

CITY OF SHORELINE

SHORELINE PLANNING COMMISSION MINUTES OF REGULAR MEETING

November 20, 2014
7:00 P.M.

Shoreline City Hall
Council Chamber

Commissioners Present

Chair Scully
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, Senior Planner
Lisa Basher, Planning Commission Clerk

Commissioners Absent

Vice Chair Craft

Others Present

Mandi Roberts, Consultant from Otak

CALL TO ORDER

Chair 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 and Commissioners Malek, Maul, Montero, Mork and Moss. Vice Chair Craft absent.

APPROVAL OF AGENDA

The agenda was accepted as presented.

APPROVAL OF MINUTES

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

GENERAL PUBLIC COMMENT

Chair Scully recalled that, at the last meeting, a question was raised about the Commission's conflict of interest policy, and he has invited the Assistant City Attorney to address the issue in more depth at the Commission's next meeting. He emphasized that the Commission does have a policy in place, and he

encouraged the Commissioners to disclose anything that might possibly be considered a conflict of interest.

Commissioner Maul advised that he is working on a micro-housing project within the City, which is currently in the permitting process. He noted that his project would not be impacted by future changes to the City's Development Code. None of the other Commissioners indicated a conflict of interest concern.

Peter Waters, Shoreline, said he and his wife purchased a home just a few years ago at Wallingford and N 188th Street. Although citizens have been told that light rail is coming, he does not believe people around where he lives realize that a radical change to the zoning is imminent. He suggested it would behoove the City to make sure the surrounding neighbors are clearly aware of the potential changes and invited to comment before a final decision is made in early 2015. He expressed concern that people do not feel they have been invited to be part of the process, and the proposed zoning changes will be forced on them.

Bill Galante, Shoreline, said he lives on 10th Avenue NE, which has gained a lot of traffic in the last few years as people use it to avoid the changes that were made on 15th Avenue NE. He suggested the problem will only be exacerbated by the 185th Street Station. Mr. Galante also expressed concern about the 85-foot height limit in the proposed MUR-85 zone, which is within close proximity to his home. He said he hopes the plan will address the environmental impacts the station will have on the surrounding neighborhoods.

STUDY ITEM: REVIEW OF FINAL ENVIRONMENTAL IMPACT STATEMENT (FEIS) AND DRAFT SUBAREA POLICIES FOR THE 185TH STREET LIGHT RAIL STATION SUBAREA PLAN

Chair Scully reviewed that the Commission started its review of the light rail stations over two years ago. While he acknowledged the process is not perfect, there were over a dozen public meetings; and all of the Commissioners have participated in walking tours and met individually with citizens. Tonight, the Commission will review the Final Environmental Impact Statement (FEIS). They previously reviewed the Draft Environmental Impact Statement (DEIS) and conducted a series of study sessions where public comments are encouraged and received. The study sessions were followed by a public hearing on the DEIS, where more public comments were solicited prior to sending the document forward to the City Council. After an additional public comment period, the City Council adopted the DEIS that has been in operation throughout. He summarized that the City is well into the subarea planning process, but it is not finished. Tonight will start the public comment period for the FEIS. Nothing has been decided yet, and public comments on the FEIS will be accepted and considered through January 15th, when the Commission will conduct the final public hearing and forward a recommendation to the City Council.

Chair Scully advised that, in addition to the FEIS, the Commission will review the draft Subarea Policies, which have been the subject of a number of public meetings. Members of the public will be invited to provide comments tonight, and a final public hearing on the Subarea Policies is scheduled for January 15th.

Final Environmental Impact Statement (FEIS)

Mandi Roberts, Otak, advised that she is the project manager and consultant working on both the 145th and 185th Street Station Subarea Plans. She explained that the DEIS was over 300 pages, and the FEIS is going to be even larger because it includes responses to comments, as well as an analysis of the new alternative (Preferred Alternative 4). A review guide was prepared to help people review the FEIS and clearly understand the essence of what is different and new compared to what was presented in the DEIS. The Review Guide outlines all of the assumptions in the FEIS and provides a summary of the new information related to Alternative 4. It also includes a summary of the potential impacts that have been analyzed related to each element of the environment for all of the alternatives and a long list of mitigation measures. It is intended to be a precursor to the full FEIS, which will be published soon.

Ms. Roberts walked the Commissioners through the Review Guide section-by-section as follows:

- **The Purpose of this Guide.** This section provides an overview about the purpose of the guide.
- **Subarea Context and Geography.** This section speaks about the planning area boundaries, which were decided a long time ago.
- **Development of Alternatives Shaped by Community Design Workshops.** This section provides a brief overview of how the alternatives were shaped through the community design workshop process.
- **Alternatives Analyzed.** This section includes an overview of the alternatives that were analyzed.
- **Overview of Alternative 4 – Preferred Alternative.** This section describes the process and thoughts that went into developing the preferred alternative. The process included several meetings with the Planning Commission and City Council, and decisions were made based on public comments received on the DEIS, as well as an interest in expanding the capacity and flexibility for future growth in the station area.
- **Estimated Pace of Growth.** This section provides a summary of the estimated pace of growth, which is repeated quite often throughout the FEIS.
- **The First Twenty Years of Implementation Compared to Build Out.** It is important to understand that growth and changes will happen incrementally over time. Even if the City grows at a fairly aggressive rate of 1.5 to 2.5%, which is more than its historic growth, it will be decades before the preferred alternative builds out.
- **Planning Horizon Year (2035).** While the plan is intended to be long term, it must also include a capital improvement program for the next 20 years (to 2035). The Subarea Plan will include a list of capital projects, based on the mitigation measures in the FEIS.

- **Market Trends and Demand for Housing and Mixed Use.** This section provides an overview of the market trends and demand for housing and mixed use based on some of the analysis that has been done to date.
- **Anticipated Growth and Change under Alternative 1 (No Action).** This section identifies the amount of growth that might occur if no action is taken. She clarified that just because Alternative 1 is considered “no action” does not mean there won’t be change in the subarea. The section provides an overview of what may already be happening in the subarea with homes possibly being renovated. Given that the height limit in the R-6 zone is 35 feet, there could be a lot of change even if a new zoning plan is not adopted.
- **Potential for Phased Zoning with Alternative 4 (Preferred Alternative).** Two maps were provided; one showing the overall proposed zoning throughout the subarea and another showing a Phase I boundary (area that would be rezoned initially if the City chooses to move forward with a phased approach). They are particularly interested in public input about whether or not the proposed zoning should be phased.
- **Statistics on Population, Households and Employment.** The statistics in this section provide an overview of the population, household and employment levels associated with each alternative through 2035 and through build-out. The build-out population for Alternative 4 is 56,000, which is about equal to the City’s existing population.

Ms. Redinger explained that the Review Guide is intended to help decision makers and the public easily compare the impacts of the various scenarios. She pointed out that all of the alternatives would have the same level of growth over the 20-year horizon if a 1.5% to 2.5% growth rate is applied. However, there are distinctions between the various scenarios at build-out.

- **New Zoning Categories to Support Mixed Use Residential in the Subarea.** This section introduces and provides details about the new Mixed Use Residential (MUR) zoning categories (MUR-35, MUR-45 and MUR-85) that had not yet been created when the DEIS was published. The maximum building height in the MUR-85 zone would be 85 feet, MU-45 would be 45 feet, and MUR-35 would be 35 feet. The descriptions provided for each of the zones include examples of the types of development you might see.
- **Comparative Potential Impacts and Mitigation Measures of the Alternatives in the FEIS.** The table in this section summarizes the impacts that are likely to occur within the next 20 years and at build out, as well as related mitigation measures, for each of the alternatives. For example, there is a long list of on-the-ground transportation improvements to support each alternative. There are also a number of mitigation measures identified for public services (schools, parks, fire and emergency services, police, municipal services, etc.) and utilities (water, wastewater, surface water, electricity, natural gas, and communications).

Ms. Redinger noted that the point is to project the number of school age children and the Shoreline School District will project out what the additional students will mean in terms of new schools, etc. Also, while the FEIS provides details about the pipes that will need to be replaced to provide utility

services, it will be up to the individual utilities to identify the upgrades that will be needed when their plans are updated in the future. Ms. Roberts added that planning utilities a long distance out can be a challenge in terms of making decisions about how much improvement you want to make in the interim years. While some of the growth scenarios project out 50 to 100 years, the City typically only plans for facility improvements 20 years ahead. It will be up to the utilities to identify what the best investments will be as time goes on.

Chair Scully noted that the assumed build-out rate is based upon the City's existing rate. He asked if Ms. Roberts also studied what happened in other municipalities when similar zoning increases were done around light rail. Ms. Roberts explained that the 1.5% to 2.5% growth rate is greater than the City's current growth rate and was based on the following:

- Growth rate in other transit-oriented neighborhoods. There are a lot of variables in terms of market, aggregation of properties. However, it is anticipated that growth will happen more quickly if the area is rezoned. The 1.5% to 2.5% growth rate is typical of what other transit-oriented neighborhoods, such as Gresham, Oregon, have experienced.
- The growth rate in the City of Seattle was between 2.6% and 2.8%, making it the fastest growing city of its size last year. Considering the capacity that Seattle is planning for, she felt it would be wise to consider that Shoreline could grow that fast, as well.

Janet Way, Shoreline, said she was present to speak on behalf of the Shoreline Preservation Society, which is a non-profit organization based in Shoreline that is concerned with issues related to the environment, historical preservation, and the well-being of the community. She referred to a letter she submitted earlier in the day related to an article on KOMO News pointing to the impacts of stormwater on fish habitat. She pointed out that there is salmon habitat in Shoreline, and the area near the proposed 185th Street Station is part of the Thornton Creek Watershed (the headwaters).

Ms. Way referred to Page RG-31 of the Review Guide, which indicates that Alternative 4 would result in a 37% increase in surface water impacts upon build-out. She questioned how the City could allow this level of build-out and density and still provide for low-impact development features that are needed to address this significant increase. She noted that low-impact development is required by the zoning code and identified as a policy in the Comprehensive Plan. She specifically noted goals and policies that call for protecting, enhancing and restoring habitat to sufficient diversity and abundance to sustain indigenous fish and wildlife populations; leading and supporting efforts to protect and improve the natural environment; protecting and preserving environmentally critical areas; minimizing pollution; reducing waste of energy; and managing the stormwater system through the preservation of natural systems and structural solutions. She summarized that space is needed to accomplish these goals and accommodate low-impact development techniques. She noted there are high water tables in the subarea, which points to the need for more parks. Natural areas that are protected are particularly important, such as the existing open space on N 185th Street. It has a high water table, making it difficult to develop. She expressed concern that the FEIS only identifies the need for one new park with build-out. With this much density, there will be a high demand for parks, and there must be additional funding for existing parks to accommodate the increased population.

Ms. Way pointed out that there are quite a few historic homes on N 185th Street, and she does not believe they have been fully documented. These homes are part of the City's history, and she would hate to see them all replaced with condominiums. She summarized that, although the FEIS contains a lot of good suggestions for mitigation, she is concerned about how they will all be accomplished given the increased densities that are proposed. She said she supports increasing development impact fees, but she cautioned against increasing taxes for the general public to accommodate the additional demand for stormwater and other utilities. Current City residents are interested in how the proposed Subarea Plan will benefit the general population.

Dan Dale, Shoreline, said he appreciates the Review Guide that was prepared by the consultant. He said the guide emphasizes the importance of the transportation element, and the ability to get people to and from the station should continue to be the focus of the plan. As they make long-range decisions about land use, it is important to remember that people will drive to the station from surrounding communities. Although utopia would be for everyone to live within walking distance of the station, that is not going to occur within the next 20 to 30 years. Also, when considering whether or not to phase the zoning, he pointed out that the population figures would remain the same for the 20-year horizon (2035). The table on Page RG-7 of the Review Guide shows that non-phased Alternative 4 would result in significantly more population at build-out than a phased Alternative 4. However, he expressed his belief that the population increases at build-out would be very similar given that the remaining zoning would occur at some point in the future.

Peter Waters, Shoreline, said he used to live in North Seattle along a good bus line on Roosevelt; but many people drove to his neighborhood, parked and got on the bus. He suggested that is likely to happen in the neighborhoods surrounding the station unless a large parking garage is constructed to serve the station. He also expressed concern that, although the height in the proposed MUR-35 zone would be the same as the existing R-6 zone (35 feet), the MUR-35 zone would allow much greater density, and the parking would be located on the street. A larger development would have an immediate impact on the parking in the neighborhood. Lastly, Mr. Waters reiterated that the Commission should make a good faith effort to inform the public of the specific changes that are being proposed. He agreed that good public transportation to and from the station will be vital to encourage people to leave their cars at home.

Marianne Grafton, Shoreline, said she is a supervisor in a parks and recreation department in a local municipality. In this state of its development, it has been excruciating and increasingly cost prohibitive for this city to acquire more land for parks. It was fortunate the city had the foresight to acquire some land 20 or 30 years ago for park development, and she encouraged Shoreline to seriously consider doing the same. Once a property is developed, it will no longer be available to the City. She also hoped the City gives serious consideration to requiring underground utility wires, particularly in parks.

Ms. Grafton noted there has been no conversation about a social impact statement. As a social worker, she pointed out that the demographics in the United States are changing as boomers are aging at the rate of 10,000 per day. That means the population of 62+ adults in Shoreline will double by 2020. As they continue the projections further out, they need to make sure there is adequate housing, medical facilities, etc. to serve this aging population.

David Higgins, Shoreline, said the Review Guide is the best publication available to date to help the citizens understand the potential impacts and mitigation. He observed that the Subarea Plan really only addresses commercial and residential uses, yet many other uses of community property will have a significant impact. Increasing the population by 20% will not only impact utilities, schools, roads, etc., it will also create a need for more social services such as parks, public centers, and health facilities that commercial development will not automatically bring to the City. It is important to allow space for these important social elements, and he encouraged the City to place the burden on developers. The profit is there, and developers are very good at creating and managing social facilities.

Chair Scully said he understands that the purpose of an FEIS is to study the problems and not solve them. However, the FEIS should include analysis of how the City can preserve some of the large parcels for parks. He observed that buying new park space at 80% build-out will be difficult, if not impossible. Ms. Roberts explained that the analysis identifies the need for a park, but it does not specifically make recommendations for where it should be located or how it should be acquired. This is something the City will need to work on as part of future planning. Ms. Redinger noted that issues such as parks will be part of the “policy discussion” that will follow. The FEIS is intended to be a qualitative assessment of impacts and a high-level identification of needs, and the policies will provide guidance for future codification of regulations to address impacts identified in the FEIS. Chair Scully suggested that flagging the need for additional parks in the mitigation section of the FEIS would at least acknowledge the concern. Providing adequate public transportation to get people to and from the station and providing ample parking will also be important issues to address.

Chair Scully emphasized that this is just the first opportunity for public comment regarding the FEIS. He encouraged citizens to submit comments in writing and/or attend the public hearing on January 15th. Public comments will be accepted and considered until the Commission forwards their recommendation to the City Council after the public hearing on January 15th. Citizens would have another opportunity to comment on the FEIS during the Council’s review.

Commissioner Montero clarified that the 37% increase in stormwater is based on the assumption of a sevenfold increase in population 80 to 125 years from now. Ms. Roberts agreed and said the FEIS projects the facilities that will be needed to serve the increase in flow. She noted that the Department of Ecology (DOE) has very stringent requirements related to stormwater management, in terms of controlling flow and water quality. The FEIS discusses these requirements without getting into the detail of the State Stormwater Manual. These requirements are for the purpose of preserving habitat and appropriate levels of water in wetlands and streams. Any redevelopment in the subarea would have to meet the state requirements at a minimum, and there is also a recommendation that the City consider either requiring or incentivizing additional low-impact development and green infrastructure as part of redevelopment.

Ms. Redinger referred to the article noted earlier by Ms. Way and pointed out that when stormwater was treated through rain gardens, the fish lived. She noted that the Subarea Plan can incorporate additional standards that require low-impact approaches for treating stormwater, protecting habitat, etc.

Draft Subarea Policies

Ms. Redinger referred to the hard copies of the draft Subarea Policies, which were updated since they were sent out in the Commission's packet. She advised that the intent is to incorporate the policies into the Subarea Plan, which will be the subject of discussion at the Commission's December 4th meeting. The FEIS, Planned Action, Subarea Policies, and Development Code Regulations will all be the subject of a public hearing on January 15th.

Ms. Redinger reviewed each of the proposed policies as follows:

Transportation

- *Develop a multi-modal transportation network within the subarea through a combination of public and private infrastructure investments. Emphasize the creation of non-motorized transportation facilities, such as sidewalks and bicycle paths, as well as improvements that support improved transit speed and reliability.*
- *Encourage property owners and developers to incorporate non-motorized transportation facilities into development projects in order to complete the transportation network in the subarea. These facilities should be open to the public and recorded to ensure permanent access.*
- *Redevelop 185th Street/10th Avenue NE/NE 180th Street as the primary connection between Town Center, Aurora Avenue N, the light rail station and North City for all travel modes. Create a corridor plan that:*
 1. *Includes generous bicycle and pedestrian facilities. Minimize conflicts between transit, vehicles and bicycles by designing bicycle facilities behind the curb.*
 2. *Identifies needed infrastructure to improve transit speed and reliability, such as queue jumps and transit signal priority.*
 3. *Includes intersection and roadway improvements needed to maintain the City's adopted transportation level of service.*
 4. *Results in a "boulevard" style street with tree canopy and amenity zones.*
 5. *Explores opportunities for undergrounding of overhead utilities*
- *Encourage redevelopment that occurs along the 185th Street/10th Avenue NE/NE 180th Street corridor to provide site access via side streets and/or alleyways in order to minimize driveways and conflict points with bicycles, pedestrians and transit.*
- *Incorporate recommendations of the 185th Street/10th Avenue NE/NE 180th Street corridor plan into the City's six year Capital Improvement Plan (CIP).*
- *Pursue opportunities and develop a strategy to maximize use of outside sources to fund or finance infrastructure projects throughout the subarea including federal, state and local grant agencies, private investments and Landscape Conservation and Local Infrastructure Program (LCLIP). Ms. Redinger reminded the Commissioners that they were introduced to the LCLIP Program at their last meeting, and their discussion will continue at a future meeting.*
- *Monitor traffic impacts associated with redevelopment including cut-through traffic, vehicular speeding and spillover parking.*
- *Implement appropriate mitigation measures as needed such as traffic calming, police enforcement or Residential Parking Zones.*

- *Ensure that developments provide frontage improvements. In areas where the future design/cross section has not been confirmed, require fee-in-lieu-of payments that will fund future City improvements. Once the cross sections have been confirmed, require frontage improvements.*

Community Design

- *Support Sound Transit's community involvement process during the design phase for stations and other light rail facilities.*
- *Develop and facilitate a community design process to create and enhance public spaces, including bicycle and pedestrian amenities, art, and other placemaking elements. Ms. Redinger noted that the streetscape plan was discussed at a prior meeting.*
- *Monitor visual impacts of mixed-uses with regard to nuisance or compatibility with surrounding development. Implement mitigations, such as modifications to signage and design regulations, as necessary.*

Economic Development

- *Promote redevelopment of properties along the 185th Street/10th Avenue NE/NE 180th Street corridor to create a mixed use, neighborhood-oriented business district that connects Town Center and North City. Strategies may include promoting conversion of single family homes to business uses, expanding opportunities for home based businesses and targeting incentives for redevelopment to encourage catalyst projects and initial growth along this corridor.*
- *Identify priority nodes along 185th Street in which to target incentives for redevelopment that encourage catalyst projects and initial growth along this corridor.*
- *Consider incentive program for new buildings to incorporate Combined Heat and Power systems and other innovative energy-saving solutions.*
- *Study feasibility for non-permanent economic uses, such as food trucks and coffee carts, near complementary uses and during community events. Identify appropriate locations for these types of uses, public health requirements, and the necessary infrastructure to support them.*

Land Use

- *Promote adaptive reuse of historic structures.*
- *Consider adoption of a fee-simple administrative subdivision process. Ms. Redinger recalled that this concept was the subject of a public comment, and it was introduced to the Commission at a previous meeting. The Commission's direction was to proceed, at least at the policy level, and consider the concept further following adoption of the Subarea Plan.*
- *Reduce the negative environmental impacts associated with construction of new buildings. Options for doing so may include:*
 1. *Adoption of International Green Construction Code.*
 2. *Encouraging the development of highly energy efficient buildings that produce or capture all energy and/or water used on-site (Net Zero).*

3. *Partner with the International Living Future Institute to adopt Living Building Challenge Ordinance and/or Petal Recognition Program. Petal Recognition could include achievement of at least three of the seven petals (site, water, energy, health, materials, equity, and beauty), including at least one of the following petals: energy, water, or materials and all of the following:*
 - *Reduce total energy usage by 25 percent over comparable building type and/or Shoreline Energy Code.*
 - *Reduce total building water usage by 75 percent, not including harvested rainwater, as compared to baselines estimated by the appropriate utility or other baseline approved by the PCD Director.*
 - *Capture and use at least 50 percent of stormwater on site*

Utilities

- *Apply recommendations from 145th Street Station Subarea Plan regarding District Energy and Combined Heat and Power to 185th Street Station Subarea.*
- *Pursue Solarization program, community solar, or other innovative ways to partner with local businesses and organizations to promote installation of photovoltaic systems.*
- *Coordinate with utility providers to identify and implement upgrades to existing underground utilities to support increased densities. Coordinate this work with projects included in the City's Capital Improvement Plan as well as in conjunction with right-of-way work performed by private development. Ms. Redinger said this will involve the City deciding which projects it could proactively take on as a capital project, and which projects would be requirements of the applicant.*
- *Develop a strategy for undergrounding overhead utilities. Ms. Redinger recognized this would not be possible in the transmission utility corridor (8th Avenue). While undergrounding is costly, it leads to improved quality of life.*

Parks, Recreation, and Open Space

- *Investigate potential funding and master planning efforts to reconfigure and consolidate existing City facilities at or adjacent to the Shoreline Center. Analyze potential sites and community needs, and opportunities to enhance existing partnerships, for a new aquatic and community center facility to combine the Shoreline Pool and Spartan Recreation Center services. Ms. Redinger said this concept came from discussions about the potential of the Shoreline Center being redeveloped at some point in the future. She emphasized that there are no plans in place at this time.*
- *Consider potential acquisition of sites that are ill-suited for redevelopment due to high water table or other site-specific challenge for new public open space or stormwater function. Ms. Redinger said this idea came up at a design workshop. Ms. Redinger explained that the City should be opportunistic to acquire sites. While a detailed hydraulic modeling will not be done as part of this environmental analysis, individual developers will be required to perform a geotechnical survey and produce a report. If a property ends up being too costly to engineer, the City could consider acquisition for parks.*
- *Explore a park impact fee or dedication program for acquisition and maintenance of new park or open space or additional improvements to existing parks. Ms. Redinger noted that both station*

subareas are fortunate to have good-sized parks in close proximity. However, the regulations would require increased private open space, and part of the guidance for the future is to look for how to acquire additional public space.

Natural Environment

- *Encourage preservation of stands of trees, and/or significant trees around the perimeter of a site.*
- *Examine opportunities to use "Green Network" throughout the 145th Street Station Subarea as receiving sites for replacement trees that can't be accommodated on redeveloped parcels in the 185th Street Station Subarea.*
- *Consider establishing a fee-in-lieu program for private property tree replacement that could be used for reforesting public open spaces.*

Housing

- *Develop the systems necessary to implement and administer the City's new affordable housing program.*
- *Investigate financing and property aggregation tools to facilitate creation of affordable housing.*

Ms. Redinger recalled that, over the last several months, the Commission has discussed a number of progressive regulations related to affordable housing; specifically the need to preserve existing housing and create new and mixed housing as part of other development has been a significant focus of recent discussions. There has been a lot of consideration for demographics, as well, and it is anticipated that millennials and the aging boomers will potentially drive the housing market. In addition to the tools the Commission has already talked about, there are other complex financing and property aggregation tools to create more affordable housing. This is something the Commission can consider in the future.

Next Steps

Ms. Redinger reviewed that staff would present the full Draft Subarea Plan and Planned Action Ordinance to the Commission on December 4th, and packets should be available for the Commission's review on November 26th. On December 18th, the Commission will discuss any outstanding issues. All items related to the Subarea Plan will be the subject of a public hearing on January 15th, at which time it is anticipated the Commission will forward a recommendation to the City Council. The entire FEIS will be available on line by Monday, November 24th. The City Council will conduct a study session on the 185th Street Station Subarea Plan package on February 9th, and a public hearing before the City Council will follow on February 23rd.

Chair Scully asked staff to clarify the differences between the FEIS, policies, and regulations. Ms. Redinger explained that a Subarea Plan is a subset of a Comprehensive Plan, which is the 20-year guiding document for the community. The policies provide general guidance, and the development regulations provide the teeth to implement the policies. In the case of the Subarea Plan, the policies provide direction to take the next steps after the Subarea Plan is adopted. The FEIS is a decision making tool that analyzes the impacts and mitigations of various zoning scenarios. The point of the

FEIS is to give decision makers and the public tools to understand the differences between the choices and understand the mitigations that would be required to meet concurrency requirements.

Janet Way, Shoreline, said she was present to speak on behalf of the Shoreline Preservation Society. She asked for an explanation of which pieces of the 185th Street Station Subarea package are actionable by the public. For instance, she asked if the City Council has the ability to solicit public comment regarding the Subarea Plan. Chair Scully answered that the Subarea Plan is a legislative, not quasi-judicial, action. Therefore, the City Council can accept public comments during their review of the proposal. The City Council will take final action on all items of the Subarea Plan package. Ms. Way asked about the process for filing an appeal to the City Council's decision. She suggested the City publish a page on the website that provides a calendar of opportunities for public comment.

Marianne Grafton, Shoreline, said she attended an earlier meeting regarding the Subarea Plan, and was impressed with the amount of work provided by City staff and the thought and consideration given by the Commissioners. Since that time, she has followed the project consistently through email alerts and reviewing agendas and packets. She has been satisfied with the process and knew she could come speak again if she wanted to.

Ms. Grafton advised that she owns the 4th property in from the corner of N 185th Street and 8th Avenue NE, which is developed with a 70-year-old cinderblock dump that needs to be torn down. Because she purchased the property when the market was high, the mortgage is more than she can afford. Her property is the 4th largest property located within 1/8 mile of the transit center. She understands that the City would have to purchase all four of the neighboring lots in order to make a small, one-acre park. She said she recently received her first cash-out, fair-market-value offer from a developer. This makes it clear that developers are aware of the proposed changes, and they are trying to grab land fast. Many of her neighbors are not even aware of the subarea planning process, and many of them are likely in her same situation and would love to get rid of their mortgages. She suggested that this should be a factor in the City's timeline and planning, but she doesn't have a solution. She said the offer she received leads her to believe that her property value has likely doubled. She questioned if the City would even be able to afford to purchase the properties at current market value.

Bill Galante, Shoreline, asked if the FEIS considered the increased traffic associated with other people coming to the station from surrounding communities. He also asked how much of 10th Avenue NE would be considered part of the corridor connection between Aurora Avenue North and North City. Ms. Redinger answered that the corridor that connects Aurora Avenue North to North City would be N 185th Street and 10th Avenue NE down as far as NE 180th Street, and then up NE 180th Street to North City. However, they are considering an increase in zoning (MUR-35) along 10th Avenue NE all the way to N 175th Street. The height limit would be the same as the R-6 zone, but a variety of housing styles would be allowed.

Dan Dale, Shoreline, expressed his belief that the traffic impacts coming down 5th Avenue NE to the parking garage will be a significant concern caused not only by people coming from Edmonds, but by those who want to jump off the freeway and access the station's parking garage. He said he worked with an organization to develop a pocket park in Seattle on a 5,000 square foot lot that was to have been developed into a "McMansion." This proved to him that a small space can make a big difference in the

future. He noted there is an opportunity to improve what the City already has in Rotary Park at the corner of 10th Avenue NE and N 185th Street, and there are other opportunities, as well.

Chair Scully referred to the policy that calls for investigating property aggregation as a way to facilitate the creation of affordable housing. He noted that, previously, this concept has triggered concern about imminent domain. These are two different concepts, and it would be helpful to make that clear in the final policy. He also referred to the policy that calls for encouraging the preservation of stands of trees and/or significant trees around the perimeter of a site. He suggested that preserving native trees is also important.

DIRECTOR'S REPORT

Director Markle reported that staff has been meeting with City Council Members in small groups to present the Development Regulations. The intent is to acclimate them with the new standards. The meetings have been going well, and Council Members have asked a lot of questions.

UNFINISHED BUSINESS

There was no unfinished business.

NEW BUSINESS

There was no new business.

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

Commissioner Moss advised that there is currently a vacancy on the Light Rail Station Area Subcommittee, which both she and Commissioner Maul are currently serving on. Prior to the meeting, she spoke with Commissioner Mork and invited her to join the subcommittee. Commissioner Mork said she would be interested in serving on the subcommittee. The Commissioners all indicated support for the appointment, which was approved by Chair Scully. Chair Scully reviewed that the subcommittee was formed a few years ago to start looking at light rail issues, and the meetings are open to the public.

Commissioner Moss indicated that the Light Rail Station Area Subcommittee would meet soon to dig deeper into the station area planning documents and prepare to share their thoughts with the Commission as a whole.

Commissioner Malek reported that the Point Wells Subcommittee met informally last week with the Richmond Beach Advocate Group. The purpose the meeting was to establish contact, develop a rapport, and move forward with the sharing of information. They look forward to doing more outreach in the future.

AGENDA FOR NEXT MEETING

There was no further discussion about the next meeting's agenda.

ADJOURNMENT

The meeting was adjourned at 8:30 p.m.



Keith Scully
Chair, Planning Commission



Lisa Basher
Clerk, Planning Commission