

CITY OF SHORELINE

SHORELINE PLANNING COMMISSION MINUTES OF REGULAR MEETING

March 19, 2015
7:00 P.M.

Shoreline City Hall
Council Chamber

Commissioners Present

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

Staff Present

Rachael Markle, Director, Planning and Community Development
Steve Szafran, Senior Planner, Planning and Community Development
Dan Eernisse, Economic Development Director
Julie Ainsworth Taylor, Assistant City Attorney
Mark Relph, Public Works Director
Lisa Basher, Planning Commission Clerk

Commissioners Absent

Commissioner Mork

Others Present

Lisa Grueter, Berk Associates

CALL TO ORDER

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

ROLL CALL

Upon roll call by the Commission Clerk the following Commissioners were present: Chair Scully, Vice Chair Craft and Commissioners Malek, Maul, Montero and Moss. Commissioner Mork was absent.

APPROVAL OF AGENDA

The agenda was accepted as presented.

APPROVAL OF MINUTES

The minutes of February 19, 2015 were adopted as presented.

GENERAL PUBLIC COMMENT

Bergith Kayyali, Shoreline voiced concern that the people living in the southwest corner of Shoreline were not notified properly regarding the Community Renewal Area proposal. She asked staff to explain

the City's process for providing adequate and informative notification to the citizens and suggested that the consultant hired to do the study should have been responsible for contacting the people who live nearby. Director Markle said notification requirements are based on the type of action proposed. Residents within 500 feet of the action must be notified by mail if a permit requires notice as per the State Environmental Policy Act (SEPA). For projects that might have a citywide impact, the City publishes articles in *CURRENTS* and provides information on its website. In addition, the City shares information via twitter feed, Facebook and the Council of Neighborhoods. Press releases are also published in the Shoreline area news.

John Ramsdell, Shoreline, voiced concern that the 500-foot notification requirement is the same regardless of a project's size. He observed that larger projects can impact a greater geographic area, and it would be prudent for the City to involve a greater number of people.

Debbie Kellogg, Shoreline, commented that although the Community Renewal Area process started 2.5 years ago, there has never been an official public hearing where citizens were allowed to provide significant input. The Planning Commission had a general discussion, but no public hearing. There was no adequate public hearing before the City Council, either; although effected property owners were invited to submit comments. Because what little public process there was took place just before Christmas, it seems as though staff is not adhering to the spirit of collecting public input that can be incorporated into the document.

Harry Keinath, Shoreline, said he is a resident of the Westminster Triangle area, and he supports the previous comments relative to the lack of notification. He specifically expressed concern about the Property Tax Exemption (PTE) concept that has been proposed for the Community Renewal Area. Although the concept is supported by merchants within the City, it would add a tax burden to the residents and could have unintended impacts on traffic and schools. The mitigation fees for residential units do not come close to mitigating the marginal costs of growth, and encouraging additional subsidies seems ludicrous. He was informed by the City's Economic Development Director that the primary motivation for the proposed PTE is to enable the City of Shoreline to compete with the City of Seattle for multi-family development. He said he finds that ludicrous.

PUBLIC HEARING: AURORA SQUARE COMMUNITY RENEWAL AREA (CRA) PLANNED ACTION ORDINANCE (PAO)

Chair Scully reviewed that the Commission previously conducted a public hearing on the proposed POA for the Aurora Square CRA. However, the recording system failed, and the hearing must be redone. He briefly reviewed the rules and procedures for the public hearing and opened the hearing.

Staff Presentation

Mr. Eernisse explained that over the past four years, it has been established via City Council discussions and decisions that renewal of Aurora Square is not only desired, but it is very strategic for the economic health of the City. The large number of property owners in the area make cohesive planning for growth very difficult, and the City has stepped up to create a Community Renewal Area (CRA) for Aurora Square and institute a plan to shepherd growth in a way that makes sense for the

entire area. It is hoped that this effort will result in a better shopping center, a better residential neighborhood, and a better place for jobs and economic growth. He explained that Aurora Square is an important strategic node along the Aurora Corridor that attracts those who live nearby, as well as those who live throughout the City. He advised that a valuable and useful part of the CRA project is the proposed Planned Action Ordinance (PAO), and the Draft Environmental Impact Statement (DEIS) for the PAO studied the following growth alternatives.

- **Alternative 1.** No Growth
- **Alternative 2.** Growth of 500 units of multi-family development and 250,000 square feet of commercial space.
- **Alternative 3.** Growth of 1,000 units of multi-family development and 500,000 square feet of commercial space.

Mr. Eernisse noted that the alternatives are consistent with the amount of growth that is studied and anticipated in the Comprehensive Plan for Aurora Square. He emphasized that no changes in zoning would be necessary, as the current zoning for the 40-acre area would allow much more growth than what was studied in any of the three alternatives. The purpose of the PAO is to study the impacts and potential mitigation for different levels of build-out based on the current zoning.

Mr. Eernisse reported that the primary areas studied in the PAO include transportation projects and priorities; light, glare and noise; and stormwater management. He reviewed the Draft Environmental Impact Statement (DEIS) process to date, noting that the DEIS was published on December 12th. The Planning Commission held a community meeting on December 18th, and conducted a public hearing on January 29th. Because the recording system failed, a new public hearing was scheduled for March 19th. The public comment period was extended to March 19th, as well. Following the public hearing on the DEIS, staff will invite the Commission to forward a recommendation to the City Council. At this time, staff is recommending Alternative 3 as the preferred alternative. They are also recommending adoption of the PAO (Ordinance No. 705), as well as the proposed changes to the sign code. He advised that the City Council is scheduled to discuss the Final Environmental Impact Statement (FEIS), as well as the PAO and sign code amendments, on April 13th. It is anticipated the Council will take final action on April 29th.

Mr. Eernisse explained that the DEIS indicates that the level of impact would be same for Alternatives 2 and 3. Although Alternative 3 identifies more units and greater commercial activity, the concurrency models identified the same results for all the intersections studied. Because the CRA was established for economic renewal, staff is recommending Alternative 3 as the preferred alternative. He reviewed the public comments received to date and staff's response to each one as follows:

- Most people were generally supportive of the idea of Aurora Square redevelopment. While many indicated support for either Alternative 2 or Alternative 3, some supported Alternative 2 over Alternative 3 primarily based on the number of new multi-family residential units. Selecting Alternative 2 as the preferred alternative would not mean the number of multi-family units at Aurora Square would be limited to a maximum of 500, but SEPA review would be required for more than 500 units. However, if no commercial space has been developed, it might be possible to trade the

commercial space for residential units without requiring additional SEPA review, as long as the trips generated would be similar.

- Some people were concerned that the existing road network would be broken by growth. While the DEIS recognizes that redevelopment would likely result in more traffic, traffic modeling confirms that neither Alternative 2 nor Alternative 3 would exceed the City's concurrency levels. The frontage improvement requirements were prioritized and customized to encourage renewal, increase safety, and connect bicycle and pedestrian access throughout the entire CRA. In particular, Westminster Way, between 155th Street and Aurora Avenue North, received a lot of attention, as it currently serves to separate the triangular property that has been vacant for a long time from the rest of the Aurora Center.
- There were many comments relative to transportation. The City received a fairly technical letter from the Washington State Department of Transportation (WSDOT) regarding the way the City classifies the different concurrency models, and the City's consultant provided a response.
- In response to applications the City received in late 2014 for two multi-family residential projects (approximately 500 units) close to the Westminster Triangle, a number of citizens voiced concern that parking for the new multi-family residential units would spill over into the adjacent neighborhoods. Based on these comments, a requirement for a parking management plan was added to the mitigation outlined in the DEIS. However, the two current projects would not be subject to the requirements outlined in the PAO, and a separate SEPA review would be required for each one. The staff, City Council, and Planning Commission have all expressed concern about the long-term impacts of very-dense, multi-family residential development next to single-family residential neighborhoods, and a process has been started to identify the best practices for the City to address these concerns. Staff is confident this process will be completed long before any residents move into any of the Aurora Square projects.
- Some people suggested that, rather than studying just the impacts associated with the CRA, the City should study the impacts of all of the development projects taking place in Shoreline. It is important to note that the traffic consultant used the long-term growth estimates identified in the City's current Traffic Management Plan, which considers all the various development throughout the City comprehensively.
- Some people voiced concern about in, out and through traffic at the Westminster Triangle. This is a long-standing issue, and the City recognizes the need for mitigation. Staff can work to address these concerns immediately, rather than waiting for them to be addressed via the PAO.
- Some concern was also expressed about the potential closure of a section of Westminster Way. The option of closing the southbound leg of Westminster Way (adjacent to the Aurora Pedestrian Bridge) was studied, and it was determined that the concept would have some very positive effects on the overall renewal factor for Aurora Square. In turn, a new right in/right out entrance to Aurora Square and Westminster would be created to provide a connection. However, it was recognized that this section of Westminster Way currently serves as a truck route and provides an escape valve. Closing

a section of the street could impact the 155th Street intersection, and staff has been working with WSDOT to address these two concerns.

- Citizens also presented very valid concerns about pedestrian access to Aurora Square from the west and east. People have requested a stairway into the site from the west and better pedestrian and bicycle access from the east. The issue was studied in depth by the traffic consultant, and the solution will likely be to rebuild the intersection. Closing Westminster Way will likely help by shortening the length of the crossing in some locations.
- To address issues related to light and glare, staff is proposing a master sign program that results in a more cohesive sign package for Aurora Square. In addition, electronic entry signs are proposed for Aurora Avenue, Westminster Way and North 160th Street. Rather than having a sign that advertises each of the businesses, the intent is to use one name for Aurora Square so that those who visit feel they are in a special place. Staff also studied the possibility of expanding on the noise ordinance, but no changes are being proposed at this time.
- Many people voiced concern about potential stormwater impacts. The DEIS studied stormwater and determined that an on-site detention requirement would be a detriment to renewal and redevelopment from a cost standpoint. Instead, staff is proposing a regional detention system, collaborating with Shoreline Community College to expand the college's existing stormwater facility to handle the future needs of both the college and Aurora Square at a fraction of the cost of developing a new facility. A map of the Boeing Creek Drainage Basin was used to illustrate how stormwater flows from the site and the location of the current detention facility on the college property. Once completed, the expanded regional detention system would benefit all future development, and the stormwater utility would be reimbursed for the cost as development occurs.
- One commenter suggested it would be unfair to provide a regional facility. It is important to keep in mind that one purpose of a CRA is to justify why public resources are being spent. In this case, the economic renewal of Aurora Square was seen as being a public good that would benefit the entire City.
- Another commenter suggested that better stormwater solutions exist. At this point, the City has not decided that a regional facility is the right approach. More study will be needed, and the regional facility will have to stand up against other solutions in time.
- A comment was also received voicing concern that no geotechnical studies were completed. In the initial scoping, it was stated that geotechnical studies that would normally be part of an Environmental Impact Statement (EIS) would be pushed to the property owners as a building permit requirement.
- Some people suggested that the triangle property is unsuitable for development. The current property owner believes the property is developable. While enhanced footings were required in some areas, they were considered a reasonable cost.

- Questions were raised about how redevelopment of Aurora Square would impact the current police, fire and utility infrastructure. There is not any one answer to this question beyond the fact that the International Fire Code would still apply and police service would be based on a city-wide level of service standard. Staff has also consulted all of the utility providers to ensure there would be sufficient capacity.
- Another commenter suggested that the City could use the PAO to lock in building orientation. While this may have been a good idea, it is too late in the process to take advantage of it. The City resisted taking the role of site planner; as it believes the private sector and retailers are the experts in that area. Some studies were done to guide the planning effort, but they did not go so far as to lock in building orientation.
- There is at least one public park in the area, and there was concern that growth would have a detrimental impact.
- Some expressed concern about the WSDOT property development that was envisioned in the CRA. This development would have to stand on its own, and the PAO does not do anything beyond studying the impact of commercial and multi-family development.
- A commenter pointed out the need for a sidewalk on Westminster Way south of the CRA. While this is outside of the CRA, the study was extended beyond the CRA to include Westminster Way all the way to North 144th Street and North 160th Street all the way to the Shoreline Community College. It is well understood that pedestrian and bicycle access on these corridors is important and improvements are needed. Staff just learned that King County Metro recently secured funding to do improvements on North 160th Street all the way to Greenwood Avenue. The improvements will be largely a striping project where four lanes will become three lanes, with bike lanes on one side. The City knows that improvements are needed and it is a matter of finding the dollars to move forward.
- The two property owners who applied for the multi-family residential projects called into question the transition area requirements, which include setbacks and stepbacks. Because the properties are located on wide arterials, they did not believe the transition area would provide a benefit other than changing the shading on the street. Staff studied the transition area requirements and found the comments have merit, but they do not believe the PAO would be the appropriate place to propose changes to the code. It was also determined that the changes should be applied more comprehensively throughout the City. The issue may come back to the Commission at some point in the future.

Chair Scully recalled that at a previous presentation, staff provided maps showing the roadway improvements that would be made as part of the process. Mr. Eernisse indicated that the maps were part of the Commission's packet, but he does not have them for visual display.

Commissioner Moss asked if development agreements would be an option for development within the CRA. Mr. Eernisse said development agreements are an option via State code. In addition, the City Council codified a development agreement provision last week.

Commissioner Moss asked what measures were used to identify the 500 square foot maximum sign area that would be allowed on the side of a building. She commented that allowing each building to have maximum signage of 500 square feet could result in a significant amount of signage. Mr. Eernisse said the Central Market signage was used as a model of what would be appropriate for a large tenant. However, he recognized that this large area would not be appropriate for smaller tenants. He emphasized that the proposed sign code amendment is predicated on property owners coming in together for a master sign package, and the goal is to have a cohesive sign package that matches both internally and externally. Commissioner Moss expressed concern that the intent is not clear in the proposed language. Staff agreed to review the language and clarify the intent.

Commissioner Moss said the PAO specifically states that the siting of new buildings, signs and entertainment spaces should consider their placement relative to existing and surrounding land uses. However, using the term "should" does not mandate that property owners will consider existing and surrounding land uses when siting their facilities and signs. Therefore, it is likely the facilities will be sited more to benefit the businesses than to benefit existing land uses. Mr. Eernisse explained that the intent is to provide guidelines by which property owners propose a master sign permit. If it turns out that property owners are not adhering to a number of the "shoulds," it would be considered a good indication that the master sign package should not be approved.

Commissioner Moss expressed concern about the intersection at North 155th Street and Aurora Avenue North. She specifically asked where the traffic would go if the southbound lane off of Westminster Way is vacated before improvements are made at the intersection of North 155th Street. Mr. Eernisse said they would use North 155th Street, and traffic modeling indicates this would not create concurrency problems. Commissioner Moss commented that, even without the extra traffic that would be coming southbound and turning right, it is already nearly impossible to make a right turn out of or a left turn onto Linden Avenue at rush hour.

Commissioner Malek recalled that the information provided by the City when the CRA concept was first introduced was impressive and helped him connect business tax dollars with PTEs. For example, staff provided a comparison of business sales tax revenue from Aurora Square and Aurora Village and explained how additional sales tax revenue would offset the PTEs. Mr. Eernisse explained that much of the benefit of economic renewal of Aurora Square will come from revenue generation. Currently, Aurora Village generates about 9 times more sales tax per acre than Aurora Square. If Aurora Square could generate just half the revenue generated by Aurora Village, the City would receive about \$500,000 more sales tax revenue every year. As compelling as having the tax revenue to support needed services are the different public benefits that would result from having more of a lifestyle shopping center/gathering place. He said the State instituted the PTE program partly to address growth management and the need to encourage more multi-family residential housing. Some years later, the program was expanded to encourage more affordable housing. He expressed his belief that the PTE program is a good deal for the City of Shoreline because it does not require individual taxpayers to pay more and it leverages the money the City defers with state and county money. He noted that the City has had a PTE program in place since 2007.

Chair Scully asked if the original detention facility on the Shoreline Community College's property would be SEPA exempt if the PAO is adopted. Mr. Eernisse answered no.

Chair Scully asked what exactly the Commission is being asked to recommend related to PTEs with this particular ordinance. Mr. Eernisse said the proposed ordinance would not impact the City's current PTE program that is offered for development along Aurora Avenue. Chair Scully summarized that the Commission is not being asked to take action relative to the PTE program at this time.

Chair Scully asked if any up zones are attached to the current proposal. Mr. Eernisse answered no.

Chair Scully recalled that, at the previous hearing, developers of the two current projects provided testimony regarding the transition area requirements. He asked if these property owners have submitted written confirmation in support of the City's decision to study the issue later. Mr. Eernisse said written comments relative to setbacks and stepbacks were submitted prior to the last meeting. He pointed out that because these property owners are doing their own SEPA, they will not be able to take advantage of the PAO findings, including changes to the transition zone requirements.

Public Testimony

Bill Davies, Shoreline, said he lives in the Westminster Triangle area. He pointed out that the new apartment complex will make it difficult for residents to get in and out of the Westminster area, particularly on North 155th and North 153rd Streets.

Debbie Kellogg, Shoreline, commented that the City's work with the WSDOT to remove the truck route is of no consequence because the current Transportation Master Plan, which is adopted into the Comprehensive Plan by reference, identifies Westminster Way as a designated truck route. She clarified that she originally proposed that the City use daylighting of the culverts as a possible way to create open space, but she never recommended that 17 acres be daylighted. She recommended that small areas could be used to create open space for the highly-dense proposal of 500 to 1,000 residential units, consistent with what staff said was needed to provide sufficient open space, recreation areas, venues for musical performances, etc. She also recommended the City eliminate the sedimentation in Hidden Lake, address flooding, and create open space, parks, and gathering spaces. She recalled that as of September 8, 2014, a dam that was creating problems at Hidden Lake was being removed, yet she has not seen any coordination between the City and Shoreline Community College, as suggested earlier by Mr. Eernisse. Lastly, Ms. Kellogg clarified that she did not say, in her previous comments relative to the CRA, that the triangular property (formerly Joshua Green Property) was unsuitable for development. She simply asked if it was suitable for development.

David Lange, Shoreline, commented that construction noise is a general issue regardless of where or when it occurs, and parking is not just an issue with subareas. Instead of taxing businesses that wish to locate in Shoreline, he suggested they accelerate the removal of abandoned houses in the neighborhoods. For example, the City could require a fee-based, board-up permit that is good for six months. Any structure that is boarded up without a permit could be fined weekly for up to three months. Structures that fail to follow these easy steps and fail to pay fines could be forfeited to the City and auctioned twice a year. At least a percentage of the lots for sale could be sold to individuals and not large developers. While he recognized his timeline needed adjustment, he asked that the Commission get the process started.

Mr. Lange observed that a large number of four to six-story apartments buildings have been constructed in Shoreline, and the City has not adequately managed parking around the increased densities. He suggested that a parking management section be added to the general code that includes written goals for how parking should work in Shoreline and set points that indicate when parking has become an exception to the standard. This way, the neighborhoods could help watch and manage parking for the City. The parking management section should list remediation from beginning to resolution of what the City will do when there is a problem. He commented that parking should not involve the City Council every time it breaks, just like building permits should not need Council involvement. If the City builds a faster process for getting building permits, it should fix the parking problems just as quickly.

Janet Way, Shoreline, said she was present to speak on behalf of the Shoreline Preservation Society, which is a volunteer group that works for protecting what is valuable in Shoreline. The Society would like to be a party of record with legal standing, and they incorporate by reference all of the previous comments pertaining to the DEIS. Ms. Way said the Society believes the DEIS does not properly incorporate impacts from other areas, especially relative to traffic. Projects at Point Wells, the two light rail stations, Shoreline Community College and other projects should all be connected in the DEIS.

Ms. Way said that, for many years, she has thought that Aurora Square could be better for economic development and also for the community. However, the plan should include a better stormwater system that includes partial daylighting of Boeing Creek, natural drainage systems, etc., which would make an enormous difference to the runoff. She recalled that development of Aurora Square was the beginning of the downfall for Boeing Creek. She referred to the 2004 City of Shoreline Stream and Wetland Inventory Assessment, which identifies Boeing Creek as a salmon bearing stream and provides a map to illustrate how the creek is impacted by stormwater runoff from Aurora Square. She voiced opposition to providing off-site detention and not requiring developers to be responsible for stormwater runoff. She expressed her belief that developers should pay for the impacts of development. The drainage in this location needs to be improved, and the City has the responsibility to protect Boeing Creek. She also voiced concern that no geotechnical report was done for the DEIS. She asked the Commission to recommend denial of the DEIS unless and until additional technical information has been provided.

Ms. Way commented that property owners in the Westminster Triangle were not given notice of the proposed DEIS and other actions related to the CRA. Traffic and freight mobility are very important for the City and must be addressed. No information has been provided about where the buildings, detention, open space, landscaping, etc. would be located, and approval of the PAO would eliminate the public's ability to impact future decisions related to redevelopment of the site.

Ms. Way expressed concern that the DEIS does not adequately address how redevelopment of Aurora Square could impact fire, police, schools and utilities. She asked if design review would be required for redevelopment of this large site. Open space, tree planting and landscaping are all crucial to the success of the project. An exciting design, including daylighting Boeing Creek, is essential for the site to become an economic engine for the City. She urged the Commission to reject the current plan and direct staff to go back to the drawing board to come up with a better plan.

Dave LaClergue, Shoreline, said he and his family live on Dayton Avenue near North 150th Street and support the vision the City is putting forward. He expressed his belief that the Central Market can serve as a hub of community activity and community life in Shoreline, but there is currently a lot of wasted space with oceans of unused parking and buildings that sit vacant and do not provide any benefit to the neighborhood. He commented that either of the alternatives that are under consideration in the DEIS represent an appropriate level of density for the site. The 500-unit alternative would be roughly comparable to Seattle's Wallingford Business District and surrounding area, and the 1,000-unit scenario would be roughly comparable to Seattle's Greenwood Shopping Center and surrounding area. Either alternative could be positive for the neighborhood, as long as it is designed well and has a good mix of businesses. He expressed his belief that a PAO is an appropriate tool for the site. As outlined, it would provide a more coordinated approach to redevelopment and mitigation than if the site were redeveloped piecemeal. The PAO offers an opportunity to clearly outline design principles and concepts for the area that will provide a basis to coordinate the alignment of buildings and open space.

Mr. LaClergue expressed his belief that the conditions outlined in the DEIS for stormwater generally seem appropriate. He recalled that he previously recommended that stairs be provided from North 155th Street and Fremont Avenue down to the shopping center. At this time, there is a long, north/south barrier for people coming from the West, and people living at the site in the future need safe and direct routes to Highland Terrace Elementary and Shoreline Community College. He also recommended that the missing link of sidewalk on Westminster Way (between Fremont Avenue and North 155th Street) should be completed. If stairs are provided for connectivity, he suggested some basic standards relative to lighting, landscaping and other features would be appropriate to give the feeling that the stairs are cared for and safe. He concluded that Aurora Square has potential to become much more than it is today and a great asset for the entire Shoreline community.

Dan Jacoby, Shoreline, recalled that, last month, the Commission took the bold and thoughtful step of rejecting the 145th Street DEIS because they did not have enough transportation information to make a wise decision. He said it doesn't take long to notice that the Aurora Square DEIS should also be rejected because it either fails to address much needed items, such as a parking garage, or it completely misses the mark. He specifically referred to the concept of an outdoor performance venue. He advised that over the past 47 years he has acted, directed, designed, written, produced, and managed large shows. During this time he has learned that the economic performance of indoor venues is greater than the economic performance of outdoor venues because they can operate year round regardless of the weather. He shared his thoughts for an indoor performance space with flexible seating that could house a resident theater company and also be rented out to other performance groups. He suggested that if the CRA is handled right, the City could have high-caliber restaurant in the heart of Shoreline to serve the patrons of the performance venue. In addition, the company managing the space will want to find ways to cross promote with other businesses in the shopping center as a means of gaining inexpensive publicity for their own performances, and this would spread the economic benefit wider. Furthermore, people would come not just from close by, but from the surrounding communities. These people would spend their money in Shoreline, not only at the performance and restaurant, but maybe come back once they see the great stores. This would be a tremendous boon to both the local economy and the City's budget.

Lastly, Mr. Jacoby said an indoor performance venue would not create problems relative to noise and lights, as would be the case for an outdoor venue because it would not be possible to orient the noise

away from surrounding properties. He summarized that the performance space is just one small aspect of the DEIS that desperately needs fixed. He urged the Commission to put the DEIS on hold and listen to the voice of people who have specialized expertise. Together they can create a CRA they can be proud of.

Bergith Kayyali, Shoreline, said she lives in the triangle on Evanston Avenue North. She expressed her belief that planned growth requires serious consideration of more than economic development. While she is not against redevelopment, she asked the Commission to consider the quality of life for residents who live in the area including open space, public parks and playgrounds for children; trees to keep the noise down; and protection and restoration of natural water sources. She said she understands that development will occur, and she would like it to be done as outlined in Alternative 2. She asked the Commission to look at doing the CRA one step at a time, without rushing forward. Development should pay for development, including the excess cost for utility service. Although redevelopment would provide revenue for the City, she questioned if it would provide a better life for the residents. She requested that the City conduct a geotechnical report and also come up with a plan to deal with the traffic impacts, particularly on Evanston Avenue North where there is already significant congestion during rush-hour as a result of cut-through traffic.

Ginny Scantlebury, Shoreline, said she contacted five other cities in the area to see how they use PAOs for development decisions. Her findings helped her understand that the City wants to use the PAO approach to make it easy for developers to build in Shoreline with as few impediments and as little expense as possible. For example, the City of Bellevue does not have a PAO in place because it is believed to be a marketing tool to convince developers that the City has taken care of the SEPA requirement in advance. Bellevue has a design process that precludes SEPA and believes that the Growth Management Act (GMA) regulations supersede SEPA. Bellevue also does extensive EIS work on transportation related to all projects because it is so important. The City of Seattle has a PAO ordinance in place, but it has only been used once at Yesler Terrace in order to get federal funding for mixed-income housing. Seattle feels that any city using the ordinance should understand exactly what the end projects are going to look like. The City of Lynnwood uses the PAO concept for a few projects in the City Center area, but the City of Edmonds does not have any large subareas where the concept could be applied. The City of Kirkland has a PAO ordinance. However, when a new developer took over the Park Place Project, the City of Kirkland incurred significant cost redoing plans that probably would not have been necessary if the PAO had not existed.

Ms. Scantlebury pointed out that the Transportation Master Plan classifies the Westminster Way as a designated truck route from Aurora Avenue North to Greenwood Avenue. Because the Transportation Master Plan has not been amended to remove this designation, the Aurora Square CRA is inconsistent with the Comprehensive Plan. While the City staff pretends that the truck route removal has had a public process, there was not one and the public was never properly informed about the proposal. She invited the Commissioners to listen to and read all of the public comments and postpone their recommendation to the City Council until they can study the issues more in depth.

Krista Tenney, Shoreline, said she lives on Greenwood Avenue. While her home is located outside of the CRA, she was present to voice her concerns about how redevelopment of the Aurora Square site could impact the larger area. For example, the traffic has increased in recent years and is quite busy

now. While she appreciates the efforts of City staff and the Commission to transform the area, she wants to make sure the surrounding neighborhoods are protected and remain strong. She particularly asked the Commission to pay careful attention to the traffic impacts that will result on surrounding streets. She also cautioned that significant increases in traffic could make it difficult for people to access the Central Market.

Michelle Moyes, Shoreline, said she also lives in the Westminster Triangle. She asked that the City require a geotechnical study on the site of the proposed new apartment building (Potala). She has some knowledge and has been told that the site is contaminated, but she has not heard anyone speak to that. She also asked that the City study the traffic more and consider all of the development that will happen in the City (145th and 185th Street Stations, Point Wells, etc.)

John Ramsdell, Shoreline, said he lives in the Westminster Triangle. He expressed support for redevelopment of Aurora Square, which has potential to become a tremendous asset to the area. Establishing the square as a destination for retail, restaurant and entertainment options is something he hopes will happen. He said he was also pleased that Mr. Eernessee has rescinded the request to change the noise ordinance. However, the DEIS raises some concerns for him, particularly related to parking and public safety. He noted that the City recently reduced the parking requirement for multi-family development from 2 spaces per unit to .75 spaces per unit. This is significantly less than other similar jurisdictions in the region. For example, Bothell's requirement is 2.2 spaces per unit, Kenmore's is 1.4, and Lake Forest Park's is 1.5. He expressed his belief that the DEIS grossly underestimates the level of overflow parking into adjacent neighborhoods. He and many of his neighbors are concerned about overflow parking onto Linden Avenue and that streets within the Westminster Triangle (Linden Avenue, North 150th Street and North 148th Street) will be used as arterials to access Ballard and Greenwood.

Mr. Ramsdell said he expects that redevelopment of Aurora Square, as per Alternatives 2 or 3, would result in increased traffic, and he questioned Mr. Eernessee's earlier comment that there would be no difference between Alternatives 2 and 3. He urged the Commission to support Alternative 2 over Alternative 3. While he does not want the proposal to be denied, it would be prudent for the City to approach redevelopment with moderation rather than the more aggressive plan.

John Behrens, Shoreline, commented that the "planned action" concept is a different approach to development and is not well understood. It would serve the purposes of the community and the City Council if the Commission were to thoroughly vet what the concept is. In addition to the public hearing where citizens are invited to comment, there needs to be a public forum where those living in the community who have knowledge and experience can exchange information with the staff, Planning Commission and City Council.

Mr. Behrens said he supports a parking plan that utilizes the reduction of unnecessary parking spaces, but the plan should also deal with potential impacts to the headwaters of Boeing Creek. There is a long-standing history of flooding around Aurora Avenue North, and a 1955 picture actually shows cars floating down the middle of the street. He also commented that whatever happens in the future must address the needs of the current businesses. They should be encouraged to stay; and if necessary, be reimbursed for losses while the construction moves forward.

Mr. Behrens noted that Westminster Way serves as a traffic corridor and is an important transportation hub that moves a lot of freight. It would be irresponsible to disregard this street and assume that people will find another way to get products to their places of business. He observed that the existing Environmental Impact Statement (EIS) for the entire City of Shoreline was created in 1998. Since that time, the City has used a piecemeal process to address changes neighborhood-by-neighborhood. This approach does not consider the overall affect that all of the changes will have to the City of Shoreline as a whole.

Mr. Behrens recalled earlier comments about the potential of daylighting waterways in the Westminster Triangle. He referred to the improvements that were made to open the waterway at Cromwell Park, near his neighborhood. He said he would trade the traffic he hears during the day for the frogs he gets to listen to at night. Daylighting adds an element to a neighborhood and community that cannot be created any other way. Opening the creeks in the Westminster Triangle would benefit the community for 100 years, and he urged the City not to pass up the opportunity.

Kay Norton, Shoreline, said she also lives in the Westminster Triangle. She observed that, although the Westminster Triangle is shown on all of the maps of the Aurora Square CRA, it was left out of the DEIS. However, she is glad to see that the City has taken their comments to heart. She expressed concern about the traffic that backs up along Westminster Way, which is a very important thoroughway for the residents. She referred to signage, which was an important emphasis in the DEIS. If a 500-square-foot sign is going to be allowed near a complicated traffic intersection, she asked that the City not allow the sign to be of a distracting nature. She was particularly concerned about the Westminster Way entrance to Aurora Square, where there is a convergence of bicycles, pedestrians and vehicles. Lastly, Ms. Norton commented that the Department of Ecology's (DOE) website indicates that some type of voluntary toxic cleanup was started in 2013 on the Potala site, which is the site of the former dry cleaning store, but it has not been completed. She asked the City to make sure this situation is handled appropriately.

Tom Poitras, Shoreline, said he lives in the Ridgecrest Neighborhood and supports the Aurora Square CRA. He referenced Mr. Jacoby's comments regarding outdoor and indoor performance venues and pointed out that an apartment building is being constructed on the Tsang property, and a performance venue is proposed to be located between the apartment building and Sears. This illustrates an indifference to the effect that noise from the performance venue could have on the people who will live in the apartment building.

Mr. Poitras noted that the former Dairy Queen and Pizza Hut buildings have been derelict for a number of years, and it is ironic that the City is spending money to develop two nice bridges to connect to the Interurban Trail in this location. He often walks across the bridge and feels these properties are a type of "slum" with garbage all around. This creates a dangerous situation for the children who walk unsupervised on the Interurban Trail. He noted that a plate glass window was recently broken out of the former Pizza Hut building. While the windows were boarded up, the glass remains on the ground. He questioned if the City has ever asked Mr. Tsang to clean up the mess. He suggested that perhaps the City needs a "nuisance posse."

Harry Keinath, Shoreline, said he is a resident of the Westminster Triangle and has worked for 35 years as a commercial real estate broker. He has consulted on the development of a number of properties, and he is also a commercial appraiser. He said he supports redevelopment of Aurora Square. If done correctly, it can become an incredible urban village concept; but it will require quite a lot more than what has been put into the DEIS. It will require an experienced shopping center developer to coordinate the entire plan. For example, an experienced developer converted the Crossroads Shopping Center, which had multiple owners similar to Aurora Square, into a community center that has been active for about 20 years. Someone with that caliber needs to be involved in the Aurora Square CRA, as well. Without a central ownership entity to control the entire development, the project will fail. He voiced concern that constructing a 65-foot tall apartment building at the gateway to the shopping center could kill the project by blocking exposure to the central market and other businesses located inward of the apartment complex. The center already has weak exposure, and the City needs someone with experience to bring it all together or it will fail from the start. He urged the Commission to back the project up.

Tom McCormick, Shoreline, explained that the Commission is the citizens' first line of defense against growth that is too fast and too much. Shoreline is currently the 5th most densely populated city in the State based on 2010 census data; and the 20-year projection shows Shoreline as the 2nd most densely populated City, second only to Seattle. These figures take into account future development in the subareas (145th Street, 185th Street, Point Wells, Aurora Square, and Town Center), but the areas outside of the subareas that will also continue to grow. The Growth Management Act (GMA) requires the City to comply with a certain level of growth. However, with the plans currently on the table, the City's growth is projected to grow by over 20,000 just in the subareas, and the GMA only requires growth of 9,600.

Mr. McCormick suggested the Commission has three alternatives to consider: no growth, slow growth, or fast growth. He acknowledged that the City must grow, and he supports slow growth. But the Commission must be the watchdogs to make sure the City does not grow too fast. Growth should be kept to the minimum necessary to comply with the Growth Management Act. He recommended they consider Alternative 2 (500 residential units) over Alternative 3 (1,000 residential units). He disagreed with staff's conclusion that the road network would not be broken by growth. Even with slow growth, there would be some failures and mitigation would be needed. If the City continues in the path of fast growth, as recommended by staff, multiple failures would occur. He asked the Commission to consider the cumulative effects of all the growth currently on the table when making decisions about any one area.

Paula Anderson, Shoreline, said she also lives in the Westminster Triangle. She advised that she reviewed the DEIS and presented written comments to the City staff prior to the meeting. She noted that while some of her questions were answered in the staff presentation, others have come up. She agreed with the concerns raised previously about the notification process and supports the notification requirement being expanded based on the location and size of a project. She referred to Alternative 2 (500 residential units) and Alternative 3 (1,000 units) and asked if the new units would be located specifically inside the Aurora Square CRA, or if the number would include the apartment and restaurant projects that are currently underway. She expressed her belief that the people living in the new residential units and those who patronize new commercial spaces would have an impact on traffic.

Ms. Anderson said the DEIS talks about detour routes during construction, and neighbors have expressed concern about cut-through traffic in the Westminster Triangle. This is already a problem that will get worse if construction detours are routed through the neighborhood, as well. Ms. Anderson referred to Page 321 of the DEIS, and requested clarification of the provision that limits the maximum building height for any use in the MB zone to 65 feet. She also requested clarification of the provision that limits the height in MB zones directly across the street and/or right-of-way from R-4, R-6 and R-8 zones to 35 feet. Her interpretation of the provision is that the Potlatch development would be limited to 35 feet in height.

Ms. Anderson asked how the two left turn lanes onto North 155th Street, as outlined in the DEIS, would be managed. There is already more than enough traffic at this intersection now, and bringing in another lane of traffic from Aurora Avenue North would make the problem worse. The DEIS also identifies the potential of adding another access street on North 156th Street, where there is presently no street. She summarized that more design work needs to be done before the DEIS and PAO are adopted.

Warren Richie, Shoreline, agreed that more work needs to be done before the DEIS and PAO for the Aurora Square CRA moves forward. Specifically, the suggestions from Janet Way, Dan Jacoby, and John Behrens should be seriously considered. These are the types of things that will separate this development and Shoreline from other similar developments taking place throughout the region. He said he foresees incredible pressure for more and more development over the next 20 years, and there is strong evidence that Shoreline will become an even more desirable place to live. Given climate change, he foresees even more pressure on the City as more people continue to move to the Northwest. The City should do all it can now to protect the environment. People want development that is more integrated organically with the environment. While the Commission is under pressure to move plans forward, their efforts will be in vain if they do not have community-based economic development. While they must plan for future generations, as many people as possible should also benefit from the development now.

Shari Dutton, Shoreline, said she has lived in the Westminster Triangle for 50 years and has seen a lot of change. She was very excited at the thought of Aurora Square being redeveloped with business in mind. However, she was not anticipating a large number of residential units. She voiced concern about the impacts associated with a significant increase in density. She disagreed with the DEIS finding that the traffic impacts associated with Alternatives 2 and 3 would be nearly the same.

Chair Scully closed the public comment period.

Planning Commission Deliberation and Action

COMMISSIONER MAUL MOVED THAT THE COMMISSION FORWARD A RECOMMENDATION OF APPROVAL TO THE CITY COUNCIL IN SUPPORT OF ALTERNATIVE 3 AS THE PREFERRED ALTERNATIVE. HE FURTHER MOVED THAT THE COMMISSION RECOMMEND APPROVAL OF THE PLANNED ACTION ORDINANCE (ORDINANCE NO. 705) AND CHANGES TO THE SIGN CODE AS PRESENTED BY STAFF. COMMISSIONER MONTERO SECONDED THE MOTION.

Commissioner Maul observed that staff did a good job of taking into account the information provided at the last hearing, which was not recorded, and made some progress. He said he lives a few blocks from the Aurora Square CRA and he would like to see redevelopment move forward, and the proposed DEIS and PAO is a mode to get something started. He noted that the current zoning allows a lot more development than the 1,000 units proposed in Alternative 3, so he does not view the proposal as an up zone. He sees it as a lateral move, but also a tool to promote redevelopment. The City must do something to promote change on the property, which has remained the same for a number of years. If the City offers an incentive by dealing with stormwater as a whole, the outcome will likely be better than piecemeal development of individual property. A piecemeal approach would also result in a less effective improvement to the overall site.

Commissioner Maul asked if staff has considered the potential impacts of daylighting Boeing Creek. Mr. Eernisse answered that staff briefly considered a number of different options for daylighting Boeing Creek, but the main focus was to mitigate the cost of detention. The Boeing Creek Basin Study is much more thorough and was used by the consultant as part of his analysis.

Chair Scully suggested that perhaps the proposal was messaged poorly to the citizens. While he agrees with many of the concerns raised by citizens during the hearing, it is important to understand that most cannot be addressed or fixed via the CRA. The 500 and 1,000 residential units identified in Alternatives 2 and 3 do not represent a limit on growth. The numbers are simply a threshold for when environmental review would be required again. Concerns related to traffic and parking are very real, but they would be concerns of future development regardless of whether the CRA is adopted or not. The point of the CRA is to identify the improvements needed to mitigate the impacts so that funding can be allocated over time. His biggest concern with the proposal has to do with the proposed regional detention facility, and he was dismayed to see the conceptual proposal is a bunch of pipes, a pond and dam. However, the CRA does not address the question of how stormwater is handled; it just requires that it be done. He cannot believe that any of the Commissioners or citizens would be opposed to considering a regional stormwater facility rather than piecemeal for each project.

Chair Scully acknowledged Mr. Jacoby's comments about the performance venue, but noted that the properties are owned privately. The City has made it clear it would not take the properties via eminent domain. Instead, the City would leave it up to the developers to decide whether or not develop a theater. The CRA is not intended to dictate what is developed; it simply looks at the possible impacts if something is developed.

Vice Chair Craft voiced support for citizen comments about the opportunities that exist with Boeing Creek and the need to study the issue in a more thorough and thoughtful way. Ms. Way pointed to what happened at Thornton Creek as an example of the kind of study that would enhance and create a positive impact on the types of potential development that could happen. This additional study is also important for the future of Shoreline. As the process moves forward, he encouraged the City to consider these opportunities as a high priority, not only for Aurora Square but for the entire Town Center area.

Commissioner Montero agreed there are many issues that need to be addressed. However, in the long run, the City must encourage private development of the area. It is in the public interest to make redevelopment happen, and the CRA is a good start.

THE MOTION CARRIED UNANIMOUSLY.

PUBLIC HEARING: COMPREHENSIVE PLAN AMENDMENT DOCKET

Mr. Szafran explained that the Growth Management Act (GMA) limits review of proposed Comprehensive Plan amendments to no more than once per year. To ensure the public can view the proposals in a citywide context, the GMA directs cities to create a docket or list of the amendments that may be considered each year. Seven proposed amendments are included in the 2015 Comprehensive Plan Amendment Docket, one private and six City-initiated amendments. The staff presented the amendments, and the public was invited to comment prior to the Commission's discussion of each one.

Proposed Amendment 1

Mr. Szafran explained that Amendment 1 asks to consider changes to the Transportation Element of the Comprehensive Plan that would set citywide average daily trip (ADT) limits for non-arterial and collector-arterial streets. The proposed ADT limits would apply even if the capacity of the subject street may be higher and/or if level of service (LOS) failures would not result if ADTs were higher than the proposed ADT limit.

Mr. Szafran further explained that, generally, the amendment would place a default limit of 1,500 ADTs for non-arterial streets and a default limit of 3,000 for collector-arterial streets. The proposal would allow the City Council to raise the ADT limit to 3,000 on a non-arterial street and 7,000 on a collector-arterial street on a case-by-case basis to address extraordinary circumstances.

Mr. Szafran said staff recommends that the proposed amendment be excluded from the 2015 Comprehensive Plan Docket for the following reasons.

- The policy direction would be in conflict with the City's adopted concurrency program, which does not evaluate LOS impacts based on ADT.
- Adoption of the proposed amendment would require a modification to the City's current practices for review of a transportation impact analysis and the requirements for their submittal. Basically, it would require a transportation impact analysis for every type of development proposal.
- It is unclear how the policy would be enforced. If a certain street trips the threshold based on natural traffic increases, what would the City's responsibility be to fix it?
- The proposed volumes for ADT caps seem to be chosen somewhat arbitrarily, and the capacity of most collector-arterial streets is more than three times greater than the proposed 3,000 ADT cap.
- The street classification is intended to provide a general, qualitative description of how a roadway functions, not to assign a quantitative cap.

Tom McCormick, Shoreline, explained that the City has adopted LOS standards that include the A through F classifications. Classification D primarily measures delay time at intersections and has a volume capacity ratio of .9. The City's Traffic Engineer identifies the capacity for a road, and traffic is okay as long as it does not exceed 90% of that capacity. He expressed his belief that the current standards do not provide adequate traffic protection for the non-arterial and collector-arterial streets.

Even the planning community is mixed as to the best way to handle traffic impacts in residential communities.

Mr. McCormick said many people have 200 to 300 cars passing by their homes on a daily basis. Having 5,000 additional cars drive by homes as a result of new development would be considered a very significant adverse affect. His proposed amendment would set hard ADT limits of 1,500 as a default limit for residential streets, and the City Council could allow up to 3,000 on a case-by-case basis. In his view, the proposed limit would be reasonable. He recalled a recent situation where the City approved a new 200-unit residential development that increased the ADTs on Ashworth Avenue from 750 to 950. This project would have been approved based on the proposed amendment, as well.

Although staff has indicated that the proposed amendment would not work with the City's current concurrency program, Mr. McCormick explained that the concurrency program could continue to apply to developments other than those that would be denied on the grounds that they would cause the specified ADT limit to fail.

Mr. McCormick agreed that the proposed amendment may require the City to modify its current practice for review of Transportation Impact Analysis. He did not feel this should be an impediment to approving the proposed amendment if it is in the best interest of the residents. Developers should be asked to review the impacts their developments would have on residential streets.

While staff says it is unclear how the proposal could be enforced, Mr. McCormick said he provided written details about how enforcement could be done. He disagreed with staff's comment that ADT drives a street's classification and not the other way around. He agreed that a street does get classified under the City's Transportation Master Plan according to the ADT and regardless of its characteristics. However, he felt it would be possible for the City to set an ADT limit for roadways without affecting the maximum. In fact, he noted the City did just that at Point Wells when it set a 4,000 ADT limit for Richmond Beach Drive. He suggested this approach be used on a universal basis throughout the City, but allow flexibility for the City Council to approve a higher limit. He summarized that the proposed amendment can be implemented and he shared examples of how it was done in other cities. Mr. McCormick asked that the Commission include the proposed amendment on the 2015 Comprehensive Plan Docket for further study.

Janet Way, Shoreline, said she was present to speak on behalf of the Shoreline Preservation Society. She said the Society would be happy to support the proposed amendment, which seems imminently reasonable and something that the City could do considering all of the other impacts that are running willy-nilly around the City right now with different proposals. The least the City could do is have some control over the ADTs.

Commissioner Moss said her understanding is that street classification has to do with the quality of the streets, how much traffic they will bear and what improvements the City may need to make if the traffic volumes increase. Mr. Relph agreed that street classifications are used to help the City understand how to treat streets long-term. The classification becomes important from the perspective of trying to establish policies for addressing pedestrian movements, traffic calming, etc.

Commissioner Maul asked how the proposed amendment would work with the City's current process. Mr. Relph answered that the proposed amendment would not meet the City's concurrency standard in any way. The concurrency standard allows an opportunity for development to mitigate problems. While the proposed amendment may allow the City an opportunity to look at LOS, no mitigation would be allowed once the ADT limit has been reached. Commissioner Maul noted that the City recently amended its concurrency program and has not had an opportunity to see if the new program works. Mr. Relph agreed that substantial changes were made to the City's process in order to implement an impact fee approach.

Although he is not necessarily in support of the proposed amendment, Chair Scully said he supports including it on the docket. He explained that the current system is intersection dependent. For long roads that do not have a lot of intersections, such as Richmond Beach Drive, looking at one intersection would not necessarily measure the traffic impacts for the entire roadway. Mr. Relph said that in his almost 30 years of experience, the typical problems actually occur at the intersections; and that is why the City's program focuses on intersections rather than segments. Chair Scully acknowledged there are missing pieces to the proposed amendment, but it is important to acknowledge that ADT can still have an impact on the quality of life on residential streets that have no intersection problems. Mr. Relph agreed that ADT can influence the quality of life on a particular block, but the bigger question is what is the best methodology or approach for trying to decide how that plays out. He said he does not believe the proposed amendment would accomplish this goal.

Commissioner Montero asked when the City's Transportation Master Plan Model was created. Mr. Relph answered that it was perfected in 2011.

Commissioner Malek asked how LOS would relate to traffic-calming devices or roundabouts. Mr. Relph explained that there is a distinction between roundabouts and traffic circles. Traffic circles are small and used at numerous intersections for traffic calming purposes. Roundabouts are larger and can actually increase capacity. The street classification, and not LOS, has more to do with traffic calming. The City's policies for street classification allow traffic calming on residential streets but not on arterial streets. Commissioner Malek agreed with Chair Scully that setting ADT limits would address public sentiment, as well as quality of life, better than LOS would.

CHAIR SCULLY MOVED THAT COMMISSION RECOMMEND TO THE CITY COUNCIL THAT AMENDMENT 1 BE INCLUDED ON THE 2015 COMPREHENSIVE PLAN AMENDMENT DOCKET. COMMISSIONER MALEK SECONDED THE MOTION.

Chair Scully reminded the Commission that the Comprehensive Plan Docket is a study item. Once the docket has been approved by the City Council, the items on the docket will come before the Commission for further consideration.

Director Markle explained that if the Commission recommends and the City Council agrees that the proposed amendment should be included on the docket, a tremendous amount of study would have to be done. Because there would be a cost associated with moving the amendment forward, staff is not recommending it be included on the docket at this time.

THE VOTE ON THE MOTION WAS A 3-3 TIE, WITH CHAIR SCULLY, VICE CHAIR CRAFT, AND COMMISSIONER MALEK VOTING IN FAVOR, AND COMMISSIONERS MONTERO, MAUL AND MOSS VOTING IN OPPOSITION.

Proposed Amendment 2

Mr. Szafran advised that Amendment 2 seeks to add language to the introduction section of the Comprehensive Plan that outlines a public participation process. An audit by the Washington Cities Insurance Authority revealed that the City's Comprehensive Plan should develop a more specific citizen participation plan. This amendment would not be added until the Comprehensive Plan is updated again in 2023.

Proposed Amendment 3

Mr. Szafran explained that this amendment would copy the policy language for the three land-use designations proposed in the 185th Street Station Area Plan to the Land Use Element of the Comprehensive Plan. Director Markle added that, as proposed, the Land Use Element of the Comprehensive Plan would be updated to identify equivalent zones for each of the three new land-use designations.

Commissioner Moss asked if the reference to the 185th Street Station Area is correct in LU-11, LU-12 and LU-13. Mr. Szafran pointed out that the designations proposed for the Land-Use Element of the Comprehensive Plan are described in the 185th Street Light Rail Station Subarea Plan that was adopted by the City Council on March 16, 2015. It would be premature to include a reference to the 145th Street Light Rail Station Subarea Plan at this time.

Proposed Amendment 4

Mr. Szafran said Amendment 4 would add language to the Comprehensive Plan identifying the Landscape Conservation and Local Infrastructure Program (LCLIP) as a potential funding source for public improvements.

Proposed Amendment 5

Mr. Szafran said Amendment 5 would amend Policy LU47, which considers "annexation of 145th Street adjacent to the existing southern border of the City." He explained that the City is currently engaged in the 145th Street Route Development Plan and is actively pursuing annexation of 145th Street.

Commissioner Malek asked if there would be a cost associated with annexation of 145th Street. Ms. Ainsworth Taylor reported that annexation is already identified on the City's work plan, and the City is currently in negotiations. However, she is unclear about what the economic costs will be.

Proposed Amendment 6

Mr. Szafran explained the City anticipates the Transportation Corridor Study on mitigating adverse impacts from proposed development at Point Wells will be completed in 2015. Therefore, staff is recommending that the same Comprehensive Plan amendment that was docketed in 2014 be included on the 2015 docket to amend the Point Wells Subarea Plan and the Capital Facilities and Transportation Elements of the Comprehensive Plan.

Proposed Amendment 7

Mr. Szafran advised that Amendment 7 would add goals and policies to the Parks, Recreation and Open Space Element based on policies identified in the 185th Street Light Rail Station Subarea Plan relative to the need for more parks, recreation and open space. In particular, the policies include working with the Parks Board to explore options for funding new park space, including a park impact fee program; identify a process for locating new park space within the subareas, and determine the appropriate ratio of park space to residents.

Janet Way, Shoreline, said she was present to speak on behalf of the Shoreline Preservation Society. She said it seems appropriate to add a park impact fee to the Parks, Recreation and Open Space Plan because she believes development should pay for development.

Ms. Way said she is somewhat confused about Amendment 6, since development at Point Wells will depend on whether or not the State allows annexation. She asked for an explanation of LCLIP, which is offered as a potential source of funding for public improvements. She also referred to Amendment 5, which relates to annexation of 145th Street. She said that, on one hand, she supports annexation of 145th Street so the City has the ability to address the anticipated impacts associated with the future 145th Street Station. On the other hand, she believes that Seattle, King County and the Washington State Department of Transportation should be held accountable for the current problems.

Kristen Tenney, Shoreline, invited the Commissioners to attend a celebration of Dr. Kruckeberg's 95th Birthday on March 20th from 3:00 to 5:00 p.m. She also invited them to visit the Kruckeberg Botanic Garden, which was preserved because it is such a national treasure. She expressed concern that, with the demand for more growth, the City must also maintain space for residents to enjoy the outdoors. She recalled that in 2009 she worked with a group of citizens who desired to have the City become a wildlife habitat, and it is the 51st City in the United States to become a Wildlife Community. She urged the Commission to take into consideration that pavement should not win out over wildlife.

COMMISSIONER MONTERO MOVED THAT COMMISSION RECOMMEND TO THE CITY COUNCIL THAT AMENDMENTS 2 THROUGH 7 BE INCLUDED ON THE 2015 COMPREHENSIVE PLAN AMENDMENT DOCKET. COMMISSIONER MOSS SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY.

DIRECTOR'S REPORT

Director Markle announced that the 185th Street Station Subarea Plan Development Regulations, Zoning and Planned Action Ordinance (PAO) was approved by the City Council on March 16th. The Commission's recommendation was largely accepted, but there were a few changes. For example, some

of the MUR-35 zoning was removed along the 185th Street Corridor, and the corridor connection over to North City was added to the 1st phase. In addition, the City Council added minimum densities for MUR-45 and MUR-70 zones, and single-family detached residential homes would be allowed outright in the MUR-35 zone and a nonconforming use in MUR-45 and MUR-70 zones. They also increased the flexibility of the non-conforming regulations. Instead of only allowing a 10% addition, the code would allow a 50% addition or 1,000 square feet, whichever is less. She noted that the adopted version of the PAO would be valid for 20 years and would cover Phases 1 and 2. Several thresholds were added to the PAO, as well. If any of the thresholds are met before the 20 years is up, additional State Environmental Policy Act (SEPA) review would be required.

Director Markle reported that the Commission's recommendation relative to the preferred alternative for the 145th Street Station Subarea Plan DEIS will be considered by the City Council on March 23rd. She also announced that Nytasha Sowers, from Sound Transit, has been hired as the City's new Transportation Manager. She will be a great help to planning staff as they work through the Final Environmental Impact Statement (FEIS) for Sound Transit's development agreements and permitting.

UNFINISHED BUSINESS

There was no unfinished business on the agenda.

NEW BUSINESS

No new business was scheduled on the agenda.

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

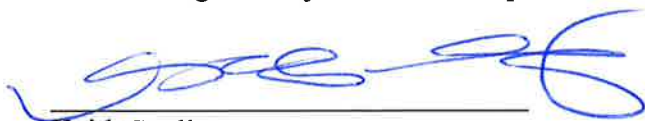
Commissioner Moss said the Commission received a link relative to a light rail project in Marin County. She commented that rather than being fact, the link provides a projection of what might happen. There are no plans for light rail in Marin County at this time.

AGENDA FOR NEXT MEETING

The April 2nd meeting was cancelled. It was noted that election of officers would be postponed until the April 16th meeting. Director Markle announced that the Council of Neighborhoods has invited the Chair and Vice Chair to attend their May meeting.

ADJOURNMENT

The meeting was adjourned at 9:47 p.m.



Keith Scully
Chair, Planning Commission



Lisa Basher
Clerk, Planning Commission