

# CITY OF SHORELINE

## SHORELINE PLANNING COMMISSION MINUTES OF REGULAR MEETING

September 18, 2014  
7:00 P.M.

Shoreline City Hall  
Council Chamber

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### Commissioners Present

Chair Scully  
Vice Chair Craft  
Commissioner Malek  
Commissioner Maul  
Commissioner Montero  
Commissioner Mork  
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  
Miranda Redinger, 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.

### SWEARING IN CEREMONY FOR NEWLY APPOINTED PLANNING COMMISSIONER

Deputy Mayor Eggen swore in new Planning Commissioner, Laura Mork.

### ROLL CALL

Upon roll call by the Commission Clerk the following Commissioners were present: Chair Scully, Vice Chair Craft, and Commissioners Maul, Montero, Mork and Moss. Commissioner Malek arrived at 7:46 p.m.

### APPROVAL OF AGENDA

The agenda was accepted as presented.

### APPROVAL OF MINUTES

The minutes of September 4, 2014 were adopted.

### 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 185<sup>TH</sup> STREET LIGHT RAIL STATION SUBAREA PLAN**

Chair Scully suggested that staff present each of the topics, followed by questions from the Commission and then public comment.

**Staff Presentation**

Mr. Szafran explained that the purpose of a development agreement is to require such things as affordable housing and to identify components that will add to the livability and aesthetics of the community by exchanging additional development capacity for community amenities. Development agreements can be applied citywide to define the development of property and they can also be used as a mechanism to negotiate increased development potential to provide for identified neighborhood amenities in the Mixed Use Residential (MUR-85) zone. He reminded the Commission that development agreements can be used by the City in accordance with State Law, but the City has not employed the tool to date. Rather than rely on State law, the Washington Cities Insurance Authority, the City's insurance provider, has recommended that the City formally adopt a development agreement process in its Development Code to avoid liability issues in the future.

Mr. Szafran referred to proposed language in Shoreline Municipal Code (SMC) 20.30.338, which applies to development agreements citywide and development agreement within the light rail station subareas. Subsection B lists components that development agreements must contain per State law and would apply to development agreements citywide. Subsection C lists components that would apply to property zoned MUR-85 within the subarea in order to increase development potential. As the Commission reviewed each of the topics, he suggested they consider the following questions:

- Is this something that should be considered as a component of a development agreement?
- Is this something that should be mandated in any of the Mixed Use Residential (MUR) zoning designations?
- Is this something that may be applicable citywide and should be considered outside of station subarea planning?

Staff presented the potential, and the Commission and public commented on each one as follows:

- Affordable Housing

Mr. Szafran reviewed that, at their September 4<sup>th</sup> meeting, the Commission favored using a sliding scale between 10% and 60% Average Median Income (AMI) and 5% at 30% AMI. They agreed that affordable housing should be mandatory as part of a development agreement rather than an option to choose.

Commissioner Moss asked if the intent is that all development agreements will require an affordable housing component. Mr. Szafran clarified that, as currently proposed, the requirement would only apply

to development within the MUR-85 zone that exceeds the 85-foot height limit. Director Markle clarified that the Commission has not yet discussed whether the concept should be applied citywide.

Commissioner Maul asked staff to explain why they are proposing that the development agreement process be applied citywide in order to reduce the City's liability. Director Markle explained that there is some liability risk associated with using development agreements without having a codified process in place. Since the City has been and wants to continue to use development agreements, they should codify the process and criteria rather than simply applying current State law.

**Tom Jamieson, Shoreline**, commended the Commission for offering an opportunity for public comment on each of the individual elements. He also asked that they allow the public to comment at the end of the presentation to voice concerns and raise questions that come to mind during the course of the study session regarding any of the elements.

- Jobs

Mr. Szafran advised that numerous citizens identified jobs as a desired amenity in the subarea, specifically living-wage jobs. The draft proposal would require commercial space of at least 30,000 square feet as a component of a development agreement in the MUR-85 zone. An example of this concept would be City Hall, where 30,000 square feet of space supports approximately 100 jobs.

Commissioner Maul suggested that for small sites, a 30,000 square foot requirement might be onerous. Mr. Szafran answered that staff calculated the land available in the subarea as a percentage of the City as a whole and the number of jobs the City must provide to meet the Growth Management Act (GMA) job growth targets. Dividing the percentage of area by the number of jobs got them to 100 jobs per 30,000 square feet. Based on current trend, per employee square footage is between 300 and 500. Commissioner Maul asked if it would be more appropriate to tie the number of jobs to the size of the parcel. Ms. Markle said the question is whether "jobs" should be a required component of a development agreement or one of the components an applicant could choose. Staff is recommending it be one component an applicant could choose, in which case, not every project would choose jobs. The concept could be applied based on parcel size, as suggested by Commissioner Maul, or based on a standard as outlined by Mr. Szafran.

Commissioner Moss observed that one inherent problem with a "jobs" component is the time it takes for a building to be permitted, developed and occupied. She asked what would happen if there is an economic downturn and previous commitments from commercial tenants are withdrawn between the time a building is permitted and developed. Mr. Szafran clarified that the proposal would mandate 30,000 square feet of commercial space, but it would not mandate occupancy. Mr. Cohen added that the intent is to bring in new jobs, and mandating a certain amount of commercial square footage would likely be accompanied by a strong desire to fill the space.

Chair Scully reminded the Commission that the City currently requires commercial uses on the street level in all commercial zones. However, the spaces can be used for residential uses on a short-term basis. He asked if this would also apply to commercial space that is required as part of the "jobs" component of a development agreement. Mr. Szafran answered no.

**Tom Jamieson, Shoreline**, cautioned that simply requiring a certain amount of commercial space reflects a brick and mortar bias. It does not account for the fact that, as the City moves further into the digital world, a lot of jobs can be provided with very little commercial space. He said he would like the code to take into account that the correlation between commercial space and jobs is rapidly changing and will continue to do so.

- Street Level Commercial

Mr. Szafran reviewed that the community identified street level commercial space as a desirable amenity, specifically eating and/or drinking establishments. The question is how big these areas should be. Should the requirement be based on a percentage of the street frontage? Should certain types of businesses be restricted? Should other types of street-level commercial uses be allowed?

Vice Chair Craft recognized the community's desire for commercial establishments that offer opportunities to eat and drink. However, from a practical standpoint, he is concerned about limiting the commercial uses to specifically eating and drinking establishments. While they are nice and effective uses for creating a community environment, requiring just those uses might be too limiting. Commissioner Maul agreed. It is hard enough to fill the required commercial spaces and limiting them to specifically eating and drinking establishments would be onerous. He felt the uses should be driven by the market demand.

Mr. Szafran reminded the Commission that, as currently proposed, limiting commercial space to eating and drinking establishments would only be applicable to development that exceeds the 85-foot height limit in the MUR-85 zone. Commissioner Moss recalled that the Commission discussed applying some of the development agreement concepts for the MUR-85 zone to the MUR-45 zone, as well. Chair Scully suggested the Commission focus specifically on development agreement components for the MUR-85 zone first. Then they could consider their applicability to other zones in the subarea and citywide. Mr. Szafran said it is also important for the Commission to identify the components that should be required versus those that are choices.

Chair Scully said he supports stating a preference for eating and drinking establishments as a goal in the Comprehensive Plan, but he questioned the constitutionality of limiting commercial uses to just these two types. Director Markle advised that there is some precedent for the requirement. For example, the Overlake Subarea Plan actually calls out hotels as specific uses, and a developer can obtain additional development potential by providing hotel space of more than 100 rooms. She acknowledged that limiting commercial uses to eating and drinking establishments is very narrow, and she questioned if developers would be interested in trading for additional development.

Vice Chair Craft said he believes it is important to create more attractive social settings. If the City is looking to incentivize a developer who wants to exceed the 85-foot height limit, it is important to do things like that. However, there may be opportunities to widen the definition to allow different types of commercial uses while sticking with the spirit the community requested.

Commissioner Montero asked if the eating and drinking establishments would also count as part of the square footage requirement for the "jobs" component. Mr. Szafran said he had thought they would be separate components.

Chair Scully said his recollection was that the public was interested in gathering places, and eating and drinking was just one component. Perhaps they could define it more broadly to include gathering spaces that are open to the public in some capacity.

**Tom Jamieson, Shoreline**, said he is in favor of having more public gathering places. He asked the Commission to give specific attention to providing places that allow citizens to promote initiatives and referendums that are a viable part of the local government.

- Public Parks and Art

Mr. Szafran said public parks and art were also identified as desirable by the community. As proposed, the draft criteria would require 2% building construction valuation dedicated to fund parks and/or art. The money could be used for new park space, amenities for existing parks, or new art installations. He commented that, at this time, there is no identified need for new park space; but there is a need for money to enhance existing parks. This will be particularly important given the anticipated increases in density around the light rail stations.

Commissioner Maul asked if developers could include public parks and/or art components in their projects or if they would simply be asked to give money to the City. Mr. Szafran said the park and/or art component could be addressed as part of the project, but it would have to be open and accessible to the public.

Chair Scully said he strongly supports a parks and/or art component. While there may not be an identified need for additional park space, it is important to keep in mind that they are proposing a lot of development within the subareas where there are no central or public gathering places. Building this concept into development agreements would take some of the load off of the City. Mr. Szafran said that, as currently proposed, the component would require that 2% of the building construction valuation must be used for public parks, open space, art or other recreational opportunities that are open and accessible to the public within the station subarea.

Commissioner Moss pointed out that the City already has open space requirements for developments over a certain size. However, there is no requirement that the space be open to the general public. She asked if the proposed component would be an additional requirement for open space. Mr. Szafran answered that the requirement for public parks and/or art would be in addition to the general open space requirement.

**David Higgins, Shoreline**, suggested that rather than requiring a developer to allocate a set amount of money on a one-time basis, the requirement should focus on long-term maintenance costs associated with park facilities.

- Regional Power Lines

Mr. Szafran said the public expressed support for undergrounding regional power lines, as an aesthetic amenity. Undergrounding the Seattle City Light transmission lines at 185<sup>th</sup> Street and 10<sup>th</sup> Avenue Northeast would free up land for potential usable open space. A representative from Seattle City Light indicated that underground transmission lines in this location would be allowed. They are also agreeable to rerouting the lines to a different location.

The Commission discussed that undergrounding the transmission lines would be very costly, and the proposal does not indicate how much of the existing lines must be underground in order to meet the requirement. Ms. Redinger agreed that underground transmission lines would add a significant cost to a project, and the tradeoff to offset the cost of providing the amenity would be more development potential. She acknowledged that staff does not know how realistic the idea is and how much additional development capacity would be required to make it pencil out. She also acknowledged that staff does not have answers yet about how the requirement would be applied and/or funded.

The Commission agreed that undergrounding the transmission lines would be desirable. However, if it is not a realistic amenity for a developer to accomplish, the City should find some other way to accomplish the goal. They requested further information about whether or not it would be financially feasible to make undergrounding a request of developers. Director Markle suggested the Subarea Plan could include a policy that the City explore mechanisms for undergrounding the lines. The Commission agreed that would be appropriate.

Commissioner Malek arrived at the meeting at 7:46 p.m.

**Tom Jamieson, Shoreline**, recalled that the City previously adopted an ordinance that required all power lines in the City to be underground within 15 years, but the ordinance was repealed just a few months before it expired. He cautioned that looking at the installation cost in isolation will not provide an accurate picture. They must consider the total cost of ownership associated with overhead lines versus underground lines.

- **Street Frontage**

Mr. Szafran said this is another aesthetic amenity identified by the community. The draft criteria would double the linear footage of improvements required. For example, a site with 100 feet of frontage would be required to provide 200 feet of frontage improvements. He provided an example of typical frontage improvements with a sidewalk, amenity zone, curb and gutter.

Commissioner Maul raised concern that there may be legal issues associated with requiring a developer to expand the frontage improvements beyond his/her property line. Mr. Szafran responded that this should not be an issue because the frontage improvements would occur within the City's right-of-way. Chair Scully pointed out that because the code requires frontage improvement with any new development, all frontage improvements would eventually be done anyway. He said he is skeptical about the public benefit of accomplishing the improvements faster by doubling the requirement versus some of the other amenities the City will not get unless they ask for it in a development agreement. Mr. Cohen said the idea is to accelerate the street improvements, and the intent is for developers to be

responsible for building the frontage improvements, including the necessary purchase of property. He noted that proposed language for the street frontage component would also require that utility lines running parallel to the street be placed underground.

Ms. Redinger said staff has had discussions with the City's Transportation Planners about the ideal time to make frontage improvements. At some point in the future, the City will adopt a route development plan for 185<sup>th</sup> Street, similar to what is currently underway for 145<sup>th</sup> Street. This plan will likely call for elimination of curb cuts and require access from side streets to relieve traffic congestion. The intent is to let developers make some of these improvements and eliminate as many curb cuts as possible before the City begins a major capital project.

Commissioner Moss questioned how a developer of a parcel located mid block would be able to underground utility lines when no one else on the block has done so. Ms. Redinger said one option would be to require developers to deposit money into a fund that could be used to accomplish the task blocks at a time.

Commissioner Maul cautioned that if they want to move forward with the street frontage and underground utility requirements, the Commission must talk about all utilities and not just power lines. While he supports the goal, implementation seems complicated.

Commissioner Malek asked if the double street frontage requirement would be applied half on either side of the property. Mr. Cohen said the developer and City could negotiate how the extension would be split to provide cohesion and connect improvements together.

Commissioner Montero asked how the street frontage requirement would be applied on properties where improvements have already been done by an adjacent property owner. Ms. Redinger said the developer could either do improvements in the opposite direction or choose a different option. Chair Scully pointed out that frontage improvements are required for all development, regardless of whether or not the applicant is requesting additional development capacity. He questioned if changes are needed elsewhere in the code to require a developer to contribute money into a fee-in-lieu fund if frontage improvements have already been done. Mr. Cohen explained that the benefit of a development agreement is that some things can be specific and others can be negotiated with the City. For example, if frontage improvements have already been done, a developer could negotiate to pay into a fee-in-lieu fund, and the money could be used to build frontage improvements elsewhere. He explained that the street frontage component can be a negotiating tool for the City's benefit, and there are a variety of possibilities. However, if a developer cannot completely fulfill the requirements, the City can require him/her to choose a different component from the list. Mr. Szafran added that development agreements must meet the decision criteria and be approved by the City Council.

Commissioner Maul cautioned that if a developer chooses the street frontage component, and extends the street frontage improvements beyond his/her property, they must recognize that the improvements may have to be redone if and when the adjacent property is redeveloped to meet the needs of the new use.

Commissioner Moss expressed concern that underground utilities would only occur on some parcels in the station area. She suggested the City's ultimate goal should be to underground all utilities. Rather than offering underground utilities as an incentive, perhaps it should be considered as a standard for the entire City.

Chair Scully agreed that the goal is to encourage underground utilities. However, he is not convinced that the current proposal would be workable. He suggested the concept needs more work, and the remainder of the Commission concurred.

**Liz Poitras, Shoreline**, expressed concern that a street improvement requirement could impact adjacent residential property owners. While some streets have deep rights-of-way that allow sufficient space for bike trails, sidewalks, vegetation, etc., many do not. She reminded the Commission that most of the properties in the subarea are already developed, and it may be necessary to acquire additional right-of-way in order to complete the required street frontage improvements. She also reminded the Commission that residential property owners will already be impacted by large developments that are allowed to exceed the height limit. Requiring a developer to do improvements in front of adjacent properties might make property owners nervous and annoyed.

**Tom Poitras, Shoreline**, cautioned about the safety issues involved with relocating the high-voltage power lines underground. Additional land may be required to make the area safe.

- Public Thru-Access

Mr. Szafran said the community also identified public thru-access and more connectivity as desirable amenities. The draft criteria is to provide street-to-street, dedicated public access. Staff is seeking feedback from the Commission about whether this public access should be a pedestrian/bicycle connection, for cars, or both. He provided a diagram to illustrate potential block-to-block access, which could be alleys, pedestrian paths, etc. As an example, Ms. Redinger pointed out that if the Shoreline Center were to redevelop, the walkshed to the station would decrease if a diagonal path were provided to connect the southeast corner to the northwest corner. Alleyways is a topic for another conversation, and would probably be more appropriate along the 185<sup>th</sup> Corridor where they want to reduce congestion on the road and pull cars off of sidewalks.

Commissioner Moss asked what would happen if a developer chooses this option but the property owner behind does not want to allow through access. Mr. Szafran said this option would only be available to a developer if street-to-street through access could be provided.

- Transfer of Development Rights

Mr. Cohen said both the Comprehensive Plan and the community support the Transfer of Development Right (TDR) concept, which would allow developers to purchase development right credits in exchange for increased development potential within defined areas. TDR's can be used to save forest and farmland by increasing development in urban areas like Shoreline. In addition, TDR's may be a viable, indirect source for capital funding for infrastructure in the subarea. The key issue for the Commission to consider is how many TDR credits would need to be purchased in the MUR-85 zone to be a component



of a development agreement and how much additional development potential would a developer be allowed to have for each credit. To give the Commission an idea of the relative power of using the TDR credit system, he provided aerial photographs of two, 107-unit housing developments, one in King County and another in Shoreline. He also provided aerial photographs to show what the property looked like before it was developed. He emphasized that it would take a much smaller area to provide the same number of housing units in the MUR-85 zone as opposed to the rural and forested areas in King County.

Chair Scully pointed out that, currently, the TDR program is in crisis. While plenty of property owners in the rural areas are willing to sell and leave their land undeveloped, cities have not come up with effective programs to get developers to purchase the credits. He cautioned against arbitrarily setting a number for how many credits must be purchased. The program is typically administered on a one (unit) to one (credit) basis.

While he supports the TDR idea and understands there are plenty of property owners trying to sell land in the County, Commissioner Maul questioned what benefit the City would receive from selling TDR credits to save rural and/or forested property in the County. Mr. Szafran responded that while some of the potential Development Agreement components would have a direct benefit to the people who live next to the MUR-85 zone, others actually have a larger, environmental picture. If the community is concerned about impacts on the rural and wilderness areas, they may choose to support the TDR concept as a way to protect these properties from future development.

Director Markle advised that the Landscape Conservation and Local Infrastructure Program (LCLIP) was adopted two years ago, and the City received a \$60,000 grant to study the feasibility of Shoreline's participation in a TDR program. She explained that, essentially, the program would allow the City to participate in local tax increment financing opportunities if a certain number TDR credits are purchased. At this time, Shoreline is allowed to receive 235 TDR credits, and the money can be used to fund public infrastructure, including place-making landscaping, parks and streets. Chair Scully recalled that Council Member Hall requested that TDR's be included as a possible component as a placeholder so the concept could be studied further.

- Structured Parking

Mr. Szafran said the public has expressed support for structured parking as an aesthetic amenity. The draft criteria would require that at least 50% of a development's parking must be structured. He invited the Commissioners to comment on whether or not 50% is an appropriate number. As an example, he referred to the Echo Lake Development, where the majority of parking is structured.

Vice Chair Craft commented that it may not be necessary to incentivize structured parking since the development in the MUR-85 zone will occupy the majority of the land and structured parking will be needed to meet the parking requirement. Chair Scully agreed that structured parking is ideal and noted that there is already economic incentive to provide structured parking given the high land values in the MUR-85 zone. The Commission discussed that if structured parking is offered as an incentive option to exceed the 85-foot height limit, the percentage should be much higher.

- Green Development for Development Agreements

Ms. Redinger reviewed three green development incentives (district energy/utilities such as stormwater facilities, renewable power generation, etc.; requiring that a certain percentage of the units be built to universal design standards; and LEED Gold) the Commission could consider for possible mandatory or optional components of development agreements in the station subareas. She also reviewed a list of other green development incentives that would not necessarily be appropriate components for development agreements in the MUR-85 zone. For example, green modular housing would not require the taller height limits, but an incentive for that housing style might be expedited permitting. Living Building Challenge and Net Zero projects would probably not benefit from additional height either, particularly given the requirement for the development to produce its own power. Solarized power would be a great green building program to promote in the City, particularly in the subarea, but it is not necessarily something that is appropriate for a development agreement.

Ms. Redinger advised that the intent is to codify as many mechanisms as possible in the window of time they have allotted to the process. However, some items will be more complicated and require more research such as financing and parcel aggregation for affordable housing and the 185<sup>th</sup> Street Route Development Plan. For these items, it may be appropriate to create policy language so that the concepts can be considered at some point in the future.

At the request of the Commission, Ms. Redinger explained that universal design mandates such things as minimum-sized hallways to allow wheelchair access so occupants of the units can age in place. The goal is to allow residents to modify their lifestyles as required without having to totally remodel. Commissioner Moss added that universal design calls for providing the infrastructure that allows the flexibility for units to be modified at some point in the future to meet the residents' changing needs.

Ms. Redinger explained that there are several levels of LEED standard. If Shoreline is to meet its greenhouse gas emission reduction targets the Council has agreed to by 2030, all new construction needs to be LEED Platinum. However, it is important to keep in mind that this is a long-range plan, and they may not see this level of construction until after the 2030 deadline. Mr. Szafran pointed out that the City Hall Building was developed to LEED Gold standard.

Commissioner Maul expressed his belief that it would be appropriate to make district energy/utility and LEED Gold mandatory requirements for large developments. Chair Scully concurred and commented that LEED Gold is not an onerous requirement for properties that develop via a development agreement. Perhaps they could offer credits for going beyond the top LEED Standard or for doing universal design.

Commissioner Maul acknowledged it is important to encourage universal design, but perhaps it should be an option rather than a mandated requirement. He noted that all the examples provided by Commissioner Moss were problems facing people who live in town houses and single-family homes that are not ADA accessible. The current discussion is whether or not universal design should be a mandated or optional requirement for development agreements in the MUR-85 zone. Once an elevator is installed in a building, everything else has to be accessible so the City would not gain anything from offering this incentive.

**Tom Jamieson, Shoreline**, cautioned that the proposed Subarea Plan is intended to be a 100-year plan, and it is not likely the City will get it right. Therefore, the plan needs to be easily adaptable. He encouraged them to choose the cautious alternative that will allow the City to adapt if a mistake is made.

Ms. Redinger clarified that it was not the City's intent to create a plan to span 100 years. Based on the zoning that was adopted as part of the preferred alternative, it would take 100 years to reach potential build out if the growth rate continues as anticipated. She encouraged the Commission to focus on what is likely in 20 years, and they may find that some of the concepts being discussed will not be applicable. She agreed that it is important to allow flexibility, but also provide some guidelines. The criteria can be reexamined periodically, as necessary.

Chair Scully recommended that rather than placing arbitrary numbers on each of the components, he would like to provide general guidelines and allow staff the flexibility to negotiate with developers. Each property is unique and neighborhoods will change. The goal of a development agreement is to negotiate to meet the needs of the parcel and the neighborhood.

**David Higgins, Shoreline**, suggested that, in addition to the topics discussed by the Commission, they should also consider including incentives for not-for-profit groups, community groups, public health clinics, etc. More business is great, but more community services are also important. The Commissioners agreed it is important to encourage uses that benefit the overall community.

Mr. Cohen summarized that the items presented by staff offer a wide range of components that are intended to reach the goals and ideas put forth by the community. He encouraged the Commissioners to add their ideas, as well.

Ms. Redinger announced that the Commission would meet jointly with the City Council on September 29<sup>th</sup> to discuss phased zoning and transition areas. If they come to an agreement that phased zoning is an approach they would like to examine, the Commission could jump right into the discussion at their October 2<sup>nd</sup> meeting. If not, potential topics for discussion on October 2<sup>nd</sup> include whether or not detached single-family residential uses should be permitted in the MUR-45 and MUR-85 zones, at least until the station opens. Other topics of discussion include alleys and frontage amenities, underground power lines in the MUR-45 and MUR-35 zones, and microhousing in the 185<sup>th</sup> Station Subarea and/or citywide.

Ms. Redinger said staff anticipates the Commission will wrap up their discussion about the main pieces of the development regulations before they start focusing on the Environmental Impact Statement (EIS), subarea plan policies, and planned action ordinance. She invited them to provide direction about their highest priorities. The Commission indicated a desire to discuss development regulations for the MUR-35, MUR-45 and MUR-85 zones outside of the development agreement, such as whether or not affordable housing should be a mandatory requirement.

## **DIRECTOR'S REPORT**

Director Markle announced that Community Transit is sponsoring a workshop on September 25<sup>th</sup> from 8:30 to 11:30 a.m. at which Gil Penalosa, Executive Director of 8-80 Cities, will talk about how to build vibrant communities that benefit residents and businesses.

**UNFINISHED BUSINESS**

There was no unfinished business.

**NEW BUSINESS**

There was no new business.

**REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS**

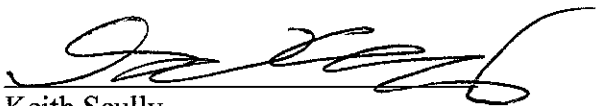
Commissioner Moss noted that the Commission's October 16<sup>th</sup> meeting will conflict with the American Planning Association Conference in Spokane, Washington. She and Mr. Szafran indicated their plans to attend the conference. However, it was confirmed that a quorum of Commissioners would be present at the meeting.

**AGENDA FOR NEXT MEETING**

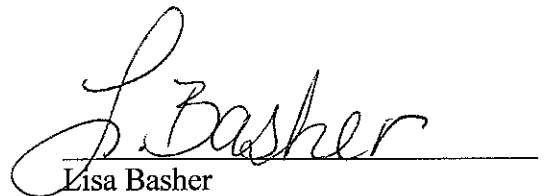
There was no further discussion regarding the agenda for the October 2<sup>nd</sup> meeting.

**ADJOURNMENT**

The meeting was adjourned at 8:42 p.m.



Keith Scully  
Chair, Planning Commission



Lisa Basher  
Clerk, Planning Commission

**TIME STAMP**  
**September 18, 2014**

**CALL TO ORDER:**

**ROLL CALL:**

**SWEARING IN CEREMONY FOR NEWLY APPOINTED PLANNING COMMISSIONER:**  
**1:02**

**APPROVAL OF AGENDA: 2:43**

**APPROVAL OF MINUTES: 2:50**

**GENERAL PUBLIC COMMENT: 3:00**

**STUDY ITEM: DEVELOPMENT REGULATIONS FOR 185<sup>TH</sup> STREET LIGHT RAIL  
STATION SUBAREA PLAN: 3:35**

**DIRECTOR'S REPORT: 1:39:10**

**UNFINISHED BUSINESS: 1:39:47**

**NEW BUSINESS:**

**REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS: 1:39:52**

**AGENDA FOR NEXT MEETING:**

**ADJOURNMENT:**

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