

# AGENDA

## CITY OF SHORELINE PLANNING COMMISSION REGULAR MEETING



**Thursday, March 19, 2009  
7:00 p.m.**

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

	<u>Estimated Time</u>
<b>1. CALL TO ORDER</b>	7:00 p.m.
<b>2. ROLL CALL</b>	7:01 p.m.
<b>3. APPROVAL OF AGENDA</b>	7:02 p.m.
<b>4. DIRECTOR'S COMMENTS</b>	7:03 p.m.
<b>5. APPROVAL OF MINUTES</b> a. February 26              b. March 5	7:08 p.m.
<b>6. GENERAL PUBLIC COMMENT</b>	7:10 p.m.
<i>During the General Public Comment period, the Planning Commission will take public comment on any subject which is not of a quasi-judicial nature or specifically scheduled later on the agenda. Each member of the public may comment for up to two minutes. However, the General Public Comment period will generally be limited to twenty minutes. The Chair has discretion to limit or extend time limitations and the number of people permitted to speak. Speakers are asked to come to the front of the room to have their comments recorded and must clearly state their first and last name, and city of residence. During Public Hearings, the public testimony or comment follows the Staff Report. The rules for procedure for Public Hearings before the Planning Commission are further defined in Resolution No. 182.</i>	
<b>7. PUBLIC HEARING</b> <i>Legislative Public Hearing</i>	7:15 p.m.
<b>A. 2009 Comprehensive Plan Amendment Docket</b>	
1. Staff Overview and Presentation of Preliminary Staff Recommendation	
2. Questions by the Commission to Staff	
3. Public Testimony or Comment	
4. Final Questions by the Commission	
5. Deliberations	
6. Vote by Commission to Recommend Approval or Denial or Modification	
7. Closure of Public Hearing	
<b>8. DIRECTOR'S REPORT</b>	7:45 p.m.
<b>9. UNFINISHED BUSINESS</b>	8:00 p.m.
a. Follow-up work on drafting a Vision Statement and Framework Goals	
<b>10. NEW BUSINESS</b>	9:00 p.m.
<b>11. REPORTS OF COMMITTEES &amp; COMMISSIONERS/ANNOUNCEMENTS</b>	9:10 p.m.
<b>12. AGENDA FOR Special Meeting on March 26, 7:30 p.m.</b>	9:14 p.m.
<b>13. ADJOURNMENT</b>	9:15 p.m.

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

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# CITY OF SHORELINE

## SHORELINE PLANNING COMMISSION SUMMARY MINUTES OF SPECIAL MEETING

February 26, 2009  
7:00 P.M.

Shoreline Conference Center  
Mt. Rainier Room

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### Commissioners Present

Chair Kuboi  
Vice Chair Hall  
Commissioner Behrens  
Commissioner Kaje  
Commissioner Perkowski  
Commissioner Piro  
Commissioner Pyle  
Commissioner Wagner

### Staff Present

Steve Cohn, Senior Planner, Planning & Development Services  
Paul Cohen, Senior Planner, Planning & Development Services  
Steve Szafran, Associate Planner, Planning & Development Services  
Flannery Collins, Assistant City Attorney  
Jessica Simulcik Smith, Planning Commission Clerk

### Commissioners Absent

Commissioner Broili

### CALL TO ORDER

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: Chair Kuboi, Vice Chair Hall, and Commissioners Behrens, Kaje, Perkowski, Piro, Pyle and Wagner. Commissioner Broili was excused.

### APPROVAL OF AGENDA

The agenda was accepted as proposed.

### DIRECTOR'S COMMENTS

Mr. Cohn explained that because several of the other proposed Development Code amendments are more time sensitive, staff requests that Amendment 1 (related to the division of land into two or more

lots or tracts) be withdrawn from the code amendment package. However, he suggested it would be appropriate to invite the public to comment and express their specific concerns about the proposed amendment. It would also be helpful for the Commission to provide specific direction to staff for preparation of an updated amendment as part of the next package of code amendments that would be presented to the Commission in May or June.

Because Amendment 1 would not be part of the public hearing, Commissioner Pyle suggested the Commission conduct a public hearing on the remainder of the amendments and move them forward to the City Council and then have a separate process for Amendment 1. Commissioner Behrens suggested they include Amendment 1 as part of the public hearing. If the Commission feels they need more information or they are unable to make a decision based on the available information, they could continue their deliberations to a future date. Vice Chair Hall agreed that since citizens came to the meeting to comment on Amendment 1, the Commission should at least grant them this opportunity, even if they don't take action on the item at this time.

Because Amendment was withdrawn by staff, Mr. Cohn clarified that if the Commission wants it to remain as part of the public hearing package, they must take formal action to add it back in once the public hearing has been opened. Commissioner Behrens disagreed and pointed out that Amendment 1 was included in Appendix A of the Staff Report. Therefore, he suggested the Commission must move forward with the item unless formal action is taken to remove it from the agenda. Ms. Collins reviewed that Amendment 1 was proposed by staff. However, there has been so much controversy over the proposal that staff felt it would be better to pull it from the public hearing, which would allow staff to solicit feedback from the public and Commission and amend the language to address the concerns. She summarized that while there are citizens present who want to discuss the issue, the intent of staff's withdrawal was to give them more time to address the concerns. The Commission must decide whether or not they want to proceed with Amendment 1 as part of the public hearing.

Commissioner Wagner expressed her belief that it is absolutely critical to obtain public input regarding Amendment 1 at this point, but it would be very difficult to resolve the issue tonight. She suggested the audience be invited to provide comments during the "General Public Comment" portion of the agenda; the Commission could then make a decision about whether they want to move forward with Amendment 1 as part of the public hearing. Mr. Cohn pointed out that comments that are provided during the "General Public Comment" period would not be included as part of the public record for Amendment 1.

Commissioner Piro suggested the Commission remove Amendment 1 from the hearing package. The agenda could be adjusted to allow a workshop discussion on proposed Amendment 1 as Item 7a, and the citizens could be invited to deliver testimony through a workshop format. The Commission could give further direction to staff, and a separate hearing on the final draft of Amendment 1 could be conducted at a later date. The package of Development Code Amendments would become Item 7b on the agenda.

Chair Kuboi questioned how this would be different than going through the public hearing as originally scheduled. If the Commission decides they cannot resolve the issue and take action, Amendment 1 could be pulled from the package. They could act on the remainder of the items and consider Amendment 1 at a future date. Ms. Collins agreed that would be the best approach. She noted that,

throughout the hearing and deliberations, the Commission would have the ability to pull any of the proposed amendments from the package. The Commission agreed to proceed with the agenda as it was advertised.

### **APPROVAL OF MINUTES**

There were no minutes available for Commission approval.

### **GENERAL PUBLIC COMMENT**

**David Fosmire, Shoreline**, expressed his frustration and confusion of the Planning Commission process. He recalled that on December 31, 2007 the Innis Arden community submitted proposed amendments to the Shoreline Development Code. Although they were assured the Commission would consider them in 2008, they were only recently notified that their amendments were being considered. He explained that one amendment, in particular, would allow for the adoption of critical area stewardship plans. The concept was presented to the City Council, along with nine other amendment proposals. However, the City Council accepted staff's recommendation that this option be removed from the Planning Commission's 2009 work schedule. He noted that for the past four years, the City has been promising the Innis Arden Community that they would consider the concept, and he questioned what process they should use to get their proposal on the agenda.

Commissioner Piro asked more information about the City Council's decision to pull the proposal from the Commission's work session. Mr. Fosmire said this decision took place on February 6<sup>th</sup> at the recommendation of the Planning and Development Services Director. He noted that staff was already prepared to advance the proposal to the Planning Commission, but the Director suggested the proposal would be too time consuming for the Planning Commission to handle in 2009.

Mr. Cohn explained that staff presented the City Council with a list of 10 Decision Modules, which identified elements that might be included in the tree regulation amendments. The City Council directed the staff and Commission to work on nine of the modules, but they pulled the tenth module from the project scope. He noted that staff is scheduled to discuss the tree regulations in greater detail later on the agenda.

**John Hollinrake, Shoreline**, submitted two documents for the Planning Commission to review. He suggested that certain members of the Innis Arden Community are getting special privileges. He noted a special meeting was conducted on February 5<sup>th</sup>, which was not widely advertised. Nancy Rust was invited to present her tree ordinance amendment proposals to three City Councilmembers, three Planning Commissioners and staff. However, it is important to note that Ms. Rust's proposed amendments are contrary to the desires of the vast majority of the residents of Innis Arden. Innis Arden is a very environmentally-friendly neighborhood, with 50 acres of common grounds and thousands of trees. Their average lot size is over ½ acre, and they have tremendous open space, trees, vegetation, etc. They want a fair opportunity to participate in the process, protect their environment, and also protect their views. The neighbors are frustrated that the proposals they submitted well over a year ago have never been presented to the Planning Commission.

Commissioner Piro noted that the Commission's extended agenda includes a discussion regarding the tree regulations in March and May. He questioned how this discussion would relate to the issue raised by Mr. Hollinrake and Mr. Fosmire. Mr. Cohen said that at the March and May meetings, staff would present information related to the nine decision modules identified by the City Council. He noted that, on their own volition, the City Council decided to set the tenth decision module (critical area stewardship plans) aside until a future date because they felt it was more related to the Critical Areas Ordinance, which is a separate section of the Development Code.

**Guy Olivera, Shoreline**, expressed concern about the staff's recommendation to pull Amendment 1 from the public hearing. He expressed frustration that it appears staff is not working for the community. If a developer of a project is the sole beneficiary of streamlining a given process and the new property owner and surrounding property owners do not benefit, then the process must not be streamlined. If the state provides that a particular type of development cannot be held to higher standards, then by no means should it be held to a lower standard.

### **LEGISLATIVE PUBLIC HEARING ON DEVELOPMENT CODE AMENDMENTS #301543**

Chair Kuboi reviewed the rules and procedures for a legislative public hearing and opened the hearing.

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

Mr. Szafran provided a brief overview of each of the proposed Development Code Amendments, which were presented at the Commission's study session on December 4, 2008.

- **Amendment 1** – Amendment 1 was proposed by staff as a cleanup amendment. The proposed amendment would change the purpose statement in Section 20.30.370 so it no longer talks about subdivisions. As per state law, subdivisions have to do with divisions of land, and condominiums are not considered divisions of land.
- **Amendment 2** – This proposed amendment would delete #4 from Section 20.30.410 to eliminate confusion and redundancy. Item 4 has to do with view regulations, which the City does not have at this time.
- **Amendment 3** – This amendment would add additional explanation to the title of Section 20.50.150. It would also add a requirement about the size of storage areas for waste and recycling in multifamily buildings of a specific size. At the study session it was also recommended they add food waste recycling, as well. The space requirements for garbage and recycling areas were increased as per Cleanscape's recommendation.
- **Amendment 4** – Staff is recommending Amendment 4 be withdrawn. They would like to address this issue when the City considers permanent Regional Business (RB) zoning regulations as part of the Town Center Subarea Plan.
- **Amendment 5** – This amendment would make Exception 20.50.440.A.1 a requirement and not an exception. The language was not changed from the study session.
- **Amendment 6** – This amendment would make Section 20.60.050 consistent with Chapter 15.05 of the Shoreline Municipal Code, which is the International Fire Code.

- **Amendment 7** – This amendment has to do with revising the parking standards for the North City Business District. Staff is recommending a change to Section 20.90.080 to be consistent with how they deal with parking in other parts of the City. Originally, the parking requirement in North City was one space per unit, and everywhere else in the City parking is based on the number of bedrooms.

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

Although Amendment 4 was withdrawn, Commissioner Behrens suggested the public be invited to provide testimony regarding the concept of accommodating electric car facilities. Commissioner Kaje recalled that Commissioners were hesitant about moving Amendment 4 forward because of their lack of understanding. They were unclear about whether the Commission could develop code language that was understandable, consistent and fair. He agreed with Commissioner Behrens that the Commission should accept public testimony on Amendment 4 so they could become educated for future discussions. The remainder of the Commission concurred.

Commissioner Kaje referred to Amendment 7, regarding parking requirements for the North City Business District. He noted that, if approved, only future development in the district would be required to comply with the new code language. Mr. Cohn agreed that any development that is currently under review would be considered based on the existing code language.

### **Public Testimony or Comment**

**Art Maronek, Shoreline**, submitted written comments that were identified in the record as Exhibit 1. He explained that he emailed his comments to the Planning and Development Services staff on February 23<sup>rd</sup> and was told the Commissioners would each receive a copy prior to the meeting. Chair Kuboi indicated the Commission had a copy of his comments. Mr. Maronek advised that his written comments include three attachments that identify violations of state law that would result from proposed Amendment 1. These documents directly contradict information provided by staff on December 4<sup>th</sup>. He noted that he found Attachments 4 and 5 through the public disclosure process, and he has others to share with the Commission in the future. He cautioned that sometimes the Commission doesn't get all the information available to staff, and that is what he has tried to correct. The remainder of the attachments are related to what the condominium act requires the City to do in terms of documents to be prepared by the developer before any units can be sold. He noted this process was not followed for the current condominiums that were developed in the City. The developer has denied any intent to follow this law. He summarized his belief that information that is crucial to making the right decision has not been shared with the decision makers (Planning Commission and City Council). He asked that they please read through his written testimony.

**Helen Drummond Maronek, Shoreline**, referred to an email from Flannery Collins to Steve Cohn regarding subdivision tables, which the content of the email was blacked-out indicating it was exempt from disclosure per RCW 42.56.280 (entered in as Exhibit #2). Ms. Collins explained that this email contained the same information that was provided in her memorandum dated December 23, 2008. The information displayed in table format was difficult to read so she converted it into the memorandum format. She noted the table was never finalized. She advised that the Public Records Law allows the

City to withhold city/client privileges. Ms. Collins recognized that the December 23 memorandum was unintentionally left out of the meeting packet, but she provided additional copies for the Commissioners.

**Linda George, Shoreline**, voiced objection to the verbiage that would be removed from Section 20.30.370 if Amendment 1 were approved as presented. As proposed, the requirements applicable to air condominiums or single-family condominiums would be removed, allowing developers to build houses only five feet apart. She felt this change would result in overdevelopment of the City, and she urged the Commission recommend denial. She also noted associated off-site impacts such as increased risk of large trees falling onto adjacent homes if numerous trees are removed on a project of this size. In addition, the overflow parking that would result from so many residents in a small space would impact surrounding property owners. She said she understands that development will occur on Greenwood Avenue, but a balance must be maintained and the impacts to existing property owners must be considered. She said she supports the Mayor's proposal to update the Comprehensive Plan before considering additional amendments to the Development Code.

Commissioner Behrens asked if Ms. George would feel more comfortable about potential redevelopment on Greenwood Avenue if there was a system in place to address the impacts. Ms. George answered affirmatively. Commissioner Behrens asked if Ms. George could see a set of circumstances where moving units closer together could provide an opportunity to create more shared open space rather than smaller individual open spaces. Ms. George said she could support this concept, but she felt it would take a much larger project than the one proposed on Greenwood Avenue to provide this large amount of open space. Commissioner Behrens cautioned against throwing a good idea out the window as a result of one bad application of the process.

**Steven S. Lough, Seattle, President of the Seattle Electric Vehicle Association**, passed out an informational handout to the Commission (Exhibit #3) and said he was recently awarded a life-long achievement award by the National Electric Auto Association. He said Commissioner Broili invited him to come to the hearing and help educate the Commission regarding Amendment 4. He expressed his belief that electric vehicles of one type or another are going to come. He reported that for every one dollar of energy, an electric car can go four to five times further than any gasoline, diesel or biodiesel vehicle. He noted that Amendment 4 is related to amending the building codes in Shoreline to provide the wherewithal for electrical vehicles. He suggested that, at a minimum, new construction should be required to provide the conduit and appropriate wires for the future. While there are probably not enough electric vehicles in the area to fill a parking lot at this time, they are becoming more popular. He suggested that it would be prudent to require builders of multifamily development to provide one electric vehicle charging stall for every 20 units.

Commissioner Pyle asked how much a premade RV box would cost. Mr. Lough answered they cost \$150, which includes everything from the main breaker box to the plug. The box would be similar to those provided at RV parks. He advised that municipalities can now modify the rules as long as they can meet the standard electrical code. Commissioner Piro asked Mr. Lough to identify existing developments that provide car charging facilities. Mr. Lough noted the new Seattle library has a public charging station, as does the municipal garage. There are also several charging stations at the park and



rides. He noted that the Seattle Electric Vehicle Association's website provides a list of charging facilities.

**Dale Simonson, Shoreline**, commented that he is not against condominiums and he agreed they can provide more open space. However, developers often place the homes closer together so they can be larger, and they actually reduce the amount of open space. He suggested they could require a certain percentage of open space per area rather than allowing developers to make larger units that only provide a benefit to the developer.

### **Final Questions by the Commission**

Commissioner Behrens referred to Attachment 4 of the packet of information submitted by Mr. Maronek (Exhibit #1), which is staff's proposed amendment to Section 20.30.315 (Site Development Permit). He asked staff to explain why this proposed amendment, with a few minor tweaks, would not resolve the problems and concerns. Commissioner Piro summarized the primary issues appear to be vegetation, tree cutting, open space and rounding up when calculating density, which are not addressed by proposed Amendment 1. These concerns would have to be addressed via amendments to other sections of the Development Code. Mr. Cohn agreed. Commissioner Piro expressed his belief that if the Commission is interested in addressing the concerns raised by the public regarding condominium development, they should focus their efforts on more applicable sections of the code. Amendment 1 was intended to provide clarification only.

Commissioner Behrens recalled that at the December study session, Commissioner Pyle explained that the major problem with Amendment 1 was related to the way condominium style development would be evaluated. Rather than ownership, the real issue is how development is done. The City should provide a good, thorough process that results in good development. A possible amendment to Section 20.30.315 would put condominium development through the same process that is used for any other type of development. A quasi-judicial hearing process would be required for developments of more than four units. He summarized that condominium development is not a bad form of development; the problem is the current code does not provide a way to evaluate and regulate the projects. If that is the purpose of Amendment 1, then the proposed amendment to Section 20.30.315 would be a significant and easy way to accomplish this goal.

Commissioner Piro pointed out that because the amendment to Section 20.30.315 was not advertised as part of the Development Code Amendment Packet, the Commission would not be able to take action at this time. Ms. Collins noted that this proposed amendment has not been reviewed by the City Attorney, so she would be uncomfortable if the Commission were to take action on it tonight. Commissioner Piro agreed that the concerns are not addressed by Amendment 1, which is the only amendment the Commission can consider at this time. He agreed with staff's original recommendation that the Commission provide direction for them to prepare additional code amendment language to address the concerns at a later date.

Commissioner Kaje asked if staff discussed their desire to strike Amendment 4 with the City Council, particularly Council Member Eggen. Mr. Cohn said they did not. He recalled that at their December

work session, the Commission asked staff to find examples of other jurisdictions that provide electric car charging facilities for private use. They were not able to find these examples. Because there is such limited information, staff did not feel comfortable making a recommendation at this point.

Commissioner Pyle referred to Amendment 7. He noted that the proposed parking requirement would match the requirements identified for Planned Area 2. He asked staff to share how these two areas are similar. Mr. Cohn explained that both of these areas have some but limited bus service. Staff believes it is important to tie the parking requirement to the number of bedrooms, which is what is called out in Planned Area 2.

Ms. Collins recalled that at their December study session, Commissioner Kaje asked staff to provide feedback regarding the legislative history of interests and condominiums. She said she researched this question for more than a day, and much of it is in hard copy form going back to the Planning Academy that was formed to help create the Shoreline Development Code. She said she couldn't find why this language was recommended by the Planning Academy.

Ms. Collins recalled Mr. Maronek's asked staff to survey other jurisdictions to find out which only allow one single-family residence per lot and which allow multiple. She noted that her December 23<sup>rd</sup> memorandum identifies jurisdictions that do not allow more than one single-family residence on a lot. It also identifies ways other jurisdictions control single-family development. Mr. Szafran said he contacted surrounding jurisdictions and found they only allow one house per single-family lot.

Mr. Szafran said a question was also raised at the December 4<sup>th</sup> meeting about how the City currently processes single-family residential development through the platting process. He said he has handouts that illustrate this process, which would not change as a result of Amendment 1. Ms. Collins explained that the subdivision code is intended to apply to the division of land, and a condominium is a form of ownership rather than a division of land. She agreed that Amendment 1 would not change the City's current process for reviewing condominium development.

### **Deliberations and Vote by Commission to Recommend Approval or Denial or Modification**

Commissioner Behrens asked staff to explain the process that is currently used to review single-family condominium development proposals. Mr. Szafran summarized that these projects would go through the site development permit process and perhaps SEPA, depending on the size. Commissioner Behrens suggested that a proposed amendment to Section 20.30.315 would resolve the problem by requiring projects of more than four units to go through a quasi-judicial review process. Ms. Collins agreed that staff should research this proposal and provide a response to Commission at a later date. The amendment to Section 20.30.315 is not part of the amendment package currently before the Commission for review. Commissioner Behrens asked how the City justifies doing a site development permit review, when it is not a code requirement. Mr. Szafran answered that a site development permit review is required for developments with two or more single-family units on one lot. He clarified that Amendment 1 would strike "condominiums" from the subdivision section of the code, but it would remain in the site development section.

Commissioner Wagner clarified that none of the other surrounding jurisdictions allow more than one single-family detached home on a single lot. Mr. Szafran referred to the City's use table, which outlines what is permitted in certain zones. He noted that condominiums are not listed. The table identifies either single-family attached or single-family detached. He explained that if the term condominium is taken out of the discussion, then the existing code language would make more sense. People are struggling with the issue of whether condominiums can result in a different, less desirable type of development, but it is important to keep in mind that the City doesn't regulate condominiums. There would be a difference in the ownership pattern, but no difference in the physical development that would be allowed on the site.

Commissioner Wagner clarified that, as currently written, the code would allow a property owner to construct either four single-family houses or a single structure with four doors on a one-acre lot in an R-4 zone. Mr. Szafran explained that in an R-4 zone, a property owner would be allowed to construct up to four units, but duplexes are the only type of attached units allowed. In theory, two duplexes would be allowed on the property. The units could be sold to four different property owners and the owners would hold the property surrounding the buildings in common. However, the site development requirements would be the same as to how it is zoned and divided. Mr. Cohn summarized that the real question is how a property is actually developed.

**VICE CHAIR HALL MOVED THAT THE PLANNING COMMISSION RECOMMEND DENIAL OF THE PROPOSED DEVELOPMENT CODE AMENDMENT 1 AND REQUEST THAT STAFF BRING FORWARD A SUBSTITUTE AMENDMENT THAT WOULD LIMIT THE NUMBER OF SINGLE-FAMILY STRUCTURES OR DUPLEXES TO ONE PER LOT ALONG WITH ANY APPROPRIATE DEFINITIONS AS NECESSARY. COMMISSIONER PYLE SECONDED THE MOTION.**

Vice Chair Hall said materials submitted by members of the community suggest they would like to see the same standards applied, regardless of the form of ownership. Other cities have done this by not allowing more than one single-family detached structure on a single lot. He noted that there are other solutions, as well. While the proposed amendment to Section 20.30.315 may solve the problem, it would be appropriate for staff to review the issue and present a recommendation as part of the next round of Development Code amendments. The Commission could then discuss the merits of requiring a developer to go through the subdivision process in order to build anything that looks like multiple single-family houses on a single lot. Commissioner Pyle agreed and pointed out that all the subdivision process involves is a review to make sure a proposal meets the City standards. The community has expressed a desire to have single-family homes built on single-family lots. If the project would still have to meet the same standards, there should be no hardship felt by the developer aside from going through the process. He said he doesn't see this as a burden.

Commissioner Piro said he supports the motion to not go forward with Amendment 1 at this time. However, he said he is not comfortable with the single solution that has been proposed for staff to work on. Rather than just following what other jurisdictions have in place, he would like staff to explore

other solutions, as well. They are in a period where they are seeing significant changes in demographics, and the City must explore a variety of housing options.

Commissioner Behrens said he can support the idea of allowing only one unit per lot. He said that in his work in Snohomish County he has had extensive experience with condominium development, and he has seen both good and bad projects. The good projects offer a lot of benefit because they allow for excess tree retention and engineering of spaces to provide a lot of benefits to the people in the neighborhood. However, he agreed that bad projects allow developers to jam units on top of each other and create eyesores in the middle of neighborhoods. He summarized that he supports a different solution that would allow for an open public review without limiting the City to hard and fast rules.

**COMMISSIONER PIRO MOVED TO AMEND THE MAIN MOTION TO DIRECT STAFF TO LOOK AT A VARIETY OF SOLUTIONS TO ADDRESS THE VARIOUS ISSUES THAT HAVE COME UP. COMMISSIONER WAGNER SECONDED THE MOTION.**

Commissioner Wagner agreed with Commissioner Piro that it would be appropriate to explore various opportunities for addressing the concerns. She felt the solution would become clearer as staff starts to review the options.

Vice Chair Hall agreed that demographics are shifting and clustering small houses to preserve open space is a great idea. However, the amount of time it takes to do this type of development code could be a problem for the community. He summarized there are a small number of examples that have raised citizen concerns. Rather than ending up with the City Council adopting a moratorium, redrafting Amendment 1 as per the main motion would stop this particular form of development. He felt it would be worthwhile to move in that direction and direct staff to redraft Amendment 1 as soon as possible. The Commission could have a more lengthy discussion regarding the concept as part of their effort to implement the Comprehensive Housing Strategy.

Commissioner Piro expressed his belief that the amendment to the main motion would allow more flexibility for the Commission and staff to consider a variety of options and would avoid the chance of getting boxed in around the ownership issue. Commissioner Wagner agreed. She suggested that if the Commission provides enough direction, staff would be able to learn from Snohomish County's process and present some viable options for the Commission to consider.

Commissioner Pyle said that the whole issue should come down to the level of control the community has over a development that occurs on a piece of property. If the Commission were to pursue Amendment 1 as currently proposed, it would become a ministerial action, which is binary by nature, instead of an administrative action that has an appeal mechanism and a requirement for a staff report. You either meet it or you don't. There would be nothing to debate, and no staff report would be prepared. Appeals would go directly to Superior Court. For developments of more than four units, the current code allows the City substantive authority, and there are sound policies in the Comprehensive Plan that allow the City to place conditions on the project. This requirement would not apply if fewer than four units are proposed. He summarized that they are really talking about developments of between one and four units on a single property, which is where the City is losing control. He said he does not

foresee the Commission recommending an amendment that would allow projects to go through as ministerial actions that are left to the staff's discretion.

Chair Kuboi asked how long it would take staff to provide an updated draft of Amendment 1 for the Commission to consider. Mr. Cohn answered that staff could present updated language by May or June.

Commissioner Kaje said he supports the main motion because it would not prevent staff from working on a broader range of options. In addition, the City Council would not be forced to follow that action. However, the main motion would address the main concerns of the community and give staff more time to work through the issues. He suggested the Commission make a clear statement about what they think is needed at this time, and encourage staff to still explore other options. Commissioner Piro once again voiced concern that the original proposal is too restrictive, and he would hate to lose opportunities elsewhere while trying to do a needed fix in one particular neighborhood.

**THE MOTION TO AMEND THE MAIN MOTION FAILED 4-4, WITH COMMISSIONERS KUBOI, PERKOWSKI, PIRO AND WAGNER VOTING IN FAVOR AND COMMISSIONERS HALL, BEHRENS, KAJE AND PYLE VOTING IN OPPOSITION.**

Commissioner Wagner recalled that earlier in the meeting, citizens raised concerns about the tree regulations. She suggested that staff provide clear information about how citizens can submit recommendations and suggestions for the Commission's consideration. Mr. Cohn replied that citizens can sign up to receive notices via email every other week when the Commission agendas are published. Commissioner Wagner said she is more concerned about citizens being able to give input into the process so their concerns are adequately recognized by staff when the Commission begins their work on the tree regulations. Mr. Cohn advised that citizens should contact Paul Cohen regarding the tree regulations.

Commissioner Pyle asked staff to share the current problems with the preliminary and final short plat processes, which necessitated Amendment 1. Mr. Szafran explained that the short plat process is fairly cut and dry. An applicant must meet clear requirements, and the process is easy to apply. He said he is not sure the community would gain much from expanding the process to include other types of development. Staff understands the concerns, but they are not convinced the change would result in the anticipated gain. Mr. Cohn added that, if directed by the Commission, staff could provide an analysis of the pros and cons of the proposal.

**THE MAIN MOTION WAS APPROVED 7-1, WITH COMMISSIONER PERKOWSKI VOTING IN OPPOSITION.**

**COMMISSIONER WAGNER MOVED THE COMMISSION RECOMMEND TO CITY COUNCIL APPROVAL OF AMENDMENTS 2, 3, 5, 6 AND 7 WITH ONE VERBIAGE CHANGE IN AMENDMENT 3 (20.50.150.B.6) CHANGING THE WORD "FOOD WASTE" TO "COMPOSTABLE ITEMS." COMMISSIONER PYLE SECONDED THE MOTION.**

Commissioner Wagner said the proposed amendments appear reasonable, with the exception that she wanted food waste to be broader and in line with how City residents are actually composting. For example, leaves are not considered food waste, yet they are a compostable item. Commissioner Pyle concurred with Commissioner Wagner and noted there was no public testimony regarding Amendments 2, 3, 5, 6 and 7. He commended staff for doing a good job of addressing the issues.

**COMMISSIONER KAJE MADE A FRIENDLY AMENDMENT TO INSERT THE WORD “BICYCLE” IN AMENDMENT 5 (20.50.440.b) IN BETWEEN THE WORD “INDOOR” AND “STORAGE.” COMMISSIONERS WAGNER AND PYLE ACCEPTED THE FRIENDLY AMENDMENT.**

Commissioner Kaje said he hopes staff would present new language related to electric vehicle parking standards as soon as possible. He noted the Commission previously indicated support for this concept.

Commissioner Piro said he would support Amendments 2, 3, 5 and 6. However, he has concerns about Amendment 7. While at first glance it seems reasonable and logical, they must keep in mind that cars contribute to half of the greenhouse gas emissions in the region and half of the pollution in Puget Sound. If the Commission is serious about pursuing a healthy environment and sustainability, they must understand the parking component of this form of transportation continues to enable the City to carry forward the status quo. He noted that research and studies show that making parking less accommodating helps to promote alternative modes of transportation, and the North City Business District has been designated as transit friendly. He recalled that he previously proposed the option of creating a sub-district parking management plan for North City to deal with on-street parking in adjacent areas. He said he was disappointed to see that staff is willing to embrace accommodating single-occupancy vehicle travel once again.

**COMMISSIONER PIRO MOVED TO REMOVE AMENDMENT 7 FROM THE MOTION. COMMISSIONER HALL SECONDED THE MOTION.**

Vice Chair Hall agreed it would be appropriate to remove Amendment 7 from the bundle of approved amendments since substantive concerns have been raised.

**THE MOTION TO REMOVE AMENDMENT 7 CARRIED UNANIMOUSLY.**

Vice Chair Hall referred to Amendment 6 and explained that the benefit of having international codes is that they are standard in most places and they are updated on a regular basis. Referencing the Shoreline Municipal Code that deals with fire safety would make more sense than including the standard in Section 20.60.050. He noted that no one objected to Amendments 2, 3, 5 and 6 during the hearing, and the findings in the Staff Report would support the Commission’s recommendation of approval.

**THE MAIN MOTION WAS UNANIMOUSLY APPROVED AS AMENDED.**

**COMMISSIONER PIRO MOVED TO RECOMMEND DENIAL OF PROPOSED DEVELOPMENT CODE AMENDMENT 7 AND DIRECT STAFF TO COME BACK WITH**

**SOME OTHER SOLUTIONS FOR DEALING WITH THE PARKING SITUATION IN NORTH CITY, EITHER BY DEVELOPING A SUB-DISTRICT PARKING PLAN OR LOOKING AT SOME OTHER REMEDIES. COMMISSIONER PYLE SECONDED THE MOTION.**

Vice Chair Hall said he supports the motion for two reasons. First, it is the Commission's responsibility to build a record for the City Council so they have a clear understanding of their thoughts. Second, it is possible that staff may disagree. By taking action on the motion, even if it is denial, staff would have an opportunity to bring the amendment forward to the City Council notwithstanding the Commission's recommendation. He recalled that North City received a lot of attention for a period of time, and a lot of compromises were brokered in packaging the plan. The City invested a lot of money in capital improvements to make the district more pedestrian and transit friendly. Before they roll back the parking standards, they should carefully review how North City is working as a whole.

Commissioner Pyle said he walks and drives through North City on a daily basis, and he has not noticed a parking problem. However, he doesn't live next to a building that has a lot of parking demand. He agreed with Commissioner Piro that there would be merit in the Commission taking a look at producing subarea or node type parking plans where these issues could be addressed. The community could be directly involved in this effort. He suggested the City should be able to manage parking without relying on a standard that might not make sense neighborhood to neighborhood. He would rather see parking addressed through a parking management program.

Commissioner Behrens pointed out that staff has recommended the City have uniform parking standards throughout the City, and the Growth Management Act obligates the City to have consistency in the code. He said he cannot understand why the City would allow one section of the City to have different parking standards than another. He said that while he looks forward to the day when he can leave his car at home and take a bus, that day is not here yet. He summarized that until the City has the infrastructure available, they shouldn't tell people to use something that doesn't exist. The current traffic statistics show that the City of Seattle is the only place in the United States that did not suffer a significant loss of traffic due to the economic decline, and this makes it clear there is a significant problem with the transit system. Until there is an adequate transit system in place, the City must provide places for people to park. He strongly recommended the Commission adopt Amendment 7 as proposed.

Commissioner Kaje pointed out that Amendment 7 would do nothing to address the current parking problems in North City. It would add more parking capacity to future developments, which may alleviate future problems to some degree. However, a parking management plan or other approach would be a better alternative to deal with the current parking problems.

Commissioner Piro said that while he can appreciate Commissioner Behrens' concerns about parking, advancing this old solution would not address any of the existing problems. On the other hand, a parking management plan could deal with the whole North City Business District in a more direct fashion. He pointed out that the Growth Management Act does not necessarily require uniformity in a standard across an entire jurisdiction. Cities are allowed to have subarea variations, but they need to be compatible and consistent. North City is a transit-oriented community that is unlike other areas of the City. Statistics in the region also show a decrease in the vehicle miles traveled per capita over the last

few years, which illustrates a growing proportion of people using transit. While he would love increased transit opportunities in North City, it is already one of the City's best served transit nodes. Therefore, it is inaccurate to paint North City as an area that is deprived of transit opportunities.

**THE MOTION WAS APPROVED 7-1 WITH COMMISSIONER BEHRENS VOTING IN OPPOSITION.**

In regard to looking at other alternatives, Commissioner Pyle suggested the new language require that parking spaces be assigned to the unit and painted as assigned to the unit. Developers should not be allowed to rent the spaces separately from the unit or require additional rent for a parking spaces.

**Close Public Hearing**

Chair Kuboi closed the public hearing.

**DIRECTOR'S REPORT**

Mr. Cohn did not provide any additional reports during this portion of the meeting.

**UNFINISHED BUSINESS**

Vice Chair Hall reminded staff that the Commission requested a report regarding Bus Rapid Transit on Highway 99. Ms. Simulcik Smith announced that this report would be provided on March 5<sup>th</sup>.

**NEW BUSINESS**

**Report on Council Scoping Session on Tree Regulations**

Mr. Cohen recalled that on January 5<sup>th</sup> the City Council reviewed a draft Planning Commission Work Program to amend the tree regulations. On February 9<sup>th</sup> staff presented 10 "Decision Modules" to the City Council and asked which ones they wanted to include in the scope for the Planning Commission to consider. The purpose of this briefing is to share the Council's direction on tree code amendments and its review process.

Mr. Cohen said that as he has implemented the current regulations, reviewed the Comprehensive Plan, and attended community meetings to discuss the topic, it has become apparent that the community values trees. However, everyone seems to have a different idea for what that means. In addition trees are a difficult resource to regulate because they grow, die and cross property lines. Staff believes the real question is how to fairly regulate trees to enhance the overall canopy of the community but allow property to be developed. The Comprehensive Plan Policies and Environmental Sustainability Strategy that were adopted in 2008 clearly support the tree canopy in the community and provide a range of goals such as: protecting the natural environment, preserving significant trees, ensuring development is compatible with the natural environment, and balancing property rights with the protection of natural environments.



Mr. Cohen referred to the 10 Decision Modules (choices) that were offered to the City Council and reported that they wholeheartedly agreed with the first 9. However, they chose not to include the 10<sup>th</sup> option as part of this review. Decision Module 10 would have allowed the Critical Areas Ordinance to consider vegetation management or stewardship plans to deal with trees and vegetation in neighborhoods. He explained that while vegetation management plans involve the issue of trees, the Critical Areas Ordinance is separate from the tree regulations. The City Council gave direction that the Commission's review should involve the tree regulations, only. Mr. Cohen briefly reviewed the 9 decision modules as follows:

- **Decision Module 1 – Establish a baseline urban forest canopy citywide.** Mr. Cohen said the basic assumption is that as the City has grown there has been no net gain in the number of trees, but it is difficult to make this determination because they do not have a baseline measurement. There are a variety of methods for establishing a baseline. With such a baseline in place, the City would have the ability to monitor the overall City canopy every five years to assess its health and identify any further programs or code amendments as needed.
- **Decision Module 2 – Reorganize SMC 20.50.290 to separate clearing and grading provisions into a different subsection.** Mr. Cohen explained that the current tree ordinance provides regulations for clearing and grading, but they are not clearly separated. Staff has recommended that this section be bifurcated to make the different intents, purposes, exemptions and regulations clear. In addition, it is important to modify the clearing and grading regulations so they are consistent with the newly adopted Storm and Surface Water Manual.
- **Decision Module 3 – Change the provision in SMC 20.50.310.B.1 that allows the removal of 6 significant trees every 36 months without a permit.** Mr. Cohen explained that the current code allows the removal of up to 6 significant trees per property every 36 months. This could potentially result in a reduction of the citywide canopy because the City does not regulate or monitor the provision. Staff is recommending they eliminate this loophole and consider other ways to allow people flexibility in developing sites. Because no permit is required, people sometimes cut trees in critical areas without notifying the City.
- **Decision Module 4 – Amend SMC 20.50.310.A to establish clear criteria and thresholds for identifying when a tree is hazardous that is reviewed by a City third party arborist. Add requirements for replacement trees when hazardous trees are removed.** Mr. Cohen explained that, currently, property owners use their own arborists to determine a hazardous tree. If the City doesn't agree with the assessment they can require a third party assessment, but this would result in additional expense and prolongs a basic decision. Requiring property owners to use a City arborist would make the assessment more objective and less costly for everyone.
- **Decision Module 5 – Amend SMC 20.50.360 to allow for reasonable tree replacement ratios and the possibility to replace trees on other land within the City.** Mr. Cohen explained that the City currently has a replacement ratio requirement for trees that are removed, but they are finding the ratios are quite high. Some sites do not have the room to plant all the replacement trees. In addition the

replacement trees could be removed without a permit after the 3-year protection period because they are not defined as significant trees.

- **Decision Module 6 – Amend SMC 20.50.350.B.2 to remove code provisions for 30% preservation of significant trees if a critical area is on site because trees in critical areas are already protected under Critical Areas Ordinance (SMC 20.80).** Mr. Cohen explained that a very small critical area could trigger 30% preservation on the entire site when the intent is to preserve all trees in the critical area, which is already a requirement of the Critical Areas Ordinance. The change would continue to preserve the base significant trees, as well as trees in critical areas.
- **Decision Module 7 – Amend SMC 20.50.350.B.1 to remove and replace the flat code provision for 20% preservation of significant trees.** Mr. Cohen advised that the existing rule is inequitable. For example, a site that is covered with 100 trees would have to retain 20 trees, while a small site with only 5 trees would only have to save 1. Staff recommends the City could devise a more equitable system that requires tree preservation based partially on lot size.
- **Decision Module 8 – Reorganize and clarify code provisions SMC 20.50.350.B-D that give the Director flexible criteria to require less or more trees be preserved so site design can be more compatible with the trees.** Mr. Cohen explained that, as currently written, there is an opportunity for the Director to have flexibility to require either less or more significant trees to be preserved on the site. The idea is that because trees are not always located where a developer wants them to be, the Development Code has standards for identifying buildable lots. If flexibility is allowed, it might be possible to preserve more trees in many situations.
- **Decision Module 9 – Amend SMC 20.30.770.D to provide greater clarity and specificity for violations of the tree code.** Mr. Cohen pointed out that because it is difficult to prove violation intent, it is hard to exact fines.

Mr. Cohen reviewed that a little more than a year ago, a group of citizens submitted an amendment proposal recommending that vegetation management plans be allowed within critical areas. The intent of the proposal was to allow the removal of invasive trees, pruning and removal of trees, and replacing plants. He explained that the Critical Areas Ordinance already allows for the removal of invasive trees and some light pruning. The proposal was presented to the City Council on February 9 as Decision Module 10. After review, the City Council opted to not include the proposal as part of the tree regulation project.

While it was previously stated that the proposal was specifically related to vegetation management plans, Commissioner Pyle noted that the Innis Arden Club's proposal included proposed amendments to Section 20.50, which are related to hazardous trees. In an effort to ensure that everyone's concerns are considered, he suggested they add back the proposed amendments related to hazardous trees as presented by the Innis Arden Club. He noted these were not specifically dropped off the list by the City Council. Mr. Cohen agreed the other proposals put forth by the Innis Arden Club could be considered as part of the Commission's review of the 9 Decision Modules.

Commissioner Pyle recommended the Commission also consider adding a statement into the tree regulations stating that trees may be managed as allowed through the Critical Areas Ordinance or Section 20.80, and then leave in a potential insert at a later date for discussing a vegetation management plan. Mr. Cohen agreed it would be possible to consider this option. Commissioner Pyle said that as a result of staff's explanation about how the vegetation management plan proposal is related to the Critical Areas Ordinance, which is different than the tree regulations, he understands why the decision was made not to include Decision Module 10 as part of the tree regulation discussion.

Commissioner Wagner asked if the City Council gave direction as to when potential amendments to the Critical Areas Ordinance would show up on the Commission's work program. Mr. Cohen said the City Council did not give any indication of if or when they wanted the Commission to reconsider the Critical Areas Ordinance. Commissioner Wagner asked how the Commission should forward their comments to staff regarding the 9 Decision modules. Mr. Cohen said he anticipates it would take staff until at least May to prepare draft code language for the Commission to consider. He agreed it would be appropriate for Commissioners to email their questions and concerns to him as they come up. Vice Chair Hall pointed out that, as is the normal process, the Commission would conduct a workshop discussion regarding the proposed amendments prior to a public hearing, and that would be the appropriate time for the Commission to discuss their concerns and questions.

Vice Chair Hall referred to Decision Module 5 and said that while one alternative is to change the replacement ratios, another alternative would be to find some way to make sure the replacement trees grow to maturity. He suggested staff consider both alternatives in their report to the Commission.

Vice Chair Hall referred to Decision Module 6, which appears to be reasonable. However, he said he can also imagine a forested site that has a steep slope on 20% and the remaining portion of the property is flat. If the City only requires 30% retention of significant trees, a developer could retain all of the trees in the critical area and none on the remainder of the site. The current code language has value in that it imposes some greater burden. He suggested an alternative would be to require a developer to retain 20% of the significant trees that are outside of the critical areas and all the trees within the critical areas.

Vice Chair Hall referenced Decision Module 7 and said he understands the concern that larger sites have to retain more trees than smaller sites. However, larger sites also have greater development potential. Larger sites also have the potential to preserve intact stands of trees. Mr. Cohen clarified that Decision Module 7 is intended to deal with sites of the same size, one that is covered with trees and another that has only a few. They both should have the same development potential. The intent is to require owners of property with fewer trees to preserve a greater percentage than an owner of property with numerous trees.

Vice Chair Hall referred to Decision Module 8, which suggests that the result of the current code requirements can excessively preclude development on many lots. He suggested that people have different views on this issue. He encouraged staff to present both the pros and cons of the proposed change. He agreed that the current code language limits development relative to some other alternative, but the question of whether it is excessive or not would take a lot of effort to decide.

Commissioner Piro reminded the Commission and staff that it is important to look at the proposed changes in terms of maintaining the overall ecological function. He said he got the impression that the Commission was more concerned about preserving features rather than function. He reminded the Commission that the efforts of the Puget Sound Partnership and the City to preserve critical areas are interconnected. It is incumbent upon the Commission to do what they can with their urban forests to ultimately help the entire ecosystem in the area.

Commissioner Behrens said he would like the staff to draft the proposed code from the point of view of tree preservation rather than tree removal. He noted most of the language is related to allowing people to cut down trees. The City's effort should be focused on creating code language that allows for and encourages preservation of existing trees.

Chair Kuboi referred to Decision Module 4, which would require a developer to use a City designated arborist to identify hazardous trees. He asked if this change would create a liability for the City if the designated arborist makes a decision that a tree is not hazardous and then it falls over and damages property or injures a person. He requested the City Attorney provide feedback regarding this concern.

### **Point Wells Draft Environmental Impact Statement (SEIS)**

Mr. Cohn reported that the Point Wells Draft SEIS was issued a few weeks ago, and the comment period ends on March 23<sup>rd</sup>. The SEIS is available via the City's website. He advised that he attended the Snohomish County Planning Commission's hearing on the SEIS on February 26<sup>th</sup>. He explained that the proposal would change the designation of the site from "industrial" to "urban center." The draft SEIS defines an "urban center" as allowing up to 3,500 units and/or 6,000 people, which is about five times the population of the Town of Woodway and about the same population size as all of Richmond Beach. It calls out for another 85,000 square feet of commercial/retail space. Because there is only one road in and out of the property, the transportation impacts to the City of Shoreline would be significant. The City's Transportation Engineers are carefully reviewing the SEIS. At the hearing, staff made the point that the City of Shoreline does not believe the site should be designated urban center because one of the main criteria for that designation is that it be served by rapid transit or a rail line. Merely having a rail line next to it doesn't really count if there is no stop. The County Commission did not conduct any deliberation on the SEIS, so staff does not yet know what their final recommendation to the Snohomish County Council will be. Although Shoreline has recommended they wait until the comment period has ended before making a recommendation, it is likely they would proceed before that date.

Mr. Cohn summarized that staff recommends the City of Shoreline handle the Point Wells site via an amendment to their Comprehensive Plan. At this time, the Comprehensive Plans merely identifies Point Wells as a mixed-use area. Staff believes they can provide more direction, and they anticipate drafting a Comprehensive Plan amendment related to Point Wells for the Commission's consideration in April.

Commissioner Piro asked about the possibility of either Shoreline or Woodway annexing the Point Wells area. Mr. Cohn answered that potential annexation would require the support of the property owner. If the property owner wants to annex into the City of Shoreline, the City would likely be very

supportive. However, preliminary indications are that Snohomish County would not be supportive because they do not approve of cross county annexation.

## **REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS**

Commissioner Pyle referred to a public records request that was fulfilled for a member of the community. While the document is five pages long, most of the information was blacked-out. Ms. Collins explained that the City currently has a case at the Supreme Court related to public records. One of the issues was that the City was not releasing records and instead was saying what the record and exemptions were. The public indicated they wanted to physically have the piece of paper. She agreed that it appears very unfriendly, but it is the best way the City has found to address these situations.

Chair Kuboi reported that he and Vice Chair Hall met with the City Council to discuss feedback on the draft Vision and Framework Goals. Generally speaking, the City Council was very complimentary about the Commission's efforts, and they thought the narrative was well crafted. The comments they had were to thank the Commission for their work on a product they were very happy with. Vice Chair Hall agreed that the City Council was complimentary. The City Council pointed out a few items that did not come out clearly enough (i.e. employment, job-based growth, and long-term financial stability). They decided to release the document to the public on March 2<sup>nd</sup>, and staff was directed to write a cover letter emphasizing that the document is not a finished product.

Vice Chair Hall reported on his attendance at the final Shoreline Long-Range Financial Planning Committee Public Outreach Meeting. The Committee had been looking at data that shows the City's expenses are going up at roughly the rate of inflation, and the revenues are going up at about half that rate. While the City is okay through this year, serious actions will have to be taken for the City to continue their financial health in 2010. He reminded the Commission that the City has prided itself in being very fiscally conservative and having a very small number of employees compared to the population, and yet providing a high level of service. He suggested the Commissioners review a copy of the final report, which will be presented to the City Council in the near future.

## **AGENDA FOR NEXT MEETING**

Ms. Simulcik Smith referred the Commission to the agenda packets that were provided to the Commissioners in preparation of their March 5<sup>th</sup> meeting.

A member of the audience inquired if there would be an opportunity for the public to provide comment regarding future proposed tree regulation amendments. Chair Kuboi noted that the draft amendments would not be ready for Commission review until April or May. Mr. Cohn added that all written public comments would be forwarded to the Commissioners prior to their discussion of the draft amendments. The public would likely have an opportunity to provide comments to the Commission as part of their review session, and a formal public hearing would be conducted prior to the Commission making a recommendation to the City Council. He invited members of the public to forward their written comments to the Planning and Development Services staff, and they would forward them to the Commission.

**ADJOURNMENT**

**COMMISSIONER PYLE MOVED THE COMMISSION ADJOURN THE MEETING AT 10:05 P.M. COMMISSIONER WAGNER SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.**

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Sid Kuboi  
Chair, Planning Commission

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Jessica Simulcik Smith  
Clerk, Planning Commission

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

March 5, 2009  
7:00 P.M.

Shoreline Conference Center  
Mt. Rainier Room

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**Commissioners Present**

Chair Kuboi  
Vice Chair Hall  
Commissioner Behrens  
Commissioner Broili  
Commissioner Kaje  
Commissioner Perkowski  
Commissioner Piro  
Commissioner Pyle  
Commissioner Wagner

**Staff Present**

Steve Cohn, Senior Planner  
Kirk McKinley, Transportation Services Manager  
Alicia McIntire, Transportation Planner (arrived at 7:20 p.m.)  
Steve Szafran, Associate Planner (arrived at 7:25 p.m.)  
Jessica Simulcik Smith, Planning Commission Clerk

**CALL TO ORDER**

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

**ROLL CALL**

Upon roll call by the Commission Clerk, the following Commissioners were present: Chair Kuboi, Vice Chair Hall, and Commissioners Behrens, Broili, Kaje, Perkowski, Piro, Pyle and Wagner.

**APPROVAL OF AGENDA**

The agenda was accepted as presented.

**DIRECTOR'S COMMENTS**

Mr. Cohn did not provide any comments during this portion of the meeting.

**APPROVAL OF MINUTES**

The minutes of February 19, 2009 were accepted as amended.

## **GENERAL PUBLIC COMMENT**

There was no one in the audience.

## **STAFF REPORTS**

### **Transportation Master Plan Update**

Mr. McKinley announced that Alicia McIntire is the project manager for the Transportation Master Plan Update. He referred to the tentative schedule for the Transportation Master Plan Update and noted that the bulk of the work would be completed in 2009, with final adoption in late 2010. He explained that once the new growth targets are available from King County, the Transportation Master Plan Update Team would work with the Planning and Development Services Department staff to allocate the targets to different areas within the City to identify the impacts of increasing density in different places on the transportation system and the capital funding that would be required to serve the growth. He reminded the Commission that land use and transportation can be controversial, so a good public process is essential.

Mr. McKinley explained that other functional transportation issues such as transit, pedestrian and bicycle systems must also be considered as part of the update. For example, he observed that transit agencies are looking for opportunities to cut back on transit service as a result of the economy. Therefore, while the Transportation Master Plan must provide policies for increasing transit opportunities, they must also include policies for cutting back in some situations. He noted that many of these decisions are made at a regional level, and service cut backs in King County are being made proportional to where the service is being provided. Since the majority of the service is provided in the Seattle/Shoreline area, they would be expected to absorb a proportional amount of the cutbacks. In addition, the regional policy is that the Seattle/Shoreline area should only receive about 20% of the new services that is added. He expressed his belief that it is counterproductive to significantly cut service in areas where there is the highest density, most demand and most productive routes, and staff hopes to tackle these policy issues as part of the update.

Mr. McKinley reviewed that Metro's current zone system identifies a zone change at the Shoreline City limit line at 145<sup>th</sup> Street. Staff believes they should push for having the whole west subarea for Metro (Shoreline, Seattle, Lake Forest Park) as a single-zone. Mr. McKinley recalled that Sound Transit's Proposition 1 was approved by voters last fall and includes light rail to Lynnwood and two light rail stations in Shoreline (145<sup>th</sup> and 185<sup>th</sup> Streets). As part of the update, the City must determine what types of land uses they want to have around these stations and how access would be provided.

Mr. McKinley said the update might also include a review of how the City's bicycle and high-priority pedestrian systems interface to verify City priorities. Another key piece of the update will be to identify capital projects and potential funding sources. With revenues being tight, the City will have to rely more heavily on grant funding. They must review each future project in light of their grant potential, which will require strategic prioritization. Mr. McKinley said that once the Transportation Master Plan



Update has been completed, they hope to have an ultimate cross section for each arterial street. When private developments are proposed, the City would have a clear and tight definition of what each street should look like. Without this clear information, it is difficult for City staff to identify the required street front improvements.

Ms. McIntire explained that traffic modeling will be an important component of the update. Staff anticipates modeling several land use scenarios for how growth could be dispersed throughout the City and how the growth would impact the transportation system. They will also consider transit and non-motorized transportation systems as part of this modeling effort.

Ms. McIntire said another element of the update is a review of the City's concurrency ordinance and policies. She explained that the Growth Management Act (GMA) requires that cities plan for their growth and have the infrastructure in place to accommodate the growth, but the only aspect under which a City can deny developments is if they do not have the facilities in place to meet the transportation level of service standards. She summarized that the City's current transportation concurrency ordinance is based on what a new development would do to the level of service. However, there are also ways to address concurrency from a plan-based perspective, which is a much more holistic approach that addresses more than just vehicular standards. She said that, depending on the budget and schedule, the project could also include the development of policies and implementation strategies for the plan.

Ms. McIntire advised that staff has still not determined how the work load associated with the update would be divided amongst the consultant and staff. Staff anticipates the formation of citizen's advisory board to work on both the non-motorized and transit portions of the plan. They also anticipate a technical advisory committee that is composed of representatives from Sound Transit, Metro and Community Transit to provide input into the transit plan.

Mr. McKinley reported that staff has been pursuing the concept of improving cross county transit service and creating a seamless service along Highway 99 from Everett to Downtown Seattle. They have had some early discussions with Metro and Community Transit to discuss the notion of potentially relocating many of the Aurora Village Transit Center functions to the 192<sup>nd</sup> Street Park and Ride, which is currently owned by the Washington State Department of Transportation (WSDOT) and operated by King County. The two are working out a swap that would result in King County owning the property, and King County is very interested in doing a transit-oriented development project in this location with the goal of increasing park and ride capacity. The idea is to allow transfers between Community Transit and Metro Buses to occur on Aurora Avenue. The ultimate goal would be a regional transit approach that would allow for a one-seat ride the whole way. The next phase would be to look at the best way to serve the light rail stations when they come on line in 2023.

Commissioner Broili asked if the scope of the Transit Plan would be 20 years. Ms. McIntire said the transit plan would include short, medium and long-range plans of up to 20 years. Commissioner Broili asked if the model strategies would be based on an assumption that cars would continue to be the major mode of transportation for the next 20 years. Ms. McIntire clarified that staff has not made any assumptions, at this point, about how the model would be built. Mr. McKinley explained that the plan

must address all modes of transportation until they have the density or funding to support a highly effective and connective transit environment, they will have to rely on several different modes.

Commissioner Broili pointed out there are a few things currently going on politically and globally that would certainly impact the study, such as peak oil and the rising cost of energy. He suggested that both of these items would have a huge impact on transportation in the future and questioned how the 20-year plan would address these quickly changing aspects. Mr. McKinley explained that the City would be broken into 120 traffic analysis zones for the modeling exercise, and mode splits for each of the zones would be identified.

Chair Kuboi asked if the Commission would have a role in identifying and reviewing the assumptions that are used for the modeling exercise. Mr. McKinley noted that a consultant would be hired to help staff complete the modeling work, which cannot be done in house. Chair Kuboi summarized that when the project reaches the point where the assumptions and scope of work are being established, the Commission would like an update from staff and an opportunity to comment.

Commissioner Broili referred to Mr. McKinley's earlier announcement that Sound Transit has proposed two light rail stations in Shoreline and observed that parking would become an important element in the success of these stations. Ms. McIntire explained that Sound Transit anticipates approximately 500 parking spaces at each of the stations within the northern corridor. Commissioner Broili raised concern that there is not sufficient land in the vicinity where the two stations are proposed in Shoreline to provide a large number of parking spaces. He suggested this be addressed as part of the master plan update.

Commissioner Broili asked for clarification about staff's earlier statement that it is often difficult to identify street front improvements. Mr. McKinley referred to a recent project that took place at the corner of Midvale Avenue and North 185th Street. He explained although the Aurora Avenue Design states that this needs to be a five-lane cross section, staff had to base the frontage improvement requirements on the Development Code, which currently identifies 185<sup>th</sup> as a four-lane road in this location. Therefore, because the City wanted the developer to set the building back to accommodate the five-lane road and sidewalk, they had to purchase the additional land. Ms. McIntire explained that if there had been a lack of right-of-way and the cross section identified more, the City would have been able to require the developer to dedicate the delta. But because the cross section was different in this location, the City had to purchase the right-of-way.

Mr. McKinley agreed with Commissioner Broili that it is important to consider how best to accommodate people who come to the light rail stations. Is it better to increase density around the transit stations so that people who live nearby can walk or provide parking garages to accommodate people who come from further away? Other options include providing a shuttle service from other neighborhoods, as well providing pedestrian and bicycle access.

Commissioner Kaje recalled that in the process of creating a vision for Shoreline, the Commission talked a lot about how the City should prioritize pedestrian improvements. They considered the notion of looking more strategically at how to foster vibrant districts, and part of that is to connect the

surrounding neighborhoods with sidewalks. He noted there are several districts that provide sidewalks in front of the businesses, but the neighborhoods are completely disconnected from a pedestrian standpoint. He summarized that pedestrian improvements and the prioritization of projects is an important topic to the Commission and community, and the Commission would like an opportunity to provide input early in the process.

Commissioner Kaje asked how the concurrency analysis would address a major facility in the middle of a neighborhood that is currently served by residential streets, such as a large jail. Mr. McKinley answered that there are different methods for setting concurrency standards. When the GMA was first adopted in the early 1990's, almost all jurisdictions implemented a concurrency standard that was based on intersection level of service. However, there are newer methods of approaching concurrency, and it will be important to work with a consultant to find out what has been done and what is working.

Commissioner Piro asked what staff anticipates the Planning Commission's role would be throughout the master plan process. He recalled that the last time the Transportation Master Plan was updated, the Commission formed a subcommittee to work through the issues.

Commissioner Piro recalled past reports that the majority of traffic in Shoreline during peak periods does not have an origin or destination in the City. Instead, it is pass-through traffic. He asked if the modeling effort would capture this aspect. He takes issue with the idea that somehow the City has gotten itself in a bind that requires developers to go through additional rigor as a result of traffic compromise issues associated with the way the City has defined concurrency. If this traffic is coming from other communities, he questioned why the City should be required to deny development projects in Shoreline.

Commissioner Piro recalled that the last time the plan was updated, a lot of emphasis was placed on defining level of service and concurrency more in terms of people-moving capacity. However, he does not believe they were as successful as they could have been. He welcomed staff's recommendation that concurrency be looked at more innovatively, particularly since a multi-modal approach to concurrency is now the law. Ms. McIntire said there is also a lot of literature and thought about the idea of regional concurrency and how development from one jurisdiction can impact another. Commissioner Piro noted that the Puget Sound Regional Council can provide written material regarding regional concurrency. He suggested the City also consider the option of tailoring concurrency to address the different objectives of various parts of the City, which is allowed by GMA.

Commissioner Behrens said that regardless of where a bus stop is placed, the real problem is that the three transit agencies do not work together. The goal should be to develop a seamless system that lets people move across county lines without changing busses. He suggested the City forcefully advocate integration of all the bus systems in the different counties into Sound Transit in order to create a density base that would allow transit and density to function well together. He expressed his belief that 185<sup>th</sup> Street is probably the one street that comes closest to running all the way east and west across the City. He pointed out that the Point Wells property is located at the other end of 185<sup>th</sup>, so this street would have to become a very major arterial that runs east and west to connect the City. This project would cost a significant amount of money because the right-of-way is very narrow.

Commissioner Behrens pointed out that Shoreline is one of the few cities that does not use impact fees. For example, the City of Bothell used impact fees effectively to create transit corridors through cities. Bothell identified three major places in the City that would have to be redeveloped for transit, and then they assessed a fee for every building that was developed within or adjacent to one of the corridors. These funds were put into an account, which allowed them a system where they could schedule concurrency and fund capital improvement projects. He suggested that requiring no impact fee does not necessarily encourage developers to come to the City. The occupants of the development would suffer the consequence if the road network does not function adequately. Someone has to pay for this work, and the City needs to stop trying to shift all of the profit in one direction and all of the costs in another. The City, the developers and the community must work together to realistically assess the costs and figure out how they can be evenly distributed.

Vice Chair Hall requested that staff provide additional feedback on the following issues and concerns raised by the Commission:

- **Impact fees.** He noted that the Long-Range Financial Planning Group decided not to recommend impact fees, but he would like more information from staff regarding this policy issue at some point in the future.
- **Moderating cut-through traffic.** Much of the cut-through traffic on Meridian Avenue is Snohomish County residents who bypass the metered ramps at 205<sup>th</sup> and 175<sup>th</sup> Streets to get onto I-5 southbound at 145<sup>th</sup> Street. He suggested a partnership with WSDOT to stop using three miles of Meridian Avenue as an on-ramp. Chair Kuboi suggested the update also take into consideration the cut-through traffic that takes place through neighborhoods.
- **Level of Service.** Commissioner Piro's suggestion of using level of service as a way of measuring the movement of people instead of just automobiles has merit and should be considered further.
- **Bicycle and pedestrian pathways.** He agreed this should be an element of the plan update.
- **De-emphasizing single-occupancy vehicles.** Interstate-5 and Highway 99 will probably not have more capacity in 20 years. Even if they triple the number of lanes on roads within Shoreline, they would end up with bottlenecks at the city limits. The plan should strongly emphasize that the growth opportunity for transportation has to be moving more than one person in a vehicle.

Mr. McKinley said staff would enjoy working with the Commission as the Transportation Master Plan update progresses, and he invited the Commissioners to share their thoughts about how they want to participate in the process.

Chair Kuboi noted that the Transportation Master Plan was last updated in 2005. He questioned if the update would be a recurring program every five years into the future. He asked if staff plans on moving in a new direction with this update. Mr. McKinley said staff plans to use the existing master plan as a base, but there are some areas that need a lot more work such as transit, pedestrian/bicycle access, concurrency, and a new set of land use impacts to consider. The existing master plan includes some good policies and systems that might not be changed, and that is where they will start.

Chair Kuboi asked if staff has plans to employ a citizen's advisory committee to work on the vehicular portion of the plan, too. Mr. McKinley said staff has not had that discussion, but they know they must work with the three transit agencies. He suggested the Commission consider this element of the plan as their domain. They also know they must work with the bicycle and pedestrian communities because they have firsthand knowledge that staff might not have.

### **2009 Comprehensive Plan Amendment Docket Study Session**

Mr. Szafran referred the Commission to the 2009 Comprehensive Plan Amendment Docket that was assembled up to the deadline of January 31, 2009. He noted the amendments were gathered from the general public, as well as some that were proposed by staff. Mr. Cohn explained that the purpose of this review is to prepare the Commission for the public hearing that is scheduled for March 19<sup>th</sup>. He suggested the Commission focus on asking clarifying questions so they are prepared to accept public comment and make a recommendation to the City Council on March 19<sup>th</sup> about the items to include in the docket.

Commissioner Kaje noted that he is the proponent of one of Comprehensive Plan amendments and inquired if he would be allowed to participate in the discussion and final recommendation related to this item. Mr. Cohn said he does not foresee an appearance of fairness issue associated with Commissioner Kaje's participation in the process of voting for amendments to be on the docket. He agreed to check with the City Attorney's Office for clarification of Mr. Kaje's role in the March 19 discussion.

Mr. Szafran reviewed each of the suggested Comprehensive Plan amendments that were submitted by citizens as follows:

- **Suggestion 1** – This amendment was proposed by Greg Logan to modify the Development Code. Staff recommends the amendment be considered when the Commission takes up the next round of Development Code amendments.

Commissioner Piro questioned if Mr. Logan's concern could be satisfied with references to State Law related to compatibility and consistency. Mr. Szafran agreed that it's an idea worth looking into. He said he believes Mr. Logan's suggestion would be better addressed as a Development Code Amendment than as a Comprehensive Plan Amendment, since it deals with Conditional Use criteria. Commissioner Wagner suggested staff clarify the different processes with Mr. Logan prior to the public hearing.

Commissioner Behrens agreed that while the issue raised by Mr. Logan is legitimate, an amendment to the Comprehensive Plan is not the appropriate avenue for addressing the concern. He suggested that perhaps staff could explain to Mr. Logan that the concern could be better addressed as a Development Code amendment. Mr. Szafran agreed this would be the appropriate course of action.

Vice Chair Hall asked if there is a method for citizens to submit Development Code amendments other than the docket process. Mr. Cohn explained that while GMA requires cities to create dockets for Development Code amendments, the process is not limited to once a year. Typically,

Development Code amendments are presented to the Commission three or four times each year. Citizens have the ability to submit amendments, and the Commission would decide whether to move them forward through the process or not.

Commissioner Wagner clarified that it was not her intention to remove the proposal as an important topic because the Commission has heard a lot about the issue of compatibility. If there is something that could be addressed via a Comprehensive Plan amendment, it would be important for the Commission to capture that idea.

- **Suggestion 2** – This amendment was proposed by Les Nelson. The recommendation is to update Land Use Policies 17, 18 and 19 to clarify whether Regional Business (RB) zoning should permit residential density greater than 48 dwelling units per acre. It also requests clarification of Land Use Policy 19 as to why the area between 185<sup>th</sup> and 192<sup>nd</sup> Streets was chosen for a Comprehensive Plan Designation of RB rather than Community Business (CB).

Commissioner Pyle suggested that this issue is a matter of interpretation of the Comprehensive Plan's definitions and descriptions of each of the types of land use designations. Because only R-48 is listed, some people interpret this to mean that the maximum cap on density is 48 units per acre for residential. It is not apparent that there are other land use designations cited in each of the categories. However, if a property were zoned as RB or CB, far more than 48 units per acre could be allowed. The density becomes a space issue or how many units can be fit in the box as opposed to what the density derivative is of the lot area to the density allowed through R-48. He summarized that clarifying this interpretation would help. In addition, the Commission should also discuss whether or not the City should allow more than 48 units per acre in any of their zones.

- **Suggestion 3** – This amendment was proposed by Scott Becker. The request is for a site-specific map amendment for a parcel located at 346 North 148<sup>th</sup> Street. Mr. Becker proposes that the designation of this property be changed from Low-Density Residential (LDR) to Mixed-Use (MU). The amendment would be accompanied by a rezone application.

Commissioner Behrens pointed out that the Commission recently considered a rezone application that was submitted by the James Alan Salon in which two pieces of property were rezoned from CB to RB. The R-12 zoning on the third piece of property remained intact. A development proposal has been submitted for a Regional Business Building that would be partially located on the R-12 zoned property. Mr. Cohn clarified that the R-12 property would be used for parking and townhouse development. Commissioner Behrens expressed concern that a parking lot is not a residential use. Mr. Szafran pointed out that the parking would be used by the residential uses developed on the three properties. Commissioner Behrens asked why Mr. Becker is required to submit a Comprehensive Plan amendment to rezone a piece of property that is in the same zoning designation as the piece of property that is adjacent to the James Alan Salon. Mr. Cohn explained that Mr. Becker wants to put additional density on the second piece of property, which is currently zoned R-6. The adjacent property is zoned Neighborhood Business (NB).

Commissioner Wagner cautioned that this amendment would be accompanied by a rezone application, which is a quasi-judicial issue, and it may not be appropriate for the Commission to have a discussion regarding the appropriateness of the rezone at this point in time. She reminded the Commission that the purpose of the discussion is to determine whether or not to move the four suggested Comprehensive Plan amendments forward to a public hearing. Mr. Cohn agreed.

Commissioner Kaje clarified that, in the different case referenced by Commissioner Behrens, there was no request to change the underlying Comprehensive Plan designation. The request was to change the zoning only. In this case, the proponent wants the Comprehensive Plan designation change from LDR to MU in addition to a concurrent rezone, and that is why the matter is coming before the Commission as a potential Comprehensive Plan amendment. Mr. Szafran added that leaving the suggested amendment on the docket would allow the applicant to submit a Type C quasi-judicial application for a rezone, which would come before the Planning Commission in the future for a public hearing.

Commissioner Pyle suggested that, at some point in the future, the Commission should hold a discussion about the criteria for a Comprehensive Plan amendment, specifically a site-specific change to the land use designation map within the Comprehensive Plan. They should discuss how this change would fit within the policies of the Comprehensive Plan and the surrounding land use patterns. They should also discuss how the change fits in terms of transition, density, proximity to transit, employment, etc. Mr. Cohn pointed out that these issues would be considered for this specific property if the amendment is placed on the docket. A general discussion of the criteria would be more related to the Development Code.

Mr. Cohn clarified that as a proposal moves forward through the amendment process, the Commission could conceivably decide it should involve more than one property. However, it would not be appropriate to come up with a totally different suggestion as part of the docketing process. Commissioner Perkowski asked for clarification about why the Commission would be limited in this regard. Mr. Cohn said that, in his experience, planning commissions have come up with different recommendations after discussion, but the docket always moves forward based on the recommendation that was originally submitted.

- **Suggestion 4** – This amendment was proposed by Janne Kaje. The proposal is to revise the language that relates to the Ballinger Neighborhood. Mr. Cohn explained that in the current Comprehensive Plan, the Ballinger Neighborhood is only referenced to a couple of times and some of the references are incomplete. The proposed amendment would give recognition to a neighborhood that has existed in the City for quite some time. Commissioner Kaje said the amendments are intended to clean up the existing language.

Chair Kuboi referred to the recommendation that the reference to North City being in the northeast corner of the City be stricken. Commissioner Kaje pointed out that North City is no longer the northeast corner of the City. Ballinger was annexed after the City was incorporated. Commissioner Pyle suggested they look at different language for this change. He agreed they should delete the

reference to the northeast corner, but the balance of the language should be updated to make sure it is accurate.

Mr. Cohn advised that in addition to staff's proposed Comprehensive Plan Amendment related to the Point Wells site, they are also recommending an amendment related to visioning. He explained that while staff anticipates the City would move forward with sub area planning in the near future, these amendments are not required to be part of the docket.

Mr. Cohn advised that the six Comprehensive Plan amendments would be the subject of a public hearing before the Commission on March 19<sup>th</sup>. The proponents of the amendments would be invited to attend the hearing. In addition, staff would ask Mr. Logan if there is another approach that would better address his concern.

Chair Kuboi asked Mr. Cohn to recap the process that was used to notify the public of the January 31<sup>st</sup> deadline for submitting Comprehensive Plan amendments. Mr. Cohn answered that a notice was placed in the local newspaper and in *CURRENTS*. A short announcement may have also been on the cable television station. He suggested they need to discuss ways to improve the process.

Commissioner Broili said his understanding is that part of staff's goal for the future regarding Comprehensive Plan amendments is to clarify the criteria for judging proposals, as well as the schedule for how the process should work. Mr. Cohn explained that, currently, the process and criteria are not clearly outlined in the Development Code, and staff intends to correct this situation.

## **PUBLIC COMMENT**

There was no one in the audience.

## **DIRECTOR'S REPORT**

Mr. Cohn had nothing to report during this portion of the meeting.

## **UNFINISHED BUSINESS**

### **Debrief of March 2<sup>nd</sup> Visioning Town Hall Meeting**

Mr. Cohn reported that Vice Chair Hall and Commissioner Behrens attended the Town Hall Meeting. He referred to handouts of notes that were taken by those in attendance and reminded the Commission that they have been tasked to develop a final version of the Vision Statement and Framework Goals by their March 26<sup>th</sup> meeting. The goal is to publish the two documents on the City's website by March 27<sup>th</sup>. He invited Vice Chair Hall and Commissioner Behrens to share their thoughts about what needs to be done next.

Vice Chair Hall said that while there were fewer people in attendance at the meeting, all of the City Councilmembers were present, along with numerous City staff. He said that as he visited the various



discussion tables, he created a list of changes that could strengthen the Framework Goals. He reviewed the changes as follows:

- The current Framework Goals are preceded by text that says they are supposed to be balanced, not prioritized. He suggested they preserve this text or provide new text to make it clear that the goals were not prioritized.
- Framework Goals 2 and 18 could be merged to say “Provide high-quality public services, utilities and infrastructure that accommodate anticipated level of growth, protect public health and safety, and enhance the quality of life.”
- Framework Goal 4 references the term “demographic,” and many people did not know what that means. He suggested the language be changed to say, “Make decisions that value Shoreline’s social, economic and cultural diversity.”
- The City Council felt the Framework Goals were not clear enough about expanding the economic base (tax base and physical health). This concern could be incorporated into Framework Goal 13 by adding, “to serve the community and expand our economic base.”
- A lot was discussed about volunteers. He suggested the Framework Goal related to partnerships could be changed to insert the word “volunteers.” While some indicated a desire to call out churches and faith-based groups, he felt that “non-profit” organizations was a broad enough term to include the YMCA and churches. A valid point was made that many churches in Shoreline are extremely active in the community and provide important services.
- Being respectful of cultural, economic and social diversity is already covered in Framework Goal 4. Therefore, he suggested the final clause of Framework Goal 17 be deleted.

The Commission discussed Framework Goal 5 related to conserving and protecting the environment and natural resources and encouraging restoration and Framework Goal 6 related to applying innovative and environmentally sensitive development practices. The Commission discussed that these two goals work together in that redevelopment offers an opportunity to restore and improve the environment by applying modern environmentally sensitive development practices. Commissioner Broilli suggested the language be improved to include a statement that development can provide better environmental services. He expressed concern that if the Framework Goal doesn’t specifically say that, they may miss an opportunity to drive the point home.

The Commission considered whether it would be appropriate to combine Framework Goals 5 and 6. Commissioner Piro said he would prefer a two-step approach. He pointed out that Framework Goal 5 focuses on the natural environment and ecosystems, and Framework 6 is geared towards ensuring the development is done in an environmentally sensitive manner.

Commissioner Behrens recalled that most of the people who attended the public meetings really appreciated how much time the Commission spent on the project. It was apparent that the Commission really cares about the community. He cautioned that the Commission must keep in mind that the Framework Goals are intended to be an outline document. They should provide enough language to cover the ideas, recognizing that more specific language would be adopted as part of the Comprehensive Plan. He recalled that a representative from the historical museum asked that a goal related to arts and heritage be added. Other than that, he did not hear any other suggestions that were not already covered

in one Framework Goal or another. Commissioner Kaje agreed with Commissioner Behrens that an arts and heritage goal would be an appropriate addition.

Commissioner Kaje expressed concern about losing momentum after the vision language has been adopted. He suggested the Commission spend time to identify a process for how the Vision Statement and Framework Goals would play out as they deal with some of the City's more vexing issues. Chair Kuboi agreed and recalled that the Commission was originally asked to consider how the Vision and Framework Goals could guide the issue of allowing unlimited density on Aurora Avenue, but he is not sure the draft language provides any additional direction in that regard since it does not touch upon what density really means. One of the vexing issues before them is how to deal with density, and he believes some citizens are locked into the idea that Shoreline is a bedroom community and anything that deviates from that direction causes significant concern.

Vice Chair Hall agreed it would be appropriate to create an additional Framework Goal related to the arts and heritage. Secondly, he expressed concern that adding more narrative to the Framework Goals would end up deemphasizing the key points. Instead, the Framework Goal language should remain concise. However, he suggested staff prepare a graphic illustration of the process and timeline that would be used to implement the Vision and Framework Goals. He said it is important for the community to understand that adopting the Vision is not the end of the project, but the beginning. He recommended the diagram outline the following process for implementing the new Vision for Shoreline:

- Vision
- Framework Goals
- Goals
- Objectives
- Policies
- Development Code
- Capital Projects

Vice Chair Hall questioned if a proposal, such as a rezone application, would be required to not only be consistent with the goals, objectives and policies outlined in the Comprehensive Plan, but with the narrative text, as well. He cautioned that trying to explain a concept in narrative text could result in a situation where a court or hearing examiner could interpret the language differently.

Commissioner Piro agreed that the diagram recommended by Vice Chair Hall would be an appropriate approach. He agreed with both Commissioner Behrens and Vice Chair Hall that the Vision is designed to be an aspirational statement of the future, and specificity would come through future work with the Comprehensive Plan. He agreed that it is important for the public to understand that the Vision is not the end of the process.

Commissioner Kaje said that, at a future meeting, he would like staff to identify a strategy for incorporating key concepts identified in the Vision Statement and Framework Goals into the Comprehensive Plan and Development Code as soon as possible. The process should move forward while the issues are still fresh in the minds of the community, the Commission and the City Council.

Commissioner Broili agreed with Commissioner Kaje that the next step should be to identify a strategy for achieving the Vision. While Vice Chair Hall laid out many of the steps, he would like the staff and Commission to create a more defined strategy.

Commissioner Piro thanked Commissioner Behrens and Vice Chair Hall for attending the Town Hall Meeting on behalf of the Commission. He also thanked staff for quickly compiling the meeting notes for the Commission's discussion.

Commissioner Perkowski said that while he understands the intent of the Framework Goal related to developing partnerships, he suggested more language be added to explain the purpose of the partnerships.

Mr. Cohn recalled there was some confusion amongst the City Council regarding the tense that was used in the Vision Statement narrative. He suggested a few Commissioners review the narrative and address this concern. Secondly, Mr. Cohn announced that the Commission would have an opportunity to discuss the Vision and Framework Goals at their March 19<sup>th</sup> meeting. He suggested it would be useful for Commissioners to come up with changes for the Commission to consider at that time. Lastly, Mr. Cohn clarified that the public hearing regarding the Vision and Framework Goals would be conducted at the City Council level in April.

The Commission agreed that the issue of arts and heritage should be addressed by an additional Framework Goal. Vice Chair Hall noted that the City Council discussed this issue, but he did not recall a clear direction about whether it should be addressed as part of the Vision Statement or as a Framework Goal. The Commission recalled a City Council discussion suggesting that language also be added to the narrative to acknowledge how much has already been done in Shoreline to improve the community over its first decade of existence and that the vision would continue to guide the controversial and difficult decisions for the benefit of the community.

## **NEW BUSINESS**

Commissioner Wagner recalled that the Commission changed their practice of having people give their address when they come up to speak. However, the packet of information that was provided prior to the meetings provided both address and telephone information. She suggested staff block out this personal information before it is distributed as a public document. Mr. Cohn agreed to do that.

## **REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS**

Commissioner Kaje asked staff to share the next steps in the Financial Committee's timeline. Mr. Cohn said the Financial Committee presented a set of recommendations to the public in three public meetings. He said he anticipates they are fairly close to being ready to report to the City Council. He agreed to provide the Commission with more information regarding their timeline.

## **AGENDA FOR NEXT MEETING**

Ms. Simulcik Smith reviewed that the agenda for the March 19<sup>th</sup> meeting would include a public hearing on the proposed Comprehensive Plan Amendments and continued work on the Vision and Framework Goals in preparation for the public meeting on March 26<sup>th</sup>.

**ADJOURNMENT**

**COMMISSIONER WAGNER MOVED THE MEETING BE ADJOURNED AT 9:18 P.M. COMMISSIONER PYLE SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.**

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Sid Kuboi  
Chair, Planning Commission

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Jessica Simulcik Smith  
Clerk, Planning Commission

## **PLANNING COMMISSION AGENDA ITEM**

CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b>	Public Hearing on 2009 Comprehensive Plan Amendment Docket
<b>DEPARTMENT:</b>	Planning and Development Services
<b>PRESENTED BY:</b>	Joseph W. Tovar, FAICP, Director PADS Steven Szafran, AICP, Associate Planner Steven Cohn, Senior Planner

### **BACKGROUND**

The State Growth Management Act limits review of proposed Comprehensive Plan Amendments (CPAs) to no more than once a year. To ensure that the public can view the proposals within a citywide context, the Growth Management Act directs cities to create a docket that lists the amendments to be considered in this "once a year" review process.

The City Council, during its review, looks at the proposed amendments as a package, in order to consider the combined impacts of the proposals.

At this meeting, the Commission will be asked to recommend items for the 2009 CPA docket. The Commission will not be making recommendation on the substance of any of the items; rather, the recommendation is a statement that items on the docket merit more consideration in the Comprehensive Plan Amendment process.

### **ITEMS TO BE CONSIDERED FOR THE 2009 CPA DOCKET**

Comprehensive Plan Amendments usually take two forms: Privately initiated amendments and city initiated amendments.

The suggested amendments include:

#### **Privately Initiated Proposals**

##### **Suggestion 1 (Attachment 1)**

Proponent: Greg Logan

Summary: Suggestions to modify the Conditional Use section of the Development Code to a) add a definition for “compatibility”, b) add a criterion that land use shall not cause detriment to adjacent uses, c) add a criterion that land use shall not create a blight or trash Shoreline’s neighborhoods on behalf of special interests, and d) add a requirement that the City official charged with issuing a determination shall visit the adjacent property for which the determination is being made.

**Suggestion 2 (Attachment 2)**

Proponent: Les Nelson

Summary: Revise policy LU-17, LU-18, and LU-19 to clarify whether Regional Business zoning should permit residential development at density greater than 48 dwellings per acre. Also clarify in LU-19 why this location of 185-192<sup>nd</sup> was chosen for an RB Comprehensive Plan designation rather than a CB Comprehensive Plan designation.

**Suggestion 3 (Attachment 3)**

Proponent: Scott Becker

Summary: Change the designation of 346 N. 148<sup>th</sup> St. from LDR (Low Density Residential) to MU to allow for a rezone, which would be conducive to development of a mixed use structure on this site and an adjacent property that is currently designated MU.

**Suggestion 4 (Attachment 4)**

Proponent: Janne Kaje

Summary: Proposed changes to the “Shoreline Today”, “Neighborhoods”, “Commercial Areas” and other portions of narrative in the Comprehensive Plan to add or expand references to the Ballinger neighborhood and Ballinger Commercial Area in these sections.

Publicly Initiated CPAs

This year, staff is requesting that two CPAs be added to the 2009 docket:

1. Develop policy language that addresses development of the Point Wells site. Currently our Comprehensive Plan’s major source of a vision for future Point Wells development is LU-17, which states “The Mixed Use designation applies to a number of stable or developing areas and to the potential annexation area at Point Wells. This designation is intended to encourage the development of pedestrian oriented places, with architectural interest, that integrate a wide variety of retail, office and service uses with residential uses.”

Staff intends to develop policy language that will add more direction, but not be proscriptive.

2. Modify the Vision and Framework Goals in the existing Comprehensive Plan. The Council directed the Planning Commission to work with the community to modify the Vision and Framework Goals in mid-2008. Since the 2008 docket had already been set, the Vision Update process has not been docketed. In accord with the State GMA, this is the opportunity to place it on the docket.

### **How might the Commission evaluate whether an item should be on the docket?**

Shoreline does not have adopted procedures for evaluating the suitability for placing items on the CPA docket. Staff intends to remedy this with a code amendment later this year. However, in the interim, staff suggests that the Commissioners consider the following questions, which are based on evaluation criteria used in other jurisdictions:

1. Is the proposed amendment likely to require additional review to identify environmental impacts that cannot be completed within the estimated timeframe for CPA review (Amendments are usually processed within the calendar year in which they are docketed).
2. Does the proposed amendment involve an area that will be part of a Subarea Planning process in the foreseeable future?
3. Has the proposed amendment been reviewed by Council within the last three years?
4. Does the proposed amendment violate any provision of GMA, or the goals and policies of the Comprehensive Plan or regional or Countywide Planning Policies?
5. Is the proposed amendment appropriate as a Comprehensive Plan Amendment or should it be addressed in the Development Code or another Shoreline Code or Plan?

### **Staff recommendation**

In reviewing the above criteria in conjunction with the recently adopted work program, staff recommends the following:

1. Add publicly-initiated suggestions 2, 3, and 4 to the 2009 docket. It is likely that suggestion #2 will be subsumed in the RB discussion that will be addressed after the Vision Statement is adopted. Adding suggestion 2 to the docket ensures that the question of "Should maximum housing density in the RB zone be limited, and if so, to what extent?" is fully addressed. By adding suggestion #2 to the docket, if Comprehensive Plan changes flow from the RB discussion, they can be addressed this year.
2. Staff believes that suggestion #1 is more appropriately addressed as a Development Code Amendment. At the time this memo was written, the

proponent has not responded to staff's request to discuss whether the proponent agrees. If the proponent agrees, staff will bring the request forward as part of an upcoming code amendment package.

3. Staff recommends that the two staff-initiated CPAs (Point Wells and Vision) be added to the docket.

### **Next Steps**

The Commission will hold a public hearing and develop its docket recommendation for Council. Staff will send the recommendations to Council on Friday, March 20 so the Council can review the recommendations at its March 23, 2009 meeting.

If you have questions about the docket process or any item on the proposed docket, please contact Steven Szafran, [sszafran@shorelinewa.gov](mailto:sszafran@shorelinewa.gov) at 801-2512.

### **ATTACHMENTS**

1. Logan Suggestion
2. Nelson Suggestion
3. Becker Suggestion
4. Kaje Suggestion





COMPREHENSIVE PLAN—GENERAL AMENDMENT APPLICATION

Planning and Development Services

Amendment proposals may be submitted at any time, however if it is not submitted prior to the deadline for consideration during that annual amendment cycle, ending the last business day in January, the amendment proposal will not be considered until the next annual amendment cycle.

Please attach additional pages to this form, as needed.

A. Contact Information

If the proposal is from a group please provide a contact name.

Applicant: Greg Logan

Mailing Address: [REDACTED]

Telephone: [REDACTED] Fax: ( ) \_\_\_\_\_ E-mail: [REDACTED]

B. Proposed General Amendment – This can be either conceptual: a thought or idea; or specific changes to wording in the Comprehensive Plan, but please be as specific as possible so that your proposal can be adequately considered. If specific wording changes are proposed please use underline to indicate proposed additions and ~~strike through~~ to indicate proposed deletions. Please note that each proposed amendment requires a separate application.

① Compatibility is a key concept & a key criteria for land use decisions C&F CUP Decision Criteria  
HOWEVER THERE IS NO DEFINITION FOR COMPATIBILITY IN THE SDC.  
ADD A WORKING DEFINITION FOR COMPATIBILITY!!

C. Reference Element of the Shoreline Comprehensive Plan (required) and page number (if applicable) – (e.g. Land Use, Transportation, Capital Facilities, Housing, etc.)

B. Cont

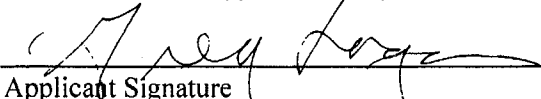
D. **Support for the Amendment** – Explain the need for the amendment. Why is it being proposed? How does the amendment address changing circumstances or values in Shoreline? Describe how the amendment is consistent with the current Shoreline Comprehensive Plan, if inconsistent, explain why. How will this amendment benefit the citizens of Shoreline? Include any data, research, or reasoning that supports the proposed amendment. (A copy of the Shoreline Comprehensive Plan is available for use at the Planning and Development Services Department, Shoreline Neighborhood Police Centers, and the Shoreline and Richmond Beach libraries).

② Land use shall NOT cause Detriment to adjacent uses,

③ Land use shall NOT create a blight or truth Shoreline's neighborhoods on behalf of special interests.

④ The City official charged with issuing a Determination SHALL VISIT the adjacent property for which the determination is being made.

E. **Signature** – An amendment application can not be accepted unless the signature block below has been completed. The applicant certifies that all of the aforementioned statements in this application, any exhibits and/or maps transmitted herewith are true and the applicant acknowledges that any amendment granted based on this application may be revoked if any such statement is false.

  
Applicant Signature

01/29/09  
Date

**PROPOSED AMENDMENTS WITHOUT THE REQUIRED APPLICATION INFORMATION MAY BE REJECTED OR RETURNED FOR ADDITIONAL INFORMATION.**



**Item 7.A - Attachment 2**  
**COMPREHENSIVE PLAN—GENERAL  
AMENDMENT APPLICATION**

**Planning and Development Services**

**Amendment proposals may be submitted at any time, however if it is not submitted prior to the deadline for consideration during that annual amendment cycle, ending the last business day in January, the amendment proposal will not be considered until the next annual amendment cycle.**

Please attach additional pages to this form, as needed.

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**A. Contact Information**

If the proposal is from a group please provide a contact name.

**Applicant:** Les Nelson

**Mailing Address:** [REDACTED]

**Telephone:** [REDACTED] **Fax:** ( ) - E-mail: [REDACTED]

- 
- B. Proposed General Amendment** – This can be either conceptual: a thought or idea; or specific changes to wording in the Comprehensive Plan, but please be as specific as possible so that your proposal can be adequately considered. If specific wording changes are proposed please use underline to indicate proposed additions and ~~strikethrough~~ to indicate proposed deletions. **Please note that each proposed amendment requires a separate application.**

<sup>pdf</sup>  
See attached word document

- C. Reference Element of the Shoreline Comprehensive Plan (required) and page number (if applicable)** – (e.g. Land Use, Transportation, Capital Facilities, Housing, etc.)

Land Use, page 30-31

D. **Support for the Amendment** – Explain the need for the amendment. Why is it being proposed? How does the amendment address changing circumstances or values in Shoreline? Describe how the amendment is consistent with the current Shoreline Comprehensive Plan, if inconsistent, explain why. How will this amendment benefit the citizens of Shoreline? Include any data, research, or reasoning that supports the proposed amendment. *(A copy of the Shoreline Comprehensive Plan is available for use at the Planning and Development Services Department, Shoreline Neighborhood Police Centers, and the Shoreline and Richmond Beach libraries).*

This amendment will remove the confusion and misinterpretation caused by the passage of Ordinance 276 and will allow our current land use planning to conform to the EIS as required by law.

E. **Signature** – An amendment application can not be accepted unless the signature block below has been completed. The applicant certifies that all of the aforementioned statements in this application, any exhibits and/or maps transmitted herewith are true and the applicant acknowledges that any amendment granted based on this application may be revoked if any such statement is false.

Les Nelson 1-29-09  
Applicant Signature Date

**PROPOSED AMENDMENTS WITHOUT THE REQUIRED APPLICATION INFORMATION MAY BE REJECTED OR RETURNED FOR ADDITIONAL INFORMATION.**

**Proposed Comprehensive Plan Amendment, January 2009**

The part of the Comprehensive plan that I propose updating is Land Use policy, **LU18**, the Community Business land use designation. In addition LU19 needs to be clarified as to intent.

LU18 needs to be revised to clarify the intent of the "RB" as an allowed zoning. As the City Council discovered in review of documents in 2008, related to Ord 238, and Ord 276, the intent in 2000 and 2001 was NOT to create a change in the existing base density of 48du/acre density. Historical documents revealed that one approach was to revise the RB zoning to CB zoning, but it was decided that it would be simpler to just allow the (then current) RB zoning to "co-exist" in a CB land use area. This was clarified in a statement made in correspondence that density would not be revised.

The allowance of density higher than 48du/acre was not provided for in the Comprehensive Plan nor planned for in the accompanying EIS, and to date there has not been any additional EIS to address a higher density.

Since the EIS and 1998/2005 Comprehensive Plan there has not been a specific Comprehensive Plan Amendment to revise the density above 48du/acre.

Allowing RB zoning to exist in a CB land use area is not a conflict, so long as the density is limited to that established as acceptable for the underlying land use..."CB"= 48du/acre. This was defined as High Density Residential in the Comprehensive Plan, and carried a base land use maximum of 48 du/acre.

If any clarification of the original intent is needed, then the documentation is available in meeting notes from Council and Planning Commission meetings where Ord 238 in 2000 and Ord 276 in 2001 were discussed.

Additional clarification should be also applied where RB appears as an allowed zoning in the Mixed Use (LU17) and Regional Business (LU19) Land use designations. Again, adding clarification that density may not exceed the base land use intensity for each specific land use area will greatly improve clarity of intent of the Comprehensive Plan.

Clarification of LU19 needs to address why the location of 185th to 192nd was chosen and what specifically is different from this area as opposed to CB land use areas.

The next page provides pertinent sections of the present Comprehensive Plan for reference, where definitions of High density residential, LU17, community Business LU18, and Regional Business LU19, are found. (Pages 30, 31)

Les Nelson  
15340 Stone Ave North  
Shoreline, WA 98133

**2005 City of Shoreline Comprehensive Plan, Land Use designations:**

**Residential Land Use...**

**LU14:** The High Density Residential designation is 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. The permitted base density for this designation will not exceed 48 dwelling units per acre unless a neighborhood plan, subarea plan or special district overlay plan has been approved. Appropriate zoning for this designation is R-12, R-18, R-24 or R-48 Residential.

**Mixed Use Land Use**

**LU17:** The Mixed Use designation applies to a number of stable or developing areas and to the potential annexation area at Point Wells. This designation is intended to encourage the development of pedestrian oriented places, with architectural interest, that integrate a wide variety of retail, office and service uses with residential uses. Appropriate zoning designations for the area include, Neighborhood Business, Community Business, Office, Regional Business, Industrial, R-8, R-12, R-18, R-24 and/or R-48.

**Commercial Land Use**

**LU18:** The Community Business designation applies to areas within the Aurora Corridor, North City and along Ballinger Road. This designation provides for retail, office and service uses and high density residential uses. Significant pedestrian connection and amenities are anticipated. Some limited industrial uses might be allowed under certain circumstances. Appropriate zoning designations for this area might include the Neighborhood Business, Community Business, Regional Business, Office, R-12, R-18, R-24, or R-48.

**LU19:** The Regional Business designation applies to an area within the Aurora Corridor north of N 185<sup>th</sup> St. and south of N 192<sup>nd</sup> St. This designation provides for retail, office, service, high density residential and some industrial uses. Significant pedestrian connection and amenities are anticipated. Appropriate zoning designations for this area include Community Business, Office, Regional Business, Industrial, R-12, R-18, R-24 or R-48.

**Time line for Land Use and Zoning code**

There are two major areas of continued misunderstanding between regional Business Land use (RBLU), Community Business Land Use (CBLU), which are both Comprehensive Plan Land Use designations depicted on the Comprehensive Plan Land Use Map LU-1, and regional Business Property Zoning (RBZ), and Community Business Property Zoning, (CBZ).  
 The following Timeline shows changes/revisions to these starting with the adoption of the 1998 Comprehensive Plan and EIS.

**ALLOWED MAXIMUM DENSITY in Dwelling Units/Acre, du/ac**

		1998	2000	2001	2005
Complan	CBLU	48	48	48	48
Land Use	RBLU	48	48	48	48
Zoning	CBZ	18	48	48	48
Designation	RBZ	36	No Max (1)	No Max (1)	No Max (1)
Action/Date		Nov.1998 Complan adopted	Ord 238 adopted (1) June 2000	Ord 276 Adopted (2) July 2001	2005 Complan adoption to present

**Notes**

(1) When Ord 238 adopted the new development code zoning table was revised to allow CB zoning up to 48 du/ac which agreed with the Complan Land Use max of 48 du/ac. The new "No max" for RB zoning could be in conflict with the Comprehensive plan but only if a proposal was accepted to allow higher than the 48 du/ac allowed as a base Land Use density.

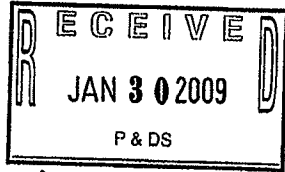
(2) Ord 276 added "RB" as an allowed Zoning to exist in Community Business Land Use. Since "RB" allows density at 48 units per acre, or less, this would not conflict unless higher densities were permitted on a specific project.

There has never been a Comprehensive Plan amendment increasing CBLU or RBLU above 48 du/ac!!

*Z. Nelson*

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**Item 7.A - Attachment 3**  
**COMPREHENSIVE PLAN—GENERAL**  
**AMENDMENT APPLICATION**

Planning and Development Services

Amendment proposals may be submitted at any time, however if it is not submitted prior to the deadline for consideration during that annual amendment cycle, ending the last business day in January, the amendment proposal will not be considered until the next annual amendment cycle.

Please attach additional pages to this form, as needed.

**A. Contact Information**

If the proposal is from a group please provide a contact name.

**Applicant:** Scott Becker AIA, Principal, Fourfold Architecture, PLLC

**Mailing Address:** [REDACTED]

**Telephone:** [REDACTED] **Fax:** [REDACTED] **mail:** [REDACTED]

**B. Proposed General Amendment** – This can be either conceptual: a thought or idea; or specific changes to wording in the Comprehensive Plan, but please be as specific as possible so that your proposal can be adequately considered. If specific wording changes are proposed please use underline to indicate proposed additions and ~~strike through~~ to indicate proposed deletions. **Please note that each proposed amendment requires a separate application.**

The proposal is intended to provide land use provisions allowing the adjacent properties at 14800 Westminster and 346 N 148<sup>th</sup> (owned in common) to support a viable future mixed use establishment, potentially a mix of residential units and commercial space with adequate on-site parking. This change will bring these properties into conformance with the community's envisioned use along Westminster.

**C. Reference Element of the Shoreline Comprehensive Plan (required) and page number (if applicable) –** (e.g. Land Use, Transportation, Capital Facilities, Housing, etc.)

The proposed Comprehensive Plan Amendments are as follows:

<u>Property</u>	<u>Comprehensive Plan</u>
<u>14800 Westminster</u>	<u>MU (unchanged)</u>
<u>346 N. 148th St.</u>	<u>MU (currently LDR)</u>

**17500 Midvale Avenue North, Shoreline, Washington 98133-4921**  
Telephone (206) 801-2500 Fax (206) 546-8761 [pds@shorelinewa.gov](mailto:pds@shorelinewa.gov)  
The Development Code (Title 20) is located at [mrsc.org](http://mrsc.org)

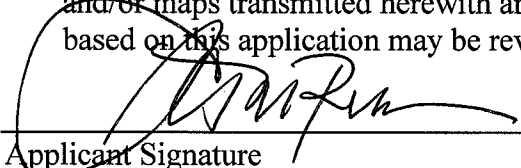
**Item 7.A - Attachment 3**

D. **Support for the Amendment** – Explain the need for the amendment. Why is it being proposed? How does the amendment address changing circumstances or values in Shoreline? Describe how the amendment is consistent with the current Shoreline Comprehensive Plan, if inconsistent, explain why. How will this amendment benefit the citizens of Shoreline? Include any data, research, or reasoning that supports the proposed amendment. *(A copy of the Shoreline Comprehensive Plan is available for use at the Planning and Development Services Department, Shoreline Neighborhood Police Centers, and the Shoreline and Richmond Beach libraries).*

We believe the proposed changes will enable the subject properties to help fulfill potential for both new community business and multi-family residential housing opportunities, or true “mixed use” appropriate to the transit conduit of Westminster, connecting the vibrant North Greenwood neighborhood of Seattle with the Aurora Corridor of Shoreline. We understand that these improvements are consistent with the goals of the GMA to make provision for density in areas appropriate to such growth.

In keeping with good urban design practice, we hope to ensure the site will contribute a positive presence to the “street wall” frontage of Westminster while preserving pedestrian scale on adjacent sidewalks, and simultaneously provide a buffer to transit noise. We believe the “flat iron” shape of the site with a taller building will provide visual interest from Westminster and 148th St. alike, while in meeting zoning design guidelines create an appropriate step-down transition to the low density residential properties to the east.

E. **Signature** – An amendment application can not be accepted unless the signature block below has been completed. The applicant certifies that all of the aforementioned statements in this application, any exhibits and/or maps transmitted herewith are true and the applicant acknowledges that any amendment granted based on this application may be revoked if any such statement is false.

  
Applicant Signature

1.20.09

Date

**PROPOSED AMENDMENTS WITHOUT THE REQUIRED APPLICATION INFORMATION MAY BE REJECTED OR RETURNED FOR ADDITIONAL INFORMATION.**

December 31, 2008

To: Steve Cohn, Planning & Development Services

From: Janne Kaje

Re: Proposed changes to Comprehensive Plan regarding the Ballinger Neighborhood

Dear Steve,

The current version of the City's Comprehensive Plan lacks a description of the boundaries of the Ballinger Neighborhood and a description of the Ballinger commercial district. Please accept these proposed, minor additions and revisions for consideration in the 2009 review cycle.

**p. 28 – SHORELINE TODAY**

Commercial development stretches along Aurora Avenue, with other neighborhood centers located at intersections of primary arterials, such as N 175th Street at 15th Avenue NE, N 185th Street at 8th Avenue NW and Ballinger Way between 15<sup>th</sup> and 19<sup>th</sup> Avenues NE.

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**p. 19-20 NEIGHBORHOODS**

If kept in alphabetical order, the following description of Ballinger should be inserted first into the list. Note that I do not have the annexation date – that will need to be filled in by staff.

***Ballinger.*** This neighborhood in the northeast portion of the City was annexed in . It is bound by Interstate 5, 30<sup>th</sup> Avenue NE, NE 205<sup>th</sup> Street (which is also the County line) and an irregular southern boundary that roughly follows NE 195<sup>th</sup> Street. The Ballinger neighborhood is bordered on its north side by the City of Mountlake Terrace and on its eastern flank by the City of Lake Forest Park.

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**North City.** Founded around the late 1930s and early 1940s, this neighborhood is located in the northeastern portion of Shoreline and is bounded by I-5, NE 175th Street and the eastern edge of the City.

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**p. 22 – COMMERCIAL AREAS**

Other commercial areas include North City, Ridgecrest, Richmond Beach and Ballinger. The North City business district is located on 15th Avenue NE between N 170th and N 185<sup>th</sup> Streets. This district serves the local community and neighboring communities. The Hillwood/Richmond Beach commercial area is located on NW 185th Street and 8th Avenue NW. It serves the City's northwest neighborhoods including Hillwood, Richmond Beach, Richmond Highlands, and Innis Arden. The Ridgecrest Business

**Item 7.A - Attachment 4**

District is located at 145<sup>th</sup> Avenue NE between 15th Avenue and Lake City Way NE. It serves the City's southeast neighborhoods including Ridgecrest and Briarcrest. *The Ballinger commercial area is located along Ballinger Way and extends from 15<sup>th</sup> Avenue NE to approximately 22<sup>nd</sup> Avenue NE. The diverse mix of businesses in the district serves not only the local neighborhood but also the residents of neighboring Mountlake Terrace and Lake Forest Park.*

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p.30 COMMERCIAL LAND USE

**LU18:** The Community Business designation applies to areas within the Aurora Corridor, North City and along Ballinger Way NE.

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p. 148

Ballinger Way NE and 19th Avenue NE: Northbound and Southbound at LOS F

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p. 149

Ballinger Way NE and 19th Avenue NE

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## **Memorandum**

**DATE:** March 12, 2009

**TO:** Chair Kuboi and Shoreline Planning Commission

**FROM:** Joseph W. Tovar, FAICP, Director, PDS Department  
Steven M. Cohn, Senior Planner, 801-2511  
David Levitan, Associate Planner, 801-2554

**RE:** Next and Final Steps in Visioning Process

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The March 19 meeting is the final opportunity for the Commission to work on the vision statement and framework goals before the City Council holds its public hearing on April 13, which could also include adoption. Public comment on the drafts presented at the March 2 Town Hall Meeting #3 is being accepted until March 18. The Commission received all comments submitted prior to its last meeting (March 5), including those received at the Town Hall Meeting. No additional public comment has been received since that time. Any additional public comment received by March 18 will be emailed prior to, or delivered at, the March 19 meeting. The final draft of the vision statement and framework goals will be posted on the City website by Friday, March 27.

At its March 5 meeting, the Commission discussed the March 2 Town Hall Meeting, as well as several other items related to the vision. Vice Chair Hall recommended several edits be made to the framework goals to capture ideas heard at the Town Hall meeting. The Commission also discussed several other potential changes, most notably to Goals 5 and 6, and the addition of a goal related to arts, culture, and history. A revised set of framework goals (as of March 12) are attached to this memorandum, as is the vision statement narrative.

The Commission also requested that staff prepare several items prior to its next meeting. The first was an introduction to the framework goals, similar to that in the existing Comprehensive Plan, which states that the framework goals are balanced and equal in value, and the order does not indicate any prioritization. This is included at the beginning of the revised framework goals.

The second item prepared by staff is a flowchart (Attachment 3) explaining how the vision fits in with other City documents and processes, including the various

## **Agenda Item 9.A**

Comprehensive Plan goals and policies, Development Code, and Capital Projects. This will be included as part of its presentation at the April 13 City Council public hearing.

The third item prepared by staff is three updated options for the “vision map” (Attachment 4) presented at the March 5 meeting. The maps vary slightly in how they illustrate the commercial corridor and more intense commercial nodes along Aurora Avenue. They have also slightly moved a few of the neighborhood commercial centers to be more geographically accurate, and added a new neighborhood center at the QFC shopping center in Hillwood.

At the conclusion of the March 5 meeting, Commissioners were also asked to complete two tasks prior to the March 19 meeting. The first was to review and consider the tense of the vision statement, in hopes of addressing some of the City Council’s confusion. The second was to create a new framework goal that addresses the issue of arts and heritage. As of this memorandum, staff has received and included a new framework goal on arts and heritage from Vice Chair Hall, but has not received any comments on the tense of the vision. There will be time to discuss these issues at the March 19 meeting, but it would be helpful to have any comments beforehand so they can be distributed to the whole commission. By the end of your March 19 meeting you should strive to have a final draft version of the vision statement and framework goals to forward to City Council.

As always, if you have questions or comments, please call one of us before your next meeting.

### **Attachments**

1. DRAFT Vision Statement
2. DRAFT Framework Goals
3. Flowchart - “How does the Vision Statement fit in?”
4. DRAFT Vision Maps

## **2029 Vision Statement Narrative Produced by the Planning Commission February 19, 2009**

Shoreline in 2029 is a thriving, friendly city where people of all ages, cultures, and economic backgrounds love to live, work, play and, most of all, call home. Whether you are a first-time visitor or long-term resident, you enjoy spending time here.

There always seems to be plenty to do in Shoreline -- going to a concert in a park, exploring a Puget Sound beach or dense forest, walking or biking miles of trails and sidewalks throughout the city, shopping at local businesses or the farmer's market, meeting friends for a movie and meal, attending a street festival, or simply enjoying time with your family in one of the city's many unique neighborhoods.

People are first drawn here by the city's beautiful natural setting and abundant trees; affordable, diverse and attractive housing; award-winning schools; safe, walkable neighborhoods; plentiful parks and recreation opportunities; convenient shopping, as well as proximity to Seattle and all that the Puget Sound region has to offer.

The city's real strengths lie in the diversity, talents and character of its people. Shoreline is culturally and economically diverse, and draws on that variety as a source of social and economic strength. The city works hard to ensure that there are opportunities to live, work and play in Shoreline for people from all backgrounds.

Shoreline is a regional and national leader for living sustainably. Everywhere you look there are examples of sustainable, low impact, climate-friendly practices come to life – cutting edge energy-efficient homes and businesses, vegetated roofs, rain gardens, bioswales along neighborhood streets, green buildings, solar-powered utilities, rainwater harvesting systems, and local food production to name only a few. Shoreline is also deeply committed to caring for its seashore, protecting and restoring its streams to bring back the salmon, and to making sure its children can enjoy the wonder of nature in their own neighborhoods.

### **A City of Neighborhoods**

Shoreline is a city of neighborhoods, each with its own character and sense of place. Residents take pride in their neighborhoods, working together to retain and improve their distinct identities while embracing connections to the city as a whole. Shoreline's neighborhoods are attractive, friendly, safe places to live where residents of all ages, cultural backgrounds and incomes can enjoy a high quality of life and sense of community. The city offers a wide diversity of housing types and choices, meeting the needs of everyone from newcomers to long-term residents.

Newer development has accommodated changing times and both blends well with established neighborhood character and sets new standards for sustainable building, energy efficiency and environmental sensitivity. Residents can leave their car at home and walk or ride a bicycle safely and easily around their neighborhood or around the whole city on an extensive network of sidewalks and trails.

No matter where you live in Shoreline there's no shortage of convenient destinations and cultural activities. Schools, parks, libraries, restaurants, local shops and services, transit stops, and indoor and outdoor community gathering places are all easily accessible, attractive and well maintained. Getting around Shoreline and living in one of the city's many unique, thriving neighborhoods is easy, interesting and satisfying on all levels.

The city has several vibrant neighborhood “main streets” that feature a diverse array of shops, restaurants and services. Many of the neighborhood businesses have their roots in Shoreline, established with the help of a local business incubator, a long-term collaboration between the Shoreline Community College, the Shoreline Chamber of Commerce and the city.

Many different housing choices are seamlessly integrated within and around these commercial districts, providing a strong local customer base. Gathering places - like parks, plazas, cafes and wine bars - provide opportunities for neighbors to meet, mingle and swap the latest news of the day.

Neighborhood main streets also serve as transportation hubs, whether you are a cyclist, pedestrian or bus rider. Since many residents still work outside Shoreline, public transportation provides a quick connection to downtown, the University of Washington, light rail and other regional destinations. You’ll also find safe, well-maintained bicycle routes that connect all of the main streets to each other and to the Aurora core area, as well as convenient and reliable local bus service throughout the day and throughout the city. If you live nearby, sidewalks connect these hubs of activity to the surrounding neighborhood, bringing a car-free lifestyle within reach for many.

### **The Signature Boulevard**

Aurora Avenue is Shoreline’s grand boulevard. It is a thriving corridor of mid-rise buildings, with a variety of shops, businesses, eateries and entertainment. There are many small businesses along Aurora, as well as larger employers that attract workers from throughout the region. Housing in many of the mixed-use buildings along the boulevard is occupied by singles, couples, families, and seniors. Structures have been designed in ways that transition both visually and physically to reinforce the character of adjacent residential neighborhoods.

The improvements put in place in the early decades of the 21st century have made Aurora an attractive and energetic district that serves both local residents and people from nearby Seattle, as well as other communities in King and Snohomish counties. As a major transportation corridor, there is frequent regional bus rapid transit throughout the day and evening. Sidewalks provide easy access for walking to transit stops, businesses, and connections to adjacent neighborhoods.

Aurora has become a green boulevard, with mature trees and landscaping, public plazas, and green spaces. These spaces serve as gathering places for neighborhood and citywide events throughout the year. It has state-of-the-art stormwater treatment and other sustainable features along its entire length.

As you walk down Aurora you experience a colorful mix of bustling hubs – with well-designed buildings, shops and offices – big and small – inviting restaurants, and people enjoying their balconies and patios. The boulevard is anchored by the vibrant Town Center, which is focused between 175th and 185th Street. This district is characterized by compact, mixed-use, pedestrian-friendly development highlighted by the Shoreline City Hall, the Shoreline Historical Museum, Shorewood High School, and other civic facilities. The interurban park provides open space, recreational opportunities, and serves as the city’s living room for major festivals and celebrations.



Shoreline residents, city government and leaders care deeply about a healthy community. The city's commitment to community health and welfare is reflected in the rich network of programs and organizations that provide human services throughout the city to address the needs of all its residents.

In Shoreline it is believed that the best decisions are informed by the perspectives and talents of its residents. Community involvement in planning and opportunities for input are vital to shaping the future, particularly at the neighborhood scale, and its decision making processes reflect that belief. At the same time, elected leaders and city staff strive for efficiency, transparency and consistency to ensure an effective and responsive city government.

Shoreline continues to be known for its outstanding schools, parks and youth services. While children are the bridge to the future, the city also values the many seniors who are a bridge to its shared history. As the population has gotten older over time, senior services, housing choices and other amenities are all available in Shoreline.

Whether for a 5-year-old learning from volunteer naturalists about tides and sea stars at Richmond Beach or a 75-year-old learning yoga at the popular Senior Center, Shoreline is a place where people of all ages feel the city is somehow made for them. And, maybe most importantly, the people of Shoreline are committed to making the city even better for the next generation.

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**DRAFT**

**Framework Goals Produced by the Planning Commission February 19, 2009**  
*with Commissioner Will Hall's suggested edits based on feedback at March 2  
Town Hall meeting and March 12 email.*

The original framework goals for the city were developed through a series of more than 300 activities held in 1996-1998. They were updated through another series of community visioning meetings and open houses in 2008-2009. These Framework Goals provide the overall policy foundation for the Comprehensive Plan and support the City Council's vision. When implemented, the Framework Goals are intended to preserve the best qualities of Shoreline's neighborhoods today and protect the City's future. To achieve balance in the City's development the Framework Goals must be viewed as a whole and not one pursued to the exclusion of others.

Shoreline is committed to being a sustainable city in all respects.

- FG 1: Continue to support exceptional schools and opportunities for lifelong learning.
- FG 2: Provide high quality public services, utilities, and infrastructure that accommodate anticipated levels of growth, protect public health and safety, and enhance the quality of life.
- FG 3: Provide a variety of gathering places and recreational opportunities for all ages and expand them consistent with population growth.
- FG: Encourage a variety of arts, culture, and history programs throughout the community.
- FG 4: Make decisions that value Shoreline's social, economic, and cultural diversity.
- FG 5: Conserve and protect our environment and natural resources, and encourage restoration through innovative development, public outreach, and projects.
- FG 6: ~~Apply innovative and environmentally sensitive development practices.~~
- FG 7: Promote quality building and development that is compatible with the surrounding area.
- FG 8: Respect neighborhood character and engage the community in decisions that affect them.
- FG 9: Make timely and transparent decisions that respect community input.
- FG 10: Support diverse and affordable housing choices that provide for Shoreline's population growth.
- FG 11: Encourage a variety of transportation options that provide better connectivity within Shoreline and throughout the region.

Comment: Combine FG3 & 15

Comment: New, proposed by Will.

Comment: Subset of FG 5; however, language not entirely captured.

## Item 9.A - Attachment 2

FG 12: Designate specific areas for high density development, especially along major transit corridors.

FG 13: Create a business friendly environment that supports small and local businesses and attracts large businesses to serve the community and expand our economic base.

FG 14: Encourage local neighborhood retail and services distributed throughout the city.

FG 15: ~~Support a variety of gathering places where the community can interact.~~

**Comment:** Combined with FG 3

FG 16: Strengthen partnerships with schools, nonprofit organizations, volunteers, public agencies and the business community. *(to do what \_\_\_\_ ?)*

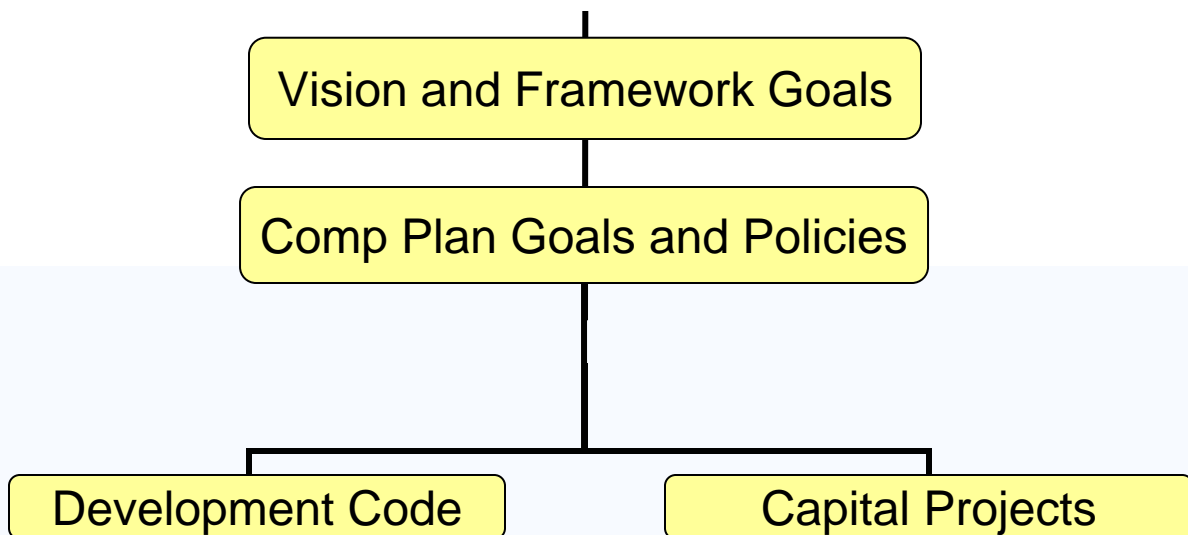
FG 17: Support the provision of human services to all in the community.

FG 18: ~~Support and provide facilities and services that protect public health and safety~~

**Comment:** Combined with FG 2

# How does the Vision Statement fit in?

The purpose of Shoreline's vision statement is to articulate a preferred future in the year 2029. Framework goals serve as the guiding principles to reach that vision. As the City moves forward with its Comprehensive Plan update (scheduled for adoption in 2011), it will consider the vision statement and framework goals when adding, deleting, or revising individual Comprehensive Plan elements, including Land Use, Housing, Transportation, and Economic Development. Such direction will filter into the Development Code, Capital Improvement Projects, and operational policies, which will facilitate the realization of the vision.



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