



## PLANNING COMMISSION REGULAR MEETING - AGENDA

Thursday, April 17, 2014  
7:00 p.m.

Council Chamber • Shoreline City Hall  
17500 Midvale Ave North

	<u>Estimated Time</u>
1. CALL TO ORDER	7:00
2. ROLL CALL	7:01
3. APPROVAL OF AGENDA	7:02
4. APPROVAL OF MINUTES	7:03
a. <a href="#">March 20, 2014 Public Hearing – Draft Minutes</a>	
b. <a href="#">April 6, 2014 Regular Meeting – Draft Minutes</a>	

### **Public Comment and Testimony at Planning Commission**

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

5. GENERAL PUBLIC COMMENT	7:05
6. STUDY ITEM	7:10
a. <a href="#">Historic Preservation and 2013 Historic Inventory Update</a>	
• <a href="#">Staff Presentation</a>	
• Public Comment	
b. <a href="#">Light Rail Station Subarea Planning Update</a>	7:30
• Staff Presentation	
• Public Comment	
7. DIRECTOR'S REPORT	8:00
8. UNFINISHED BUSINESS	8:10
a. Discussion of Light Rail Station Area Planning Committee Changes	
b. Discussion of Draft Letter to Council	
9. NEW BUSINESS	8:40
10. REPORTS OF COMMITTEES & COMMISSONERS/ANNOUNCEMENTS	8:45
11. AGENDA FOR May 1, 2014 - Development Code Amendments Batch	8:55
12. ADJOURNMENT	9:00

*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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**DRAFT**

**CITY OF SHORELINE**

**SHORELINE PLANNING COMMISSION  
MINUTES OF PUBLIC HEARING**

March 20, 2014  
7:00 P.M.

Shoreline City Hall  
Council Chamber

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**Commissioners Present**

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

**Staff Present**

Rachael Markle, Director, Planning and Community Development  
Steve Szafran, Senior Planner, Planning and Community Development  
Kirk McKinley, Transportation Services Manager  
Julie Aynsworth Taylor, Assistant City Attorney  
Lisa Basher, Planning Commission Clerk

**Others Present**

Randy Young, Henderson, Young and Associates

**CALL TO ORDER**

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

**ROLL CALL**

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

**APPROVAL OF AGENDA**

The agenda was accepted as presented.

**APPROVAL OF MINUTES**

The minutes of March 6, 2014 were adopted as submitted.

**GENERAL PUBLIC COMMENT**

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

**PUBLIC HEARING: TRAFFIC CONCURRENCY DEVELOPMENT CODE AMENDMENT**

## 4a. Meeting Minutes from March 20

### Staff Presentation

Mr. McKinley reviewed that when the Transportation Master Plan (TMP) was last updated in 2011, it included direction to update the concurrency policy and methodology, which is the subject of the proposed amendments. He emphasized that transportation concurrency is required by the Growth Management Act (GMA).

**Randy Young, Henderson, Young and Associates**, explained that concurrency is about comparing existing and planned capacity to trips resulting from growth to make sure there is enough trip capacity to serve development. As per the GMA, the City must deny development if there is not enough capacity and the Level of Service (LOS) Standard would be violated. The proposed amendments are intended to implement a program that protects the City's LOS Standard. As discussed at the last meeting, the City of Shoreline has adopted LOS D for signalized intersections on arterials and unsignalized intersection arterials, as well as a volume-to-capacity ratio of 0.90 for principal and minor arterials.

Mr. Young provided a chart to give more factual background for what the different LOS Standards, particularly LOS D, would look and feel like. The chart illustrates how full a road could get and how much crowding the City is willing to tolerate. He explained that from an economist's standpoint, efficient use of the City's resources would be to have the road system operating close to capacity (80% to 90%). However, it is also important to keep in mind how long the City is willing to allow people to wait to get through an intersection. For those who are anxious to get somewhere, waiting 35 to 55 seconds is too long, but reducing this time to 10 to 30 seconds would require LOS A. That would mean that most of Shoreline would be paved roadways with lots of capacity but nowhere to live. He reminded the Commission that the purpose of tonight's discussion is not to argue or even defend the City's current LOS Standard because it has already been adopted into the City's Comprehensive Plan and Development Code. If the Commission believes there are good reasons to question or doubt the adopted standard, they could recommend that the standard be revisited as a separate process. Because a concurrency program is required, the City must either adopt the proposed amendments or live with the program that is currently adopted, which is still LOS D with a different methodology.

Mr. Young explained that the City's existing concurrency program requires a traffic study for all development that exceeds the 20-trip threshold. The traffic study only looks at adjacent or nearby streets, and the full burden of required improvements would fall on the applicant who exceeds the LOS standard, even if the improvements would also solve preexisting problems and provide capacity for future development. The program does not address the cumulative impacts of small-scale development, and the City ends up with piecemeal improvements. In addition, the program does not allow the City to get mitigation for impacts that occur elsewhere in the system. He pointed out that traffic studies cost applicants a significant amount of time and money, and then they are required to pay the full cost of mitigation. It is difficult to predict the outcome of the current system, which results in a surprise burden to some applicants and surprise lottery win to others who do not trigger the threshold or get a free ride on the developer who went before them. In addition to being difficult to administer and requiring staff to respond to every traffic study, the City's biggest concern is that small-scale development is invisible and they do not get mitigation for impacts other than those in the immediate area.

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Mr. Young explained that instead of requiring each applicant to do a study, the proposed methodology involves a citywide approach for addressing future traffic needs. He reminded the Commission that the City of Shoreline has accepted its regional allocation of growth (5,000 people and 5,000 jobs) and the Comprehensive Plan and Development Plan have been updated accordingly. As required by GMA, the City must also have a plan in place to ensure that the traffic system will sustain the growth.

Mr. Young advised that a citywide traffic study was completed to identify the areas where growth is likely to occur, and traffic modeling was done to identify the growth's impact on streets throughout the City. He provided visual information to illustrate how the proposed program would be implemented, noting that the traffic model assigns growth to 141 Traffic Analysis Zones (TAZ). He recalled the Commission's concern about preserving and protecting residential neighborhoods. He explained that the TAZs are not identical to neighborhood boundaries, and in many cases they are smaller. Rather than spreading the growth evenly throughout each of the 141 TAZs, the growth was allocated based on the City's adopted Comprehensive Plan Land Use Map. He reviewed a chart that illustrates the zones where most of the growth is anticipated to occur and advised that the numbers were used to create a traffic model that identifies how the anticipated growth would impact the City's transportation network. Rather than waiting for applicants to mitigate the problem areas one block at a time, the model identifies six specific projects that are necessary to solve LOS problems and maintain LOS Standards.

Mr. Young explained that, as per the proposed program, applicants would no longer be required to complete detailed traffic studies. Instead, they would simply identify the number of dwelling units and/or amount of commercial space associated with the project, and staff would use the Trip Generation Calculator to compute the total number of trips that would be added to the citywide network. Projects would be approved if there is existing or planned capacity in the citywide system to accommodate the additional trips. If a project exceeds the existing and planned capacity, the applicant would be required to either downsize the application or mitigate the additional impact. He reminded the Commission that if capacity in the citywide system falls below 50%, a new study would be required to update the capacity numbers.

Mr. Young explained that applicants would be required to pay a citywide impact fee that will be used to fund the six specific projects throughout the City that are necessary to improve capacity. He explained that, using this approach, no applicant would get stuck building an entire improvement, nor would an applicant get a free ride. He reminded the Commission that the current program exempts small projects that generate fewer than 20 trips. He pointed out that small-scale development would include a multi-family residential development of up to 31 units or an office building of up to 1,300 square feet. He summarized that small-scale development is not invisible and without impacts.

Mr. Young concluded his presentation by pointing out the benefits of the proposed concurrency program:

- No applicants would escape the process.
- The capacity for LOS would be connected to the impact fees that fund the six projects. While all applicants would pay a predictable and consistent share of the improvements, it is important to understand that the City is going to have to pay for a share of the improvements associated with through traffic.

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- The mitigation burden would be proportionate to the size of a development. This makes the program fairer and easier for attorneys to defend.
- The trip calculator and trip bank will save both time and money for the City staff and applicants.
- The program would be transparent and easy to administer.
- The program would be predictable for the development community.
- The program would be customized to Shoreline.

Mr. Young recalled that because no formal action was taken by the Commission on March 6<sup>th</sup> to alter the proposal, no changes were made to the ordinance. However, the Commission requested a cost estimate for updating the available trip capacity. He reported that the estimated cost of updating the available trip capacity is between \$125,000 and \$135,000. Mr. McKinley added that the timeline for the update would be tied to the next update of the TMP. At that time, the City will know more about what will happen at the Sound Transit station areas, etc.

Mr. McKinley reviewed the timeline for moving the proposed amendment forward, starting with a public hearing before the Planning Commission. Staff's recommendation is that the Commission recommend adoption of the amendments to SMC Title 20.

### Commission Questions

Commissioner Maul pointed out that, as per the maps provided by Mr. Young, there are already some intersections on Meridian Avenue that are below LOS D. He asked how the City could ensure capacity when the program is first implemented. Mr. Young responded that, while they do not have final numbers, the bank account will be based on the difference between the current number of trips and how many trips a street can handle. He explained that although it would be nice to think the City would not approve a new development unless the six improvements had already been complete to handle future capacity without falling below LOS D, State law allows the City a six-year time period to actually achieve the LOS standard. The proposed program will enable the City time to collect enough impact fees and obtain grant funding to complete the improvements within six years.

Commissioner Wagner pointed out that Point Wells is identified on the map as one of the 141 TAZs. She asked staff to clarify the City's expectations related to this area. Mr. Young reminded the Commission that Point Wells is outside the City boundaries, so the City would not have the ability to impose impact fees on future development. Mr. McKinley explained that the only access to Point Wells is through Shoreline, so the City will suffer all of the impacts associated with the project. Although the City requested that Snohomish County analyze the option of providing access through Snohomish County as part of the draft Environmental Impact Statement, this connection would be very difficult. Even if a connection were provided, most of the people who would live and work at Point Wells would use the City's roads to access Aurora Avenue North and Interstate 5. He advised that the developer is predicting a 20 to 25-year period to complete the project, which will be constructed in four phases. If the City were to annex the site at some point in the process, the impact fee program would be applicable. At this point, the City has negotiated a Memorandum of Understanding with the developer that says the developer would pay for the mitigation identified in the Transportation Corridor Study, which is taking place right now. He noted that when the City initially submitted comments regarding the project in

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2009, the estimated cost of mitigation was \$30 million, and he anticipates the actual costs will be double that amount.

Commissioner Wagner asked if impacts associated with Point Wells were considered when identifying the six projects and developing the available trip capacity. Mr. McKinley answered no and said he does not anticipate anyone will live at Point Wells for at least six to eight years. By that time, the City will have completed at least one update of the available trip capacity.

Commissioner Scully expressed concern that, as per the proposed program, the City would no longer have the ability to study the local impacts of a development and require mitigation. He asked if a study of the local traffic impacts would be part of a State Environmental Policy Act (SEPA) review. Ms. Aynsworth Taylor answered that, regardless of the concurrency ordinance, Shoreline Municipal Code (SMC) 20.60.140(B) requires a transportation study for all projects that generate more than 20 peak hour trips. The study requires an analysis of traffic origin, destination, and trip generation. It must also demonstrate how impacted intersections would accommodate the trips and maintain the LOS standard.

Commissioner Montero asked how long it would take the City to address a situation where a large development creates LOS problems at an intersection that is not included on the list of six projects. Would the City have to wait six years to identify a new group of projects? Mr. Young explained that, as per the proposed program, small-scale development would no longer be exempt, and all applicants would be required to pay a predictable mitigation fee. The citywide impact fee would also apply to larger developments (more than 20 peak hour trips). In addition, larger projects would require an additional traffic study to identify and mitigate local impacts. Mr. McKinley clarified that no additional mitigation would be required through SEPA as long as a project does not exceed LOS D.

Chair Moss asked how long it would take to update the Concurrency Trip Capacity Balance Sheet. Chair Moss asked if applications would be put on hold while the update is being done. Mr. Young reminded the Commission that an update would be triggered as soon as the citywide capacity falls below 50% of the trip count. With the exception of a very large project, this provision would allow sufficient capacity for the City to continue to issue permits while the study is being updated.

Commissioner Wagner asked if a project that is done in phases would be charged against the Concurrency Trip Capacity Balance Sheet. Mr. Young answered that the trips would not be deducted from the balance sheet until each phase of the project is at the building permit stage. However, staff will likely start the update sooner if they anticipate a project will trigger the need for an update in the near future. Again, he reminded the Commission that there are three possible triggers for the update: an amendment to the City's TMP as it relates to concurrency, a 30% increase in total traffic volume compared to traffic volume at the time the Concurrency Trip Capacity Balance Sheet was created, and more than 50% of the available capacity in the most recent calculation of available capacity has been reserved.

Commissioner Wagner asked how often the City conducts traffic counts. Mr. McKinley answered that the City conducts citywide traffic counts on a quarterly basis.

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Commissioner Craft asked the Assistant City Attorney to respond to the letter from the Shallbetter Law Firm. Ms. Aynsworth Taylor advised that the letter was submitted on behalf of Richmond Beach advocates. The letter proposes language that would limit the City's ability to consider new and more creative strategies. It also raises concerns about what is considered "legitimate and effective." She explained that all strategies implemented by the City will be tied to trip capacity reduction and the changes proposed in the letter are unnecessary. At most, a categorical list of acceptable types of strategies could be added. However, she cautioned against refining the language down to specific strategies, which would unfairly bind both developers and the City from considering other strategies.

Commissioner Wagner noted that the term, "traffic study," was replaced with "transportation impact analysis" in SMC 20.60.140(B). She asked if this is a simple change of terminology rather than creating a different tool. Ms. Aynsworth Taylor said the terminology was changed to be consistent with the rest of the code. Mr. Young added that the term is defined in the code.

Commissioner Maul said it not clear in the language proposed in SMC 20.60.140(B) that a developer would be required to make local improvements if a traffic study shows that an intersection would be impacted beyond LOS D. In addition to changing the terminology, Mr. Young pointed out that the language makes it clear that the analysis must meet the standards established by the City's Engineering Development Manual. The study must analyze the proposed origin/destination trip distribution, identify any intersections that would receive the addition of 20 or more trips during the peak hour, and demonstrate how impacted intersections could accommodate the additional trips and maintain the LOS standard. While the language in this section does not specifically say an applicant must solve the problem, SMC 20.60.140(E) states that if an applicant does not pass the concurrency test, he/she can amend the application to reduce the number of trips generated, provide system improvements or strategies that increase the citywide available capacity, or appeal the denial.

Commissioner Scully said his interpretation of SMC 20.60.140(B) is that a permit would not be issued if it is demonstrated that a project will exceed the City's LOS standard at a particular intersection unless improvements are made. However, this requirement should be made clearer. Commissioner Craft concurred and asked for direction from the Assistant City Attorney. Ms. Aynsworth Taylor explained that if the Commission wants to move the proposed amendments forward to the City Council immediately after the public hearing, they should provide specific language to address their concerns. Another option would be to postpone their recommendation to allow the staff and consultant time to craft new language for their consideration. Commissioner Wagner pointed out that new Commissioners would come on board at the next meeting. She suggested the Commission craft new language to address their concerns and forward a recommendation to the City Council with a request that staff highlight the issue in their presentation to the Council.

Mr. Young suggested adding a paragraph at the end of SMC 20.60.140(B) to read, "If the analysis identifies one or more locations at which the LOS Standard is not maintained, the applicant shall mitigate their impacts sufficient to achieve and maintain the LOS Standard."

Commissioner Maul questioned if it would be more appropriate to place this new language in SMC 20.60.140(E). Mr. Young pointed out that SMC 20.60.140(E) refers to the "concurrency test," and SMC 20.60.140(B) refers to an additional analytical requirement. They must make sure that SMC



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20.60.140(B) solves problems identified by the transportation impact analysis, just as SMC 20.60.140(E) solves problems identified in the concurrency test.

Ms. Aynsworth Taylor modified the proposed language to read, “If the analysis identifies one or more intersections where adopted LOS Standards are exceeded, the applicant shall mitigate their impacts sufficient to achieve and maintain the adopted LOS standard.”

### **Public Testimony**

**Brent Carson, Seattle, VanNess Feldman Lawfirm**, said he was present to speak on behalf of Shoreline Community College (SCC). He said he just recently learned about the proposed concurrency amendments while meeting with the City Attorney and staff to discuss the SCC Master Plan. As a land-use attorney, he is very familiar with the concept of concurrency, and he reviewed the proposal today in an effort to provide some quick comments.

Mr. Carson recalled the question from Commissioner Wagner about phased projects and said he is particularly interested in master development plan permits. He reminded the Commission that SCC is prohibited from doing any development until a master development plan has been adopted for the site. This detailed process identifies all of the development that is expected to occur, as well as associated mitigation. He expressed concern that the proposed language appears to require the SCC and other master planned developments to go through the concurrency test at the time of each building permit application even though traffic impacts and required mitigation were addressed as part of the master development plan. He referred to SMC 20.30.353(G), which says a master development plan permit is vested for 10 years to all the applicable land use codes. He asked if this provision would apply to concurrency, as well.

Mr. Carson also requested clarification about whether a property owner would be required to go through a concurrency test when seeking a development permit to remodel or when changing the use on a commercial site that is already developed.

Lastly, Mr. Carson said he supports a citywide concurrency program. However, he pointed out that most communities that have adopted this approach have eliminated the intersection-by-intersection concurrency standards and used SEPA to address local issues, instead. He reminded the Commission that the goal of the new program is to provide clarity and predictability. Developers of projects that create more than 20 vehicle trips know they must do a traffic analysis as part of the SEPA review, and they understand that mitigation may be required. The SEPA review provides flexibility to make the determination of how much mitigation is appropriate and reasonable. If the City adopts a citywide approach for concurrency, he recommended that the intersection-by-intersection concurrency requirement be eliminated and that the SEPA mitigation requirement be used instead.

### **Continued Commission Discussion and Questions**

To answer Mr. Carson’s question regarding changes in use and remodels, Mr. Young referred to SMC 20.60.140(C)(2)(a) and 20.60.140(C)(2)(b). As currently proposed, alteration or replacement of an existing residential structure that does not create an additional dwelling unit or change the type of

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dwelling unit would be exempt from the concurrency test. The same would be true for alteration or replacement of an existing nonresidential structure that does not expand the usable space or change the existing land use.

Commissioner Scully said Mr. Carson was actually seeking more information about what is meant by “changes in existing land use,” because “land use” is not defined in the City’s code. He said his interpretation of SMC 20.60.140(C)(2) is that a concurrency test would be required in situations where an existing use is changed to a more intense use that has a much higher traffic count. Commissioner Maul agreed that some commercial uses have much higher parking and traffic requirements than other and would change the impact on streets. However, the proposed language is intended to get away from requiring concurrency and mitigation for changes in use because it has become a nightmare for jurisdictions to implement. This approach would require the City to track every change, and potentially offer credits for changes that result in fewer vehicle trips.

Commissioner Maul asked Mr. Young to respond to Mr. Carson’s comment regarding the new language discussed earlier by the Commission for SMC 20.60.140(B). Mr. Young said Mr. Carson is advocating for a citywide program that uses SEPA to address local intersections, which is consistent with the proposed new language. Commissioner Scully said his interpretation of the new language is that applicants would be required to meet both sections of the transportation code. Mr. Carson is asking them to eliminate SMC 20.60.140(B) and address local intersections through SEPA. Ms. Aynsworth Taylor clarified that Mr. Carson recommended a cross reference to say “mitigation for intersection-specific impacts would be handled through the SEPA process.”

Regarding the earlier discussion about “existing land uses,” Ms. Aynsworth Taylor explained that land use tables are provided in the code to identify the permitted uses in each of the various zoning districts. To provide clarity, she suggested the language be changed to reference the City’s land use tables in the Development Code.

Commissioner Wagner asked if adding an accessory dwelling unit on a single-family residential lot would require a concurrency test. Director Markle recalled a discussion between the staff and Mr. Young where it was determined that accessory dwelling units would be considered new units and a concurrency test would be required.

Mr. Young referred to Mr. Carson’s concern about how the proposed concurrency program would be applied to phased projects such as master development plans. He agreed with Mr. Carson that most jurisdictions allow for concurrency earlier in the process. However, most of these cities have more capability for large development. The initial thought was that the proposed plan includes protections, other than exempting them or giving them a separate and earlier path to concurrency. He reminded the Commission of the requirement built into the proposed concurrency program, which requires the City to take a fresh look at the citywide system capacity if the 50% threshold has been exceeded. While this does not provide the assurance that large scale developers want and prefer, it does provide assurance that the City is not intentionally putting phased-developments at risk. The proposed program is transparent and will be updated regularly as part of the TMP.

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Regarding vesting, Mr. Young explained that a citywide impact fee program has been proposed in conjunction with the concurrency program. While vesting creates a lot of protection for properties, it does not vest any property under Washington law from paying an impact fee at the point of a building permit. The impact fee portion of the proposal would not change nor would an applicant be vested from the fee by virtue of being allowed to have concurrency earlier in the process.

Mr. Young commented that allowing master planned and phased developments to use a separate and earlier path to concurrency would enable the City to set aside the trips associated with the development and protect them from being used by other developers in the future. That is good for both the applicant and the City. However, there is a price tag associated with this approach. Because the trips would be placed on the books earlier, the City would need to identify a mechanism for dealing with situations where properties change hands and owners decide to develop them differently than the plans that were previously approved. Would the trips be protected for the property regardless of changes in uses?

Mr. McKinley reminded the Commission that one purpose of the master development plan process is to provide predictability. The City and its citizens have an understanding of what will happen in the future, and the developer knows what to expect and gets prior approval on the context of the development. During the master development plan process, staff advises applicants that impact fees will be assessed at the time a building permit application is submitted. This enables developers to build the fee into their financial plans. Both parties know what to expect so there are no surprises.

Mr. Young recalled that King County's original concurrency system included a provision that allowed early applicants to come in and file for concurrency for plats, preliminary plats, rezones, etc. At the time, he recommended that King County not just warn applicants of the impact fee, but require them to pay the fee as a deposit at the time they were given concurrency. He cautioned King County that if they gave away something of value at no cost, developers would grab it off the shelf very quickly. King County did not follow his advice, and all of the concurrency capacity on the Sammamish Plateau was taken up in just a few short months. King County quickly changed their approach, and his subsequent clients have learned from this mistake. If the City wants to allow an early or special path for concurrency, he urged them to require a concurrency fee that is treated as a payment for the reservation of capacity. The fee should be an amount equal to the cost per trip of the existing impact fee. It should not be considered a prepayment of the impact fee, but a deposit against the final impact fee at the time building permits are in place. This will protect the City in case the impact fee goes up.

Chair Moss referred to Amendment 14 (SMC 20.20.044) and noted that the term "reserve" could be used as both a noun and a verb. She asked if both meanings would be clearly defined in the definition section of the code. Mr. Young explained that each of the subchapters in the "fee" section of the SMC, where the language related to impact fees is located, has its own definition section. However, the Development Code portion of the SMC places all of the definitions in one place to provide consistency. There is currently no definition for "reserve" or "reservation" in Chapter 20, and the proposed definition is written in such a way that it would only apply to Chapter 20.

Chair Moss suggested that punctuation should be added to the definition for "transportation facilities" found in Amendment 15 (SMC 20.20.048) to make it read clearer.

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Because the public hearing had not been closed, Chair Moss allowed Mr. Carson another opportunity to address the Commission.

**Brent Carson, Seattle, VanNess Feldman Lawfirm**, pointed out that “community college” is not one of the uses listed on the Trip Generation Calculator. He asked if applicants would be allowed to provide a study that identifies the number of trips for unique uses. To clarify a point he made earlier, Mr. Carson pointed out that the Trip Generation Calculator identifies a specific number of 3.75 for shopping centers, yet “shopping center” is not a land use category in the City code. He expressed concern that referencing the land use section of the code could require the City to charge property owners when uses change even though the impact fees were paid by the developer when the shopping center was developed.

Mr. Young explained that what takes precedence is whether or not you are responsible for a concurrency test. Impact fees would not be assessed unless a concurrency test is required. The proposed language defines that changes in land use (or land use categories as per the land use tables) would require a concurrency test and an impact fee would be assessed. As long as the use remains within the same category of land use, no concurrency test or impact fee would be required.

### **Closure of Public Hearing**

Chair Moss closed the public hearing.

### **Commission Deliberation and Action**

**COMMISSIONER WAGNER MOVED THAT THE COMMISSION FORWARD A RECOMMENDATION TO CITY COUNCIL THAT THEY ADOPT THE PROPOSED AMENDMENTS TO TITLE 20 AS DRAFTED BY STAFF. COMMISSIONER MONTERO SECONDED THE MOTION.**

Commissioner Wagner thanked City staff and the consultant for providing a thorough presentation, specifically explaining the reasons why the proposed amendments make sense directionally. She particularly likes that the proposed concurrency program would give predictability to developers and allow staff to apply the requirements consistently for all development applications.

Commissioner Montero also commended staff and the consultant for their thorough presentation. He noted that the proposed program is very similar to the program that has been successfully implemented by the City of Redmond. He felt the document was well drafted and would encourage development in the City.

**COMMISSIONER SCULLY MOVED TO AMEND THE MOTION TO CHANGE AMENDMENT 3 [SMC 20.60.140(B)] TO READ AS FOLLOWS:**

*20.60.140(B). Development Proposal Requirements. All new proposals for development that would generate 20 or more new trips during the p.m. peak hour must submit a transportation impact analysis prepared by the applicant in accordance with the standards established in the*

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*City's Engineering Development Manual at the time of application. The estimate of the number of trips for a development shall be consistent with the most recent edition of the Trip Generation Manual, published by the Institute of Traffic Engineers.*

1. *The transportation impact analysis shall include:*
  - a. *An analysis of origin/destination trip distribution proposed;*
  - b. *The identification of any intersection that would receive the addition of 20 or more trips per the p.m. peak hour; and*
  - c. *An analysis demonstrating how impacted intersections could accommodate the additional trips and maintain the LOS standard.*
2. *If the transportation impact analysis identifies one or more intersections where adopted LOS standards are exceeded, the applicant shall mitigate their impacts in order to achieve and maintain the adopted LOS standard.*

**COMMISSIONER CRAFT SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.**

The Commission asked staff to review the document and change all “traffic study” references to “traffic impact analysis.”

Commissioner Wagner expressed concern about how the concurrency program would be applied to phased developments. She specifically referred to the Community Renewal Area where redevelopment is encouraged and reminded the Commission of the need to provide predictability, particularly for larger developments. She asked for direction from the staff and consultant about how and where this issue would be best addressed. Ms. Aynsworth answered that phased projects should be addressed in a stand-alone section that is a subset of the concurrency requirement.

**COMMISSIONER SCULLY MOVED TO AMEND THE MOTION TO CHANGE SMC 20.60.140(C)(2)(b) (AMENDMENT 4) TO READ:**

- b. *Alteration or replacement of an existing nonresidential structure that does not expand the usable space or change the existing land use as defined in the land use categories as set forth in the trip generation calculator land use categories.*

**COMMISSIONER MAUL SECONDED THE MOTION.**

Commissioner Scully agreed with the concern raised by Mr. Carson regarding the definition of “land use categories.” He believes the intent is to move away from the massive table of use categories to simple trip generation categories. His proposed change simply clarifies what is meant by “land use category.”

Mr. Young pointed out that the trip generation calculator provided in the presentation is actually just an example from another jurisdiction. A trip generation calculator has not yet been created for the City of Shoreline. Director Markle reminded the Commission that the table Commissioner Scully referred to in

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the motion would be adopted as part of the City's new impact fee program, and amendments related to the concurrency program would not be adopted until the impact fee program has been adopted.

Commissioner Montero said he likes the ambivalence of the plain words "land use" and leave it up to the Public Works Director to decide whether a true change in land use has occurred. He would prefer to give the director options instead of using a strict table.

### **THE MOTION FAILED.**

### **COMMISSIONER SCULLY MOVED TO AMEND THE MOTION TO CHANGE SMC 20.60.140(C)(2)(b) (AMENDMENT 4) TO READ:**

- b. Alteration or replacement of an existing nonresidential structure that does not expand the usable space or change the existing land use as defined in the land use categories as set forth in the impact fee analysis land use tables.*

### **COMMISSIONER CRAFT SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.**

Chair Moss reminded the Commission that the letter from the Richmond Beach Association asked them to review the language in SMC 20.60.140(E)(4)(b) (Amendment 6). The Commission decided against amending the language in this section.

Chair Moss questioned if SMC 20.20.014 (Amendment 12) should also include a definition for the term, "concurrency fee deposit." Mr. Young said this definition would only be needed if the Commission chooses to establish a separate concurrency path for master development plans. Director Markle said this issue would be better addressed under the code section related to master development plans.

Commissioner Wagner asked if the master development plan option would only be applicable to properties zoned "campus." Mr. Szafran answered affirmatively and said there are currently four properties in the City that are zoned "campus." Commissioner Wagner expressed concern that incorporating a separate concurrency path for master development plans would not address other types of phased development such as the Community Renewal Area. She reminded the Commission of the City's desire for larger, consolidated, multi-use projects; but she acknowledged she does not have enough information to understand whether or not a developer would find the proposed concurrency program less attractive because it does not provide enough certainty.

Commissioner Maul observed that the proposed concurrency program would add a lot of predictability for large projects. The proposed language makes it clear the impact fee would be applied when a permit application has been made, and there would be no advantage for property owners to pay a deposit fee when a master development plan is vested. He said he does not see a need to allow large developments to reserve trips.

The Commission directed staff to make grammatical changes to SMC 20.20.048 (Amendment 15) to clarify the intent of the definition for "transportation facilities."

## 4a. Meeting Minutes from March 20

**THE MAIN MOTION TO FORWARD A RECOMMENDATION TO CITY COUNCIL THAT THEY ADOPT THE PROPOSED AMENDMENTS TO TITLE 20 AS DRAFTED BY STAFF WAS UNANIMOUSLY APPROVED AS AMENDED.**

### **DIRECTOR'S REPORT**

Director Markle referred to correspondence the Commission received from Ms. Basher concerning training opportunities. The Growth Management Act Course on Local Planning provides an overview of Washington State Law, comprehensive planning in general, and best practices and public participation. She encouraged those who have not attended in the past to consider participating in one of the three local sessions. In addition, the Washington Cities Insurance Authority is sponsoring a training event for public officials that will be specifically geared towards Commissioners and Councilmembers. Risk exposure and controls will be the focus of the training, and she encouraged Commissioners to attend if possible.

Director Markle announced that the deadline for submitting scoping comments related to the Point Wells Project was extended to April 2<sup>nd</sup>.

Director Markle reported that the fourth of six meetings for the Transportation Corridor Study for Point Wells was held on March 19<sup>th</sup>, and the upper portion of Richmond Beach Road (Segment B) was the focus of the discussion. There will be one more meeting on Segment B, followed by a wrap-up meeting in mid April. She commented that the process is going well, and the City has received a lot of good, constructive comments.

Director Markle advised that the Chronic Nuisance Ordinance was adopted by the City Council on March 3<sup>rd</sup>.

Director Markle announced that the City Council confirmed the appointment of new Commissioners, who will start at the first meeting in April. Chair Moss was reappointed, and two new Commissioners (Terry Strandberg and Jack Malek) were appointed.

Director Markle thanked Commissioner Esselman for her four years of service on the Commission. She commented that she has always admired her ability to listen and give thoughtful comments. She particularly appreciated her perspective on the built environment. She also thanked Commissioner Wagner for her eight years of service on the Commission, and commented that her leadership helped to change the dynamic on the Commission so they could work towards consensus. She also appreciates her drive to seek balance and present both sides of an issue in an unbiased way.

### **UNFINISHED BUSINESS**

No unfinished business was scheduled on the agenda.

### **NEW BUSINESS**

No new business was scheduled on the agenda.

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

#### **Letter to Council**

Chair Moss referred to a draft letter to the City Council that she prepared on behalf of the Commission. She invited the Commissioners to review the letter and provide comments via Plancom as soon as possible. She specifically requested Commissioners provide information about the other public meetings they attended outside of the regular Commission meetings. She agreed to also seek this information from staff.

Chair Moss said she would present an updated letter at the next Commission meeting for final review and acceptance before it is forwarded to the City Council.

#### **AGENDA FOR NEXT MEETING**

Mr. Szafran reviewed that “housing for everyone” will be the topic of the Commission’s April 3<sup>rd</sup> meeting, and various individuals have been invited to share their perspectives on housing and housing choices.

Councilmember Hall commented that he could not do his job, as a Councilmember on behalf of the community, without the work done by the Planning Commission. There is simply too much for Councilmembers to get into the thorough detail the Commissioners discuss on each issue. The work they do to perfect legislation so it comes to the City Council thoroughly baked is exceptional. While the Council may have slightly different input from time to time that might lead them to amend the Commission’s work, they should never misunderstand that to be a condemnation or criticism of their work. Every single recommendation from the Commission is exceptional and valuable.

Councilmember Hall specifically thanked Commissioners Wagner and Esselman for their thoughtful, hard working, and caring dedication as Planning Commissioners. The remaining Commissioners also thanked Commissioners Wagner and Esselman for their service on the Commission.

#### **ADJOURNMENT**

The meeting was adjourned at 9:41 p.m.

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Donna Moss  
Chair, Planning Commission

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Lisa Basher  
Clerk, Planning Commission



**TIME STAMP  
March 20, 2014**

**CALL TO ORDER:**

**ROLL CALL:**

**APPROVAL OF AGENDA:**

**APPROVAL OF MINUTES: 1:25**

**GENERAL PUBLIC COMMENT: 1:53**

**PUBLIC HEARING: TRAFFIC CONCURRENCY – DEVELOPMENT CODE AMENDMENT**

**Staff Presentation: 3:10**

**Commission Questions: 30:41**

**Public Testimony: 1:05:45**

**Continued Commission Discussion and Questions: 1:14:40**

**Closure of Public Hearing: 1:47:20**

**Deliberation and Action: 1:47:35**

**DIRECTOR'S REPORT: 2:25:55**

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

**Letter to Council: 2:30:25**

**AGENDA FOR NEXT MEETING:**

**ADJOURNMENT:**

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DRAFT

## CITY OF SHORELINE

### SHORELINE PLANNING COMMISSION MINUTES OF REGULAR MEETING

April 3, 2014  
7:00 P.M.

Shoreline City Hall  
Council Chamber

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#### **Commissioners Present**

Commissioner Craft  
Commissioner Malek  
Commissioner Maul  
Commissioner Montero  
Commissioner Moss  
Commissioner Scully  
Commissioner Strandberg

#### **Staff Present**

Rachael Markle, Director, Planning and Community Development  
George Smith, Human Services Planner, Community Services  
Miranda Redinger, Associate Planner, Planning and Community Development  
Lisa Basher, Planning Commission Clerk

#### **CALL TO ORDER**

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

#### **SWEARING IN CEREMONY FOR NEWLY APPOINTED PLANNING COMMISSIONERS PERFORMED BY CITY OF SHORELINE MAYOR SHARI WINSTEAD**

Mayor Winstead swore in Donna Moss as a returning Planning Commissioner and Jack Malek and Terri Strandberg as new Planning Commissioners.

#### **ROLL CALL**

Upon roll call by the Commission Clerk all Commissioners were present.

#### **APPROVAL OF AGENDA**

The agenda was accepted as presented.

#### **APPROVAL OF MINUTES**

Approval of the March 20, 2014 minutes was deferred until the April 17<sup>th</sup> meeting.

#### **GENERAL PUBLIC COMMENT**

**Deb Marchant**, said she has a Master Degree in Public Administration from Evergreen State College and was present to talk about affordable and healthy home heating that does not include wood burning.

## 4b. Meeting Minutes from April 6

She said she just learned about the meeting and didn't have time to prepare a formal presentation. However, she invited Commissioners to visit her Facebook site called "Citizens for a Wood Smoke Free City of Shoreline, Washington." She expressed concern that this winter has resulted in five months of continuous nuisance wood burning in Shoreline as a result of the economy and because people are used to burning wood and have taken for granted that it is okay. Many scientific studies and research have proven that wood smoke is hazardous to our health and to the environment. She loves to garden, but she has been unable to work outside this spring because the wood smoke in her neighborhood makes her ill. She conducted an informal study on the problem, which she submitted previously to the City Council and Mayor. She found that within a three-day time period almost 40 people were burning wood within a half mile radius of her home in Ridgecrest. She lives in a valley where the particulate matter tends to stay during inversions. She asked the Planning Commission to consider solar panels throughout in areas that are prone to air pollution not only from wood smoke, but from the bus barn and transit station that is also located nearby.

### **STUDY ITEM: HOUSING FOR ALL**

#### **Staff Presentation**

Ms. Redinger advised that the purpose of the meeting is to introduce the new Commissioners to the history of housing policy in Shoreline, hear personal stories of a variety of people who could benefit from increased housing choice and affordability, learn about important differences in the dynamics of market-rate versus affordable housing development, and begin exploring tools that might be included as part of the light rail station subarea plans to promote housing choice and affordability. She noted that the discussion would build off the March 20<sup>th</sup> "Housing for All Forum" that was intended to build public awareness of the kinds of people that need affordable housing. She explained that the format of the meeting would allow for an interactive discussion between the Commissioners, staff, housing providers, service workers, and citizens.

Ms. Redinger reviewed that the City's Comprehensive Housing Strategy adopted in January of 2008 contained recommendations focused on choice and affordability. It also identified archetypes based on demographic projects, which indicated that boomers who are aging and millennials who want access to transit and good schools will drive a major housing and choice need for the City. The intent of the plan was to ensure there is housing for a variety of styles, families, and needs.

Ms. Redinger advised that, while the Comprehensive Housing Strategy provides great policy direction that was carried into the Comprehensive Plan, it was never fully implemented. She referred to a graphic that was provided in the strategy. Although the data is outdated, the graphic makes key points. First, when the Strategy was adopted, the median home price was \$415,000, which would require a person to make 160% of the median income. Second, the graphic identifies a set of tools the City can adopt (zoning incentives, regulations, etc.) to help increase affordable housing stock, particularly for those with lower incomes. While she recognized that housing for those with very low incomes is very important, these opportunities generally require subsidies which will be the topic of a separate discussion. Tonight's discussion will focus on housing opportunities for moderate income residents.

## 4b. Meeting Minutes from April 6

Ms. Redinger said the Comprehensive Plan that was updated in 2012 outlines progressive policy direction for housing choice and affordability. In addition to specific policies in the “housing” section of the plan, a policy in the “economic development” section calls for attracting a diverse population and targeting populations that contribute to a vibrant, multi-generational community.

Ms. Redinger advised that for those who are not familiar with affordable housing, understanding the terminology can be tricky. In the interest of providing clarity, she referred to a chart illustrating the Average Median Income (AMI) for King County by household size and a chart to illustrate what the calculated percentages of AMI would be for a 3-person household. As an example, she noted that a household of three that makes 50% of the AMI should not pay more than 30% of their income (\$39,015) for housing. Those who pay more than that are considered “cost burdened,” and have difficulty paying for other necessities such as heat, food, and medical. She also provided a graph showing sample wages in King County for 2011. She summarized that one quarter of Shoreline households have incomes under \$35,000 per year, and almost half of the residents who pay rent pay more than 50% of their income. The Shoreline School District currently serves approximately 200 homeless children, and only one third of the district’s teachers live in the City.

Ms. Redinger explained that one reason it is so difficult to create awareness about affordable housing is that most people have homes to live in and they don’t know a lot of people who are struggling with housing and/or food security. To illustrate her point, she shared the following stories:

- John and Heather broke up and had to move out of their single-family rental home, which had a studio in the back where John blew glass. He ended up moving into a cheap apartment in Columbia City so that he could pay \$600 to rent a glass blowing studio. His car and home were broken into and he lost \$5,000 of glass supplies. He is currently trying to find somewhere else to live. Live/work housing would be an excellent option for him, but there are few units of this type and they are tricky to build.
- Tim and Kim purchased a 3-story condominium at the height of the housing bubble, just before Kim was diagnosed with Multiple Sclerosis. For a long time, her illness required her to take shots that made her immobile for 36 hours, and she was trapped on the third floor of her house. Her husband has blown out his knees, back and shoulder and has a hard time going up and down stairs. They are currently trapped in a condominium that no longer meets their needs.

In an effort to ground the discussion on fact-based reality, Mr. Smith discussed the following common myths about affordable housing and its perceived impacts:

- **Affordable housing will drive down property values.** The vast majority of studies have shown that affordable housing does not depress neighboring property values, and neighbors have little to fear from the modestly-sized structures that are currently being built in the greater Seattle/King County area. Most affordable housing properties are well under 100 units.
- **Affordable housing is cheap, and it won’t fit in my neighborhood.** That may have been true a long time ago, but it is no longer the case. The design and appearance of affordable housing is equal to or better than most market-rate housing.

## 4b. Meeting Minutes from April 6

- **Affordable housing residents won't fit into my neighborhood.** People who need affordable housing already live in neighborhoods, as one quarter of all households in Shoreline have incomes under \$35,000. Retail clerks, nurse's aids, food service workers, bank tellers, social service workers, teachers, and others need affordable housing.
- **Affordable housing will increase crime.** There has been no credible local or national evidence that affordable housing is associated with higher crime. A recent study of people using housing vouchers in 10 cities, including Seattle, found no evidence of increased crime.
- **Affordable housing will increase traffic.** On average, poor families have one car, and non-poor have two. Nonprofit developers do a great job of siting affordable housing near public transit, and properties serving the elderly and disabled have even lower rates of car ownership.

Mr. Smith shared a video montage that was created for the March 20<sup>th</sup> "Housing for All" Forum. The video relates common circumstances of people who end up needing more affordable housing options than what the market provides. He explained that the video was intended to give voice to people who are unlikely to attend public meetings because they work hard and often odd hours. He reminded the Commission of the goal of Vision 2029, which is to provide a wide diversity of housing that meets everybody's needs.

**Paula McCutcheon, Pastor at Ronald United Methodist Church**, reminded the Commission that for more than three years, their faith community has been involved in a collaborative partnership with Compass Housing Alliance and Hopelink to develop the Ronald Commons Project, which will include 60 units of affordable housing, a food bank, and a social service center on the property located behind the church between Linden Avenue and Aurora Avenue North. In addition, Ronald United Methodist Church will use the funds from the sale of the land to remodel its building so it can be of even more use to the community as a service center.

As already stated, Pastor McCutcheon said there is a need for more affordable housing in Shoreline to serve a variety of individuals and households, including those who are newly homeless, chronically living without shelter, staying with relatives, and living in cars. She shared the stories of Maya and Laura, who are both veterans. Maya was a nurse before a terrible car accident left her very disabled. She struggles to find affordable housing that is accessible for the disability she lives with, and the rent continues to rise. Laura lives with a disability and worries about the modest increase in her rent. Both women have been homeless and they fear being homeless again. She summarized that many people are living on the edge of a cliff, and something small could send them back into a state of not having warm, safe, affordable housing. The two women love living in Shoreline and participating in the community. They use public transportation and feel that the City is a safe place for them to be well.

Pastor McCutcheon said Ronald United Methodist Church also hosts the summer free lunch program, and 10 to 30 children attend every day. From the stories they hear, it is clear that their parents are trying to work and provide food and affordable housing for their children. Some have housing and some do not. People in Shoreline are hungry and often without adequate shelter or the things they need for sustainable and abundant living.

## 4b. Meeting Minutes from April 6

Pastor McCutcheon expressed appreciation for the support offered by City staff and elected officials throughout the process of creating the Ronald Commons Project. She also thanked the Compass Housing Alliance and the Housing Development Consortium for their help and support. She summarized that while the Ronald Commons Project will provide some affordable housing, it is not enough. She expressed hope that the work will continue as they move towards policies, codes, regulations and incentives that will encourage the development of more affordable housing units.

**Beth Borum, Compass Housing Alliance**, explained that the Alliance has been in place for almost 100 years and works to provide permanent, transitional and shelter housing for people that are low-income and homeless in King County. She provided an illustration to demonstrate the differences between nonprofit affordable housing and market-rate housing, specifically noting that:

- Nonprofit affordable housing is financed based on the priorities of local funders. Transit-oriented development and housing for people with the highest needs are the projects that receive the highest priorities for funding. Market feasibility drives market-rate housing.
- Nonprofit developers must compete to receive funding for projects by showing that they are putting forth projects that meet the highest needs of the funders. It is a competitive environment because funding is limited.
- Nonprofit developers receive loans from public funding sources that are deferred for 20, 40 and 50 years, allowing them to keep the rents low. Market-rate developers must pay off the debt similar to a mortgage, so they must charge market rate for the units. Nonprofit developers try to maintain rent levels that are no more than 30% of a person's income.
- Nonprofit developers promise public funders, through regulatory agreements, to keep the housing for a long period of time. That means the properties cannot be sold and converted to market-rate housing. In the private market, developers can sell buildings after they are developed.
- Nonprofit developers use high-quality materials that will last a long time because they do not have the capital resources for extensive improvements 20 or 30 years down the road.
- Nonprofit developers are required by funders to incorporate good neighbor practices. They must notify the community of a proposed development and maintain communication throughout the development process. Market-rate developers have to go through the land use process, but do not have the same funding requirements.

Ms. Redinger pointed out that in order to be competitive for funding, affordable housing projects must be located within certain proximity of public transit, grocery stores, etc. In addition, the design standards are so high that the units are often more aesthetically pleasing than market-rate development. People who live in affordable housing can also benefit the most from energy savings associated with green housing. As they plan for the light rail station areas, they should consider how they can integrate what often seems to be two opposing goals of affordable housing and green building.

Ms. Borum explained that properties that are the most desirable are usually not within the reach of nonprofit housing organizations because they do not have ready funding for property acquisition. The timeline for obtaining funding ranges from 8 months to 3 years. In addition, their funding sources are

## 4b. Meeting Minutes from April 6

only available once per year. Given the timeline, she concluded that it takes quite some time to develop an affordable housing project.

At the request of Chair Moss, Ms. Borum reviewed the various opportunities for local, state and federal funding for nonprofit affordable housing development.

Commissioner Craft said some people have expressed concern that developers would use affordable housing as a gateway to enter into a market under favorable conditions, whether it be zoning or regulatory. They could use tax credits to facilitate the construction and development, but then change the development to market-rate units after a short period of time. He asked Ms. Borum to address this concern. Ms. Borum said the IRS requires a 15-year extended-use agreement for tax credit funding. However, in order to be competitive for funding, a developer must add on additional 22 years. In addition, lowest income and nonprofit developments are priorities for tax-credit income.

Ms. Redinger said the City has a property tax exemption program, and the terms are set based on geography. For example, in Ridgecrest and North City, developers who take advantage of the exemption must keep the units affordable at a certain level for 12 years. She noted that the City adopted a broader property tax exemption program for many of its commercial areas to encourage economic development. The Commission will revisit this program as part of its discussion and consider opportunities to incorporate an affordability component.

Commissioner Scully recalled that the Commission supported the recent Comprehensive Plan Update, which included aspirational goals and policies for affordable housing. The Commission also made recommendations to the Council regarding Development Code regulations related to housing, but most of these were aimed at encouraging developers of market-rate housing to include some affordable units. He asked what nonprofit housing organizations need from the City to enable them to move forward with projects in Shoreline.

Ms. Borum suggested that the City consider reducing the parking requirement. She reminded the Commission that housing for people with very lower incomes requires less parking than market-rate housing because tenants have fewer cars and the units are usually located closer to public transit. She also said that financing is a real challenge for creating affordable housing in North King County, and the City's support would always be welcome.

**Poppy Handy, Principle, Third Place Design Cooperative**, spoke about the importance and impact that providing zoning incentives that incorporate mixed-use, multi-income developments within the station overlay area and future transit rich areas can have on the region. She explained that having a diversity of income levels strengthens communities and allows people to live in the neighborhoods in which they work. Work force housing is an integral part of that framework. By providing affordable housing incentives within the structure of the station overlay plan, the City can ensure there will be affordable places for people to live. She further explained that when people live close to transit, services and housing that is affordable, they spend less of their income on housing, vehicles, gas, maintenance, and transportation costs. This frees up money to spend in the communities in which they live.



## 4b. Meeting Minutes from April 6

Ms. Handy advised that revitalization and development efforts provide a framework that supports positive community infrastructure and encourages families at all income levels to live there. They provide a multitude of housing options from dense, mid-rise, mixed-use housing to multi-plex townhomes and are based on the idea that all people deserve vibrant, stable communities in which to live, work and play.

As architects, developers and owners of affordable housing and community-based services, Ms. Handy said the Cooperative is faced with a unique set of funding challenges. One outcome of the challenges relates specifically to architecture and the way they approach building design, construction and long-term operating costs. She pointed out that it is of paramount importance to implement techniques that create stable communities, minimize water intrusion, increase the longevity of the building structure, and decrease long-term maintenance costs. For example:

- Creating spaces where residents will feel proud to live will help ensure that buildings remain assets to the community.
- Minimizing areas of water intrusion on decks and exterior walls and simplifying roof areas will allow buildings to be maintained more efficiently.
- Incorporating sustainable features can help support reductions in maintenance and long-term operating costs. Efficient mechanical systems can reduce electric and gas bills, and highly durable exterior surfaces can reduce long-term maintenance costs. In addition, highly-efficient plumbing systems can reduce water costs.
- Incorporating low-impact development techniques into the site design, utilizing features such as bioswales and rain gardens, can minimize the development's impacts to the broader community.

Ms. Handy concluded by stating that she sees this discussion as an opportunity to develop standards that can set the bar high for the North King County Region. Incorporating sustainability and social equity into the station area plans will provide an innovative framework for future development that will encourage economic growth, stability and success in the region. She provided examples of where this concept has successfully been applied in neighborhoods throughout the Puget Sound Region:

- Green Bridge is located in White Center (South Seattle), and is a mixed-use community that was pioneered by the King County Housing Authority. It incorporates a number of community amenities and sustainable features.
- High Point is located in West Seattle and was pioneered by the Seattle Housing Authority. It is a mixed-use development that provides housing for a broad range of income levels.
- Issaquah Highlands is located on the Plateau above Issaquah. This very diverse community is a master-developed project by the Fort Blakely communities. It provides a wide range of housing opportunities from very high income to transitional homeless units. There is also retail present within the community, which allows people to live within walking distance of work.

## 4b. Meeting Minutes from April 6

- Rainier Vista is located on Martin Luther King Boulevard in South Seattle and was developed by the Seattle Housing Authority. It is a mixed-income, mixed-density project that is located specifically on the light rail line.

**Kelly Ryder, Policy Director, Housing Development Consortium (HDC)**, explained that the HDC is a nonprofit, membership organization that represents nonprofit organizations, government agencies, and private developers. She advised that the HDC relies on a number of different funding sources, and they are involved closely with banks that are required to contribute to affordable housing as per the Community Reinvestment Act (CRA). They also work with architects, construction companies, etc. The HDC's purpose is to bring the whole team together to talk about issues developers are facing and find ways to make development more cost effective. They also advocate for more affordable housing on behalf of the community.

Ms. Ryder said the HDC's vision is that all people should have a safe, healthy, affordable home. With all the growth the region is facing, communities must address a lot of difficult questions about housing affordability and how to diversify. As the Commission moves forward with its discussion, she suggested they think about the City's vision for the community, the types of families they want to provide housing for, and the types of households they want to attract to Shoreline. In particular, they should keep in mind the types of households that are most dependent on the light rail to make sure the families who need it the most have easy access to public transit.

As discussed earlier, Ms. Ryder pointed out that providing housing for those with very low incomes requires a lot of funding because the difference between market rate rent and what these people can pay is significant. At the same time, there are many modest wage working families that are also struggling to afford housing. She noted that about 17% of Shoreline residents are paying more than half their income for housing, and the federal standard is 30%. Any type of crisis will push these people over the edge.

Ms. Ryder referred to a list that was prepared by the HDC of tools that can help the City accomplish its housing goals. She advised that any zoning changes and incentives that make land more cost effective and efficient will drive market rate developers to provide more affordable housing and help nonprofit housing organizations be more competitive for public funding sources. She suggested that development incentives will be the most important tools for the City to consider as part of its light rail station area planning. These incentives can include density bonuses, fee waivers, permit expediting, reduced parking requirements, etc. Rather than offering incentives to developers without getting anything in return, the City could require affordability in exchange for the incentives. She expressed her belief that incentives will be particularly important to encourage housing diversity in the light rail station areas to create sustainable communities that reduce congestion and encourage economic development.

Ms. Redinger reviewed potential tools that could be implemented to help the City accomplish its housing goals, noting that many would benefit both nonprofit and market-rate development. For example:

- Making significant capital infrastructure investments in the station areas would benefit all developers.

## 4b. Meeting Minutes from April 6

- The Planned Action Environmental Impact Statement (EIS) that will be done for each of the station areas will save developers from having to do a lengthy environmental review.
- The property tax exemption program could set specific thresholds, limits and timing.
- The City offers a reduction in the parking requirement in commercial zones, and adjustments could be made to improve this incentive.
- The concept of “no maximum density” was discussed at a light rail station area design dialogue workshop. It was specifically discussed that maximum density is a real detriment to the creation of housing for certain populations for which small units are acceptable.
- City staff has discussed the concept of “surplus property agreements” with Sound Transit. In some locations they have partnered with nonprofit developers to create more affordable housing.
- There are models of prefabricated housing that reduce construction waste and can be installed quickly.

### **Public Comment**

No one in the audience indicated a desire to address the Commission.

Chair Moss thanked those who shared their thoughts and provided additional information for the Commission to consider. Ms. Redinger agreed to forward the Commissioners a copy of the PowerPoint presentation. Director Markle also thanked the presenters for the information they provided to help the City promote affordable housing needs in the future, and particularly during the light rail station area planning process.

### **DIRECTOR'S REPORT**

Director Markle reported that the Point Wells Transportation Corridor Study continues. The final meeting is scheduled for April 16<sup>th</sup> at City Hall, where staff's recommended alternatives for mitigation and design will be presented and the public will be invited to provide feedback.

Director Markle announced that consultant candidates for the 145<sup>th</sup> Street Station Area Plan were interviewed on April 22<sup>nd</sup>. Staff is working to finalize the scope of the project, which will be presented to the City Council for approval. They anticipate the first event related to the project will be in late May or early June. Opportunities for public involvement will begin in the summer.

Director Markle reported that the Shoreline Community College's Master Plan Permit will go before the Hearing Examiner on April 28<sup>th</sup>. The Staff Report will be available to the public next week. The City is recommending approval of the master plan with many conditions.

### **UNFINISHED BUSINESS**

#### **Annual Report to the City Council**

Chair Moss referred to the draft letter (annual report) from the Commission to the City Council, and acknowledged that some typographical changes are needed. She invited the Commissioners to review

## 4b. Meeting Minutes from April 6

the letter and forward additional comments to her by April 8<sup>th</sup>. She said she hopes to submit the letter to Council as soon as possible.

### **NEW BUSINESS**

#### **Election of Chair and Vice Chair**

Ms. Basher explained the procedure for electing officers and then opened the floor for nominations for Planning Commission Chair.

**COMMISSIONER MAUL NOMINATED COMMISSIONER SCULLY TO SERVE AS PLANNING COMMISSION CHAIR. THERE WERE NO OTHER NOMINATIONS AND NOMINATIONS WERE CLOSED. THE COMMISSION UNANIMOUSLY ELECTED COMMISSIONER SCULLY AS CHAIR OF THE PLANNING COMMISSION.**

Chair Scully thanked Commissioners Moss and Esselman for their leadership over the last two years.

Chair Scully opened the floor for nominations for Vice Chair of the Planning Commission.

**COMMISSIONER MONTERO NOMINATED COMMISSIONER CRAFT TO SERVE AS PLANNING COMMISSION VICE CHAIR. THERE WERE NO OTHER NOMINATIONS AND NOMINATIONS WERE CLOSED. THE COMMISSION UNANIMOUSLY ELECTED COMMISSIONER CRAFT AS VICE CHAIR OF THE PLANNING COMMISSION.**

#### **Rescheduling the July 3<sup>rd</sup> Meeting**

Ms. Redinger asked that the Commission to consider rescheduling the July 3<sup>rd</sup> meeting to July 10<sup>th</sup>. It is important that the Commission meet between the time the comment period for the 145<sup>th</sup> Street Station Area Plan is closed and the plan is presented to the City Council. The Commissioners agreed to notify staff of potential conflicts with that date.

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

#### **Light Rail Station Area Planning Committee**

Chair Scully reported that the Light Rail Station Area Planning Committee has discussed and agreed that the Commission will want to take a position on which of the three alternatives the City Council should adopt. He noted that the committee has not made a recommendation on the preferred alternative. The Commission discussed changing the membership of the committee, given that Commissioners Scully and Craft were elected to lead the Commission. Commissioner Moss indicated a desire to participate on the committee. The Commission agreed to review the three alternatives for the 185<sup>th</sup> Street Station Plan at their next meeting. After their review, they could discuss and make a final decision about the makeup of the committee.

### **AGENDA FOR NEXT MEETING**

## 4b. Meeting Minutes from April 6

Chair Scully reviewed that the April 17<sup>th</sup> agenda will include a discussion of the final draft of the Commission's annual report to the Council, as well as an update on light rail station area planning. Director Markle said other potential topics of discussion could include a presentation of the Historic Preservation Inventory that was recently completed, an update on new goals that came out of the City Council's Retreat, an update on the Point Wells Transportation Corridor Study, or a work session on some of the Development Code amendments.

Vice Chair Craft said that, at some point, he would like staff to report on the comments and discussions that have taken place as part of the Point Wells Transportation Corridor Study, as well as provide an overview of the information that will be presented at the final meeting on April 16<sup>th</sup>. Director Markle reported that staff is working to identify a process for moving the study forward to the City Council.

Ms. Redinger described the anticipated schedule for the two light rail station area plans (145<sup>th</sup> and 185<sup>th</sup>), which is anticipated to start in late May or early June. She advised that she will also schedule monthly dates for walking tours of the two station areas. She suggested that, at some point in the future, the Commission might want to have a discussion with Alicia McIntyre because the 145<sup>th</sup> Station Area Plan will be closely intertwined with the 145<sup>th</sup> Street Corridor Study, Transit Integration Plan, and potential annexation.

The Commission agreed that, in addition to a discussion of the final draft of the Commission's annual report to the Council and an update on light rail station area planning, the April 17<sup>th</sup> agenda should include a presentation of the Historic Preservation Inventory. Some of the other issues identified by Director Markle could be topics of discussion at a future Commission retreat.

### **ADJOURNMENT**

The meeting was adjourned at 9:01 p.m.

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Donna Moss  
Chair, Planning Commission

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Lisa Basher  
Clerk, Planning Commission

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

**AGENDA TITLE:** Historic Preservation & 2013 Historic Inventory Update  
**DEPARTMENT:** Planning & Community Development  
**PRESENTED BY:** Juniper Nammi, AICP, Associate Planner  
Rachael Markle, AICP, Director

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

**INTRODUCTION**

The City of Shoreline has a Historic Landmarks Preservation program and contracts with King County for technical expertise when historic review is required for a development project. A brief overview of the City's regulations and review requirements will be part of this presentation.

In 2012, 4Culture offered a new grant opportunity to cities that have inter-local agreements with King County Historic preservation office, including the City of Shoreline, to fund historic inventory and landmark designation projects. PCD department staff applied for funds to conduct and update of the City's historic resources inventory in light of the age of the previous inventory (1996) and its focus on western Shoreline. The City was awarded a \$6,000 grant to conduct the proposed inventory and this work was completed in December 2013. Today, staff will present the process and findings from this project.

**BACKGROUND**

The City of Shoreline's Comprehensive Plan, Community Design element includes goals and policies for Historic preservation, including:

**Goal CD IV:** Encourage historic preservation to provide context for people to understand their community's past.

**CD38.** Preserve, enhance, and interpret Shoreline's history.

**CD42.** Develop incentives, such as fee waivers and code flexibility to encourage preservation of historic resources, including those that are currently landmarked, and sites that are not yet officially designated.

**CD43.** Encourage both public and private stewardship of historic sites and structures.

**CD44.** Work cooperatively with other jurisdictions, agencies, organizations, and property owners to identify and preserve historic resources.

**CD45.** Facilitate designation of historic landmark sites and structures to ensure that these resources will be recognized and preserved.

**CD46.** Continue to inventory the city's historic resources.

Approved By:

Project Manager 

Planning Director 

## Study Item 6a. Historic Preservation

The City's Historic Resources Inventory was last updated in 1996 in conjunction with the original Comprehensive Plan development and adoption.

### **Past Inventories**

The King County Historic Preservation Program initially surveyed the Shoreline area between 1977 and 1978 as part of the King County Historic Sites Survey. The Highlands Historic District survey was completed by King County in 1978. In 1994, King County Historic Preservation Program initiated an update to the Shoreline area Historic Resources Survey and Inventory which was completed in 1996 as part of the Comprehensive Plan process through the inter-local agreement between the newly incorporated City and the County for historic preservation and landmarks review.

Two properties were designated as King County Landmarks prior to the incorporation of the City of Shoreline including the Boeing House in the Highlands and the Crawford Store in Richmond Beach. Since the City's incorporation, two additional properties have been landmarked – the Ronald School was designated as a Landmark in 2008, and the Richmond Highlands Masonic Hall was landmarked in 2010.

The majority of properties included in the previous inventories are west of I-5 in Richmond Beach, Hillwood, and The Highlands neighborhoods with an additional cluster in the center of town near Aurora Avenue between Echo Lake and 165<sup>th</sup> Street (Richmond Highlands Highland Terrace, and Meridian Park neighborhoods). Not many historic properties have been identified in the area of Shoreline east of I-5.

## **DISCUSSION**

### **2013 Historic Inventory**

The City conducted a two-pronged inventory update with the assistance of historic preservation consultant Mimi Sheridan, King County Historic Preservation Program (KCHPP) staff, the Shoreline Historical Museum, and the City's current Landmarks Commission special member Rob Garwood. The project both expanded the current inventory by adding eligible properties and updated the current inventory information based on permitting records and field observations.

In order to inform the Light Rail Station Area studies currently underway and to address the deficiency of past inventories in surveying the eastern part of Shoreline, this inventory project targeted the neighborhoods east of I-5 and within the adopted Light Rail Station Land Use Study Area boundaries. The inventory was further targeted to properties built in 1939 or earlier unless suggested by a community member.

Over 400 properties were reviewed. Almost 70 reconnaissance-level surveys were completed identifying 25 properties to be added to the inventory, five properties as no longer historically significant, and 22 as still significant.

## Study Item 6a. Historic Preservation

Historic Inventories Summary Numbers				
Inventory Year(s)	Eligible Properties	Demolished	Existing Not Eligible	Existing Eligible 2013
1977-78	57	10	1	46
1964-96	59	13	4	42
2013	25	0	0	25
<b>Total Eligible for Inventory</b>				113

The final report, map, and table are attached (**Attachment A-Report, Attachment B-Map, and Attachment C-Table**).

This project was supported in part with a \$6,000 award from 4Culture. This grant program is funded by King County Lodging Tax revenue. Additional expenses include \$620 for the technical assistance provided by King County Historic Preservation Program staff on this project through the interlocal agreement between the City and King County. Staff and intern time was contributed by PCD, ASD, and the Shoreline Historical Museum.

### Public Outreach

Two public open house events were held – September 25, 2013, and December 10, 2013, to solicit input from interested community members and to inform property owners of the process and what inclusion of their property in the inventory means for future development. Over 50 community members attended these meetings. Suggestions from residents about properties they consider may have historic significance were collected. Any that were not in the target geographic area for this inventory project were noted for future consideration. The final report, maps, and presentations from the public meetings are available on the City's Historic Preservation webpage at: <http://www.shorelinewa.gov/government/departments/planning-community-development/planning-projects/historic-preservation>.

### Next Steps

The final report and updated Historic Inventory Map are now available on the City's website and follow-up letters to the owners of Shoreline's historic properties were sent earlier this month. A few property owners have expressed an interest in learning more about landmark designation and the incentive opportunities that come with this designation.

The 2013 Historic Inventory results have been added to the previous inventory GIS data so it can be used when reviewing development permits or answering land use questions for interested customers. This data will also be used in the preparation of the SEPA Checklist(s) for any proposed land use changes that come out of the Light Rail Station Area study processes. Preservation of these properties is not required unless they are designated landmarks, but historic review is required for any potentially significant



## Study Item 6a. Historic Preservation

historic properties, such as those identified in the Shoreline Historic Resources Inventory.

PCD staff hopes to refine the historic review process to make it more predictable for property owners and developers in the future. The final report from Mimi Sheridan lists a number of opportunities for future historic research. Opportunities also exist to pursue grant funding to support landmark nominations and additional historic inventory work in the future. At this time staff does not have any plans in 2014 to pursue additional funding opportunities or historic preservation projects.

### **RECOMMENDATION**

No action is required at this time. Staff is presenting background on historic preservation in Shoreline and the results of the inventory update project to inform Planning Commission.

### **ATTACHMENTS**

Attachment A: 2013 Shoreline Historic Resources Survey & Inventory Report

Attachment B: 2014 Shoreline Historic Inventory Map

Attachment C: 2014 Shoreline Historic Inventory Table

**HISTORIC RESOURCES  
SURVEY & INVENTORY  
REPORT  
CITY OF SHORELINE**

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Prepared by:  
**Mimi Sheridan**  
Sheridan Consulting Group  
Seattle WA

December 2013



*This project was supported, in part, by an  
award from 4Culture.*



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**Appendices**

- A. Map of Inventory Properties (pending from City)
- B. List of Inventory and Surveyed Properties

### 1. Summary

In December 2013, the City of Shoreline completed an update of its Historic Resources Inventory, an important tool for both for planning and for encouraging community interest in local history and historic preservation. The survey identified 25 additional properties to be added to the City's historic resources inventory. It also updated information on 27 properties in the existing inventory that had been altered.

Information on all of the buildings surveyed was entered into the Washington State Department of Archaeology and Historic Preservation's electronic database (known as WISAARD), making it easily available to the public at [www.dahp.wa.gov](http://www.dahp.wa.gov).

Partial funding for the project was provided by a grant to the City of Shoreline from 4Culture. The survey was conducted by a consultant, Mimi Sheridan AICP, who meets the National Park Service professional qualification standards for historic resources surveys. Juniper Nammi, Associate Planner, acted as project manager for the City of Shoreline. Todd Scott from the King County Historic Preservation Program added technical expertise and Vicki Stiles, Executive Director of the Shoreline Historical Museum, provided assistance with site identification and research.

### 2. Project Background

Three previous historic resource surveys have been conducted in the area that is now the City of Shoreline. The first one was completed in 1977-78 by the King County Historic Preservation Program and looked primarily at buildings constructed prior to 1930. This survey identified 29 buildings and the Ronald Place Brick Road to be placed on the historic resources inventory. In 1978, pre-World War II residences in The Highlands were surveyed, adding 25 additional buildings to the inventory.

In 1994, just prior to Shoreline's incorporation, King County began conducting another survey. Following its incorporation in 1995, Shoreline entered into an interlocal agreement with King County to develop and maintain a local historic preservation program. As part of this effort, the County's Preservation Program continued the survey that was underway, completing it in 1996. This project included writing a context statement and added about 60 properties and two subdivisions to the inventory. These included automobile-oriented commercial properties on Highway 99, suburban residences from the 1920s-40, and Fircrest, a World War II Naval Hospital. Most of the buildings surveyed were located west of I-5.

The 2013 survey was conducted in keeping with the City's Comprehensive Plan, which encourages historic preservation and the continued identification of historic resources. It provides vital information both for the comprehensive plan and for planning around proposed light rail stations.

## Study Item 6a. Historic Preservation

One potential outcome of the continuing inventory effort is identification of properties that may be eligible for designation as City of Shoreline Landmarks. The City currently has four designated historic landmarks. Two of these, the William E. Boeing House, in The Highlands, and the Crawford Store, in Richmond Beach, were designated before the City incorporated. Two additional landmarks have been designated under the City's Preservation Program. In 2008 the Ronald School was designated as a Shoreline Landmark and in 2010 the Richmond Highlands Masonic Hall was made a Shoreline Landmark.

### 3. The Survey Process

The survey had two parts. The first task was to update the previous inventory to identify properties that may have been altered to such an extent that they should no longer be included in the inventory. City staff digitized the inventory data and correlated it with permit records. Three properties were removed from the inventory based on review by Todd Scott before referring additional altered properties to the consultant for review. Those properties that had been altered received a preliminary review, using photos on the County Assessor's website. Seventeen properties were identified as needing a field survey and seven more were reviewed during the course of the survey process. The field survey found that most of the modifications had been relatively minor. Two additional houses were so altered that it was removed from the inventory, for a total of five removed. Several properties had enough historical significance that they remained on the inventory despite alterations.

The second task was to undertake a large-scale survey to identify new properties suitable for the inventory. Using County Assessor's data, properties built prior to 1940 and located east of I-5 or in the two station area planning locations were identified. This yielded a list of approximately 380 properties. The majority of these (236) dated from the 1930s. Another 122 were built in the 1920s and only 25 were from 1919 or earlier.

Properties were initially screened using the Assessor's photographs, beginning with the oldest properties. The website contains both current photos and a selection of historic photos, allowing, in most cases, a relatively easy determination of whether the property retains enough integrity to warrant a site visit. Approximately 80 buildings were surveyed in the field. Of these, fifty buildings with the highest degree of integrity were selected for recording in the State database. Finally, City and County staff, together with Vicki Stiles and Mimi Sheridan, reviewed the surveyed buildings and identified 32 of these to be included in the inventory, based on integrity and historical or architectural significance. Seven of the properties surveyed were already in the 1996 inventory bringing the total number of properties added to the inventory with this

## Study Item 6a. Historic Preservation

survey to 25. A list of the fifty surveyed buildings, including those added to the inventory, is in Appendix A.

Two community meetings were held in conjunction with the survey project. At the first meeting, held on September 25, 2013, the survey process and objectives were described and people were invited to provide information about buildings they believed were historically significant in the City. Suggestions not located within the target geographic area for this update will be retained by City staff in a list for future consideration. Several additions were suggested, and these were included in the field survey. Approximately 14 residents attended the first meeting.

For the second meeting, held on December 10, 2013, invitations were sent to owners of properties in the existing inventory and owners of potential additions to the inventory. Approximately, 35-40 property owners and community members attended this meeting. The presentations included an overview of the survey process and the result, and an explanation of the inventory and the landmarking process, and the meaning for property owners. Additional valuable information was provided by participants about specific houses for inclusion in the database.

### 4. Survey Results

The majority of the houses reviewed (dating primarily between 1910 and 1935) were modest vernacular buildings, many with Craftsman influences. Not surprisingly, most these buildings had been altered over time, with additions, new cladding, or new window sash. Twenty-five of these were determined to have retained enough of their original character to be added to the inventory. Several also had historical significance due to their age or previous owners.

The Craftsman influence continued to be seen in Shoreline through the 1920s, but Revival style houses (primarily Tudor Revival) were also built. Most of these were constructed individually, not in groups as they were in Seattle. The exception is a group of four similar houses in Chittenden's Terrace Park, with very steep gabled roofs and Tudor details. The Tudor Revival houses tended to retain a greater degree of integrity, especially those with brick or stucco cladding. A number of them were included in the previous inventory, and six more were added from this survey. One of these buildings is reported to have been moved from the Roosevelt neighborhood for the construction of I-5 in the 1960s.

One notable finding of the survey was the number of log houses, mostly dating from 1926-1932. They appear to be primarily clad with split logs, although some of them may actually be of log construction.

## Study Item 6a. Historic Preservation

One commercial property was added to the inventory--the Crest Theater. Although it has had some alterations and was built later than the other properties (1949), it is a very important feature of Ridgecrest and surrounding neighborhoods, and is one of the few original local theaters still in operation in the Seattle area.

### 5. Recommendations for Future Work

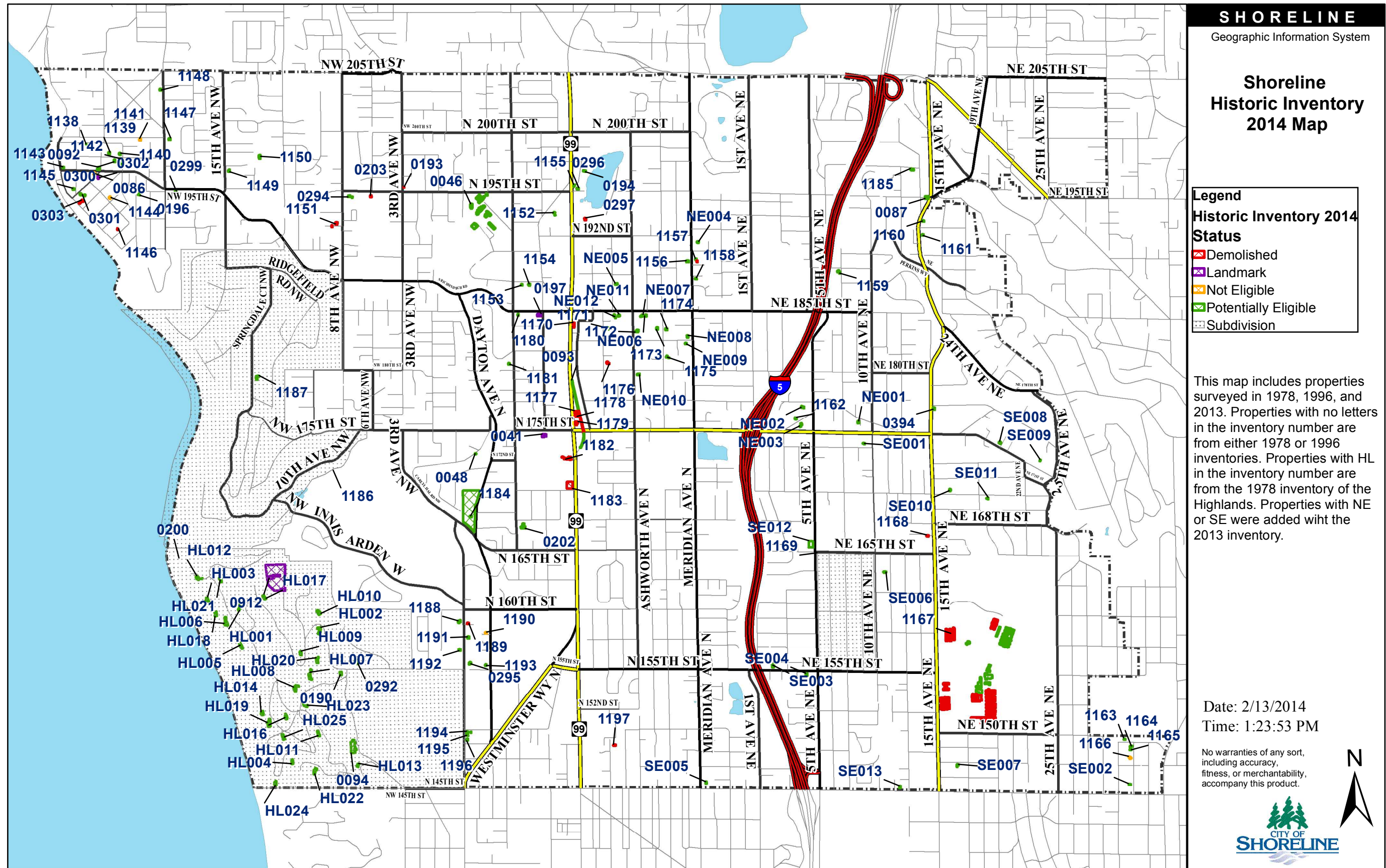
While this survey expanded the scope of the City's inventory and its recognition of historic properties, it also opened new possibilities for research.

- Due to time and budget constraints, this survey did not review all of the pre-1939 buildings throughout the City; with additional funding, the remainder of the buildings could be surveyed to get a more comprehensive picture of Shoreline's development.
- Additional survey work could also be done on mid-century houses in the eastern part of the City.
- Several of the surveyed properties appear to meet the criteria for designation as City of Shoreline landmarks; City and County staff could work with interested owners to explain the landmark designation process and the advantages of designation.
- Community members have expressed interest in learning more about houses that were moved for the construction of I-5 in the 1960s. An important first step would be to contact long-time residents who would remember these activities; their information could then be confirmed through state and county records and newspaper accounts.
- Researching the history of specific plats or groups of houses would provide more context for the early development of Shoreline. Some examples would be Jersey Summer Homes and Chittenden's Terrace Park. One aspect of this research would be identifying notable features (such as the entrance gates at N. 149th Street and Greenwood Avenue N. and a concrete track nearby).
- The survey identified a number of log houses, some log-clad and others perhaps of log construction. Further study of the construction methods and materials used and the circumstances of their construction would provide important context for understanding these relatively unusual buildings.

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- The 1996 survey noted that the former Fircrest Naval Hospital contained numerous potentially historic buildings associated with its use as a hospital during World War II. Since that survey, many of the buildings have been demolished as the property is adapted to new uses, with historic reports. Since the property is owned by the State of Washington, changes would be covered by Executive Order 05-05, which provides a measure of protection for historic properties. A useful step would be to update the survey of the facility to determine whether there are buildings with integrity and significance that should be specifically targeted for preservation.
- A similar situation is found at the former Firland Sanitorium property, which has both historical and architectural significance. It is currently owned by a religious organization and houses educational and residential facilities. It may be possible to identify specific buildings or building features that are important and can be preserved.
- The Highlands community is significant for the history of its development, its largely intact design by the Olmsted Brothers, and its concentration of homes designed by important architects and owned by significant figures over more than a century. A more comprehensive understanding of its development and significance could be obtained by supplementing the 1977-78 survey information with Assessor's data and published information from books and periodicals.





**Study Item 6a. Historic Preservation**  
**2014 Shoreline Historic Resources Inventory Table**

INV. #	INV. YR.	STATUS	HISTORIC NAME	DATE BUILT	PARCEL #	ADDRESS
0041	1978	Landmark	Ronald Grade School	1912	0726049134	17300 FREMONT AVE N
0046	1978	Potentially Eligible	Firlands Sanitorium-Fire House	1921	0626049016	19345 CRISTA LN N
0046	1978	Potentially Eligible	Firlands Sanitorium-Ward B	1920	0626049164	19301 KINGS GARDEN DR N
0046	1978	Potentially Eligible	Firlands Sanitorium-Powerhouse	1913	0626049164	19307 CRISTA LN N
0046	1978	Potentially Eligible	Firlands Sanitorium-Kitchen	1914	0626049016	19370 KINGS GARDEN DR N
0046	1978	Potentially Eligible	Firlands Sanitorium-?	1920	0626049164	19304 CRISTA LN N
0046	1978	Potentially Eligible	Firlands Sanitorium-Admin Bldg	1914	0626049016	19370 KINGS GARDEN DR N
0046	1978	Potentially Eligible	Firlands Sanitorium-GreenHouse?	1913	0626049016	19368 KINGS GARDEN DR N
0046	1978	Potentially Eligible	Firlands Sanitorium-Powersouse	1913	0626049164	19307 CRISTA LN N
0046	1978	Potentially Eligible	Firlands Sanitorium-Hospital	1914	0626049016	19351 KINGS GARDEN DR N
0046	1978	Potentially Eligible	Firlands Sanitorium-Ward C	1929	0626049164	506 192ND ST
0048	1978	Potentially Eligible	Carlsen Hill Spring/Tree	1904	ROW	Greenwood Place N at 17208
0086	1978	Not Eligible	Richmond Beach Library	1911	7277100320	2404 NW 195TH PL
0087	1978	Potentially Eligible	Lago Vista Spring w/Marker	1910	ROW	195TH & 15TH AVE NE
0092	1978	Potentially Eligible	Kennedy Hotel and Store	1911	7277100265	19601 24TH AVE NW
0093	1978	Potentially Eligible	County Road No 917	1911	ROW	Ronald Place & Aurora Ave N
0093	1978	Demolished	County Road No 917	1911	Various	Ronald Place & N 175th ST
0093	1978	Potentially Eligible	County Road No 917	1911	0726049038	Ronald Place south of 175th
0094	1978	Potentially Eligible	Seattle Golf Club - clubhouse	1908	1326039018	111 NW 145THST
0190	1978	Potentially Eligible	Florence Henry Memorial Chapel	1911	3304700190	162 BOUNDARY LN NW
0193	1978	Demolished	Robinson Water Tower	1910	0126039088	224 N 195TH ST
0194	1978	Potentially Eligible	Casey House	1919	2232500075	19542 ECHO LAKE PL N
0196	1978	Potentially Eligible	Jones House	1905	7284900530	19354 22ND AVE NW
0197	1978	Landmark	Richmond Highlands Mas. Hall	1922	7285900065	753 N 185TH ST
0200	1978	Subdivision	The Highlands	1909		The Highlands
0202	1978	Potentially Eligible	Ronald School Cafeteria/Aud	1918	0726049153	16544 FREMONT AVE N
0203	1978	Demolished	Patterson House	1922	0126039682	503 NW 195TH ST
0292	1978	Potentially Eligible	The Highlands School	1922	1326039091	167 NW HIGHLAND DR
0294	1978	Potentially Eligible	Hawthorne House	1912	0126039100	649 NW 195TH ST
0294	1978	Potentially Eligible	Hawthorne House	1933	0126039100	649 NW 195TH ST
0295	1978	Potentially Eligible	Stone Castle	1908	1826049034	15508 GREENWOOD AVE N
0295	1978	Potentially Eligible	Stone Castle	1908	1826049034	15508 GREENWOOD AVE N
0296	1978	Potentially Eligible	Herman Butzke Home	1923	2232500110	19502 AURORA AVE N
0297	1978	Demolished	Weiman House	1920	1134700030	1140 N 192ND ST
0299	1978	Potentially Eligible	RB Telephone Office	1937	0226039049	1845 NW 195TH ST
0300	1978	Potentially Eligible	Hazel Tweedie Home	1900	7277100175	2315 NW 197TH ST
0301	1978	Potentially Eligible	Umbrite Drug Store	1898	7277100525	2531 NW 195TH PL
0301	1978	Potentially Eligible	Umbrite Drug Store	1938	7277100525	2531 NW 195TH PL
0301	1978	Potentially Eligible	Umbrite Drug Store	1938	7277100525	2531 NW 195TH PL
0302	1978	Landmark	Crawford Store	1922	7277100435	2411 NW 195TH PL
0303	1978	Demolished	Howell Building-accessory bldg	1888	7278100710	19408 RICHMOND BEACH DR NW
0303	1978	Demolished	Howell Building-main	1888	7278100710	19406 RICHMOND BEACH DR NW
0394	1996	Potentially Eligible	North City Tavern	1930	4024101335	17554 15TH AVE NE
0912	1978	Landmark	Boeing Home - Residence	1915	3304700105	140 HUCKLEBERRY LN NW
0912	1978	Landmark	Boeing Home - Garage	1915	3304700105	140 HUCKLEBERRY LN NW
0912	1978	Landmark	Boeing Home - Gatehouse	1915	3304700105	140 HUCKLEBERRY LN NW
0912	1978	Landmark	William E. Boeing House	1915	3304700105	140 HUCKLEBERRY LN NW
1138	1996	Potentially Eligible	Richmond Beach Tank House	1915	7277100005	2433 NW 198TH ST
1139	1996	Potentially Eligible	Kolesar House	1918	7277100140	2326 NW 197TH ST
1140	1996	Potentially Eligible	Gruber House 2	1927	7277100120	2304 NW 197TH ST
1141	1996	Not Eligible	Dalby House	1891	0226039020	2115 NW 199TH ST
1142	1996	Potentially Eligible	Gruber House 1	1903	7277100180	2301 NW 197TH ST
1142	1996	Potentially Eligible	Gruber House 1	1920	7277100180	2301 NW 197TH ST
1143	1996	Potentially Eligible	Comrada House	1925	7278100130	19602 RICHMOND BEACH DR NW
1144	1996	Not Eligible	Novak House	1924	7277100755	2330 NW 193RD PL
1145	1996	Potentially Eligible	Wagner House	1928	7278100605	19515 26TH AVE NW
1146	1996	Demolished	Clampert House	1932	7284900225	2536 NW 191ST PL
1147	1996	Potentially Eligible	Anderews House	1900	1891900010	19742 20TH AVE NW
1148	1996	Potentially Eligible	Peterson House	1929	7280300231	20235 20TH AVE NW
1149	1996	Potentially Eligible	John L. Johnson House	1904	0126039605	19536 15TH AVE NW
1150	1996	Potentially Eligible	Esther J. Johnson House	1922	0126039113	1321 NW 198TH ST
1151	1996	Demolished	Kendall/Short House	1926	1586000000	19141 8TH AV NW
1151	1996	Demolished	Kendall/Short Carriage House	1926	1586000000	19141 8TH AV NW
1152	1996	Potentially Eligible	Clifford House	1925	7283900561	19330 FIRLANDS WAY N
1152	1996	Potentially Eligible	Clifford House	1925	7283900561	19330 FIRLANDS WAY N
1153	1996	Potentially Eligible	Patterson House	1929	7283900036	717 N 188TH ST
1154	1996	Potentially Eligible	Bailey House	1928	7283900271	735 N 188TH ST
1155	1996	Potentially Eligible	Echo Lake Tavern	1928	2232500015	19508 AURORA AVE N
1156	1996	Potentially Eligible	Craftsman House	1928	0626049031	18831 MERIDIAN AVE N

**Study Item 6a. Historic Preservation**  
**2014 Shoreline Historic Resources Inventory Table**

INV. #	INV. YR.	STATUS	HISTORIC NAME	DATE BUILT	PARCEL #	ADDRESS
1157	1996	Potentially Eligible	Taylor House	1920	5465450020	18840 MERIDIAN AVE N
1157	1996	Demolished	Taylor House - garage/shed	1920	5465450020	18842 MERIDIAN AVE N
1158	1996	Potentially Eligible	Echo Lake Garden Tracts House	1916	7761000080	18704 MERIDIAN AVE N
1159	1996	Potentially Eligible	Lago Vista Cottage	1929	3971702310	727 NE 189TH ST
1160	1996	Potentially Eligible	Conover House	1935	3971701570	19218 15TH AVE NE
1161	1996	Potentially Eligible	Lago Vista General Store/Gas	1927	3971702190	19042 15TH AVE NE
1162	1996	Potentially Eligible	Coulter House	1924	1115100170	328 NE SERPENTINE PL
1163	1996	Potentially Eligible	Chittenden's Terrace House 1	1933	1568100015	3006 NE 149TH ST
1164	1996	Potentially Eligible	Miller House	1933	1568100106	14737 31ST AVE NE
1165	1996	Potentially Eligible	Chittenden's Terrace House 2	1933	1568100110	14733 31ST AVE NE
1166	1996	Not Eligible	Shingley House	1934	1568100076	14715 31ST AVE NE
1167	1996	Demolished	Seattle Naval Hospital	1940	1626049010	2002 NE 150TH ST
1167	1996	Demolished	Seattle Naval Hospital	1940	1626049010	2002 NE 150TH ST
1167	1996	Potentially Eligible	Seattle Naval Hospital-Chapel	1944	1626049010	2002 NE 150TH ST
1167	1996	Demolished	Seattle Naval Hospital	1940	1626049010	2002 NE 150TH ST
1167	1996	Potentially Eligible	Seattle Naval Hospital	1940	1626049010	2002 NE 150TH ST
1167	1996	Demolished	Seattle Naval Hospital	1940	1626049010	2002 NE 150TH ST
1167	1996	Potentially Eligible	Seattle Naval Hospital	1940	1626049010	2002 NE 150TH ST
1167	1996	Demolished	Seattle Naval Hospital	1940	1626049010	2002 NE 150TH ST
1167	1996	Demolished	Seattle Naval Hospital	1940	1626049010	2002 NE 150TH ST
1167	1996	Demolished	Seattle Naval Hospital	1940	1626049010	2002 NE 150TH ST
1167	1996	Demolished	Seattle Naval Hospital	1940	1626049010	2002 NE 150TH ST
1167	1996	Demolished	Seattle Naval Hospital	1940	1626049010	2002 NE 150TH ST
1167	1996	Potentially Eligible	Seattle Naval Hospital	1940	1626049010	2002 NE 150TH ST
1167	1996	Potentially Eligible	Seattle Naval Hospital	1940	1626049010	2002 NE 150TH ST
1167	1996	Potentially Eligible	Seattle Naval Hospital	1940	1626049010	2002 NE 150TH ST
1167	1996	Demolished	Seattle Naval Hospital	1940	1626049010	2002 NE 150TH ST
1167	1996	Demolished	Seattle Naval Hospital	1940	1626049010	2002 NE 150TH ST
1167	1996	Demolished	Seattle Naval Hospital	1940	1626049010	2002 NE 150TH ST
1167	1996	Demolished	Seattle Naval Hospital	1940	1626049010	2002 NE 150TH ST
1167	1996	Potentially Eligible	Seattle Naval Hospital	1940	1626049010	2002 NE 150TH ST
1167	1996	Potentially Eligible	Seattle Naval Hospital	1940	1626049010	2002 NE 150TH ST
1167	1996	Potentially Eligible	Seattle Naval Hospital	1940	1626049010	2002 NE 150TH ST
1167	1996	Demolished	Seattle Naval Hospital	1940	1626049010	2002 NE 150TH ST
1167	1996	Demolished	Seattle Naval Hospital	1940	1626049010	2002 NE 150TH ST
1167	1996	Demolished	Seattle Naval Hospital	1940	1626049010	2002 NE 150TH ST
1167	1996	Demolished	Seattle Naval Hospital	1940	1626049010	2002 NE 150TH ST
1167	1996	Potentially Eligible	Seattle Naval Hospital	1940	1626049010	2002 NE 150TH ST
1167	1996	Potentially Eligible	Seattle Naval Hospital	1940	1626049010	2002 NE 150TH ST
1168	1996	Demolished	Craftsman House c. 1925	1921	3064300000	16605 15TH AVE NE
1169	1996	Subdivision	Ridgecrest Subdivision	1941		Ridgecrest
1170	1996	Demolished	Bessie B Cafe	1930	0726049155	18400 AURORA AVE N
1171	1996	Potentially Eligible	Fletcher House	1921	7276100045	18322 STONE AVE N
1172	1996	Potentially Eligible	Wyatt House	1917	3705900083	18316 ASHWORTH AVE N
1173	1996	Potentially Eligible	Russell House	1916	3705900109	18321 WALLINGFORD AVE N
1174	1996	Potentially Eligible	Jersey Summer Homes House	1921	3705900110	18322 WALLINGFORD AVE N
1175	1996	Potentially Eligible	Robbins House	1933	3705900190	18028 WALLINGFORD AVE N
1175	1996	Potentially Eligible	Robbins House	1933	3705900190	18028 WALLINGFORD AVE N
1176	1996	Demolished	Litchfield House	1923	7276100285	18010 STONE AVE N
1177	1996	Demolished	Aurora Cold Storage	1941	0726049161	17532 AURORA AV N
1178	1996	Demolished	Cobbler's Cottage	1931	0726049114	17526 AURORA AV N
1179	1996	Demolished	Cox's Garage	1937	0726049120	17512 AURORA AV N
1180	1996	Potentially Eligible	Swanson House	1922	7285900092	707 N 185TH ST
1181	1996	Potentially Eligible	RoseHaven	1927	6713100156	18015 FREMONT AVE N
1182	1996	Demolished	Auto Cabins-Rear cabin(s)?	1943	0726049079	17203 AURORA AVE N
1182	1996	Demolished	Auto Cabins - Craftsman house	1914	0726049079	17203 AURORA AVE N
1182	1996	Demolished	Auto Cabins - 1 cabin	1930	0726049079	17203 AURORA AVE N
1182	1996	Demolished	Auto Cabins - 1 cabin	1930	0726049079	17203 AURORA AVE N
1182	1996	Demolished	Auto Cabins - covered parking	1930	0726049079	17203 AURORA AVE N
1182	1996	Demolished	Auto Cabins - 2 cabins+carport	1930	0726049079	17203 AURORA AVE N
1182	1996	Demolished	Auto Cabins - Carport	1943	0726049079	17203 AURORA AVE N
1183	1996	Demolished	Parker's	1930	0726049098	17001 AURORA AVE N
1184	1996	Potentially Eligible	Hazel Memorial Park - Church	1937	6190701380	16747 DAYTON AVE N
1184	1996	Potentially Eligible	Hazel Memorial Park	1912	6190701380	16747 DAYTON AVE N
1185	1996	Potentially Eligible	Lago Vista Club House	1930	3971701155	1227 NE 198TH ST
1186	1996	Subdivision	Innis Arden, Divisions 1-3	1941		Innis Arden
1187	1996	Potentially Eligible	Innis Arden Ranch House	1949	3585900275	17740 14TH AVE NW
1188	1996	Potentially Eligible	Fish Farmhouse	1903	1326039004	15747 GREENWOOD AVE N
1189	1996	Demolished	Wytel House	1918	1826049011	15730 GREENWOOD AVE N
1190	1996	Not Eligible	Fish/Singer House	1933	1826049300	15719 DAYTON AVE N
1191	1996	Potentially Eligible	Fish/Fessenden House	1920	1826049397	15710 GREENWOOD AVE N
1192	1996	Potentially Eligible	Brinton House	1931	1326039036	15539 GREENWOOD AVE N
1193	1996	Potentially Eligible	Rehnstrom House	1936	1826049038	15505 DAYTON AVE N
1194	1996	Potentially Eligible	Pease House	1926	9304300005	14922 GREENWOOD AVE N
1194	1996	Potentially Eligible	Pease House	1922	9304300005	14922 GREENWOOD AVE N

**Study Item 6a. Historic Preservation  
2014 Shoreline Historic Resources Inventory Table**

INV. #	INV. YR.	STATUS	HISTORIC NAME	DATE BUILT	PARCEL #	ADDRESS
1195	1996	Potentially Eligible	Casson House	1926	9304300010	14918 GREENWOOD AVE N
1196	1996	Potentially Eligible	Mills House	1926	9304300140	304 N 149TH ST
1197	1996	Demolished	Keene House	1924	1826049141	14826 STONE AVE N
HL001	1978	Potentially Eligible	Todd House	1910	3304700137	105 NW HIGHLAND DR
HL002	1978	Potentially Eligible	Glenkerrie/A.S. Kerry Home	1911	3304700050	156 NW HIGHLAND DR NW
HL003	1978	Potentially Eligible	Greenway/A. Scott Bullitt Home	1916	3304700390	89 OLYMPIC DR NW
HL004	1978	Potentially Eligible	Sunnycrest/J.D. Hoge Home	1922	3304700250	4 NW SCENIC DR
HL005	1978	Potentially Eligible	T.D. Stimson Home	1924	3304700365	77 OLYMPIC DR NW
HL006	1978	Potentially Eligible	C.W. Stimson Home	1924	3304700375	81 OLYMPIC DR NW
HL007	1978	Potentially Eligible	Langdon C. Henry, Sr. Home	1927	3304700020	166 BOUNDARY LN NW
HL007	1978	Potentially Eligible	L.C. Henry, Sr. Home - Gar/Liv	1927	3304700020	166 BOUNDARY LN NW
HL008	1978	Potentially Eligible	Edward I. Garrett Home	1936	3304700195	120 NW HIGHLAND DR
HL009	1978	Potentially Eligible	William Allen Home	1931	3304700065	123 NW HIGHLAND DR
HL010	1978	Potentially Eligible	D.D. Fredrick Home	1931	264000070	151 NW HIGHLAND DR
HL011	1978	Potentially Eligible	Langdon C. Henry, Jr. Home	1937	3304700255	11 OLYMPIC DR NW
HL012	1978	Potentially Eligible	Norcliffe/C.D. Stimson Home	1909	3304700400	95 NW PARK DR
HL012	1978	Potentially Eligible	Norcliffe/Stimson-Gatehouse	1909	3304700400	95 NW PARK DR
HL013	1978	Potentially Eligible	Trafford-Huteson Home	1909	3304700220	199 BOUNDARY LN NW
HL014	1978	Potentially Eligible	Stewart Home/Braeburn	1913	3304700335	51 SPRING DR NW
HL016	1978	Potentially Eligible	Georgian Hill/Arnold Home	1915	3304700270	61 OLYMPIC DR NW
HL017	1978	Potentially Eligible	Annwood/Stedman Home	1915	3304700100	111 NW HIGHLAND DR
HL018	1978	Potentially Eligible	Colindown/Downey Home	1921	3304700380	83 OLYMPIC DR NW
HL019	1978	Potentially Eligible	Belfagio/Ballinger Home	1922	3304700331	49 NW CHERRY LOOP
HL020	1978	Potentially Eligible	Paul Mandell Henry Home	1927	3304700060	160 NW HIGHLAND DR
HL021	1978	Potentially Eligible	Greenwood Home	1927	3304700130	88 OLYMPIC DR NW
HL022	1978	Potentially Eligible	Remmington-Greene Home	1928	3304700231	3 NW SCENIC DR
HL023	1978	Potentially Eligible	Baillargeon Home	1928	3304700205	16 OLYMPIC DR NW
HL024	1978	Potentially Eligible	Jerome Home	1928	3304700295	31 NW CHERRY LOOP
HL025	1978	Potentially Eligible	Bogle Home	1932	3304700285	50 NW CHERRY LOOP
NE001	2013	Potentially Eligible		1927	0927100330	835 NE SERPENTINE PL
NE002	2013	Potentially Eligible		1928	1115100162	343 NE 178TH ST
NE003	2013	Potentially Eligible		1921	1115100277	335 NE SERPENTINE PL
NE004	2013	Potentially Eligible		1927	2225300041	19016 MERIDIAN AVE N
NE005	2013	Potentially Eligible		1917	2807100265	18554 STONE AVE N
NE006	2013	Potentially Eligible		1918	3705900045	1625 N 185TH ST
NE007	2013	Potentially Eligible		1918	3705907777	1615 N 185TH ST
NE008	2013	Potentially Eligible		1926	3705900124	1850 N 183RD ST
NE009	2013	Potentially Eligible		1929	3705900136	1851 N 183RD ST
NE010	2013	Potentially Eligible		1927	6391420000	17852 ASHWORTH AVE N
NE011	2013	Potentially Eligible		1929	7276100020	1335 N 185TH ST
NE012	2013	Potentially Eligible	Peifer Residence	1929	7276100025	1321 N 185TH ST
SE001	2013	Potentially Eligible		1939	0927100375	908 NE 174TH ST
SE002	2013	Potentially Eligible		1920	1568100240	14521 31ST AVE NE
SE003	2013	Potentially Eligible		1920	2241700055	132 NE 155TH ST
SE004	2013	Potentially Eligible	Sheppard Residence	1939	2881700451	417 NE 155TH ST
SE005	2013	Potentially Eligible		1908	2881700545	2110 N 145TH ST
SE006	2013	Potentially Eligible		1926	3432501355	16241 11TH AVE NE
SE007	2013	Potentially Eligible		1928	3670500305	1539 NE 147TH ST
SE008	2013	Potentially Eligible		1926	4024100946	1852 NE 175TH ST
SE009	2013	Potentially Eligible		1927	4024101020	2230 NE 170TH ST
SE010	2013	Potentially Eligible		1927	5589300200	1538 NE 170TH ST
SE011	2013	Potentially Eligible		1930	5589900155	1809 NE 170TH ST
SE012	2013	Potentially Eligible	Crest Theater	1949	5727500260	16505 5TH AVE NE
SE013	2013	Potentially Eligible		1930	6632900714	1114 NE 145TH ST

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

<b>AGENDA TITLE:</b>	Update on Light Rail Station Subarea Planning		
<b>DEPARTMENT:</b>	Planning & Community Development		
<b>PRESENTED BY:</b>	Miranda Redinger, Senior Planner, P&CD Rachael Markle, AICP, Director, P&CD		
<input type="checkbox"/> Public Hearing	<input type="checkbox"/> Study Session	<input type="checkbox"/> Recommendation Only	
<input checked="" type="checkbox"/> Discussion	<input type="checkbox"/> Update	<input type="checkbox"/> Other	

**BACKGROUND AND OBJECTIVES**

The last update to the full Commission regarding light rail station subarea planning was at the December 5, 2013 meeting. The committee met in January and March of 2014 and attended the Design Dialogue Workshops, as did Commissioner Moss. New Commissioners received a brief introduction to station subarea planning during their March 27 Orientation.

Based on discussion at the April 3 meeting, this staff report and agenda item are designed to meet the following objectives:

- Update Commissioners on station subarea planning work that has occurred since the December update;
- Delineate next steps and explain how it will impact the Commission work plan;
- Confirm date for Commission public hearing and recommendation to Council for Draft Environmental Impact Statement (DEIS) Preferred Alternative; and
- Discuss membership on light rail subarea planning committee and the function of the committee during upcoming phases of both NE 185<sup>th</sup> and 145<sup>th</sup> Street station subarea processes.

**TIMELINE**

**Recent:** Events that have occurred in 2014 for each station subarea.

**185<sup>th</sup> Station Subarea-**

- Design Dialogue Workshops, Part II were held on February 19 and 20. This workshop series followed-up on ideas generated at the November 5 and 6 sessions, which constituted Part I of the series, and also served as scoping for the upcoming DEIS. Both the November and February workshops included small group sessions with invited stakeholders that were identified in the Public and Stakeholder Involvement Plan.

Approved By:

Project Manager 

Planning Director 

## Study Item 6b. Light Rail Update

Consultants presented three alternative zoning scenarios, and represented what they could look like if fully built out using SketchUp computer models. These representations included mass modeling of the entire subarea and detailed computer renderings of certain segments or parcels. The zoning scenarios reflected ideas from the November Design Dialogue Workshops and the Market Assessment performed by BAE Urban Economics. All materials presented are available at <http://www.shorelinewa.gov/government/departments/planning-community-development/planning-projects/light-rail-station-area-planning/design-dialogue-workshops>, which is a link off of the main station subarea planning web page at [www.shorelinewa.gov/lightrail](http://www.shorelinewa.gov/lightrail).

- The 185<sup>th</sup> Station Citizen Committee (185SCC) met on the first Monday of each month, from 7:30-8:30 in Room 301 of City Hall. Beginning in May, these monthly meetings will be extended from 7:00- 8:30. The focus of the May 5 meeting will be additional explanation of the DEIS process. On April 12, members of the 185SCC and 145SCC and a representative from Futurewise will take a "ride the rails" tour of station subareas south of Seattle.

### 145<sup>th</sup> Station Subarea-

- A letter of Intent to Award the contract for the 145<sup>th</sup> Street Station Subarea Plan was sent to OTAK on April 4, following interviews earlier that week. Staff is working to finalize the scope, prepare the contract, and set a date for Council approval.
- The 145<sup>th</sup> Station Citizen Committee (145SCC) met on the fourth Thursday of each month, from 7:00-8:30 in Room 301 of City Hall. Activities to date have included articulating the committee's mission and forming subcommittees.

**Upcoming:** Important dates that have been set for each subarea.

### 185<sup>th</sup> Station Subarea-

- Present overview of DEIS process to 185SCC- May 5
- Present DEIS to Council- May 19
- Publish DEIS- May 20
- Community meeting- June 3
- DEIS comment period ends- July 10
- Planning Commission public hearing and recommendation on DEIS Preferred Alternative- July 10
- Council decision on DEIS Preferred Alternative- July 28 or August 4
- Commission work on 185<sup>th</sup> Street Station Subarea Plan- August and September  
Agenda items will focus on development regulations, potentially including:
  - Housing affordability- micro-housing, parking requirements, incentive zoning, property tax exemption, etc.
  - Housing choice- cottage housing, live/work lofts, Net Zero or Living Building Challenge (green building), Universal Design, etc.
  - Neighborhood character- design and transition standards, mix of uses, etc.
  - New or revised zoning standards- could take the form of an overlay, new zoning category, or revision of existing category. This could include

## Study Item 6b. Light Rail Update

revising use tables, determining criteria for rezones, minimum and maximum or form-based densities, etc.

- Incentives verses mandates- for housing affordability, green building, public space, and other community amenities, and could include discussion of density bonuses, prioritized capital projects, and the Planned Action Environmental Impact Statement (EIS), etc.
- Commission public hearing and recommendation on Subarea Plan and Planned Action EIS- September or October
  - The final subarea plan will include changes to the Comprehensive Plan Land Use Map, zoning designations, and Development Code Regulations.
- Council adoption of 185<sup>th</sup> Street Station Subarea Plan and implementation of Comprehensive Plan and zoning designations and development regulations- October or November.

### 145<sup>th</sup> Station Subarea:

- Design Dialogue Workshops, Part I- June 12
  - Staff is working with OTAK and their subconsultant Envirolssues to revise the Design Dialogue Workshop format to encourage additional stakeholder input.
- Design Dialogue Workshops, Part II- September

### Summer events for both station subareas:

- Staff, members of 185SCC and 145SCC, and Sound Transit will likely host booths at a variety of summer festivities, including the Shoreline Farmer's Market, Ridgecrest Ice Cream Social, and Celebrate Shoreline.
- Staff will establish a recurring "walk-shop" for each station subarea, leading a monthly walking tour based on the maps created in 2013. Walks will likely occur during work hours at a set time in May, June, July, August, and September and will be open to staff, elected and appointed representatives, residents, and other stakeholders.

## DISCUSSION FORMAT

1. Questions, comments, and general discussion about recent or upcoming processes, the Commission's role, and specific regulations to be considered.
2. Confirm schedule, specifically rescheduling July 3 meeting to July 10 for public hearing.
3. Discuss committee membership and function during analysis and adoption phases of 185<sup>th</sup> Subarea Plan and earlier phases of 145<sup>th</sup> Subarea Plan. Determine committee meeting schedule.

Please contact Miranda Redinger at 206-801-2513 or [mredinger@shorelinewa.gov](mailto:mredinger@shorelinewa.gov) if you have questions or comments.