

# AGENDA

## CITY OF SHORELINE PLANNING COMMISSION REGULAR MEETING



Thursday, February 21, 2008  
7:00 p.m.

Shoreline Conference Center  
18560 1<sup>st</sup> Ave. NE | Mt. Rainier Room

	<u>Estimated Time</u>
1. CALL TO ORDER	7:00 p.m.
2. ROLL CALL	7:01 p.m.
3. APPROVAL OF AGENDA	7:02 p.m.
4. DIRECTOR'S REPORT	7:03 p.m.
5. APPROVAL OF MINUTES a. February 7, 2008	7:08 p.m.
6. GENERAL PUBLIC COMMENT	7:10 p.m.

*The Planning Commission will take public comment on any subject which is not of a quasi-judicial nature or specifically scheduled for this agenda. Each member of the public may comment for up to two minutes. However, Item 6 (General Public Comment) will be limited to a maximum period of twenty minutes. Each member of the public may also comment for up to two minutes on action items after each staff report has been presented. The Chair has discretion to limit or extend time limitations and number of people permitted to speak. In all cases, speakers are asked to come to the front of the room to have their comments recorded. Speakers must clearly state their name and city of residence.*

7. PUBLIC HEARING <i>Legislative Public Hearing Continued</i>	7:15 p.m.
1. <b>continuation of Housing Density in CB Zones</b> <b>Hearing/Discussion/Recommendation</b>	
a. <del>Staff Overview and Presentation of Preliminary Staff Recommendation</del>	
b. <del>Questions by the Commission to Staff</del>	
c. Continue Public Testimony or Comment (from those who have not yet testified)	
d. Presentation of Final Staff Recommendation	
e. Final Questions by the Commission	
f. Closure of the Public Hearing and Commission Deliberation	
g. Vote by Commission to Recommend Approval or Denial or Modification	
<i>Quasi-Judicial Public Hearing</i>	
2. <b>Hart Rezone Request, 17562 12th Ave NE, #201680</b>	8:00 p.m.
a. Staff Overview and Presentation of Preliminary Staff Recommendation	
b. Applicant Testimony	
c. Questions by the Commission to Staff and Applicant	
d. Public Testimony or Comment	
e. Presentation of Final Staff Recommendation	
f. Final Questions by the Commission and Commission Deliberation	
g. Closure of the Public Hearing	
h. Vote by Commission to Recommend Approval or Denial or Modification	
<i>Legislative Public Hearing</i>	
3. <b>Adopting Interim Procedures to transfer Quasi-Judicial Public Hearings on certain matters from Planning Commission to the Hearing Examiner</b>	9:00 p.m.
a. Staff Overview and Presentation of Preliminary Staff Recommendation	
b. Questions by the Commission to Staff	
c. Public Testimony or Comment	

- d. Presentation of Final Staff Recommendation
- e. Final Questions by the Commission and Commission Deliberation
- f. Closure of the Public Hearing
- g. Vote by Commission to Recommend Approval or Denial or Modification

- 8. REPORTS OF COMMITTEES AND COMMISSIONERS** 9:30 p.m.
- 9. UNFINISHED BUSINESS** 9:32 p.m.
- 10. NEW BUSINESS** 9:35 p.m.
- 11. ANNOUNCEMENTS** 9:40 p.m.
- 12. AGENDA FOR March 6, 2008** 9:44 p.m.  
Study Session: Transition regulations to replace moratorium  
Public Hearing: Matulovich Rezone Request, 16526 - 16538 Linden Ave N, #201699
- 13. ADJOURNMENT** 9:45 p.m.

*The Planning Commission meeting is wheelchair accessible. Any person requiring a disability accommodation should contact the City Clerk's Office at 546-8919 in advance for more information. For TTY telephone service call 546-0457. For up-to-date information on future agendas call 546-2190.*

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

February 7, 2008  
7:00 P.M.

Shoreline Conference Center  
Mt. Rainier Room

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**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 disembark 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**

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**

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 Broili 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

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.**

---

Rocky Piro  
Chair, Planning Commission

---

Jessica Simulcik Smith  
Clerk, Planning Commission





## **Memorandum**

**DATE:** February 12, 2008

**TO:** Planning Commission

**FROM:** Joseph W. Tovar, FAICP, Director  
Steve Cohn, Senior Planner  
Steve Szafran, Associate Planner

**RE:** Revised CB housing density continued public hearing/discussion

Tonight's hearing is a continuation of the January 17 public hearing and discussion on the revisions to the development code dealing with housing density in some of Shoreline's Community Business (CB) zoning districts. The Commission will take comment from people who attended the January 17 meeting but did not have a chance to testify due to time constraints. After public comment is completed, the Commission will begin its deliberations on the revised proposal and develop a recommendation to forward to the City Council.

### Staff Proposal

The proposal to be considered by the Commission would:

1. Modify the development standards in CB zones to allow unit count to be governed by a structure's height, bulk, parking and setback requirements, but only if a site meets specific criteria.
2. Only apply if:
  - a. Properties are located in the Town Center Subarea study area or along Ballinger Way.
  - b. Properties are located more than 90 feet from single-family zoned (R-4, R-6, or R-8) properties.
  - c. Properties are within 1200 feet (a 10-15 minute walk) of Aurora or are directly adjacent to Ballinger Way, both of which contain major transit routes.

Staff analysis of the proposal was included in the January 17 public hearing staff report, which is attached.

If you have questions or comments, please call Steve Cohn at 206-546-1418 ([scohn@ci.shoreline.wa.us](mailto:scohn@ci.shoreline.wa.us)) or Steve Szafran, 546-0786 ([szafran@ci.shoreline.wa.us](mailto:szafran@ci.shoreline.wa.us)).

**Attachment:** January 17 public hearing staff report

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**CITY OF SHORELINE  
PLANNING COMMISSION**

**PRELIMINARY FINDINGS, CONCLUSIONS AND RECOMMENDATION**

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**PROJECT INFORMATION SUMMARY**

**Project Description:** Change the zoning of one parcel from R-12 to R-24.

**Project File Number:** 201680

**Project Address:** 17562 12<sup>th</sup> Ave NE, Shoreline, WA 98155

**Property Owner:** GHJ, LLC

**SEPA Threshold:** Determination of Non-Significance (DNS)

**Staff Recommendation:** Recommend approval of the rezone of one parcel to R-24.

**FINDINGS OF FACT**

*Current Development*

1. The parcel at issue is located at 17562 12<sup>th</sup> Ave NE.
2. The parcel (tax ID # 6163900660) is 8,100 square feet and is developed with a one-story single-family home. The site is zoned Residential 12 dwelling units per acre ("R-12") and has a Comprehensive Plan Land Use designation of High Density Residential. See **Attachment 1** for surrounding Comprehensive Plan designations and **Attachment 2** for surrounding zoning designations.
3. If the request is approved, the parcel will be able to be developed with a maximum of 4 dwelling units. A maximum of 2 units could be developed under the existing R-12 zoning.
4. There are currently sidewalks along the east side of 12<sup>th</sup> Avenue NE adjacent to the applicant's property (there are none on the west side of the street). However, street improvements (or in-lieu fees) to accommodate the increased density and development will be required when the applicant applies for building permits and would include sidewalk, street lighting and curb and gutters.

*Proposal*

5. The applicant proposes to rezone the parcel from R-12 to R-24.
6. A pre-application meeting was held with the applicant and City staff on February 20, 2007, the applicant held the requisite neighborhood meeting on August 22,

## Agenda Item 7.2

2007, and a Public Notice of Application was posted at the site from November 15, 2007 to November 29, 2007.

7. Comments received at the neighborhood meeting included “additional townhomes and mailboxes might result in less parking on 12<sup>th</sup> Ave NE”. The applicant indicated these were the only negative comments received.
8. Advertisements were placed in the Seattle Times and Shoreline Enterprise, and notices were mailed to property owners within 500 feet of the site on November 15, 2007. The Notice of Public Hearing and SEPA Determination were posted at the site, advertisements were placed in the Seattle Times and Shoreline Enterprise, and notices were mailed to property owners within 500 feet of the site on December 13, 2007. A reminder notice was mailed to property owners and posted at the site on February 7, 2008. Public Comment letters can be seen in **Attachment 3**.
9. The Planning Department issued a SEPA Determination of Non-Significance and notice of public hearing on the proposal on December 13, 2007. The DNS was not appealed.
10. An open record public hearing was held by the Planning Commission for the City of Shoreline on February 21, 2008.
11. The City’s Long Range Planner, Steven Cohn, and Associate Planner, David Levitan, have reviewed the proposal and recommend that the parcel be rezoned to R-24.

### *Comprehensive Plan Land Use Designations*

12. Parcels directly to the north, south and east have a Comprehensive Plan Land Use designation of High Density Residential, which allows for R-12 through R-48 zoning; parcels to the west, across 12<sup>th</sup> Avenue NE, are designated Low Density Residential, which allows R-4 and R-6 (see **Attachment 1**). Parcels further to the east and to the south are designated North City Business District.
13. The Comprehensive Plan describes High Density Residential as “intended for areas near employment and commercial areas; where high levels of transit service are present or likely; and areas currently zoned high density residential. This designation creates a transition between high intensity uses, including commercial uses, to lower intensity residential uses. All residential housing types are permitted”.

*Current Zoning*

14. Parcels south of the subject parcel are zoned R-12 and developed with single-family homes and duplexes; the parcel to the north and east is zoned R-18 and developed with duplex and triplex uses; and parcels across 12<sup>th</sup> Avenue NE to the west are zoned R-6 and developed with one and two-story single-family homes (see **Attachment 2**). Parcels further to the east are zoned NCBD.
15. The purpose of R-12 zones, as set forth in Shoreline Municipal Code 20.40.030, is to “provide for a mix of single-family homes, duplexes, triplexes, townhouses, and community facilities, in a manner that provides for additional density at a modest scale.”

*Proposed Zoning*

16. Under SMC 20.30.060, a rezone is Type C action, decided by the City Council upon recommendation by the Planning Commission. The decision criteria for deciding a rezone, as set forth in SMC 20.30.320, are:
  - The rezone is consistent with the Comprehensive Plan; and
  - The rezone will not adversely affect the public health, safety or general welfare; and
  - The rezone is warranted in order to achieve consistency with the Comprehensive Plan; and
  - The rezone will not be materially detrimental to uses or property in the immediate vicinity of the subject rezone; and
  - The rezone has merit and value for the community.
17. The purpose of an R-24 zoning district, as set forth in the Shoreline Municipal Code 20.40.030, is to “provide for a mix of predominately apartment and townhouse dwelling units and other compatible uses.” The R-24 zoning category permits all residential land uses except detached single-family dwelling units which requires a Conditional Use Permit.

*Impacts of the Zone Change*

18. The following table outlines the development standards for the current zoning (R-12), adjacent zoning to the north (R-18), and the requested zoning (R-24):

## Agenda Item 7.2

	<b>R-12 (Current)</b>	<b>R-18</b>	<b>R-24 (Proposed)</b>
Units Permitted	2	3	4
Front Yard Setback	10'	10'	10'
Side Yard Setback	5'	5'	5'
Rear Yard Setback	5'	5'	5'
Building Coverage	55%	60%	70%
Max. Impervious Surface	75%	85%	85%
Height	35'	35' (40' with pitched roof)	35' (40' with pitched roof)
Density (residential development)	12 du/ac	18 du/ac	24 du/ac

### CONCLUSIONS

1. The purpose of a rezone is to provide a mechanism to make changes to a zoning classification, conditions or concomitant agreement applicable to property. Rezone criteria must be established by substantial evidence.
2. The notice and meeting requirements set out in SMC 20.30 for a Type C action have all been met in this case.

#### *Rezone criteria*

#### **REZONE CRITERIA 1: Is the rezone consistent with the Comprehensive Plan?**

3. The rezone complies with the following Comprehensive Plan Goals and Policies:

##### Land Use Goals

- Land Use Element Goal I - ensure that the land use pattern of the City encourages needed, diverse, and creative development, protects existing uses, safeguards the environment, reduces sprawl, promotes efficient use of land, encourages alternative modes of transportation and helps maintain Shoreline's sense of community.
- Land Use Element Goal III - Encourage a variety of quality housing opportunities and appropriate infrastructure suitable for the needs of Shoreline's present and future residents.

### Land Use Policies

- LU9 - Ensure that land is designated to accommodate a variety and styles of housing units adequate to meet the future needs of Shoreline citizens.
- LU14 – The High Density Residential designation creates a transition between high intensity uses (commercial) to lower intensity residential uses.

### Housing Goals

- Goals HI, HII, and HIII – Provide sufficient development capacity, pursue opportunities to develop housing for all economic segments of the community, and maintain and enhance multi-family residential neighborhoods with new development that is compatible with the neighborhood and provides effective transitions between different uses.

### Housing Policies

- H1 and H5 – Increase housing opportunities that are compatible with the character of existing residential development and require new residential development to meet the minimum density as allowed in each zone.
- H24, H27 and H28 – Promote first time home ownership, anticipate future restoration needs of older neighborhoods and assure that design guidelines create effective transitions.

### Transportation Goals

- TVI – Protect the livability and safety of residential neighborhoods from the adverse impacts of the automobile.

### Transportation Policies

- T26 – Provide adequate, predictable, and dedicated funding to construct pedestrian projects.
- T29 – Provide sidewalks on arterial streets and neighborhood collectors.

The applicant's proposal is consistent with the parcel's Comprehensive Plan designation of High Density Residential (HDR) and with numerous policies and goals of the Comprehensive Plan. Rezoning the site to R-24 would permit greater

development intensity, which would offer more housing opportunities in the area and be compatible with the recently built townhome development to the south and several other projects in the area. A more intensive development, such as a townhome development, would create a transition and buffer between the commercial uses to the east along 15<sup>th</sup> Ave NE (NCBD) and the single family residential uses to the west, consistent with Policy LU14.

Although the existing R-12 zoning category for the site is consistent with the HDR designation per Policy LU14, staff concluded in its discussion and recommendation for the recent rezone on 32<sup>nd</sup> Ave NE (Project File #201677) that R-12 zoning is more consistent with the Medium Density Residential Comprehensive Plan designation, which is detailed in Policy LU12 and applies to areas zoned R-8 and R-12 where single family detached dwelling units may be redeveloped at slightly higher densities. Additionally, the existing detached single family homes on this site and in the surrounding neighborhood (east side of 12<sup>th</sup> Ave NE) are not consistent with the vision of development in the HDR designation, as more intense residential zoning and development is encouraged in this area. Development on the site would result in additional frontage improvements in the area, and would be located within close proximity to retail uses in the North City Business District and transit lines.

**REZONE CRITERIA 2: Will the rezone adversely affect the public health, safety or general welfare?**

4. The rezone and associated future development will not adversely affect the neighborhood's public health, safety or general welfare. Current codes offer greater protection of downstream effects of development (drainage, in-street improvements, safer building codes, environmental quality, etc.) than those in place when the existing neighborhood was developed. The policies and goals listed in the Comprehensive Plan for High Density Residential and the City's development standards in its zoning regulations (Municipal Code) for the R-24 zone protect against uses that would be contrary to the public health, safety or general welfare. New development would require improvements to access and circulation through curb and gutters, sidewalks, and street frontage landscaping, and would be similar to the improvements required for the same applicant's recent project at 17510-17526 12<sup>th</sup> Ave NE. While density will increase in the neighborhood, the east side of 12<sup>th</sup> Ave NE will serve as a buffer and transition between the NCBD uses to the east and the R-6 uses to the west.

There was some concern voiced during the neighborhood meeting process and public review period about the impacts that increased residential density would have on what is perceived as an existing parking problem in the neighborhood, including overflow parking from higher density residential projects near NE 180<sup>th</sup> St and 15<sup>th</sup> Ave NE. Two citizens have submitted comments about the lack of street parking in the neighborhood, and City staff has logged four complaints over the last 8 months about parking in the vicinity of the townhome development to



the south (17510-17526 12<sup>th</sup> Ave NE). Should the rezone proposal be approved and four townhomes be developed, all four townhomes would be required by development standards to provide two car garages. This would provide more off-street parking than many of the single family homes in the neighborhood provide (many have either no garage or a one-car carport), and should result in no worsening of the existing parking conditions.

**REZONE CRITERIA 3: Is the rezone warranted in order to achieve consistency with the Comprehensive Plan?**

5. Both R-12 (current) and R-24 (proposed) zoning maintains consistency with the Comprehensive Plan designation for the site. As noted above, R-24 is appropriate in the High Density Residential land use category and more closely meets the goals and policies of the district than does the current R-12 zoning. R-24 zoning would provide a better transition from more intense uses to the east along 15<sup>th</sup> Ave NE (North City Business District) and the existing R-6 zoning directly to the west, and meet the long term higher density residential vision for the area.

**REZONE CRITERIA 4: Will the rezone be materially detrimental to uses or property in the immediate vicinity of the subject rezone?**

6. The proposed rezone will not have an impact to the existing single-family properties to the west in terms of bulk/size, traffic, parking, and drainage. A traffic study was not required for the rezone; however, the addition of three residential units would not result in a reduced level-of-service along 12<sup>th</sup> Ave NE, given the minimal number of additional trips that would be generated.

Under the current codes, townhomes as well as single-family homes may be 35 feet in height (40 feet with pitched roof). This rezone could potentially add 2 additional units to what is permitted by the existing R-12 zoning. This increase in additional units is not detrimental to the property in the vicinity because appropriate infrastructure is in place, multi-family zoning is currently in place for the parcel, and new development triggers public amenities such as curb, gutter, sidewalks and updated drainage facilities.

As discussed under Criteria 2, there has been some concern about street parking in the immediate vicinity of the subject rezone. However, development on the parcel would be required to meet development standards (two-car garages) that are more stringent than those that existed in the past, and should not exacerbate existing conditions.

A DNS has been issued, and no environmental issues remain.

**REZONE CRITERIA #5: Will the rezone have merit and value for the community?**

- 7. As detailed in the above criteria, rezoning the parcel to R-24 would allow for development consistent with the vision, goals, and policies of the High Density Residential Comprehensive Plan designation, provide a buffer and transition between higher intensity commercial uses to the east and single family uses to the west, and provide greater housing opportunities and choice in the City of Shoreline. Development would be subject to development standards and building codes that would ensure quality development on the site, and which would address any potential environmental or land use concerns.

**RECOMMENDATION**

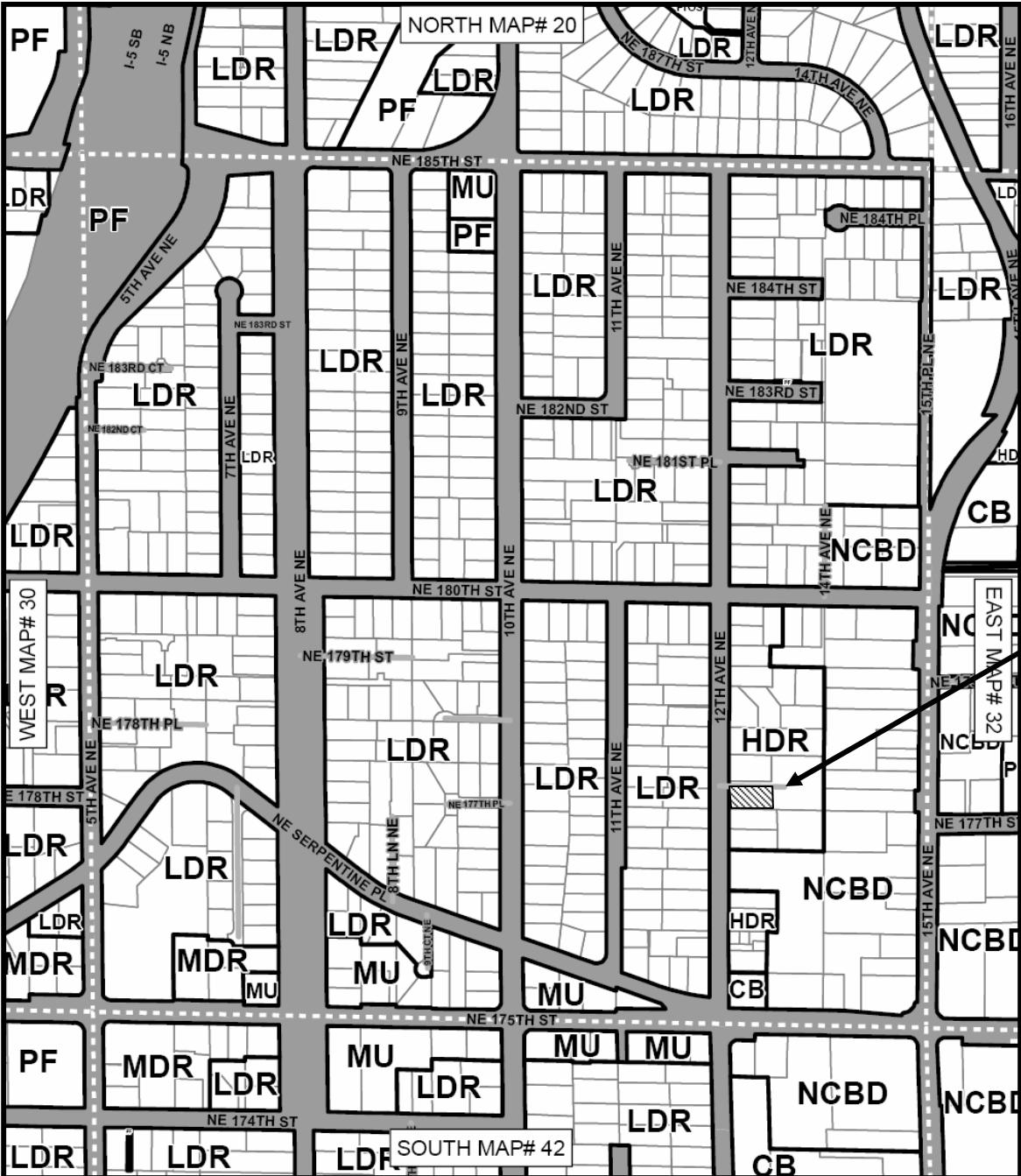
The Planning Commission recommends that the City Council approve a rezone of one parcel at 17562 12<sup>th</sup> Ave NE to R-24.

Date: \_\_\_\_\_

By: \_\_\_\_\_  
Planning Commission Chair

**ATTACHMENTS**

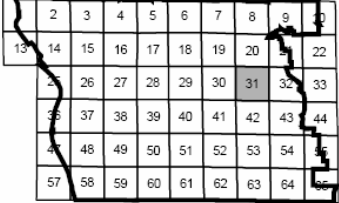
- Attachment 1- Comprehensive Plan Map
- Attachment 2- Zoning Map
- Attachment 3- Public Comment Letters



**CITY OF SHORELINE COMPREHENSIVE PLAN  
LAND USE MAP**

Plot Date: 2/6/2007

- Land Use Designation Legend**
- BaSSA** Ballinager Special Study Area
  - BrSSA** Briarcrest Special Study Area
  - CB** Community Business
  - HDR** High Density Residential
  - LDR** Low Density Residential
  - MDR** Medium Density Residential
  - MU** Mixed Use
  - NCBD** North City Business District
  - PF** Public Facility
  - PSSA** Paramount Special Study Area
  - ProS** Private Open Space
  - PubOS** Public Open Space
  - RB** Regional Business
  - SFI** Single Family Institution
  - SSA** Special Study Area



**MAP # 31**  
1:3,600



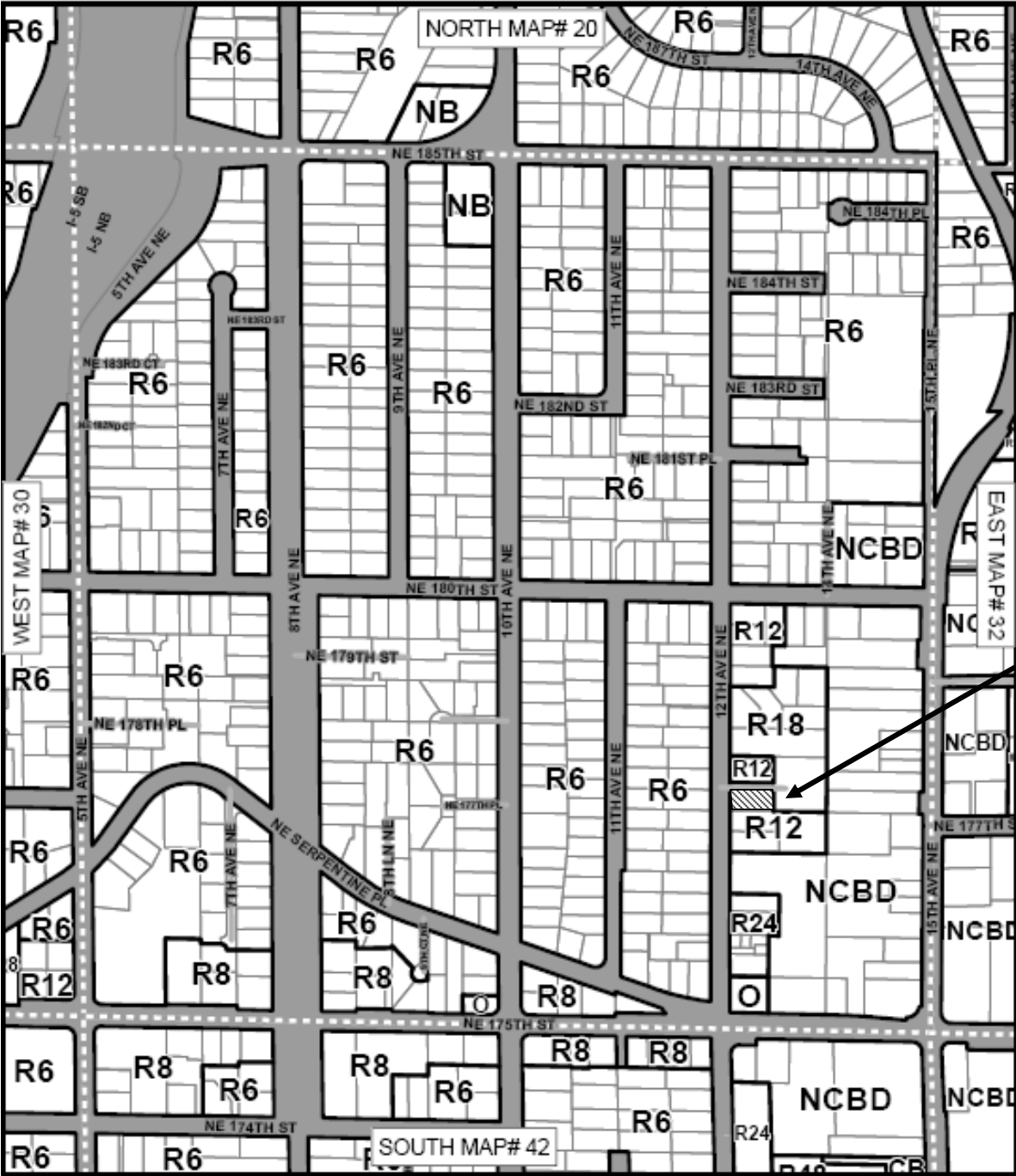
- Feature Legend**
- Map Tile Lines
  - City Boundary
  - Unclassified ROW
  - Parcel Line

No warranties of any sort, including accuracy, fitness, or merchantability, accompany this product.  
Representation of official Comprehensive Plan land use map adopted by City Ordinance No. 292. Shows amendments through June 21, 2005.



NE1/4-S8-T26N-R4 E

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SITE

**CITY OF SHORELINE ZONING MAP**

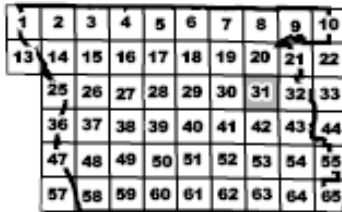
Plot Date: 5/4/2007

**Zoning Legend**

- R4 Residential, 4 units/acre
- R6 Residential, 6 units/acre
- R8 Residential, 8 units/acre
- R12 Residential, 12 units/acre
- R18 Residential, 18 units/acre
- R24 Residential, 24 units/acre
- R48 Residential, 48 units/acre
- CZ Contract Zone
- NB Neighborhood Business
- NCBD North City Business District
- CB Community Business
- O Office
- RB Regional Business
- RB-CZ Regional Business-Contract Zone
- I Industrial

**Feature Legend**

- Map Tile Lines
- City Boundary
- Unclassified ROW
- Parcel Line



**MAP # 31**

1:3,600



0 75 150 300 450 600 Feet

No warranties of any sort, including accuracy, fitness, or merchantability, accompany this product.

Representation of official zoning map adopted by City Ordinance No. 292. Shows amendments through December, 2006.



NE1/4-S8-T26N-R4 E

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**Item 7.2 - Attachment 3****David Levitan**

---

**From:** N64halfpipe@aol.com  
**Sent:** Wednesday, November 28, 2007 3:36 PM  
**To:** David Levitan  
**Subject:** Re: Appl # GHJ LLC 201680

Thank You for the explanation of the zoning.

As a resident of 12th Ave. NE I have strong concerns about any additional multi units going up on our street. The parking on this street has become almost unbearable because of all the multi units/apartments going up. 12th Ave has now become a parking area for the cars from the new apartment on 15th & 180th due to the inadequate parking there. We don't get our mail/perscriptions due to the parking problems that are constantly occurring. Some days you can't even turn on to 12th Ave. from 175th, due to the cars that are parked right up to the stop sign/corner. There has been at least two occurrences where we cannot get out of our driveway w/ our trailer because of the parked cars that belong to the now "condos" on 12th.

Apartment/Condo residents also use 12th as a Sell /Advertise Your Car as they are constantly parked w/ for sale signage along the street & never moved. Our street floods (we're talking water over the curb)! because of the street drains being plugged up (or lack of drainage). The street sweeper (that comes through twice a year) can't get to these drains because of the parked cars... so the drains remain plugged. There is just not adequate parking for all these units being built.

12th Ave has also become a "detour" zone for the many cars that want to by pass 15th. They speed through our neighborhood street very regularly!

Yes, the police are called as often as we can all keep up, but as many times as the police have come out, the problems still persist.

On behalf of the residents on 12th Ave. NE (between 180th & 175th), we ask you to please take into consideration these problems that I have mentioned above. We know the people who want to make \$\$ on these multi units do not live here & therefore do not have to endure these constant problems that they themselves have helped to create.

Thank You

Sincerely,

*Kimberly Fischer & Neighbors*

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Check out AOL Money & Finance's list of the hottest products and top money wasters of 2007.

## Item 7.2 - Attachment 3

**David Levitan**

---

**From:** David Levitan  
**Sent:** Tuesday, November 20, 2007 8:08 AM  
**To:** 'N64halfpipe@aol.com'  
**Subject:** RE: Appl # GHJ LLC 201680

Hi Kimberly-

Rezoning the property to R-24 would allow the development of up to 24 units per acre (versus the 12 units allowed per acre under the current zoning). Given the size of the lot (8100 sf), this would allow the applicant to build four residential units on the property. The applicant has proposed 4 townhomes similar to the ones he built just south of the park/YMCA (17510-17524 12<sup>th</sup> Ave NE).

In order to recommend the project for approval to the Planning Commission and City Council, City staff will need to make findings that the rezone would be consistent with the Comprehensive Plan and consistent with the goals of the City.

We will be sending out a Notice of Public Hearing once we determine when the item will go before the Planning Commission (likely not until early February). If you received the Notice of Application, you will also receive the Notice of Public Hearing. I will make sure to include in that notice the scope (4 units) of the proposed development should the rezone be approved.

Please feel free to contact me should you have any other questions.

David Levitan  
Associate Planner, City of Shoreline  
206-546-1249

-----Original Message-----

**From:** N64halfpipe@aol.com [mailto:N64halfpipe@aol.com]  
**Sent:** Tuesday, November 20, 2007 6:17 AM  
**To:** David Levitan  
**Subject:** Appl # GHJ LLC 201680

Hello David:  
The rezoning of the 17562 12th Ave. NE house from an R-12 to an R-24..... What does this mean?  
What is R 24?

*Kimberly Fischer*

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See what's new at [AOL.com](http://AOL.com) and [Make AOL Your Homepage](#).



**PLANNING COMMISSION AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<p><b>AGENDA TITLE:</b> Public Hearing to consider adopting interim procedures to transfer Quasi-Judicial hearings on certain matters from Planning Commission to Hearing Examiner</p> <p><b>PREPARED BY:</b> Steven Cohn, Senior Planner, 546-1418</p>
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**BACKGROUND**

A review of the Planning Commission's 2008 work program shows that the Commission has an abundance of policy related work on its schedule. In addition to its policy work, the Commission is also tasked with reviewing proposals of a quasi-judicial nature that require public hearings before the Planning Commission. Staff's initial attempt to schedule the Commission's work over the next year (Attachment 1) shows that the work program is expected to be so full that the Commission will barely be able to begin discussion of the Town Center Subarea Plan by the end of the year. The attached work program assumes that a major component of the Commission's workload will be quasi-judicial items. Over the past two years, quasi-judicial issues (rezones and formal subdivisions) have represented roughly 25% of the work program - about 3 months of meetings.

Staff believes that the Planning Commission is best used as a policy advisory body; and that the implementation of policy could be efficiently handled by a different hearing body. Quasi-judicial public hearings could be conducted by a Hearing Examiner, rather than the Planning Commission. Shoreline already uses a Hearing Examiner for some hearings; it is staff's proposal that the Examiner handle additional quasi-judicial functions as well. The use of a Hearing Examiner to perform a variety of functions would be consistent with many jurisdictions around the Puget Sound region. In many medium sized cities in King County, Hearing Examiners deal with most quasi-judicial issues, including rezones and formal subdivisions.

To alleviate a portion of the Commission's workload and to allow time to focus on pressing policy matters over the next year, staff proposes that the Council temporarily reassign rezones and formal subdivision hearings to the Hearing Examiner, with two exceptions:

- 1) If a proposed rezone is located within an area designated to be studied during a Subarea planning process that is on the work program in the upcoming year, the request would be heard by the Planning Commission.

- 2) If a proposed rezone is located in a special study area, the rezone would be heard in conjunction with a comprehensive plan amendment before the Planning Commission.

Under this proposal, formal subdivision proposals would be sent to the Hearing Examiner for a public hearing, regardless of whether they are within a subarea or special study area.

### **TIMING & SCHEDULE**

If this proposal is adopted, the City Council would adopt an interim ordinance with a sunset clause of 12 months. The interim ordinance would not amend the development code, but would temporarily take the place of the existing code section on quasi-judicial matters.

### **NEXT STEPS**

The Commission will hold a public hearing and can choose to recommend approval or denial or modification. The Commission's recommendation will be forwarded to the City Council for a final decision.

If you have questions about the proposal, please contact Steven Cohn, scohn@ci.shoreline.wa.us, 206-546-1418.

### **Attachment**

1. Preliminary Commission Work Plan Timeline for 2008

### Planning Commission Work Plan Timeline

Subject	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Catalina Co. Rezone	X											
Housing Density in CB Zones		X	X									
Midvale Street Vacation		X										
2008 Comprehensive Plan Docket		X										
Quasi-judicial hearings from PC to HE		X										
Hart Rezone		X										
Matulovich Rezone			X									
Transition Regulations			X	X								
Crista Master Plan				X	X							
Housing Strategy Update				X								
Rezone #4					X							
Planned Area Regulations for Institutional Districts						X	X	X				
Misc. Development code Amendments - Bundle #1						X	X					
Shoreline CC Subarea Plan phase 1				X	X							
Misc. Development Code Amendments - Bundle #2									X	X		
2008 Planning Commission Retreat							X					
Rezone #5								X				
SE Shoreline Subarea Plan Update								X				
Goal 6 implementation										X	X	
Low Impact Development Regulations										X		
Rezone #6											X	
Comprehensive Plan designations/MU discussion												X
Is Shoreline's Vision still valid?												X
Town Center Subarea Plan												X
SE Shoreline Subarea Plan												

\*  Quasi-Judicial Public Hearings