

CITY OF SHORELINE

SHORELINE PLANNING COMMISSION MINUTES OF REGULAR MEETING

September 4, 2014
7:00 P.M.

Shoreline City Hall
Council Chamber

Commissioners Present

Chair Scully
Vice Chair Craft
Commissioner Malek
Commissioner Maul
Commissioner Montero
Commissioner Moss

Staff Present

Rachael Markle, Director, Planning and Community Development
Steve Szafran, Senior Planner, Planning and Community Development
Paul Cohen, Senior Planner, Planning and Community Development
Lisa Basher, Planning Commission Clerk

CALL TO ORDER

Planning Commission Chair, Keith Scully, 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 Scully, Vice Chair Craft, and Commissioners Malek, Maul, Montero and Moss.

APPROVAL OF AGENDA

The agenda was accepted as presented.

APPROVAL OF MINUTES

The minutes of August 7, 2014 were adopted as amended.

GENERAL PUBLIC COMMENT

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

STUDY ITEM: DEVELOPMENT REGULATIONS FOR 185TH STREET LIGHT RAIL STATION SUBAREA PLAN

The Commission and staff briefly discussed the process for the study session. They agreed that staff would provide a brief recap of the concepts introduced at the Commission's August 7th meeting and then

introduce two new topics: affordable housing and green building. The discussion would focus on the “Big Picture Questions” outlined in the Staff Report. They further agreed that the public should be invited to provide general comments prior to the staff presentation and again after the Commission has concluded its discussion regarding each of the “Big Picture Questions.”

Public Comment

Kayla Schott-Bresler, Policy Manager, Housing Development Consortium of King County (HDC), reviewed that the HDC is a non-profit, membership organization that represents over 100 organizations, government agencies and private businesses who are all working to solve affordable housing needs in King County. All members are dedicated to the vision that all people should have a safe, healthy and affordable home. They appreciate their partnership with the City of Shoreline over the past several years, and have been particularly inspired by the recent attention the Commission has devoted to affordable housing. She pointed out that 40% of the City’s residents already pay more for housing than they can afford, and rents and housing prices will likely increase when light rail comes to the community, particularly around the station areas. It’s imperative that station areas include plans for affordable housing to help avoid displacement and ensure that people of all incomes have access to high opportunity areas that are rich with jobs, transit and other important amenities for a healthy lifestyle.

Ms. Schott-Bresler pointed out that as the Commission considers development regulations for the 185th Street Station Area, they will have an opportunity to adopt strong, concrete affordable housing policies to serve the full range of housing needs in the community. Incentive or inclusionary zoning is a policy tool the HDC particularly favors, and she appreciates the attention City staff has exhibited in drafting early guidelines to implement this type of complex program. She said the HDC looks forward to continuing its partnership with the City as it works through the policy details in coming months to ensure that all people in Shoreline, regardless of income, have an opportunity to live in safe, healthy and affordable homes.

Verlon Fosner, Lead Pastor, Westminster Community Church, advised that the church is only weeks away from submitting plans to the City for a 24-unit, low-income residence hall built out of shipping containers. He said the church is in support of reducing the parking requirement. He briefly described the population the new units would serve, noting that most would not have vehicles and the significant amount of parking currently required by the code would be unnecessary. He also expressed support for reducing or waiving permit fees. The project will not be subsidized, and the church is working hard to reduce costs so the units can be more affordable.

Staff Presentation and Commission Discussion

Mr. Szafran reviewed that at their August 7th meeting, the Commission discussed zoning designations, bulk standards, uses, building and site design, and new permit types and procedures. Related to these issues, he asked the Commission to provide feedback regarding the following questions:

- **Minimum Densities**

Question: What are the Commissioners’ thoughts on minimum densities?

Mr. Szafran recalled that at their last meeting, the Commission discussed the concept of having minimum densities for the Mixed-Use Residential (MUR) 35, 48 and 85 zones. For example, the MUR-35 zone could have a minimum density of 8 dwelling units per acre (du/ac), with 18 in the MUR-48 and 48 in the MUR-85. He provided pictures to illustrate the difference between projects developed to the maximum densities allowed by each zone versus the minimum densities currently proposed.

Commissioner Maul suggested that a minimum density of 8 du/ac in the MUR-35 zone may be too low, given that some of the single-family zones allow a height limit of 35 feet, as well. Mr. Szafran explained that the MUR-35 zone is intended to increase the area that could be developed into town homes and provide a transition between the more intense MUR-85 and R-6 (Single-Family) zones. Director Markle commented that, currently, the properties zoned R-6 are developed at about three du/ac, and 8 du/ac would equate to approximately 4,000 square foot lots.

Chair Scully summarized the Commission's current and previous discussion that minimum densities are appropriate. Market analysis indicates there is a tremendous demand for town homes, and the Commission has expressed concern that increasing density without a minimum requirement would result in a field of town homes rather than the community's vision of a dense, urban core surrounded by progressively decreasing densities. However, he agreed with Commissioner Maul that 8 du/ac seems a bit low for the MUR-35 zone.

Mr. Cohen noted that the proposed minimum densities are approximately half of what staff thinks the maximum development potential would be. Mr. Szafran added that 85-foot heights is a product the City may not see for a long time, and 48 du/ac is above what you would get with a town home product. The MUR-48 zoning deletes the town home option and saves the land for something the City wants to see. The goal is not to preempt the type of development the City envisions, but still allow for development that is less than maximum to energize the area.

Commissioner Moss recalled that the Commission has also discussed the need for people with greater wealth to live in or near the subarea. She asked if someone who aggregates two 7,200 square foot lots in the MUR-35 zone would be required to develop at least to the minimum density. Mr. Szafran answered affirmatively.

- **Parking Requirements**

Question: Should the City consider reducing required parking "outright" by 25%, 50% or greater within ¼ mile (or other selected proximity) to the light rail station or should the existing parking standards and avenues for reduction apply?

Commissioner Moss asked if other jurisdictions in North King County and South Snohomish County (besides Seattle) have options for reduced parking standards. Mr. Szafran answered no. With the exception of Seattle, parking standards in other jurisdictions are typically greater than the City's normal parking standards. Commissioner Moss also asked if the City's zoning map defines the ¼

mile radius boundary. Mr. Szafran answered that the current code allows developers to reduce parking by 25% if they are within ¼ mile of a high-capacity transit corridor.

Commissioner Montero said he supports a 50% reduction in the parking requirement for affordable housing developments within a ¼ mile radius of the transit station. However, he would not support the additional parking reduction for market-rate housing.

Vice Chair Craft agreed that reducing the parking requirement would be a fantastic incentive for affordable housing. However, some have expressed concern that reducing the parking standards would result in more cars parking on the neighborhood streets. While he agreed that people living in the affordable units would have fewer cars and less need for parking, he is not convinced this would be true for market-rate housing and the community concerns would be realized.

Commissioner Malek questioned how the parking requirement would be applied to Point Wells, which is proposing one parking space per unit, with possibly a shuttle that would connect residents from the waterfront to the 185th Street Light Rail Station. Mr. Szafran explained that in order to qualify for the parking reduction, the properties would have to be located within ¼ mile of a high-capacity transit corridor. However, he reminded the Commission that the Point Wells development is not located within Shoreline and does not have to meet the City's code requirements. Director Markle explained that obtaining a parking reduction requires an administrative process. Because it is likely that staff would approve parking reductions for all properties within ¼ mile radius of the light rail station, the Commission may want to consider allowing an across the board parking reduction for these situations. The Commission expressed support for the concept.

Director Markle advised that staff has been working hard to learn about affordable housing; and Kayla Schott-Bresler from the HDC provided a lot of helpful information that was included in the Staff Report. In particular, staff explored all the strategies identified in the HDC's Workforce Housing Tool Kit. While they found that many of the tools are already in place, staff is proposing a few new tools for the Commission's consideration. She reviewed each of the tools and/or strategies and invited the Commissioners to comment:

- **Inclusionary Zoning**

Director Markle explained that "inclusionary zoning" simply means that affordable housing is included as a requirement of the Development Code for either home ownership or renting. Staff is currently proposing a traditional model that requires that affordable units be provided in return for a development bonus and/or incentive in the MUR-85 zone. She explained that staff originally proposed implementing a Master Use Permit (MUP) process for the MUR-85 zone. However, based on feedback from the City Council on August 25th, they are now proposing a Development Agreement, instead.

Director Markle said staff is currently proposing that 10% of the units be affordable at 60% Average Median Income (AMI) and 10% at 30% AMI. She referred to a handout provided by the HDC to illustrate what type of rents or home ownership would likely be within the various ranges of AMI. She voiced caution about how much housing at 30% AMI the City should require. It is a hard ask

and developers would be prone to utilize the fee-in-lieu option instead. She suggested that it might be more appropriate to require that 10% of the units be affordable at 60% AMI or less, which would be in line with what other jurisdictions in the area do. She referred to Attachment G of the Staff Report, which is a handout illustrating the incentives, bonuses, etc. that other jurisdictions offer.

Question: Should a percentage of new units in the MUR-85 zone be required to be affordable?

Chair Scully pointed out that the goals and policies in the City's Comprehensive Plan strongly favor requiring a certain percentage of the units to be affordable.

Questions: If so, for how long?

Director Markle pointed out that most jurisdictions have a cap of between 30 and 50 years. Commissioner Montero questioned why there should be a limit on the length of time a unit must remain affordable. Vice Chair Craft explained that as the housing stock ages and matures, the idea would be to trade the units into the market place for refurbishment to take advantage of rent at the highest level possible. Caps can be used as an incentive for future investment to maintain the aesthetics and rejuvenate neighborhoods.

Commissioner Moss recalled from previous discussions on other committees that in order to qualify for certain programs, the life expectancy of the affordable unit must be at least 50 years. Ms. Schott-Bresler advised that there are no government imposed long-term restrictions for affordable units that are created without public subsidy dollars, but the general requirements for public programs are between 30 and 50 years. Financing institutions typically require an end date, but the requirement can be renewed for another term when the buildings turn over. She summarized that while some jurisdictions have gone all the way to 99 years, most have established a cap of between 30 and 50 years. She agreed to do further research and follow up with City staff regarding her recommendation.

Vice Chair Craft recommended that the minimum cap should be 30 years. He reminded the Commission that the intent is to incentivize affordable units. While he cautioned against creating an artificial minimum, the City should not overburden what would be a potential opportunity to create more affordable housing.

Question: What should be the required household income level – 60% AMI, 30% AMI or use a sliding scale?

Ms. Schott-Bresler explained that if the City adopts the staff recommendation requiring that 10% of the units to be affordable at 60% AMI or less, most developers will choose the 60% because their goal is to make a profit and 60% is the easiest to comply with. A requirement of 50% to 60% AMI seems appropriate for the Shoreline community. It would encompass the workforce housing demographic rather than the working poor or poverty level, but there are other tools to further incentivize development for people with lower incomes. The Commission discussed options such as using a sliding scale. For example, the City could require that 10% of the units be affordable at 60% AMI, 6% of the units at 45% AMI or 3% of the units at 30% AMI. Although it is anticipated

that the majority of developers will choose to develop at the 60% AMI level, the sliding scale may encourage a few to develop at the lower income level without having to rely on non-profit or government funding.

Commissioner Montero referred to Attachment G and noted that many jurisdictions across the country have a dual scale that differentiates between units that are rented and owned. He suggested that the threshold be set a little higher for units that are owned. Setting the threshold too low could eliminate any incentive to build condominiums.

Question: What percent of the total units should be required to be affordable?

Director Markle commented that most jurisdictions have a 10% requirement. The Commission expressed general support for that option.

Question: Should affordable units be required in any of the other proposed zones?

Director Markle explained that, up to this point, the City has not considered requiring affordable housing without providing a bonus or incentive to developers. The requirement would only come into play if a developer wants to do something more. In the past, the City's development regulations have been straight forward, and this same thinking was used in the station areas, as well. She questioned if the Commission would support a requirement for affordable housing that is applicable to all development in the MUR-85 zone. She also questioned if the Commission would support some type of affordability requirement in the MUR-35 and MUR-45 zones, such as an impact fee for all new development within the station area.

Chair Scully observed that the City's intent is to not only encourage affordable housing, but encourage more development in the denser zones. Requiring affordable housing in the MUR-85 zone but not in the MUR-35 and MUR-45 zones would encourage developers to build market-rate housing outside of the denser zones and it would take even longer for the urban core development to be achieved.

Commissioner Moss said that while requiring affordable housing in the MUR-35, MUR-45 and MUR 85 zones is noble, it is also important to encourage development. These zones make up more than 90% of the entire station area, and she is concerned about the implications a minimum requirement would have in some areas, particularly smaller parcels in the MUR-35 and MUR 45 zones. She cautioned against setting the perception that the City wants to focus on affordable housing in every single place in the station area, which could inadvertently discourage development. Unlike the MUR-85 zone, there are fewer incentives the City can offer in the MUR-35 and MUR-45 zones to encourage affordable development.

Chair Scully observed that any requirement for affordable housing will discourage development. However, if the cost benefit is over and above what is required by other nearby jurisdictions, then developers will be encouraged to go elsewhere. He cautioned that there is a sweet spot of how much you can do to get affordable housing without closing the doors to development. If the City

establishes an affordable housing requirement for the MUR-35 and MUR-45 zones, they must also have a fee-in-lieu program for practicality purposes.

Director Markle explained that when they discussed development regulations for Town Center, North City, and Aurora Square, they were talking about creating zones and development for now. The station area plans are intended to go much further into the future. During the policy discussions, certain goals were identified and there seemed to be a willingness to increase the development potential around the station areas in order to achieve affordable housing, open space, etc. Rather than offering a number of bonuses or incentives to developers, staff is suggesting a more aggressive approach, with less "giving away," to get the type of community the City envisions in the light rail station areas.

Director Markle agreed to research and provide more information about the legality of requiring affordable housing in the MUR-85 zone without offering incentives and/or bonuses. It is a new approach and there are not a lot of examples.

- **Fee in Lieu**

Question: Should the City consider an option that allows developers to pay a fee in lieu of constructing affordable units. If yes, in which zones should this provision be applied? How should the fee be derived?

Director Markle advised that Bellevue, Kirkland, Issaquah and Redmond all have a fee-in-lieu program, but the fee amounts vary. Affordable housing advocates have explained that the program is very attractive to developers. It is simple, and it cuts their tie to the management of the affordable unit. If the fee is set correctly, it can be used to leverage other affordable units and to support not-for-profit housing developers. In addition, the units can be built by entities with affordable housing experience, construction and management. On the other hand, establishing the correct fee and managing the funds can be difficult. The City does not currently have a housing department or a system to track housing and they have not been invited to participate in any regional groups. Many jurisdictions use an administrative process to come up with the fee amount.

While staff is interested in establishing a program, there is no funding at this time. In addition, it will take more time to get affordable units if money is collected over time as opposed to having them built as development around the station occurs.

Director Markle asked for direction from the Commission on whether or not staff should continue to work on the fee-in-lieu concept and whether it should apply to just the station areas or citywide.

Vice Chair Craft expressed support for a fee-in-lieu program as an important way to create a process to generate revenue for affordable housing. However, he acknowledged that setting the right fee amount will be difficult and it is important to set the fee high enough.

Chair Scully said he would like to consider an affordable housing requirement that could be applied to all MUR zones. This would require the City to have a fee-in-lieu program that would be

particularly applicable to smaller projects. However, he expressed concern that utilizing an administrative ordinance to establish the fee for each situation would be unpredictable and create unknowns for developers. He would like the City to have a formula that is oriented towards the actual cost of construction. Commissioner Montero said he would also prefer that the fee be based on a percentage of the actual construction costs.

Commissioner Moss agreed there is benefit to exploring the fee-in-lieu option for all zones, particularly for the MUR-45 and MUR-35 zones. Regardless of how the fee is established, it needs to be high enough to make developers question whether it is more cost effective to build the units themselves or pay into the fee.

- **Permit Fee Reductions and Waivers**

Director Markle explained that permit fee reductions and waivers are allowed by State Law, but the City does not currently have the ability in its code. She suggested the Commission consider whether this type of provision should apply only to the MUR zones or to other zones, as well. If the Commission is interested in pursuing this option, the first step would be for the City Council to conduct a public hearing and establish the qualifying income levels. At this time staff is recommending that the income level be set at 50% or less of the King County Median Income for rental units and 80% or less for owner units. This must be done by the City Council after a public hearing. She briefly reviewed how other jurisdictions have addressed the concept.

The Commission discussed that waiving or reducing permit fees would have budget implications that must be addressed by the City Council. They expressed support for the concept but requested more information about the potential impacts and what other cities are doing. They particularly agreed that the option could be part of a package of tools for encouraging affordable housing in the MUR-35 and MUR-45 zones. Commissioner Moss said it would be helpful for staff to provide real life examples of how the various concepts could be applied to potential development in the MUR-35, MUR-45 and MUR-85 zones.

Commissioner Malek asked if waiving the permit fee would allow the Westminster Community Church to move forward with its proposed 24-unit project. Pastor Fosner answered affirmatively. He said the project is intended to serve the population at or below 30% AML. There is a high level of emergency for the project, which would immediately and profoundly affect the tenants' monthly budget.

Commissioner Montero commented that the average permit fee of between \$50,000 and \$75,000 for a 100-unit development is relatively small, and waiving the fee would not be a significant incentive for affordable housing as part of larger projects. However, the concept would be more meaningful for smaller projects.

- **Parking for Affordable Housing**

Director Markle reviewed that the code currently allows for a 25% reduction in the parking standards for projects that meet criteria such as proximity to transit. It also allows the Director to

approve a reduction of up to 50% for the portion of development providing low-income housing units at 60% of AMI or less. She requested the Commission provide feedback on eliminating the parking requirement for units affordable at 30% of AMI, but only under controlled management. For example, the code could be written to allow the Director to waive the parking requirement if the affordable housing project serves 30% AMI, is managed by an approved not-for-profit organization, and it is recorded on the title that none of the residents would have cars. The Commission could consider this option for the entire City or for just the station area as a pilot.

Commissioner Moss suggested it would be unfeasible to use the station area as a pilot because the zoning changes will happen long before there is light rail in the area to provide people who don't have cars with transportation. However, she felt the concept could have merit for application on a citywide basis. She supports eliminating the parking requirement for units affordable to 30% AMI in some instances, but they may also want to consider a partial reduction to address situations where people need parking space because there is inadequate public transportation available or they are transitioning from living in their car to housing.

Chair Scully observed that the proposed requirements would be impractical in many parts of the City. While he supports the concept for the station area, he knows that it would not be popular amongst property owners who worry about parking overflow into adjacent neighborhoods. The Commission concurred that if the concept is incorporated into the station area plan, there is likely to be a backlash from the community.

Commissioner Maul suggested that the concept could be explored for potential application citywide on a case-by-case basis. He pointed out that if the parking reduction only applies to the low-income units, then the rest of a large development's parking could absorb the impacts. However, if the project is strictly for 30% AMI and below, then eliminating the parking requirement altogether might not be appropriate.

Commissioner Moss cautioned that the pilot program needs to be managed carefully to avoid ostracizing people who are already struggling if neighbors get upset about the unintended consequences. She stressed the need for balance going forward, as opportunities for affordable housing might not always be new construction by a developer or an organization of faith.

- **Property Tax Exemption**

Question: Should Property Tax Exemptions (PTEs) be allowed in the station area? Should they include an affordable housing component? If so, what should the target be?

Director Markle explained that the Commission could forward a recommendation to the City Council that they be allowed in the station area and what the eligibility requirements should be. At this time, staff is recommending that the subarea plan include a requirement for a certain percentage of units to be affordable to households earning 60% or less of AMI.

Commissioner Moss suggested the Commission consider PTE's as a whole in the station area. She cautioned that as zoning changes and the area begins to redevelop, taxes on existing residential

properties will likely increase substantially. She is particularly concerned about how this might impact elderly residential property owners. Commissioner Montero pointed out that there is already a PTE exemption for seniors in place.

Commissioner Montero asked if the PTE concept has been used successfully in other areas of the City. Director Markle explained that PTE's in North City are allowed for units at 80% of AMI, and 100 affordable units have been built. However, the concept is applied as a development incentive versus an affordable housing incentive in the rest of the City to encourage economic development. A PTE was initiated on the "Bingo" site and the project's failure was not related to the PTE provision.

As a realtor, Commissioner Malek said he does not favor PTE's, particularly for as long as 12 years. He cautioned that PTE's can set a complicated precedence and expectation for future developers, and would not necessarily accomplish the City's long-term goal of improving business sales tax and the tax base in general. PTE's do not necessarily attract developers, and there are better incentives to accomplish this goal.

Chair Scully expressed support for using PTE's as a tool for affordable housing if the City's budget can bear it, but not for economic development. He pointed out that the cost of land and demand for housing, and not taxes, will drive future development.

- **Parcel Assembly**

Question: Should the City assemble parcels to promote affordable housing or other redevelopment goals?

Director Markle said that when asked what would be the most impactful action the City could take in the station areas to support the provision of affordable housing, numerous developers advised that the City should invest in parcel assembly. Staff is recommending that the subarea plan include a policy to investigate this opportunity and potentially establish mechanisms. For example, the fee-in-lieu fund could be used to assemble parcels around the station. The City could retain control of the interest and could either save the land for affordable housing or market it to developers who can meet the City's needs for affordable housing.

Vice Chair Craft asked if this parcel assembly would involve 'imminent domain.' Ms. Markle answered no; it would involve actually purchasing properties at market rate from willing sellers. Vice Chair Craft summarized that, essentially, the City would accrue larger lots to foster interest for bigger developments in the MUR-85 zone. She pointed out that there will be remnants of land available after the station has been developed. These will be located within close proximity to the parking garage and station, and will be a particularly good location for development to occur. Because the City anticipates land costs next to the station will go up once the station is finished, it would behoove them to reserve space for affordable units now.

Commissioner Montero requested more information about how a parcel assembly program would be funded. Director Markle clarified that, at this time, staff is simply proposing policy language that

would allow the City to explore the option further. They do not have all the answers now. She pointed out that the City of Bothell successfully aggregated parcels of land in its downtown, and redevelopment is successfully moving forward. She said many cities with real town centers that are being developed own all or a large percentage of the property, and this allows them to control the vision.

Commissioner Moss said she supports the City purchasing and aggregating properties that adjoin parcels that Sound Transit has already purchased for the station or those that are publicly owned. However, she is not sure the concept should be applied throughout the entire MUR-85 zone.

Chair Scully summarized that the Commission was generally in favor of the concept of aggregating properties, but they had some reservations. They requested that staff provide more information for their continued discussion.

The Commission noted that they did not get through all the items contained in the Staff Report. They agreed to continue their discussion on development regulations for the 185th Street Light Rail Station Subarea Plan at their next meeting on September 18th.

Public Testimony

Liz Poitras, Shoreline, voiced concern about the concept of parcel assembly, which she assumes means the City would purchase parcels and hold them until the neighboring ones become available so they can be aggregated and sold to a developer. She is worried about what will happen to the community in the meantime. Will the City maintain the existing houses and rent them out until such time as they are sold for redevelopment?

Tom Poitras, Shoreline, said that although he is not an expert on affordable housing, he has read that it is best for both low-income people and their neighbors if low-income housing is not concentrated into one area. Provisions that encourage affordable housing should be applied citywide and not just to the station area. There should be some effort to disperse affordable housing options throughout the City. He pointed out that low-income people need opportunities for affordable shopping; and it does not appear that either of the proposed subarea plans would encourage these uses. Land aggregation would be needed to accommodate a regular grocery store and/or mercantile within the subareas. While he agreed it is appropriate to concentrate certain demographics in the station areas, he questioned how many seniors and low-income people would use light rail. It is likely that enhanced bus service would be more appropriate for these people. Most people using light rail will be commuters.

DIRECTOR'S REPORT

Director Markle announced that Commissioner Strandberg has moved out of the area and resigned her position on the Commission. A new Commissioner, Laura Mork, has been appointed and will start at the next meeting.

Director Markle advised that the City Council supported the Planning Commission's recommendation on the preferred alternative for the 185th Street Station Area with just a few changes.

Director Markle announced that the American Planning Conference will be at the Davenport Hotel in Spokane, Washington on October 16th and 17th. Interested Commissioners should contact staff as soon as possible so that appropriate arrangements can be made.

UNFINISHED BUSINESS

There was no unfinished business.

NEW BUSINESS

There was no new business.

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

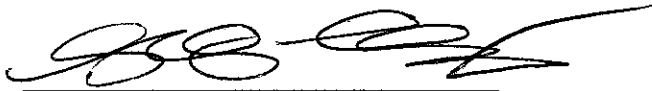
There were no reports or announcements from Commissioners.

AGENDA FOR NEXT MEETING

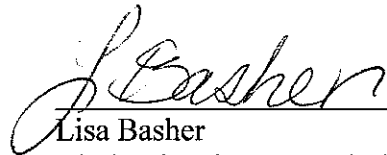
There was no further discussion regarding the agenda for the September 18th meeting.

ADJOURNMENT

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



Keith Scully
Chair, Planning Commission



Lisa Basher
Clerk, Planning Commission

TIME STAMP
September 4, 2014

CALL TO ORDER:

ROLL CALL:

APPROVAL OF AGENDA:

APPROVAL OF MINUTES:

GENERAL PUBLIC COMMENT:

**STUDY ITEM: DEVELOPMENT REGULATIONS FOR 185TH STREET LIGHT RAIL
STATION SUBAREA PLAN: 3:30**

Public Comment: 7:10

Staff Presentation: 13:46

Public Testimony: 1:57:44

DIRECTOR'S REPORT: 2:01:47

UNFINISHED BUSINESS: 2:03:21

NEW BUSINESS

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS:

AGENDA FOR NEXT MEETING:

ADJOURNMENT: