative for Phases 2 and 3. The City Hall Project is moving along, as well, with a public meeting scheduled for October 2<sup>nd</sup>; and the City Council adopted 13 Strategic Points to guide future projects in the Town Center area. There is also a greater interest in applying a mixed-use concept in certain areas of the City.

Chair Piro explained that Phase 1 of the Town Center Subarea Planning Process would include a review of the framework policies, the proposed boundaries, and the right-of-way plan. Mr. Tovar pointed out that while the map provided in the Staff Report identifies all properties within the study area, staff is not proposing to change land use in all areas. Staff's intent was to capture a large enough area to include all land that is currently zoned commercial and might be appropriate for change in use and zoning, as well as the residential neighborhoods that are close enough to be impacted by the change. It is important for the City to provide adequate notice to all residential property owners who might be impacted by the proposed changes.

Mr. Tovar advised that Appendix 5 is a Right-of-Way Map for the Aurora Avenue North Project. He explained that the City Council adopted a preferred alternative for Aurora Avenue North, which is inconsistent with Appendix 5. Staff recommends the map be repealed and that a new map be adopted.

Mr. Cohen introduced himself as the project manager for the Town Center Subarea Plan. He explained that the intent of Phase 1 is to establish the Central Shoreline Subarea Plan in the Comprehensive Plan by developing skeletal framework policies. Specific details will be addressed as part of Phase 2. Mr. Cohen described the study area as a large rectangle, bounded by Fremont Avenue on the west, Ashworth Avenue on the east, North 188<sup>th</sup> Street on the north, and North 170<sup>th</sup> Street on the south. He cautioned that the boundaries are very general at this point, and staff is interested in hearing from the community

about their ideas for the area. They are particularly concerned about the single-family residential neighborhoods and are interested in hearing ideas for how they could interface appropriately with the town center concept.

Mr. Cohen referred to the Framework Policies, which were extracted from the strategic points identified by the City Council. They tie in with actions the City has already taken for properties near Aurora Avenue and the Interurban Trail. He reviewed each of the policies as follows:

1. *Establish a study area boundary to provide context for evaluating the opportunities and potential impacts from future development of commercial and mixed uses along Aurora Avenue North and Midvale Avenue North.*
2. *Engage Shoreline residents and businesses in detailed design processes for two facilities between North 175<sup>th</sup> Street and North 185<sup>th</sup> Street: the "heritage park" site on both sides to the Interurban Trail and Midvale Avenue North.*
3. *Design roadway, transit and pedestrian facilities consistent with the City's preferred "flexible alternative" for Aurora Avenue between North 165<sup>th</sup> Street and North 205<sup>th</sup> Street.*
4. *Prepare a program of civic directional or "wayfinding" signage and evaluate refinements to city sign regulations to reflect the emerging functions and visual character of Aurora Avenue.*

#### **Questions by the Commission to Staff**

Commissioner Hall asked staff to share their rationale for cutting off the study area at North 188<sup>th</sup> Street when there are commercial properties that appear close to redevelopment between North 188<sup>th</sup> and North 192<sup>nd</sup> Street. Mr. Cohen explained that the north boundary of the study area was established to include commercial areas that front on the north side of North 185<sup>th</sup> Street and have some influence with the intersection at North 185<sup>th</sup> Street and Aurora Avenue North. While the boundary may be greater than it needs to be, staff's intent was to include all possible areas. However, the Commission should keep in mind that the boundary may be refined and changed. He also noted that at the bottom of North 188<sup>th</sup> Street, the town center area drops off topographically.

Commissioner Phisuthikul referred to Framework Policy 2, which calls for engaging Shoreline residents in detailed design processes. Mr. Cohen clarified that this policy refers to the heritage park site on both sides of the Interurban Trail and Midvale Avenue North. Chair Piro suggested it would be helpful to change the language to make it clear the policy refers only to those two projects. Commissioner Phisuthikul added that the term "facilities" should be changed to "projects."

#### **Public Testimony or Comment**

**LaNita Wacker, Shoreline**, said she didn't realize the discussion would be limited to Phase 1 of the project. She indicated her support of the subarea planning concept for the Town Center area. She suggested it would be appropriate for the plan to identify Fremont and Ashworth Avenues one-way southbound and Stone and Linden Avenues one-way northbound. Each of these streets could provide

rear angle diagonal parking on one side. She pointed out that underdevelopment has recently occurred on Aurora Avenue North, and she suggested it would be appropriate to require a minimum of two or three stories for all development on Aurora Avenue North. In addition, she said she would like to see some type of taller building on the vacant lot near Spiro's, which could become an anchor retail and commercial tenant. Another tall building could be constructed south of the Aurora Rents property to also serve as another anchor for the subarea plan.

**John Behrens, Shoreline**, inquired if the City has completed a traffic impact study to determine the impact the proposal would have to the surrounding neighborhoods. He particularly expressed an interest in learning more about the amount of traffic that would be generated on Midvale Avenue and Aurora Avenue North. He recalled that at the first meeting, the City discussed the need to come up with a plan that would allow Midvale Avenue to run through the City Center. He asked if any progress has been made to implement this concept. He also asked if the City has studied the impact Midvale Avenue has had on the Gateway Project. Are people using the street to access the businesses, or just to bypass Aurora Avenue? He also asked if the City has studied the impact the City Hall Project would have on traffic at the intersections of North 175<sup>th</sup> and Midvale Avenue and North 175<sup>th</sup> Avenue and Aurora Avenue North.

Mr. Cohen answered that the Environmental Impact Statement that was adopted as part of the Comprehensive Plan for this area included a traffic study. However, the study would have to be updated at some point. Chair Piro advised that he served on the Aurora Corridor team. He reported that traffic studies are currently taking place, and the reports should be issued sometime in the fall.

Mr. Behrens asked who would be responsible for paying for the new traffic lights that would be required as additional development occurs in the area. He noted that three new traffic lights have recently been or will be installed in the study area. Mr. McKinley answered that the three traffic signals have been funded by three different sources. The light at Midvale Avenue and North 175<sup>th</sup> Avenue was paid for by the developer of the TOP Foods Project. The new light that is currently being installed at the intersection of North 185<sup>th</sup> Street and Midvale Avenue is being funded by the Interurban Trail Project in order to provide safe pedestrian and bicycle access. The light that is proposed at North 182<sup>nd</sup> Street and Aurora Avenue North would be funded as part of the Aurora Project, which gains funding from the State, Federal, County, and City governments.

**Kevin Grossman, Shoreline**, said the framework policies sound very solid and reasonable. However, he suggested an additional policy be added related to developing a vision for the study area. The established framework policies grew out of the vision of the community for the subarea, but there are other pieces. He suggested the study area be extended to North 192<sup>nd</sup> Street. He expressed concern that there are tremendous opportunities for redevelopment on properties currently occupied by the park-and-ride, the mattress store, and other large parcels in this area. Chair Piro summarized that Mr. Grossman would like to see the City articulate their vision for the study area as a framework policy.

Mr. Tovar suggested that rather than stating the City's vision for the study area as a framework policy, it might be better to add a framework policy related to developing a vision early in the process. Mr. Grossman agreed that would be helpful so the public could have a clear understanding of what the end product would be.

**Boni Biery, Shoreline**, said she lives on the northern border of the subarea plan, and she would like it to be extended to North 195<sup>th</sup> Street. As development has occurred over the past 42 years she has lived in her home, the City has promised traffic changes to address problems. However, nothing has been done to date to limit or reduce the traffic impacts on Firlands Way. She requested information about who the City would notify regarding the proposed changes. Mr. Tovar noted that all of the amendments being considered to date are legislative in nature, which would not require the City to mail out notices. Instead, notices would be published in the local newspaper, CURRENTS, etc. In addition, they would consider the option of using notice board signs and posters throughout the geographic area of the subarea plan. Mr. Cohen encouraged interested citizens to sign up on the City's mailing list. Ms. Biery recommended that notice be provided to all properties within a half mile of the proposed study area.

**Bobby Lee Williams, Shoreline**, asked if real estate professionals and contractors know that the zoning in the study area might change. He also requested more information about the impacts the proposed changes would have to traffic on Stone Avenue, which is already a busy street. In addition, he inquired regarding the proposed timeline for the project. Mr. Tovar answered that staff would like to study Stone and Linden Avenues and their side streets as part of their effort; not because they want to change the land uses on these streets, but because the impacts must be considered if more intense development is allowed on Aurora and Midvale Avenues. Staff intends to discuss these concerns with property owners along the two streets in order to come up with traffic mitigation or changes that could soften the impacts. Chair Piro noted that real estate professionals and developers would be invited to participate in the next phase of the project.

**Loren Lango, Shoreline**, said he has complained to the City for the past several years regarding the traffic problems on Stone Avenue. Over the past few months, there has been a more than three-fold increase in traffic on the street, including the dump trucks from Sky Nursery and the construction site. The problem is especially bad between 6 and 9 a.m. and 4 and 6 p.m. when everyone is going to or coming home from work. He noted that placing the boundary of the study area at North 183<sup>rd</sup> Street would cut the Sky Nursery property in half. The building area would be inside the study area, and the parking lot and traffic would be on the outside. He agreed with the previous recommendation that the boundary be extended to North 192<sup>nd</sup> Street. This would allow the City to consider connecting Midvale Avenue to North 192<sup>nd</sup> Street, which would allow traffic from Sky Nursery to access onto Aurora Avenue North. Including these additional properties could help resolve traffic problems that already exist on Stone and Ashworth Avenues.

### **Presentation of Final Staff Recommendation**

Mr. Tovar said staff would support an extension of the study area boundary to North 192<sup>nd</sup> Street as recommended by several members of the public. He also reiterated his suggestion that a new framework policy be added calling for the creation of a vision as the logical first step in Phase 2 of the project.

### **Final Questions by the Commission and Commission Deliberation**

Vice Chair Kuboi asked if extending the boundary to North 192<sup>nd</sup> Street would include the parcels immediately north of that street. While he would not be inclined to support a boundary extension all the

way to North 195<sup>th</sup> Street, he is concerned that the properties on the north side of North 192<sup>nd</sup> Street also be included in the study area. Mr. Tovar said staff would be agreeable to including the north side of the street in the study area, as well. However, he cautioned that this would not necessarily result in a zoning change for the properties on the street.

Commissioner Wagner agreed that the boundary could be extended to the north to include critical properties on Aurora Avenue North if there is no other vehicle for addressing concerns. However, she cautioned that the intent of the study is to consider the Town Center area and the impact of very specific projects to the surrounding neighborhoods. She suggested that perhaps the properties that are currently outside of the boundary could be better addressed as part of another study so the City Center Subarea Plan boundaries could remain small and focused.

Commissioner Hall agreed that keeping the study area small would allow the City to focus more clearly on their mission for the Town Center area. If the area were expanded, the vision could become somewhat diffused and it could take the City substantially longer to complete the project. However, he would support an extension to North 192<sup>nd</sup> Street to include properties that are prime candidates for redevelopment in the near future. Chair Piro said he, too, would support an expansion of the boundary to North 192<sup>nd</sup> Street. He said he would also be willing to support Mr. Lango's recommendation that the boundary be extended to North 195<sup>th</sup> Street to allow the City to consider the concept of connecting Midvale Avenue to North 195<sup>th</sup> Street.

Chair Piro referenced the suggestion that another framework policy be added related to creating a vision for the Town Center Subarea Plan. Commissioner Phisuthikul said he would support an additional policy since it would provide an opportunity for the citizens to express their ideas for the area. Mr. Tovar recommended a new framework policy be added to read: "Articulate a community vision for the town center as an early step in the development of detailed provisions for the subarea." The Commission indicated their support for the proposed new policy language.

Commissioner Harris cautioned that the Town Center area should be defined as a special place and not extend all the way up and down Aurora Avenue. The Commission agreed it would be appropriate to extend the boundary to North 192<sup>nd</sup> Street only.

The Commission discussed possible changes to Framework Policy 2 to make it clearer as to what projects are being referenced. They agreed to change the policy to read: "Engage Shoreline residents and businesses in detailed design processes for a.) the "heritage park" site on both sides of the Interurban Trail and b.) Midvale Avenue North."

If the boundary were adjusted to include North 192<sup>nd</sup> Street, Vice Chair Kuboi inquired if the traffic generated by the Echo Lake Project would be addressed as part of the traffic study that is done for the project. Mr. Tovar said traffic from all land uses along Aurora Avenue were studied in a general way as part of the SEPA review that was required for the Aurora Project. It might be possible to refine or provide more detailed information about the Echo Lake Project as part of the study, but the analysis of this traffic would still be fairly general in nature.



### Closure of Public Hearing

COMMISSIONER HALL MOVED TO CLOSE THE PUBLIC HEARING. COMMISSIONER HARRIS SECONDED THE MOTION. THE MOTION WAS APPROVED UNANIMOUSLY.

### Vote by Commission to Recommend Approval or Denial or Modification

COMMISSIONER HALL MOVED THAT THE COMMISSION APPROVE THE STAFF'S PROPOSAL WITH COMMISSION AMENDMENTS. SPECIFICALLY:

- ADD A NEW FRAMEWORK POLICY 1 TO READ: "ARTICULATE A COMMUNITY VISION FOR THE TOWN CENTER AS AN EARLY STEP IN THE DEVELOPMENT OF DETAILED PROVISIONS FOR THE SUBAREA."
- CORRECT FRAMEWORK POLICY 2 TO READ: "ENGAGE SHORELINE RESIDENTS AND BUSINESSES IN DETAILED DESIGN PROCESSES FOR A.) THE "HERITAGE PARK" SITE ON BOTH SIDES TO THE INTERURBAN TRAIL AND B.) MIDVALE AVENUE NORTH.
- EXTEND TOWN CENTER STUDY AREA TO NORTH 192<sup>ND</sup> STREET.
- REPEAL APPENDIX 5 (CENTRAL SHORELINE RIGHT-OF-WAY MAPS).

COMMISSIONER PHISUTHIKUL SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.

### REPORTS OF COMMITTEES AND COMMISSIONERS

None of the Commissioners provided reports during this portion of the meeting.

### NEW BUSINESS

#### Study Session: Ridgecrest Commercial Area Zoning

Chair Piro explained that tonight's discussion would be a study session, but the public would be invited to provide comments to the Commission. He emphasized that a more formal public hearing on the Ridgecrest Commercial Area Zoning would be conducted at a later date.

**Dennis Lee, Shoreline**, said people are not so concerned about possible land use changes as they are about the traffic impacts associated with the changes. As part of the City's discussion related to the Ridgecrest Commercial Area, they must address how they will protect the neighborhoods from cut through traffic. This might require the businesses to be open from the back so that people living in the neighborhood could walk.

Mr. Lee noted that there has been a significant escalation in the demand for housing, and the Aurora Corridor and North City have accommodated more density than was anticipated in the original Comprehensive Plan. He agreed the plan needs to be updated. He urged the City to involve the public

early in the process; and right now, they don't really understand the process. He also suggested the project be renamed the Ridgecrest Neighborhood zone. They should avoid quick rezones, with the developers promising to be good the neighbors. If the commercial properties are zoned as Neighborhood Business, the commercial uses should be for the neighborhood residents. The goal should not be to attract customers from other areas. Chair Piro noted that a public hearing for the Ridgecrest Commercial Area Zoning Proposal has been scheduled for October 18, 2007.

**Pam Mieth, Shoreline**, said she understands that the Commission is at the beginning stages of their review, so she would submit her questions and concerns in writing. She said she is primarily concerned about the traffic impacts, as well as the significant density that would be allowed on North 163<sup>rd</sup> Street. Allowing five or six floors of development so close to the single-family residential neighborhoods seems out of scale.

**Cathie Schleh, Shoreline**, suggested that notice of the upcoming public hearing date be posted on the reader board at the Ridgecrest Elementary School.

Mr. Tovar reviewed that a public workshop on the proposed zoning for the Ridgecrest Commercial Area was conducted on September 12<sup>th</sup>, and approximately 70 people attended. Many of them also participated in the process that occurred last winter with the University of Washington students. He explained that the staff's proposal is intended to establish regulations that would enable the uses, building form, and other amenities the neighborhood indicated as desirable for the Cascade Bingo Property that is currently zoned commercial. The proposed new regulations would allow property owners to develop properties as the market demands, but protect the neighborhoods from projects that are too large or have too many impacts. He cautioned that if the regulations that are ultimately adopted by the City Council are not more attractive than the existing zoning, property owners would develop under what the existing zoning would permit, which is three stories of town houses on the entire property.

Mr. Tovar distributed copies of a zoning map from the City of Kirkland, which has utilized the planned area concept effectively since 1976. He explained that much of the City of Kirkland is zoned single-family residential, but they also have 22 planned areas. In each planned area zone, the zoning code identifies a maximum building height, the floor ratio, design standards, access conditions, and other details that control what projects can occur in the individual planned zones. The intent behind the planned area concept is to recognize that not all of the properties in a community fit well into the five or six zoning designations available. A better method is to write a zone to suit the needs of a particular area.

Mr. Tovar provided copies of the City's Comprehensive Plan Map, upon which staff identified where potential planned area zones might be designated in the City. He specifically noted that the Ridgecrest Commercial Area is designated on the map as Planned Area 4 (PA4). The intent of the concept is to better regulate land use to implement the Comprehensive Plan in more detail for a particular zone. He noted that the Shoreline Community College Property, the Christa Property, the South Aurora Triangle Property and the Fircrest Property are also identified on the map as being potential locations for planned area zones. He cautioned that just because an area is zoned as a planned area doesn't mean that the uses allowed in one planned area would be the same as those allowed in another planned area or any other

zone in the City. He said the form-based code concept is another method of achieving the objectives of City and neighborhoods with more precision. He concluded by emphasizing that the proposal is simply a zoning text and zoning map change and not a Comprehensive Plan amendment. All of the proposed changes would be consistent with the current Comprehensive Plan.

Mr. Szafran referred to the proposed text for Planned Area 4. He reviewed the proposed purpose and scope language (Section 20.98.010), which states that the new standards are designed to:

- Be a form-based code that provides flexibility, yet ensure that the character of a project's building and site design is supportive of the adjacent public spaces and uses.
- Create a lively mixed use and retail frontage in a safe, walkable and transit-oriented neighborhood environment.
- Provide for a human scale building design.
- Ensure that building and site design is presented to the neighborhood for comment.

Next, Mr. Szafran referred to the permitted and prohibited uses section (20.90.020), which specifically lists the uses that would not be allowed in the PA4 zone. He reviewed the density and dimensional standards section (20.98.030), explaining that for the purpose of building setbacks, the mass of the building was divided into three sections: the building base (ground floor), the middle (2<sup>nd</sup> and 3<sup>rd</sup> stories), and the top (anything above the 3<sup>rd</sup> story). He noted that maximum building height would be 3 stories, with an additional 3 stories if certain conditions are met. The proposed basic density for the PA4 zone would be 24 dwelling units per acre, which is allowed by the existing zoning. The maximum density would be limited by the height of the building, floor area ratio, and parking requirements.

Mr. Szafran noted Section 20.98.040 explains the administrative design review concept, which is a new element of the Shoreline Development Code. Administrative design review would ensure that any building plan for the site meets the goals and intent of the PA4 zone. Chair Piro noted that the proposed administrative design review would be carried out by staff. Mr. Tovar said the concept would require an administrative permit, but there would still be a neighborhood meeting requirement.

Mr. Szafran referenced Section 20.98.050, which identifies the proposed design standards. He said one key point of site design is the requirement that new development accommodate street level retail, particularly on 5<sup>th</sup> Avenue Northeast. If ground level retail is not planned for buildings fronting on 5<sup>th</sup> Avenue Northeast, the buildings must still be available for retail uses at a future date. This section also requires that building design soften the visual impact of multi-use buildings face Northeast 163<sup>rd</sup> Street and the west property line so they are more compatible with the single-family homes. This could be done by providing decorative features or planting trees or shrubs in the setback area along the western property line.

Mr. Szafran reviewed that the language proposed in Section 20.90.050, which states that driveway access should be limited to minimize automobile conflict and light glare on adjacent properties. In addition, development on parcels that front on 5<sup>th</sup> Avenue Northeast would have to be designed and furnished to support, complement, accommodate and promote transit stops.

Mr. Szafran explained that building design review would consider things such as pedestrian enhancements, blank wall treatments, façade articulation, weather protection for buildings along the street fronts, vertical differentiation, street frontage standards, roofline design, service areas and mechanical equipment, parking structures, and the accommodation of live/work units.

Mr. Szafran referenced Section 20.98.060, which describes the public bonus feature program. The zone would outright allow a 3-story building. Any development above 3 stories would be required to accommodate a certain number of the public bonus features listed in the section. The parking section (20.98.070) proposes that the minimum residential parking requirement be one space for studio and 1-bedroom units and 1.5 spaces for 2-bedroom units. However, provisions would allow for car sharing programs.

Mr. Szafran said that Section 20.90.080 outlines the proposed sign standards for the PA4 zone. It would basically allow for the same type of signs allowed in the existing zones. It requires that a master sign plan be submitted and approved by the City in conjunction with the building permit. He said the last section (20.98.090) is related to outside lighting, and the intent is to make sure the outside lighting does not impact the residential properties that surround the site.

Commissioner Hall expressed his belief that proposing zoning changes for just one very small area of the City appears to make the code extremely complicated. He understands the advantage of creating planned area zones, but writing a 20-page development code for every individual parcel would be too complex. Mr. Tovar agreed it would not be appropriate to apply this concept to every parcel in the City, but they are only talking about a finite number of parcels. The PA4a parcel is very unique for many reasons, and the proposed language is staff's best attempt to write a regulation that achieves what the community seems to want and provides as much certainty to the applicant as possible. He agreed that implementing a planned area concept would result in more zoning code text, but the question that must be asked is whether it's worth it. Staff believes it is for certain parts of the City that are ripe for redevelopment.

Commissioner Phisuthikul suggested that providing a percentage of affordable housing should be included on the list of public bonus feature options, since this would provide a direct benefit to the public. Mr. Cohn noted that Section 20.98.030.B states that based on a specific formula, the number of permitted units could be increased if affordable housing was provided on the site. Commissioner Phisuthikul pointed out that this section only applies to density increases in buildings up to 3 stories. Providing affordable housing would not be one of the options for obtaining additional height. Mr. Szafran agreed. In order to obtain the additional height, the developer could be asked to give something back to the neighborhood. The public bonus feature options are intended to have a direct impact on the adjacent property owners, and that is why affordable housing was not listed as one of the options.

Mr. Szafran referred to Section 20.98.050.D.1, which would require that the first floor adjacent to the street be constructed to accommodate retail. He noted that the language would not require a retail use. This would be determined by the market, but staff believes there is some market for retail space in this particular corner. Mr. Tovar expressed his belief that this would be particularly true if there were four or five stories of residential development above the retail space.

Vice Chair Kuboi pointed out that the proposal would introduce the concepts of planned areas, form-based codes and administrative design review all at the same time to a potentially skeptical public. He asked if staff has anticipated how the proposal could be changed if the public expresses objection. Mr. Tovar advised that there are several design review processes that could be utilized such as an administrative review, a hearing examiner hearing with a recommendation to the City Council, or a hearing examiner hearing and decision. Another option would be for the Planning Commission to serve as a design review board that would make recommendations to the City Council. While it could be argued that a public hearing process would allow more opportunity for the public to participate, staff also believes it is important to make the process more predictable by having a more prescriptive and detailed set of zoning standards and regulations.

Chair Piro said he supports the idea of addressing design issues as part of the zoning regulations. He recalled that with the more complicated projects, the Commission has found that whether or not a proposal would be viable and contribute to the quality of life in the City comes down to design. Having a design review function would ensure that design gets the attention it needs when projects are proposed.

Vice Chair Kuboi asked about the process the City used to identify a balance between the impacts to the neighborhood and the needs of the developers. Mr. Tovar said staff reviewed what design review processes have and have not worked in other jurisdictions. He advised that some jurisdictions have had design review boards for years, and they usually consist of three to five board members with a background in architecture or engineering. Typically, the policies that design review boards consider are broader than just design issues. If the City were to create a design review board, they would still have to provide very clear design standards for them to use when reviewing projects. Design review boards cannot base their decisions on subjective and/or arbitrary standards.

Vice Chair Kuboi expressed his concern that allowing a development to go from three stories to six stories would significantly change the profit potential from a developer's standpoint, but that, in comparison to the list of public bonus feature options appear to be rather token in nature. Mr. Szafran explained that any proposal for additional stories would be reviewed by staff to make sure it meets the intent of the code. Vice Chair Kuboi suggested that before this concept is implemented, staff should provide more information from other jurisdictions to illustrate how public benefits could be more in proportion with additional developer privileges. He felt this would be particularly important for this subject property since additional height could create for the developer more valuable properties with views of the Olympic Mountains. It is important that the neighborhoods receive a reasonable return on the additional height allowance.

Mr. Tovar reminded the Commission that the proposed language is draft only. Staff intends to incorporate feedback they have received to date from the public and the Commission into the draft that is presented at the public hearing. He noted that the public bonus feature options identify things the City would like developers to incorporate into the design of buildings, but more detailed discussion needs to take place to determine the quantity of each option that a developer would have to provide in order to gain the extra height. In addition, the Commission could have a discussion about how to tie increases in building mass and height to provisions for moderate-income housing. While they can't quantify the developer's cost of providing this housing, it is important to keep in mind that moderate-income housing would provide a public benefit. He agreed the City should be able to obtain more tradeoff from

developers than what has been described in the draft language. He agreed to update the document to address this concern.

Commissioner Wagner asked if the proposed zone would identify a minimum height limit. She cautioned that the language should prohibit single-story strip development. Staff agreed to make that change. Secondly, Commissioner Wagner suggested the language should also carefully address the issue of impervious surfaces. She recalled the City Council's goal to create a green, sustainable Shoreline and noted that requiring green building standards could have some potential public benefit, as well. Mr. Szafran agreed the draft language does not explain any kind of green building requirements. Mr. Tovar advised that the citizens also made this comment. Staff would consider ways to articulate this concern, either as a bonus option or possibly as a requirement. However, because green roofs are very costly, the City must consider how to keep the public benefit options proportionate or commensurate with the return to developers.

Commissioner Harris said it must be understood that if a 6-story structure is built on the subject property, all of the surrounding property owners would lose the privacy of their backyard. Secondly, Commissioner Harris asked if terms such as façade articulation, vertical differentiation, etc. are common terms in the development community. Mr. Szafran answered that these terms came right out of the City's current code. Commissioner Harris expressed his belief that these types of design techniques are becoming so common place, that the new buildings are almost becoming boring. Lastly, Commissioner Harris asked if the façade details would be similar to the apartment building that was recently constructed on 15th Avenue and Northeast 183<sup>rd</sup> Street. Mr. Szafran said the intent of the proposed language was to require better architecture. Commissioner Harris suggested that the types of building materials used are just as important as the design elements. Mr. Szafran noted that Section 20.98.050.F.4.a briefly states that different materials and/or colors should be used. Commissioner Harris expressed his belief that quality and appearance would play a significant role in neighborhood acceptance of the proposed changes.

Commissioner Phisuthikul noted that while the proposed language would require building articulation, it does not make it clear exactly how much articulation would be required. Mr. Tovar agreed the proposed language should spell out these types of dimensions.

Commissioner Hall asked staff to give further consideration to options for encouraging affordable housing. He asked staff to at least consider changing the requirement to low-income housing instead of moderate income housing. Secondly, Commissioner Hall encouraged staff to keep in mind the good information that was shared by presenters at the recent speaker series events, such as what makes a plaza a public gathering place, becoming a Cascade City and utilizing the transfer of development rights concept, etc. Thirdly, Commissioner Hall suggested it would be appropriate for the City Attorney to be present at the October 18<sup>th</sup> public hearing to provide legal advice to the Commission as the hearing proceeds. Mr. Tovar agreed it would be appropriate for staff to review the speaker series presentations and determine which concepts might have application in the proposed amendments the Commission would consider over the next several months.

Mr. Tovar advised that, as part of their work on the South Aurora Triangle, staff has developed some language regarding the concept of transferring development rights from the rural area into the urban area.

This project is currently on hold while the staff, Commission and City Council deal with more pressing matters. While there is no program in place in King County right now, they could create a place keeper in the proposed language that would allow a developer to avail themselves to this type of program if and when it is established by King County and accepted by the City of Shoreline.

Chair Piro pointed out that much of the public concern with both of the items on the Commission's agenda was related to traffic impacts. He suggested the parking requirements be more clearly delineated in the proposed language to address not only off-street parking requirements, but also on-street parking, plus require a parking management plan to address the impacts to adjacent neighborhoods.

Commissioner Phisuthikul referred to the proposed setback requirements in Section 20.90.030. He suggested the language be changed to make it clear that the setback for the upper stories would be greater than the setback for the middle stories.

Mr. Tovar advised that staff would create an updated draft of the proposed changes, utilizing the comments received thus far from the public and the Commission. Once it is ready, the draft would be posted to the City's website for the Commission and public to review. Staff would accept additional recommendations related to the draft, but they must distribute the final draft to the Commission by October 10<sup>th</sup> in preparation for the October 18<sup>th</sup> hearing. He noted that the public would also be invited to provide additional written comments regarding the draft language. Mr. Szafran added that citizens on the email list would receive a reminder notice about the upcoming hearing.

## **UNFINISHED BUSINESS**

### **Transit Resolution**

Chair Piro reviewed the typographical corrections that were discussed and agreed to at the Commission's dinner meeting earlier in the evening.

**COMMISSIONER HALL MOVED THAT THE COMMISSION TRANSMIT THE TRANSIT RESOLUTION TO THE CITY COUNCIL. COMMISSIONER WAGNER SECONDED THE MOTION.**

Chair Piro recalled that, at the earlier dinner meeting, staff offered a thought that the Commission may want to consider options for developing policy language to implement the concept when they review the Comprehensive Plan amendments again in 2008. The Commission agreed this would be appropriate if the document is adopted by the City Council.

Mr. Tovar reported that staff would prepare an updated version of the Commission's work program for the upcoming joint City Council/Planning Commission meeting. The new document would provide more details about their 2008 agenda.

Based on the Commission's final action related to the resolution, Chair Piro said staff recommends the City provide a courtesy copy of the document to the various transit agencies to start the communication process. The Commission agreed that would be appropriate. Commissioner Hall suggested that a

courtesy copy of the document could also be forwarded to the planning commissions of the other jurisdictions identified in the resolution.

**THE MOTION WAS APPROVED UNANIMOUSLY.**

### **ANNOUNCEMENTS**

No additional announcements were provided during this portion of the meeting.

### **AGENDA FOR NEXT MEETING**

Chair Piro reminded the Commission of their joint meeting with the Hearing Examiner on September 20<sup>th</sup>.

### **ADJOURNMENT**

The meeting was adjourned at 9:52 P.M.

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Rocky Piro  
Chair, Planning Commission

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Jessica Simulcik Smith  
Clerk, Planning Commission



**DRAFT**

These Minutes Subject to  
February 21<sup>st</sup> Approval

**CITY OF SHORELINE  
SHORELINE PLANNING COMMISSION  
SUMMARY MINUTES OF SPECIAL MEETING**

February 7, 2008  
7:00 P.M.

Shoreline Conference Center  
Mt. Rainier Room

**COMMISSIONERS PRESENT**

Chair Piro  
Vice Chair Kuboi  
Commissioner Wagner  
Commissioner Phisuthikul  
Commissioner McClelland  
Commissioner Harris  
Commissioner Broili

**STAFF PRESENT**

Steve Cohn, Senior Planner, Planning & Development Services  
Alicia McIntire, Senior Planner, Planning & Development Services  
Flannery Collins, Assistant City Attorney  
Kirk McKinley, Aurora Corridor Planner, Public Works Department  
Jeff Forry, Permit Services Manager, Planning & Development Services  
Miranda Redinger, Associate Planner, Planning & Development Services  
Jessica Simulcik Smith, Planning Commission Clerk

**COMMISSIONERS ABSENT**

Commissioner Pyle  
Commissioner Hall

**CALL TO ORDER**

Chair Piro called the regular meeting of the Shoreline Planning Commission to order at 7:08 p.m.

**ROLL CALL**

Upon roll call by the Commission Clerk, the following Commissioners were present: Chair Piro, Vice Chair Kuboi, Commissioners Wagner, Phisuthikul, McClelland, Harris, and Broili. Commissioners Pyle and Hall were absent.

**APPROVAL OF AGENDA**

The Commission accepted the agenda as proposed.

**APPROVAL OF MINUTES**

The January 17, 2008 minutes were approved as corrected.

**GENERAL PUBLIC COMMENT**

**Dennis Lee, Shoreline**, suggested the City has been attempting to change the Comprehensive Plan to fit the needs of developers. He asked the Commissioners to read the first 55 pages of the Comprehensive Plan, which should be the foundation by which all land use decisions are made. He suggested that if the City wants to move forward with proposals to change the high-density residential zoning, they must also make Comprehensive Plan amendments so the two are consistent. He expressed his belief that the City did not do a Comprehensive Plan Review in 2005. Instead, they completed three master plans.

Commissioner McClelland explained that most of the current Planning Commissioners participated on subcommittees throughout 2005, which were formed to review various elements of the Comprehensive Plan. Every element of the Comprehensive Plan was covered as part of that review.

### **STAFF PRESENTATION ON SEAMLESS TRANSIT ON AURORA**

Kirk McKinley said this presentation is in response to a draft resolution the Commission prepared in September of 2007. The resolution noted there were service and jurisdictional issues associated with providing a seamless ride across the county line, and they supported an effort to push forward with the transit agencies to accomplish this goal. He advised that representatives from various transit agencies were present to provide background information to help the Commission better understand their decision making and planning processes.

Mr. McKinley reviewed that the City is currently moving forward with the Aurora Project. The middle mile (165<sup>th</sup> to 185<sup>th</sup>) is currently in the design and right-of-way phase, and they hope to be under construction in mid 2009. As did the first mile, it would include business access/transit (BAT) lanes. The third mile (185<sup>th</sup> to 205<sup>th</sup>) has not been fully funded yet. While the environmental process has been completed and construction on the third mile can move forward, there is not a date set for its construction.

Mr. McKinley said the City is currently working with the transit agencies to provide better service along Aurora and to obtain additional funding for infrastructure improvements. The Cities of Shoreline and Seattle are working with Metro to put together a Speed and Reliability Partnership Program that would enable them to get an additional 5,000 service hours per year on the corridor. The City of Shoreline is also working with Metro and the City of Seattle to put together a Federal Transit Administration Small Starts Grant Application. This grant would include capital money, which would probably be enough to pay for construction of the last mile of Aurora. Mr. McKinley introduced the individuals who were present to make the presentation.

Joy Munkers, Community Transit, explained that "Bus Rapid Transit" (BRT) is defined as a new mode of transportation, and national standards are currently being created. BRT is an attempt to get the performance of rail using a bus and is made up of a number of different elements including unique vehicles, running ways or various kinds of transit priorities, enhanced shelters and stations, different fare collection methods, and different technology and service and operating plans. She advised that although all BRT programs have different combinations of these elements, it is actually the synergy of the individual elements that makes the difference for a program's success.

Ms. Munkers quickly reviewed some of the successful BRT demonstrations around the country that have been sponsored by the Federal Transportation Administration. Then she explained that Community Transit's Swift Line Program would implement a 16.7-mile BRT corridor on Highway 99 and the Evergreen Corridor (from the Everett Station to the Aurora Village Transit Center). There would be 14 stations northbound and 15 southbound, which is about a quarter of the typical number of stops for local service along the corridor. The plan is to provide frequent, rapid, bi-directional service at 10-minute intervals during the day, with less service during the evenings and on weekends. She explained that the Highway 99 Corridor was chosen for the Swift Line program because it has the highest density in population and employment in Snohomish County. In addition, it allows Community Transit to capitalize on infrastructure investments already in place on the corridor, including 6.7 miles of BAT lanes, and 10.5 miles of transit signal priority.

Ms. Munkers advised that the northern terminal for the Swift Line would be the Everett Station, which is a connection point for more than 750 daily transit trips served by Community Transit, Sound Transit, Everett Transit, Skagit Transit, Island Transit, Sounder, and Amtrak. In addition, this station is a focal point for local jobs and businesses. She further advised that the southern terminus would be the Aurora Village Transit Center, which is a connection point for almost 700 daily transit trips served by Community Transit, Metro, and the future point for connection with Rapid Ride (Metro's BRT service).

Ms. Munkers said Community Transit and Metro have been working together for a few years on the future integration of the Swift Line and Rapid Ride Programs. There would be a common BRT platform at the Aurora Village Transit Center, with the Swift Line operating on one side of the platform and Rapid Ride on the other. Nice facilities would be provided and extra attention would be given to ensure the connection between the two services is fast.

Ms. Munkers described the design of the new 60-foot articulated coaches that would be used for the Swift Line Program. She noted that the three doors would be extra wide to allow people to board and deboard quickly. She reported that the 60-foot articulated coaches used for the Swift Line would be of a modern, sleek design. Ms. Munkers also advised that the new hybrid, diesel, electric-compulsion vehicles would be delivered between February and May of 2009. The program would have an off-board fare collection system, so people would not have to queue at the front to pay fares with the coach operator. A smart card reader would be provided at each station, as well as ticket vending machines.

Next, Ms. Munkers reviewed Community Transits' proposed linear station design, which would minimize the footprint along the corridor and make it easier to implement their program without taking a lot of extra right-of-way. She noted that an iconic marker would make it easy for customers on the corridor to identify the stations from a distance. Good customer information would be provided, as well as weather protection from two sides. She displayed an artist rendering of the conceptual design and noted that final designs would be completed in a few months.

Karl Otterstrom, Metro, described Metro's Rapid Ride Program. He summarized that the program would offer frequent, quick, reliable, easy to use service that has a distinct look and feel and is safe and secure. He recalled that in 2006 the public approved an increase in the sales tax to improve service

throughout King County by implementing a BRT program, frequency improvements on core routes, more service in developing areas of the county, as well as partnerships with cities and non-profits to provide additional programs. He advised that the proposed Rapid Ride Program identifies five corridors: Aurora, Ballard, West Seattle, Pacific Highway South from the light rail station in Tukwila to Federal Way, and Bellevue Redmond via Crossroads and Overlake. The target frequency for the Rapid Ride Program is every 10 minutes, all day, seven days a week.

Mr. Otterstrom said the purpose of the Rapid Ride Program is to be quick and reliable, and Metro is working with jurisdictions to gain priority at traffic lights. They are developing a new transit signal priority system that would communicate throughout the entire corridor via a fiber optic channel. They are also working to improve boarding and deboarding times by providing additional doors, fewer stops, and collecting fare payment either before boarding or via a smart card reader at all doors.

Mr. Otterstrom said another goal of the Rapid Ride Program is to make it easy to use. It is important for people to be able to get on a bus without having to work around a complicated schedule. Metro's goal is to set up a network of routes on the corridors that are frequent and work together to provide service to the community. The stations and bus stops would have common features so they could be easy to identify and access. Real time information signs, improved lighting and other amenities would be provided at each of the major stations.

Mr. Otterstrom stressed the need for the Rapid Ride Program to be safe and secure. He explained that because a proof of payment system would be used, there would be people available to check fares and research shows there is a lower fare evasion rate when people actually check the fares. This also makes it safer for drivers and riders. More security officers would be hired, and better lighting at stops and more security cameras on the bus would increase safety, as well.

Mr. Otterstrom said the Rapid Ride Program would be established where the current Bus #358 travels today. Data from 2007 indicates that on average there are almost 10,000 weekday boardings along this route, making it one of the top three routes in King County. The 12.5-mile segment of the Rapid Ride from downtown Seattle/Pioneer Square area to the Aurora Village Transit Center would be implemented by the year 2013. Metro is building their program upon improvements made by the Cities of Shoreline and Seattle, and they are working with both cities to obtain federal funding not only for the Rapid Ride Program, but for the cities' required infrastructure improvements.

Ms. Munkers reported that all transit organizations have been working together for quite a number of years to identify the transit demands for the entire area. She advised that as part of the Swift Line Program, Community Transit created a Transit Technical Advisory Committee, which has met regularly with representatives from Sound Transit, Metro and Everett Transit to integrate the various plans and programs and to share design expertise. An Agency Technical Advisory Committee was also formed, which included representatives from Shoreline, Mountlake Terrace, Edmonds, Everett, Lynnwood, Snohomish County, the Department of Transportation and the Puget Sound Regional Council. This group has been meeting monthly for the past two years to provide guidance, finalize station location, and offer feedback about the various design and service characteristics of the Swift Line.

Ms. Munkers specifically noted that when Community Transit did their feasibility study of ridership in Snohomish County, it became very obvious that the only logical way to do a Swift Line in Snohomish County was to take it along the Evergreen Corridor in the City of Everett, which is an area outside of Community Transit's jurisdiction. Community Transit representatives shared their vision with representatives from the City of Everett, and this meeting eventually resulted in a substantial partnership agreement. The City of Everett would fund all of the capital investments required within their jurisdiction, which is significant since more than 50% of the improvements needed to implement the Swift Line would be located in Everett. The City of Everett would also dedicate a portion of their local sales tax to support the preservation of the Swift Line in the City of Everett.

Ms. Munkers said people often ask why Community Transit decided to terminate their Swift Line service at Aurora Village. She explained that Aurora Village is a major regional transit center, with more than 700 transfer trips linking in that location. Connectivity between the Swift Line and the other connecting services is essential to the success of the program so it would not make sense to bypass this major transit center. While they could choose to extend the Swift Line past Aurora Village, both of the proposed BRT lines would be longer than most BRT lines in the country that are currently in operation or planned, particularly given the traffic setting.

Ms. Munkers emphasized that rather than a schedule-based system, the Swift Line would use a headway-based system. Once a vehicle has started the line, it would move as quickly as possible through the corridor, without having to stop at specific times along the way. New technology would allow the dispatch center to see where each bus is along the corridor, and possibly hold buses back to make the program more consistent. She advised that this type of headway-based system would be difficult to run on a longer corridor, unless there were grade separated traffic lanes that allow them to avoid traffic congestion. She summarized that Community Transit felt the Aurora Village Transit Center would be the logical place to terminate their Swift Line Program. However, as new roadway improvements are made by the Cities of Seattle and Shoreline, Community Transit could consider opportunities for continuing their service further south.

Mike Bergman, Sound Transit, provided an update on what is happening with Sound Transit since Proposition 1 was voted down by the public in November. He explained that the Sound Transit portion of the proposition was largely for expansion of the light rail system that is currently under construction to the north, south and east. Sound Transit is polling the public to identify a funding package that might be more acceptable to the voters. The Sound Transit Board has identified some general information about what another package might look like, including a continued emphasis on Sound Transit being a regional transit agency that focuses on longer distance regional trips between counties and jurisdictions. Any package presented to the voters in the future would likely be much smaller than Proposition 1, with a shorter time duration and a lower tax increase, too. The new plan would probably be more multi-modal, whereas Proposition 1 emphasized light rail expansion. There would still be some expansion of the light rail system, but fewer miles. A new package may also include more Sounder commuter trains and stations. There would also be a renewed emphasis on freeway-based BRT, utilizing the existing and planned High Occupancy Vehicle (HOV) System with additional access points.

Commissioner McClelland encouraged the representatives present to ride the 358 bus route. She recalled that when the Commission previously discussed this issue, they were concerned that Community Transit and Metro bus service stops and starts at the county line and there would be no opportunity for Community Transit's Swift Line to utilize Metro's Rapid Ride stations that are located along Shoreline's portion of Aurora. She pointed out that there are residents of Snohomish County who cross the line to take the metro service downtown. She questioned how their needs are being considered. Chair Piro agreed there are people in Snohomish County who need to get on the Metro system and people within the Metro service area who need to get up into the Community Transit service area. He recalled that the Commission previously voiced concern that the proposed BRT programs do not adequately address the needs of these individuals. He said the Commission also voiced concern that Aurora Village would be the only transfer point. While it is appropriate to have a platform for people to transfer from Community Transit to Metro buses, the Commission is concerned that Community Transit would not be able to use Metro's transfer stations and vice versa.

June DeVoll, Community Transit, said there has never been a formal statement that Community Transit buses could not use Metro stops or vice versa. Commissioner McClelland said the Commission is not so concerned about each of the transit agencies offering permission for joint use, but the proposed station configurations do not appear to allow this exchange. Ms. DuVoll clarified that the elements identified for the Swift Line Program would not make it prohibitive to use any bus stop in the system. They are looking at a 10-inch curb for the Swift Line stations to facilitate easy boarding, but that doesn't mean the coach cannot use a regular curb on a regular street. The beauty of the BRT program is that it can go anywhere and be set up in any way. Community Transit buses could easily utilize Metro Rapid Ride stops just as easily as Rapid Ride buses could use Swift Line stops. They are different approaches, but they are not prohibitive from one to another.

Chair Piro said that if the transit agencies could assure the Commission that it would be possible for buses from one agency to utilize the stations of another agency, much of their concern and confusion would be resolved. He expressed his belief that any bus should be able to stop at any station throughout the three-county region.

David Hull, Metro, said there has already been a lot of coordination in this regard, and this coordination would continue as both programs are developed further. He cautioned that Metro's Rapid Ride Program is a little bit different than the Swift Line, in that it would probably stop more frequently. It would really be designed for operating shorter trips, with people having the opportunity to get off and on. Also, while they want to help the City of Shoreline complete the BAT lanes and other improvements that makes buses reliable and fast, they aren't really looking at purchasing a lot of right-of-way or reconstructing curbs. Their shelters would be designed to fit on existing pads. He explained that they decided to do the Aurora Village segment of the Rapid Ride Program last because they want to have it fast and reliable from the day it starts. They are willing to work with the Cities of Seattle and Shoreline to obtain federal money for infrastructure improvements.

Mr. Hull said it is important to have places to park the buses at the end of a line, and Aurora Village can currently meet this need. However, it might be possible in the future to overlap the two programs. He pointed out that Metro currently works with Community Transit and Pierce County Transit to provide

overlapping service at the county lines. Although they are separate, county funded agencies, they recognize that the public doesn't care about the county line. They just want to get to their destination.

Commissioner Broili expressed disappointment that there are still two bus systems, and no regional strategy or plan. He said he strongly believes in effective transit systems. Washington is one of the most progressive states in one of the most powerful nations in the world, yet they can't seem to come up with a regional strategy or plan to provide a healthy transit system. Because Shoreline is located at the border of King County, the problem is more evident for its residents. Although he is glad to see they are moving forward with something, he is disappointed that the approach is still piecemeal.

Chair Piro recalled the problems associated with the bus tunnel in Seattle. He cautioned against the transit agencies heading down a similar path by implementing programs without considering how they would be integrated together to best serve the entire region. He recalled the Commission felt the Aurora Corridor would be an excellent location for a regional Sound Transit Program, rather than two separate agencies implementing their own plans. He expressed concern about Mr. Bergman's comment that Sound Transit focuses on freeway BRT programs, not arterial BRT programs. Having so many agencies try to implement BRT programs on their own could result in incompatible programs in the future.

Commissioner McClelland pointed out that the King County side of Aurora is urban and the existing 358 Route is a very urban bus route. In addition, Shoreline is trying to create a beautiful town center concept in the center of Aurora Avenue. She suggested the various transit agencies consider that cities have very different value systems than transit agencies. The transit agencies both emphasize the importance of getting people around quickly, but the City of Shoreline must concern themselves with the physical, social and emotional changes that would impact their citizens. Ms. Munkers applauded the City of Shoreline for their efforts to improve the Aurora Corridor, including pedestrian access plans. She said their goal is to create nice stations that add to the atmosphere the City of Shoreline is trying to implement. The stations would be designed to help humanize this very large and wide corridor. It is hoped the Swift Line Program would help steer development along the Snohomish County portion of Aurora into something other than strip mall development. She noted, for example, each jurisdiction would have an opportunity to personalize the stations within their boundaries.

Mr. Otterstrom clarified that when he was discussing the concept of speed, it was related to moving more and stopping less and had nothing to do with increasing the speed of the buses. He said he believes the BRT concept would be consistent with the land use goals of mixed-use development. It is not just about commuters getting to work, but also about getting them to the services and amenities they need. Mr. Otterstrom said he has picked up on a general disgruntled feeling about transit integration as a whole. He suggested this is symbolic of the struggle between making things local and unique, but at the same time, trying to integrate new things. The transit agencies have also been asked to consider distinguishing factors associated with each community, which requires a localized effort, as well. He said that while they are concerned about the need to provide a system that can meet regional needs, they also have to work with numerous political agencies with a variety of authority and restrictions. He concluded by stating that he supports the opportunities that are provided to work together on a regional basis to make the transit program better.

Chair Piro referred to the draft resolution that was prepared by the Planning Commission to forward to the City Council. The resolution encourages the Shoreline City Council to continue this discussion and follow through as elected officials to address concerns associated with integration of the various transit programs. It asks the City Council to invite city councils from neighboring jurisdictions to become part of the dialogue, potentially including legislative representatives. He advised that the purpose of the presentation was to allow the Commissioners to gather information and identify the dominant issues that need to be resolved. The resolution is ready to forward to the City Council.

Mr. McKinley reminded the Commission that staff is in the early scoping stage of updating Shoreline's Transportation Plan, which is part of the Comprehensive Plan. Staff anticipates this effort would also include a stand alone transit plan that focuses on Shoreline. There would likely be stand alone bicycle and pedestrian plans, as well. Within the next year, staff would discuss this effort further with the Planning Commission. He summarized that as land uses continue to become denser, more active and more transit oriented, Community Transit and Metro would become even more interested in providing higher levels of service in these areas.

Mr. McKinley reported he recently learned that Community Transit is just getting started on their first 20-year long-range plan, and it would be important for the City to track this process and provide appropriate input. The City should also carefully follow the progress of Sound Transit's work on their Phase II proposal. Once again, Chair Piro questioned why Sound Transit is not proposing to provide the BRT Program along Aurora Avenue. He agreed with Commissioner Broili that more effort should be made to integrate the transit programs.

Mr. Hull clarified that it is not the bus that will make the Rapid Ride or Swift Line Services successful, but how they operate. While the bus selected by Metro is different than the one selected by Community Transit, the two would provide the same purpose. Metro's program requires a bus that is consistent with the platforms that are currently used for their other buses. For cost effectiveness, they are looking at hybrid coaches that are similar to those they already run. Chair Piro expressed concern that the platforms provided by the two agencies would be incompatible. Mr. Hull explained the difference is that Community Transit is investing a lot of money to provide level boarding, and Metro has decided to invest their available dollars in service. But the buses and the service they provide would be nearly the same.

Commissioner Broili asked when the Rapid Ride System would be implemented. Mr. Otterstrom answered that the first Rapid Ride line on Pacific Highway South would become operational in February 2010, which is coordinated with implementation of the Link Light Rail system to and from the airport. He said the current plan is to have the segment from Aurora Village moving south operational in 2013. Mr. McKinley said this date would be consistent with the City's plan to complete the last mile of the Aurora Project. He said City staff argued against losing stops along Aurora Avenue in Shoreline. They did not believe the speed savings would adequately compensate for the loss of service at some of the existing stops. The City's goal is to have a stop at every signalized intersection, and Metro has been very receptive to that concept. Mr. Hull said Metro's goal is to have average spacing of about ½ mile, depending on the land uses around the stops.



The Commission and staff expressed appreciation for the transit partner's presentations and willingness to address concerns.

### **QUASI-JUDICIAL PUBLIC HEARING ON MIDVALE STREET VACATION**

Chair Piro reviewed the rules and procedures for the quasi-judicial public hearing. He reminded the Commissioners of the Appearance of Fairness Rules. The public hearing was opened and Chair Piro invited Commissioners to disclose any discussions they might have had regarding the subject of the hearing outside of the hearing. None of the Commissioners disclosed ex parte communications, and no one in the audience voiced a concern, either.

### **Staff Overview and Presentation on Preliminary Staff Recommendation**

Mr. Cohn introduced Jeff Forry, Permit Services Manager and Miranda Redinger, Associate Planner, who would present the Midvale Street Vacation Proposal.

Mr. Forry referred to the revised map that outlines the general location of the proposed Midvale Street Vacation. He reminded the Commission that the City Council is authorized to initiate street vacations under SMC 12.17, and the process for vacation was outlined in the Staff Report. He advised that the City Council made a commitment to Opus Northwest, LLC to convey a specified parcel in the ground lease necessary to construct the civic center. In order to fully convey this parcel, a small portion of Midvale Avenue North must be vacated.

Mr. Forry said that upon reviewing the proposal, staff determined that a portion of Midvale Avenue could be considered surplus right-of-way and is not necessary to support the current road designation of "local access street." He advised that this determination was based on a review of the Transportation Master Plan that is part of the Comprehensive Plan and the City's standard right-of-way configurations. They also took into account the proposed widening of 175<sup>th</sup> Street for the Aurora Project, the traffic analysis that was prepared for the civic center project, as well as a capital improvement project for East Boeing Creek Phase II (a stormwater upgrade between 175<sup>th</sup> and 178<sup>th</sup> Street). In addition, the City Traffic Engineer reviewed the proposed vacation for conformance with the City's standard engineering practices.

Mr. Forry noted that the only property affected by the vacation is the civic center site, and no adjacent properties would be encumbered or otherwise impacted. He referred to criteria identified in the Staff Report, which must be used by the Commission when reviewing the proposal and making a recommendation.

### **Questions by the Commission to Staff**

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Commissioner McClelland inquired if the proposed vacation would impact the professional center (current City Hall site) that is currently located to the north. Mr. Forry answered that the East Boeing Creek Project would provide an overflow capacity pipe out in the Midvale right-of-way, and this would extend along the western boundary of the property. But this project would not be impacted by the proposed vacation. Commissioner McClelland asked if the proposed vacation boundary would run through the parking lot of the professional center. Mr. Forry clarified that the vacation would end at the professional center property line.

Commissioner Phisuthikul asked if the easterly boundary of the proposed right-of-way would extend to the north. Mr. Forry said there is currently a substantial jog in the right-of-way as it moves north to the professional building site, and then it jogs back in. The East Boeing Creek Project would also propose a 10-foot dedication on the current professional center property to provide more capacity to improve the alignment of Midvale Avenue. Commissioner Phisuthikul suggested it would be better to consider all of the Midvale Avenue right-of-way at the same time rather than as separate proposals. Mr. Forry said he does not anticipate more vacations of the Midvale Avenue right-of-way based on the current alignment plans.

Chair Piro recalled that when reviewing previous vacation requests, the Commission suggested the City would benefit from a comprehensive planning effort for all of Midvale Avenue. Mr. Forry emphasized this comprehensive planning effort would take place as part of the Aurora Project. The Central Aurora Sub Area Plan should also consider the future of all of Midvale Avenue.

Commissioner Phisuthikul pointed out that a lot of land is available on the east side of the civic center property, so he questioned the logic of vacating right-of-way to provide more space on the west. Mr. Forry clarified that the developer did not request the additional land. The proposal was initiated by the City Council based on their acceptance of a proposed plan and contract for Opus Northwest, LLC to deliver a building according to the design option selected by the City Council. The City Council's approved design concept would not fit in its entirety on the existing parcel of land. He explained that Midvale Avenue exists as a local access street in the Comprehensive Plan, and the Transportation Master Plan anticipates this street would remain as such. The current amount of right-of-way on Midvale Avenue would not be necessary for future use of the roadway.

#### **Public Testimony or Comment**

No one in the audience expressed a desire to address the Commission during the public portion of the hearing.

#### **Presentation of Final Staff Recommendation**

Mr. Forry said staff recommends approval of the street vacation proposal based on their analysis, the information that has been prepared for the City Hall Project, the information contained in the staff report, and the review criteria.

#### **Final Questions by the Commission and Commission Deliberation**

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The Commission did not have any additional questions for staff.

### **Closure of the Public Hearing**

COMMISSIONER WAGNER MOVED TO CLOSE THE PUBLIC HEARING. COMMISSIONER HARRIS SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.

### **Vote by Commission to Recommend Approval of Denial or Modification**

COMMISSIONER HARRIS MOVED TO APPROVE THE STAFF'S RECOMMENDATION TO VACATE A PORTION OF MIDVALE AVENUE. COMMISSIONER WAGNER SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.

### **REPORTS OF COMMITTEES AND COMMISSIONERS**

Vice Chair Kuboi reported that the Comprehensive Housing Strategy's Committee has completed their work, with the exception of a final briefing to the City Council that is scheduled to take place on Tuesday, February 19<sup>th</sup>.

Commissioner Harris provided a report on his attendance at the Council of Neighborhoods Meeting. Cleanscapes briefed the neighborhood groups on the new garbage service. It was noted that the new containers were made of 40% recycled plastic, which is the most of any city in the United States. They offer five choices for recycling.

Mr. Cohn asked if Commissioner Harris introduced himself as a representative of the Commission. Commissioner Harris explained the meeting format, which includes an opportunity for attendees to introduce themselves. He said was asked two brief questions, but he did not have a formal opportunity to participate in the discussion or provide comment.

Chair Piro recalled the Commission's original intent that sending a Planning Commission representative to the Council of Neighborhoods Meetings would help the Commission become better informed of issues and concerns throughout the City. However, it may not be providing the neighborhood outreach opportunity they had originally anticipated. Commissioner Harris said it is his distinct impression that the Council is not really asking for input. Instead, it is their opportunity to discuss issues and concerns amongst themselves.

Commissioner Broilli expressed his belief that the Council of Neighborhoods would still be the best venue for the Commission to inform the neighborhoods of issues that might impact them. He suggested it would be appropriate for the Commission to request an opportunity to at least provide an update of issues that might concern the neighborhoods. The Commission agreed it would be appropriate for staff and Chair Piro to explain the Planning Commission's expectations to the Council of Neighborhoods and obtain feedback regarding how they envision the Planning Commission's participation at future

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meetings. The Commission also agreed it would be appropriate to schedule a discussion in the near future about other opportunities to reach out to the neighborhoods.

Commissioner Phisuthikul reported on his recent attendance at the Town Center Visioning Meeting on January 30<sup>th</sup>. The meeting was a good opportunity for citizens to provide feedback and identify their vision for the town center. The boundary was described, but most of the discussion seemed to focus on Midvale Avenue from 175<sup>th</sup> to 185<sup>th</sup> Street. The main street concept was discussed, as well as the need for pedestrian access and green elements. Mr. Cohn advised that Paul Cohen would provide information to the Commission in the near future, outlining the next steps for the Town Center Project.

### **UNFINISHED BUSINESS**

There was no unfinished business scheduled on the agenda.

### **NEW BUSINESS**

#### **2008 Comprehensive Plan Amendment Docket**

Mr. Cohn explained that the Growth Management Act (GMA) limits review of proposed Comprehensive Plan amendments to no more than once a year. To ensure the public can view the proposals within a citywide context, the GMA directs cities to create a docket that lists the amendments to be considered in this "once-a-year" review process. He reported there were no privately-initiated amendments. There is one City-initiated amendment that falls under the docketing process, and it is related to master planning. Staff is working to develop a new process or identify ways to improve the existing process. The proposed new language would be presented to the Commission sometime in April or May.

Mr. Cohn said that in addition to this one docketed amendment, staff may work on modifying the definitions for some of the Comprehensive Plan designations, particularly focusing on the commercial areas.

Mr. Cohn said the subarea plans were not identified on the docket, since GMA allows cities to adopt subarea plans at any time during the year. This year the City plans to start the Southeast Shoreline Subarea Plan, the Town Center Subarea Plan, and the Southbridge Subarea Plan. There may be a fourth subarea plan for Shoreline Community College, and Phase I of this process may start in 2008.

Chair Piro referred to Mr. Lee's comment early in the meeting regarding amendments to the Comprehensive Plan. He recalled that in 2005 and 2006 a number of citizen-initiated amendments were docketed and added to the Commission's review of the Comprehensive Plan.

Commissioner Phisuthikul suggested that if the City does consider amendments to modify the existing Comprehensive Plan designation definitions, he would also like them to review the definition for "mixed-use," which appears to be too vague. Mr. Cohn agreed. He said staff has concluded that the

Comprehensive Plan designations should be more focused, and staff will strive to develop designations that are more specific than the current ones.

Mr. Cohn advised that staff would present the Comprehensive Plan Amendment Docket to the City Council in the near future for approval.

### **DIRECTOR'S REPORT**

Mr. Cohn reported that the Ridgecrest Commercial Neighborhood Proposal would come before the City Council for additional review on February 19<sup>th</sup> and March 3<sup>rd</sup>. It is anticipated the City Council would discuss the proposal on February 19<sup>th</sup> and identify possible amendments. Staff would update the proposal and prepare a final recommendation for the City Council to consider and possibly approve on March 3<sup>rd</sup>. Mr. Cohn thanked the Commission for their hard work.

Chair Piro said he listened to the City Council's initial deliberation regarding the Ridgecrest Commercial Neighborhood Proposal, and he was impressed to see how much they drew upon the Commission's discussion.

Mr. Cohn said the City Council was going to consider a resolution regarding the Planning Commission and Planning Department's 2008 Work Program on February 12<sup>th</sup>. However, because City Council meetings are segregated between study session meetings and business meetings, and February 12<sup>th</sup> is a business meeting, the Planning Director has recommended the item be rescheduled to a study session meeting so the City Council would have more time for discussion.

Mr. Cohn also reported that Planning Department staff is still very busy. Last year was a record year in terms of permit value, and in January there were a record number of short plat requests.

### **ANNOUNCEMENTS**

Chair Piro announced that the City Council approved the Plateau at Jackson subdivision proposal, particularly noting the Commission's split 6-1-2 vote. The City Council's vote was similar.

Commissioner McClelland referred to an article published in today's edition of *THE SHORELINE JOURNAL*. The article suggests that one of the consequences of increased property values is the impact on the stock of land available for small, locally-owned businesses. The article notes that land zoned for business may yield a greater return if it is developed for multi-family residential uses than for business. It states while there is nothing wrong with multi-family development, it could mean small businesses are crowded out. This could result in greater auto dependency as people drive further to go shopping and take their trade dollars out of Shoreline.

Commissioner McClelland said she couldn't recall a single incidence where the City has converted commercial land to residential. Mr. Cohn said it is not a question of the City making a zoning decision. It is a question of the private market making the decision. Land zoned for community and regional business allows an option of residential, commercial or mixed-use; and there have been some situation

where the decision has been for purely residential development. None of these proposals came through the Planning Commission for review because the uses were already permitted by the zoning code.

### **AGENDA FOR NEXT MEETING**

Mr. Cohn reviewed the February 21<sup>st</sup> agenda, which includes the following items: continuing the public hearing on housing density in the CB zone, a public hearing on the Hart Rezone Request, and a public hearing on interim regulations to move certain quasi-judicial hearings (rezones and formal subdivisions) from the Planning Commission to the Hearing Examiner for a maximum of one year. It was noted that the Commission may not have enough time to conduct the third public hearing.

### **ADJOURNMENT**

**COMMISSIONER WAGNER MOVED TO ADJOURN THE MEETING AT 9:20 P.M. COMMISSIONER MCCLELLAND SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.**

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Rocky Piro  
Chair, Planning Commission

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Jessica Simulcik Smith  
Clerk, Planning Commission

**DRAFT**