

CITY OF SHORELINE

SHORELINE PLANNING COMMISSION MINUTES OF REGULAR MEETING

November 6, 2014
7:00 P.M.

Shoreline City Hall
Council Chamber

Commissioners Present

Chair Scully
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
Julie Ainsworth Taylor, Assistant City Attorney
Lisa Basher, Planning Commission Clerk

Commissioners Absent

Vice Chair Craft
Commissioner Mork

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 and Moss. Vice Chair Craft and Commissioner Mork were absent.

APPROVAL OF AGENDA

The agenda was accepted as presented.

APPROVAL OF MINUTES

The minutes of October 16, 2014 were adopted as submitted.

GENERAL PUBLIC COMMENT

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

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

Chair Scully advised that the public would be invited to comment after the staff presentation and Commission discussion for each topic.

Commissioner Maul disclosed that he is an architect working on a project in the City that includes micro housing.

Mr. Szafran explained that tonight's study session is an opportunity for the Commissioners to review the draft Development Regulations for the 185th Street Light Rail Station Subarea Plan as a whole. As part of the discussion, staff will point out some mandatory and voluntary regulations they would specifically like the Commission to provide feedback on, as well as revised and updated regulations since the Commission's last meeting. In addition, staff will seek guidance on two new topics.

Mr. Szafran reviewed that the proposed regulations in Chapter 20 of the Shoreline Municipal Code (SMC) are intended to capitalize on investments that will be made by Sound Transit to add ridership to the 185th Street Station and to create a transit-oriented community that encourages a mixture of residential jobs and uses to support the community's vision of a signature boulevard as a connection between Town Center, the 185th Street Station and North City. The Commissioners and staff reviewed the draft regulations section-by-section, and invited the public to comment.

- SMC 20.10 – General Provisions

Mr. Szafran advised that a statement was added to SMC 20.10.020 about well-planned, transit-oriented communities (TOC) around light rail stations, along with other high-capacity corridors.

- SMC 20.20 – Definitions

Mr. Szafran explained that since the last Staff Report, additional definitions were added for affordable Housing, Housing Expenses, Household Income, Light Rail Transit Facility/System, and Median Income. He provided a brief review of each of the definitions.

Commissioner Moss asked if it is necessary to include the phrase "owned or operated by a regional transit authority" in the definition for "Light Rail Transit System" (SMC 20.20.032.L). Mr. Szafran said the definition was taken from another jurisdiction. He noted that a comment was also received suggesting that the definition also include opportunities for below-ground facilities.

Commissioner Montero referenced SMC 20.20.024.H, and noted that "utilities" are included as an expense in the definition for "Housing Expenses, Rental Housing," but they are excluded in the definition for "Housing Expense, Owner-Occupied. Director Markle agreed to ask affordable housing experts if "utilities" should be included in both definitions.

Janet Way, Shoreline, questioned if it would be appropriate to specifically call out public plazas in the definition of "Light Rail Transit Facility" in SMC 20.20.032.L. She also asked if the definition for

“Development Agreement” would apply to individual developments that are done piece-by-piece or just to an overall area. Chair Scully explained that Development Agreements are between a developer and the City and outline development regulations for a specific project. Mr. Szafran advised that Ms. Way’s questions about “Development Agreements” may be addressed when the Commission reviews SMC 20.30.

Chair Scully voiced support for Commissioner Moss’s earlier suggestion related to SMC 20.20.032.L. He questioned the need to restrict the definition for “Light Rail Transit System” to anything other than “a public rail transit line that provides high-capacity regional transit service.” The remainder of the definition simply describes what the City has. The Commissioners generally concurred.

Chair Scully also agreed with Ms. Way’s comment that some elements have been excluded from the definition of “Light Rail Transit Facility” in SMC 20.20.032.L. Commissioner Maul pointed out that the list provided in the definition is intended to provide examples of the types of elements associated with a light rail transit system, and it is not intended to exclude any particular improvement. Commissioner Moss added that any improvements would have to be reviewed and approved by the City Council.

- SMC 20.30 – Procedures and Administration

Mr. Szafran explained that the changes in this chapter are related to Development Agreements. “Development Agreement” was added to the Type L Permit Table, and a new section (SMC 20.30.355) was added to explain the process for obtaining a Development Agreement. He referred to SMC 20.30.355.C and recalled that the Commission previously agreed that affordable housing, LEED Gold Standard, and structured parking should be mandatory requirements for Development Agreements in the Mixed Use Residential (MUR) 85 zone. He specifically noted that the time periods for affordable housing increased, as did the level of affordability and percentage of units. The changes were based on recommendations from the Housing Development Consortium.

Commissioner Moss recommended that SMC 20.30.355.C.1 should be amended by changing “median income” to “area median income.” She felt this would make the provision clearer. Ms. Ainsworth-Taylor pointed out that “Median Income” is clearly defined in SMC 20.20.034(M).

Mr. Szafran advised that Development Agreements were previously defined as Type C Quasi-Judicial actions, and the proposed amendment would make them Type L Legislative actions. This change will improve opportunities for citizen involvement and allow people to talk to the City Council about specific Development Agreements. In addition, SMC 20.30.355.C was updated to make it clear there are two types of Development Agreements: general Development Agreements and Development Agreements that apply to just the MUR-85 Zone to obtain increased development potential.

Deborah DeMoss, Shoreline, commented that although she has reviewed the grand plans for the light rail station, she is perplexed about how it will actually be developed, particularly if it requires that existing homes be demolished. She needs answers to her questions before she can weigh in on the options. She also requested a clear definition for “Affordable Housing,” noting that her definition might differ from that of the City. Mr. Szafran invited Ms. DeMoss to meet with staff after the meeting for

further clarification and Miranda Redinger, Senior Planner was in attendance and offered to answer questions in the Lobby.

Dan Dale, Shoreline, referenced recent concern about the City's process for notifying adjacent property owners of nearby development proposals. While the comments were related specifically to a proposed project on 12th Avenue, he encouraged the Commissioners to review the case and address the notification procedures. He also encouraged them to visit the properties to gain a clear understanding of what happened.

Janet Way, Shoreline, noted that the proposed provisions related to Development Agreements call out the need to preserve parks and open space. Rather than accepting the existing parks and open space as sufficient, she suggested the goal should be to increase the amount of parks and open space, particularly when greater densities are proposed. Mr. Szafran advised that parks and open space is addressed in a number of places throughout SMP 20.30.355, and preserving parks and open space is also an element of State Law. He explained that Ms. Way cited one of the components of a General Development Agreement. In addition, one option for Development Agreements in the MUR-85 Zone (SMP 20.30.355.C.4.d) is that, "Two percent of the building construction valuation be used for public parks, open space, art or other recreational opportunities open and accessible to the public within the station subarea." Lastly, he pointed out that the decision criteria for Development Agreements (SMC 20.30.355.D, which applies to both General and MUR-85 Development Agreements, requires a developer to prove there is sufficient capacity and infrastructure, including parks and open space.

Chair Scully said he supports the proposed amendment that makes Development Agreements legislative rather than quasi-judicial decisions. Development agreements are essentially changes to the City's Development Regulations. If done as a legislative action, the community's ability to participate in the process is improved. He also pointed out that SMC 20.30.355.C.1 should be changed by eliminating the word "less" in the first sentence.

Commissioner Moss said she previously requested an opportunity for interested Commissioners to "wordsmith" the proposed amendments and provide final feedback to staff via email. She noted this procedure worked well when updating the Comprehensive Plan. Chair Scully agreed that this approach would help expedite the process.

- SMC 20.40 – Zoning and Use Provisions

Mr. Szafran explained that this chapter establishes the proposed new MUR zoning categories. A new use table was created to identify allowable uses within the station area, and additional criteria was added for uses including affordable housing, detached single-family residential, live/work, and light rail transit systems/facilities. He specifically referred to SMC 20.40.235, which would make affordable housing a mandatory requirement in the MUR-85 zone and set up a voluntary program (with incentives) for affordable housing in the MUR-35 and MUR-45 zones.

Mr. Szafran reviewed that SMC 20.40.050.B explains the phasing concept, and SMC 20.40.245 provides additional criteria for apartments. Specifically, apartments would be allowed, but micro-apartments would not. Table 20.40.160 was updated to make detached single-family residential a permitted use in

the MUR-35 and MUR-45 zones, with additional criteria in SMC 20.40.506, making the use subject to the R-6 development standards in SMC 20.50.020. Lastly, he advised that a new section (SMC 20.40.235) was added to outline new criteria for affordable housing within the station area.

Commissioner Maul noted that with the exception of requiring LEED Gold Standard for Development Agreements in the MUR-85 zone, there are no other proposed requirements for green development. He recommended that all of the MUR zones should require some level of green development. Perhaps the City could provide a list of easy-to-achieve elements, and require that a certain number of them be achieved in all MUR zones.

Commissioner Moss noted that the chart of zoning and map symbols in SMP 20.40.020 still talks a lot about Community Business (CB), Neighborhood Business (NB), and Mixed Business (MB), as well as the various districts. She said she thought the intent of the proposed new MUR zones was to consolidate the commercial zones. Mr. Szafran clarified that the actual intent is to integrate the MUR zones into the existing framework and code, and no changes are contemplated at this time for the CB, NB and MB zones.

Janet Way, Shoreline, agreed with Commissioner Maul's recommendation that at least some level of green standard should be required for all development within the MUR zones. The standards could provide incentives for developers to construct projects that are not only attractive, but projects that are functional and improve the overall character of the neighborhood. She questioned if it would be possible to accomplish this goal through design standards.

Yoshiko Saheki, Shoreline, referred to Table 20.40.160 and requested an explanation of what is meant by "Indexed Supplemental Criteria," which is identified on the table as "i." Mr. Szafran said "i" means a use would be permitted with conditions, and the conditions are listed after the use table. He shared several examples of where "Indexed Supplemental Criteria" for the uses listed in the table could be found.

Dan Dale, Shoreline, said he also supports more research on the idea of requiring some level of green development in all of the MUR zones. When reviewing the provisions for Development Agreements, he encouraged the Commissioners to pay particular attention to the parking requirements. He understands that the goal is to decrease the parking requirement for larger developments. However, concern has been expressed that this could result in spill over parking on neighborhood streets. He urged the City to adopt provisions that encourage and/or require developers to roll available parking into the cost of rent rather than charging an additional fee. Otherwise, people tend to park on the street to avoid the additional parking fee.

Liz Poitras, Shoreline, noted that in Table 20.40.160, General Retail Trade/Services would be an outright permitted use. She suggested that it would be better to permit these uses with certain conditions. For example, some use types could be outright prohibited, and others could be prohibited from locating within certain proximity of schools, parks, churches, etc.

Chair Scully said he supports a requirement for mandatory affordable housing in all the MUR zones. He recalled that in a previous study session, the Commission expressed support for a provision that allows

payment-in-lieu (SMC 20.40.235.E.1.a), which means developers can build what they want, but they must also pay into affordable housing. While he recognized that an affordable housing requirement would slow down the pace of development by driving up the cost of the market-priced units, he is not convinced that development will result in anything below 100% of the median income if there is no requirement for affordable housing.

Commissioner Moss questioned how a requirement for green elements would impact development in the MUR-35 and MUR-45 zones. Commissioner Maul noted that there could be a long list of options developers could choose from, including some that would cost very little to implement. Commissioner Malek said he also supports the idea of requiring some level of green development in the MUR-35 and MUR-45 zones, particularly with more technology available for energy and operational cost reduction, which goes hand-in-hand with supporting affordable housing. Perhaps these two requirements could be combined.

Commissioner Montero said he supports the idea of requiring green elements and affordable housing in the MUR-35 and MUR-45 zones. However, he cautioned against making the code too specific. Because technology will change over time, he suggested that rather than listing specific green elements, a more general statement would be appropriate. Commissioner Moss noted that the Development Code is amended on a yearly basis, and the list could be updated as appropriate.

Commissioner Montero referred to the table in SMC 20.40.235.B.1, which identifies a lesser affordable housing requirement for the first 300 residential units that are developed in the MUR-85 zone. Commissioner Maul clarified that this provision is intended to stimulate development at the early stages of station development. Chair Scully said he does not support this bonus incentive for the same reasons he supports making affordable housing mandatory in all the MUR zones. Development must be done right, even if it slows development down. He reminded the Commission that they will have an opportunity to reevaluate the provisions in a few years if the desired redevelop does not occur; but they cannot require more affordable housing after a project has been completed.

Commissioner Moss noted that, as per Table 20.40.160, detached single-family units would be permitted in the MUR-85 zone, but attached single-family units would not. Chair Scully recalled that this was intended to address neighborhood concerns that existing single-family homes would become nonconforming. Some Commissioners voiced support for prohibiting new detached single-family units in the MUR-85 zone. Existing homes would be allowed to continue, but no new units would be allowed. Mr. Szafran said staff's recommendation was that detached single-family units should be prohibited in the MUR-85 zone, but attached single-family units should be permitted with conditions. It appears that the chart reversed this recommendation. He agreed to research the issue again and report back to the Commission.

Commissioner Moss referred to the table in SMC 20.40.235.B.1, which notes that residential uses in the MUR-85 zone are eligible for the Property Tax Exemption Program and entitled to 85-feet in height with no density limits. She suggested that an 85-foot height limit and no density limit should not be considered an incentive, since it would be allowed for all development in the MUR-85 zone. She also asked if it would be appropriate to place an upper limit on the additional height allowed in the MUR-85 zone with a Development Agreement. Mr. Szafran clarified that any development above 85 feet would

require a Development Agreement, with its associated additional components. In addition, Planning Commission review and City Council approval would be required.

Chair Scully referred to Mr. Dale's recommendation that developers be encouraged to roll available parking into the cost of rent rather than charging an additional fee. If there is a significant cost associated with the parking, residents will choose to park in the free spaces on the street, and this will lead to the type of congestion the City is trying to prevent by requiring parking. Mr. Szafran explained that, currently, the City requires a certain ratio of parking per number of bedrooms. However, there is no provision that prohibits a developer from charging an additional fee. Director Markle noted that, as currently proposed, a condition for obtaining a parking reduction is that the spaces must be bundled and included as part of the base rent.

- SMC 20.50 – General Development Standards

Mr. Szafran explained that this chapter covers density/dimensions, design standards, tree regulations, parking, landscaping, and signs. Most of the changes are related to inserting the new MUR zoning categories into the relevant sections. In addition, the proposed language would make properties in the MUR-85 zone exempt from the clearing and grading/tree retention and replacement provisions (SMC 20.50.310.A.5). Mr. Cohen explained that commercial zones are allowed to have hardscape of up to 90%. Because this clashes with the current requirement for tree retention, the City made an intentional decision to exclude commercial zones from the requirement. Because the development potential and lot coverage requirements in the MUR-85 zone are similar to those of other commercial zones, staff felt it would be appropriate to also exempt development in the MUR-85 zones from the clearing and grading/tree retention and replacement provisions. Mr. Szafran clarified that the exemption would not apply to development in the MUR-35 and MUR-45 zones.

Sheila Long, Shoreline, said she lives near the Artiste Development. Apparently, there was supposed to be a lot of parking provided. Although the project is not connected to the neighborhood streets, they are being flooded with cars. They only have four entrances to their entire neighborhood. If there is some kind of disaster, this jammed area will be in a lot of trouble.

Yoshiko Saheki, Shoreline, said she would like the code to require tree retention in the neighborhoods that are proposed to be rezoned to MUR-85. She said she is particularly concerned about the 145th Street Station Subarea, where the station, itself, will require the removal of a large number of trees. While trees grow back, it will take time. Retaining trees will help the neighborhood from an aesthetic standpoint.

Janet Way, Shoreline, said she also lives within the 145th Street Station Area. She observed that people move to Shoreline for three reasons: schools, affordability, and trees. People in the 145th Street Station Area are in extreme anxiety about the proposed subarea plan. She encouraged the City to require that at least some of the existing trees be retained. It is possible to design development in such a way that large, significant trees can be retained. She said it is difficult for her to understand how eliminating thousands of trees and putting in huge amounts of concrete will actually reduce the carbon footprint. It is important to recognize that the MUR-85 zone represents a massive change for the existing single-family neighborhoods, and it would mean a lot to the community if the City could find a way to preserve

the trees. Ms. Way said people in her neighborhood are anxious about having their homes designated as non-conforming, as it would make selling their homes for continued residential use difficult and no modifications would be allowed. She questioned what happens to these homes if the area does not redevelop as anticipated within the next 5 to 10 years. Their choices will be limited.

Dan Dale, Shoreline, suggested that rather than applying the exemption to the clearing and grading/tree retention and replacement requirements to all properties in the MUR-85 zone, it should be applied on a case-by-case basis as part of a Development Agreement.

Chair Scully asked staff to explain how the tree code would be applied to a residential property when a tree and/or trees need to be removed to accommodate development. Mr. Cohen said there is flexibility in the tree code that allows the Director to reduce the amount of trees that are required to be retained, but this flexibility can also be accompanied by conditions that require tree replacement at a higher level than would normally be required.

Commissioner Moss suggested that perhaps tree retention and/or tree replacement could be used as an incentive in the MUR-85 zone as part of a Development Agreement. Offering this incentive could help developers consider tree retention as an option.

Commissioner Maul reminded the Commission that the City's street improvement standards include specific requirements for street trees. When talking about a zone that allows 90% lot coverage, the street improvement standards will insure that trees are planted around the perimeter of a property that will grow up and canopy the streets. Mr. Cohen added that the City's landscaping requirements, which include trees of various ratios and sizes, would apply to the 10% of property that must remain pervious. Commissioner Maul observed that, oftentimes with large urban developments, the roofs become amenities with open space, landscaping, etc. Perhaps rooftop amenities with landscaping could be offered as another incentive.

Chair Scully said he understands that it is possible to save more trees in the forested areas by allowing more density in the urban areas. However, he voiced concern that many of the existing significant fir trees would be eliminated from within the station area. He would like to see a more nuanced proposal that makes development possible, but provides a system of incentives or mandatory requirements for protecting existing trees. He is not convinced it is appropriate to risk losing a significant amount of the City's urban forest canopy by allowing properties in the MUR-85 zone to be clear cut. Mr. Cohen suggested that tree retention could be a component of a Development Agreement.

Director Markle explained that if it is not possible to replace trees on site, the City has tried to require that replacement trees be planted in parks. However, they do not have a specific program in place to implement the concept. She suggested that a strong program for tree replacement could have a direct correlation with the concept of a "green network of trails," which is a key feature of the 145th Street Station Subarea. Chair Scully agreed that a program for tree replacement would be helpful, but noted that the replacement trees would be generally small and deciduous and the City would still lose the large, fir trees. He acknowledged that, as proposed, the City would favor density over tree preservation in the MUR-85 zone. However, he felt that, if possible, the City should encourage and/or require trees to be retained.

Commissioner Malek agreed that the significant trees are important; they are value added and not easy to come by. On the other hand, he acknowledged that there must be tradeoffs when allowing the higher densities in the MUR-85 zone. He cautioned that requiring additional review could add uncertainty to developers, which could stall redevelopment for an even longer time period.

Mr. Cohen pointed out that even in single-family and multi-family residential zones, the tree code allows a fair amount of flexibility when it comes to tree retention. Currently, the code allows a property owner to easily remove up to six significant trees within a three-year period. The intent is to control the rate of cutting but still allow property owners flexibility to manage the landscaping on their private properties.

Mr. Szafran briefly reviewed the other proposed amendments to SMC 20.50, which the Commission previously reviewed and provided feedback on. He specifically reviewed that:

- As proposed, the minimum density in the MUR-85 zone would be 48 dwelling units per acre. No minimum density requirement is being proposed for the MUR-35 and MUR-45 zones. He briefly reviewed the dimensional requirements contained in Table 20.50.020(2).
- The MUR-35 zone will comply with the multi-family and single-family attached residential design standards. The MUR-85, MUR-45 and MUR-35 located on arterials would be required to comply with the commercial design standards. The intent is to integrate the new zones into the already-established design standards. However, there are some additions that require step backs and setbacks along arterial streets to guard against the “canyon effect” that large, tall buildings can have.
- There is a new requirement that parking areas be accessed from a side street or alley. If that is not feasible, the provision offers an alternative process. In addition, the proposed language would require that garages and parking areas for new structures be rear-loaded. The intent is to guard against front-facing garages and the “canyon effect” they can create.
- There is an additional requirement for pedestrian amenities on 185th Street such as public art, planters, fountains, interactive public amenities, baskets, irrigation, decorative lights, etc. These public places would be constructed by the developer and located on private property adjacent to 185th Street.

Janet Way, Shoreline, observed that, although street furniture is a sought-after amenity, the benches that are currently located at 145th and 15th and 175th and 15th are rarely used. While she supports street furniture, the provision should require that it be functional and useful for the people who live in the area. For example, perhaps the City could establish a review panel of community members to review the proposals to ensure the furniture will actually make a difference.

Commissioner Moss referred to SMC 20.50.310.A.6.c, which would require that cleared areas be re-vegetated with native vegetation. She recalled that the City recently adopted a vegetation list, which

includes some types of non-native species. Mr. Szafran clarified that this section is intended to apply to critical areas and their buffers, and it is consistent with the Department of Ecology's requirements.

Chair Scully commented that Ms. Way's request for a more intensive design review process where community input is solicited is well taken. While he believes the City should explore this concept further, he is not sure it should be done for just this one zone. This is particularly true if the City's goal is to create public spaces that people will actually use.

Director Markle suggested the Commission could recommend that a policy be added to the subarea plan that says the City will look at developing a streetscape plan specifically for the 185th Street Station Subarea Plan. This streetscape plan could be similar to the one created for the Gateway Plan and include a public process.

Commissioner Moss referred to SMC 20.50.400.E and questioned whether or not the Commission agreed that a 25% reduction in the parking requirement should be automatically granted for multi-family development within a ¼ mile of the light rail station. The Commissioners agreed that was their previous intent. Commissioner Moss commented that, as written, it is unclear how the ¼ mile would be measured. Chair Scully said it is also unclear whether the provision would apply in all the MUR zones or just the MUR-85 zone. Mr. Szafran said the distance would be measured as a ¼ mile radius around the station, which would only encompass properties within the MUR-85 zone.

- Possible Changes Going Forward

Mr. Szafran explained that there has been some confusion as to whether the 35, 45 and 85 numbers are intended to identify the maximum density allowed in the zones. To clarify that the numbers are intended to reflect the maximum height (not density) allowed in the zones, staff is proposing that a prime symbol be added to each one (i.e. MUR-35', MUR-45', and MUR-85').

Director Markle said staff recently learned that other jurisdictions have modified their parking standards for town home, row home, and other attached, single-family developments. For example, the City of Seattle requires zero parking within the station area for this type of use. While staff is not suggesting that the parking requirement be eliminated, the Commission may want to consider reducing the parking requirement to perhaps one space per unit in the MUR-45 zone. She commented that a parking reduction may be necessary in order to achieve the look, feel and density desired. Commissioner Montero asked if garages would be required for town home development, and Director Markle answered no.

Mr. Szafran announced that a representative from Forterra would be present at an upcoming Commission meeting to explain the concepts of Transfer of Development Rights (TDR) and Landscape Conservation and Local Infrastructure Program (LCLIP). He advised that this discussion may generate additional code amendments. Chair Scully said the Commission will be particularly interested in learning how a TDR and/or LCLIP program could be incorporated into form-based zoning. Director Markle explained that a number of experts have advised that requirements the City desires to make mandatory should be incorporated into the plan at its inception, as it will be very difficult to add them later. In accordance with this advice, staff will bring the TDR issue back to the Commission for further

evaluation. She recalled that the philosophy throughout the subarea planning process has been to clearly identify what the City wants rather than establishing a number of conditions for developers to wade through. She noted that, with tax increment financing, implementing a TDR program could almost be a wash for the development community to pay into the system.

Mr. Szafran said the Commission will also have a discussion at their next meeting about potentially adding a green building requirement for all construction in the MUR zones. He noted that the Commission raised this issue earlier in the meeting.

Director Markle recalled that town homes, row homes and small apartments are desirable types of development in the MUR-35 and MUR-45 zones located along the 185th Street Corridor. Staff has recently learned from the development community that these units become far more marketable if people can own their own lots. She referred to Seattle's Fee Simple Administrative Subdivision Program, which is a cross between a short plat and a condominium agreement. Although it would be recorded as a subdivision, it would be administrative. Instead of creating new, small, buildable lots, it would create specialized lots. The process is simple and may be necessary to attract the desired type of development.

Yoshiko Saheki, Shoreline, commented about the proposal to allow a parking reduction for town home development. She expressed concern that until the subarea is fully self-contained with grocery stores, restaurants, doctor's offices, etc., people will have to drive. Even those living within a ¼ mile radius of the station will need at least one parking spot.

Janet Way, Shoreline, asked if the LCLIP and TDR programs are intended to provide funding for local infrastructure and open space. She said she supports Forterra, but she is a little suspicious of the TDR concept. If the City wants people who live in Shoreline now to stay and not move out into the suburbs, it needs to provide amenities in the City. Although she is in favor of saving rural lands, she does not believe it should be a tradeoff for big developments that are considered inappropriate by the people who are displaced. Director Markle explained that LCLIP is a form of financing. In return for selling 230 TDR credits to developers within a 25-year period, the City would get a percentage of King County's tax dollars to use for infrastructure, which includes anything that supports new development (open space, stormwater, roads, etc.).

Dan Dale, Shoreline, referred to the Commission's earlier discussion about a parking reduction for development that occurs within a ¼ mile radius of the station. Although staff indicated that all properties within ¼ mile of the station would be zoned MUR-85, the radius would also include properties zoned MUR-45 west of the free and properties zoned MUR-35 on 10th Avenue. He suggested that this distance be revisited, as he did not feel a parking reduction should be allowed in the lower MUR zones.

Chair Scully agreed with Ms. Saheki's concerns about eliminating the parking requirement at this time. While he supports the concept of encouraging people to give up their private vehicles, he does not see that happening in the near future, particularly given that the MUR-35 and MUR-45 zones are quite far from the station. Commissioner Maul concurred and expressed his belief that residential development in the MUR-35 and MUR-45 zones would probably not be marketable unless ample parking is provided.

While they agreed that is the goal over time, the Commissioners concurred that the zoning should be respectful of potential impacts to current residents.

Chair Scully expressed support for pursuing the concept of Fee Simple Administrative Subdivisions. Commissioner Maul shared his positive experiences implementing the concept with projects he has done previously. He explained that the concept results in free-standing townhomes on legal lots, and residents own the properties on which their homes are located.

- Next Steps

Mr. Szafran reviewed that at their next meeting, the Commission will review the Final Environmental Impact Statement and the Draft Subarea Policies. On December 4th, the Commission will review the Subarea Plan and the Planned Action Ordinance. They will discuss any outstanding issues on December 18th. He announced that a public hearing before the Planning Commission is tentatively scheduled for January 15th.

In addition to any outstanding items related to the 185th Street Station Subarea Plan, Mr. Szafran announced that the December 18th meeting will also include a presentation on the TDR and LCLIP concepts. A special community meeting on the Draft Environmental Impact Statement for the Aurora Square Community Renewal Area (CRA) will be held just prior to the Commission's regular meeting on December 18th. A public hearing for the CRA Planned Action is scheduled for January 29th.

DIRECTOR'S REPORT

Director Markle announced that staff is working closely with Sound Transit regarding their actual station design. Staff has reviewed a lengthy set of plans, and met with Sound Transit representatives to discuss the different types of agreements that are available to negotiate everything from how they work together to how to deal with conflicts that might arise. Staff has reviewed regulations from various jurisdictions, and they are scheduled to tour the Angle Lake Garage that is currently under construction to learn more about what can be done with parking facilities in conjunction with stations.

UNFINISHED BUSINESS

There was no unfinished business.

NEW BUSINESS

There was no new business.

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

Commissioner Malek reported on a recent meeting of the Point Wells Subcommittee where the discussion focused on tolling, two roads in and out as per Snohomish County's code, and the Traffic Corridor Study that will be presented in the spring of 2015. He asked if any information from the Traffic Study is available now. Ms. Ainsworth Taylor reported that the consultant for BSRE, the owner

of the Point Wells site, has just presented the original draft data for the Traffic Corridor Study, which was rejected by the City of Shoreline. They are currently reworking the data.

Mr. Malek explained that if the Point Wells property is not annexed into Shoreline, there are questions about whether an interlocal agreement would be sufficient to compensate for road improvements and ongoing maintenance. Tolling has been discussed as a way to mitigate the impacts and discourage excessive traffic. Richmond Beach Advocates, a subgroup of the Richmond Beach Community Association, has advocated some support for this concept.

Ms. Ainsworth-Taylor advised that Snohomish County's Engineering Standards require two access points to a development the size of Point Wells. The way the code is written, it is unclear whether that needs to actually be two separate and distinct entryways or a boulevard concept. It is up to Snohomish County's interpretation of the code and whether they grant any kind of deviation to the Point Wells Developer. The City Manager's Office has released a white paper on the analysis related to tolling, but tolling must be implemented via the Transportation Benefit District and not the City Council independently. A vote of the citizens of Shoreline, as a whole, would also be required.

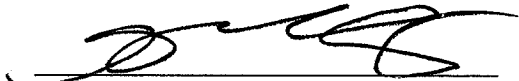
Director Markle announced that there is currently a vacancy on the Light Rail Subcommittee, which needs to meet soon. Chair Scully agreed to appoint a new member of the Subcommittee at their November 20th meeting.

AGENDA FOR NEXT MEETING

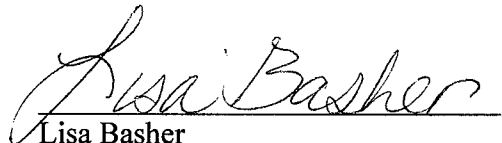
There was no further discussion about the next meeting's agenda.

ADJOURNMENT

The meeting was adjourned at 8:55 p.m.



Keith Scully
Chair, Planning Commission



Lisa Basher
Clerk, Planning Commission

