

CITY OF SHORELINE

SHORELINE PLANNING COMMISSION MINUTES OF REGULAR MEETING

January 21, 2016
7:00 P.M.

Shoreline City Hall
Council Chamber

Commissioners Present

Chair Pro Tem Moss-Thomas
Commissioner Malek
Commissioner Maul
Commissioner Montero
Commissioner Mork

Staff Present

Rachael Markle, Director, Planning and Community Development
Paul Cohen, Senior Planner, Planning and Community Development
Steve Szafran, Senior Planner, Planning and Community Development
Julie Ainsworth Taylor, Assistant City Attorney
Dan Eernisse, Economic Development Manager
Lisa Basher, Planning Commission Clerk

Commissioners Absent

Vice Chair Craft

CALL TO ORDER

Chair Pro Tem Moss-Thomas 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 Pro Tem Moss-Thomas and Commissioners Maul, Malek, Montero and Mork. Vice Chair Craft was absent.

APPROVAL OF AGENDA

The agenda was accepted as presented.

APPROVAL OF MINUTES

The minutes of January 7, 2016 were adopted as corrected.

GENERAL PUBLIC COMMENT

There were no general public comments.

PUBLIC HEARING: LIGHT RAIL SYSTEMS/FACILITIES DEVELOPMENT CODE AMENDMENTS PACKAGE 2

Staff Presentation

Director Markle reviewed that the purpose of the hearing is to consider amendments to the existing development standards that will apply to the design of light rail facilities and systems in Shoreline, as well the permitting process to review and approve them.

Director Markle explained that there is currently a gap in the City's existing development regulations and its ability to apply the regulations to areas of the City that are not zoned or to uses that do not clearly fall within the multi-family, single-family or commercial use definitions. She provided a map to illustrate the location of existing public rights-of-way, which is where the stations, garages and other light rail facilities and structures will either wholly or partially be located. The use tables rely on specific zoning in order to determine where a use is allowed and under what condition, yet the rights-of-way are not currently zoned. The proposed amendments are intended to address this issue.

Further, Director Markle explained that the City's design standards are based on use (single-family, multi-family or commercial), and it would take some interpretation to determine exactly how a station, garage or other facilities related to light rail should be classified. The proposed amendments are designed to take out the interpretation and clarify exactly which of the existing regulations would apply.

Director Markle advised that staff is proposing a Special Use Permit (SUP) as the process for reviewing and permitting light rail facilities/systems. She reviewed that light rail facilities are not allowed in any zone, and the Development Agreement process is currently identified as the process to permit them. However, this process was only identified to be used in the Mixed-Use Residential (MUR) zones, and not in other zones or unzoned properties. Light rail facilities will primarily be located in either the Residential (R-6) or the unzoned rights-of-way, and further legal analysis indicates that the Development Agreement process should not be used in order to deviate standards. Due to their unique nature, light rail facilities/systems cannot comply with all of the development regulations for any of City's zones. For example, where the light rail facility is located adjacent to or in an R-6 zone, the maximum height limit is 35 feet, and the stations and garages will be taller. The uses will need a deviation from that particular standard, and an SUP allows for that to occur. She reminded the Commission that Essential Public Facilities cannot be precluded by a city's regulations. Using the SUP, the applicant would identify the regulations that, if applied, would preclude the development of light rail. Applicants could then request deviations, recognizing that they must still meet specific criteria in order to ensure that the use is as compatible as possible with existing adjacent land uses.

Director Markle advised that the City has four types of actions (or permits), which are based on who makes the decision, the amount of discretion exercised by the decision-making body, the level of impact of the decision, the amount and type of public input sought, and what the appeal opportunities are. Because Development Agreements are legislative decisions that are more suited for area-wide application and not specific projects; they are not appropriate as the process for siting light rail facilities/systems. The Sound Transit project is very specific with a specific applicant, and state law requires a quasi-judicial process, and the City's current quasi-judicial processes use the Hearing

Examiner as the hearing body and decision maker and include an appeal route. She briefly reviewed the SUP process and said City staff has found it to be very orderly, open, fair and transparent.

Director Markle said the second part of the proposed amendments has to do with identifying the development regulations that would apply to light rail stations/facilities since the uses are new to the code. She reminded the Commission that, as part of the 185th Street Station Subarea Plan process, new design standards were adopted for parking garages. However, staff is not recommending any new regulations specific to stations, as the commercial design standards that were recently adopted provide a good basis for design. They have specifically identified the following code chapters as the basis for design of light rail stations/facilities: dimensional standards of the Mixed Use Residential (MUR-70') zone; commercial design standards; tree conservation; parking, access and circulation; landscaping; and signs. More amendments will come forward in the future that get into more detail related to potential issues specific to stations and garages. For example, the next round of amendments will likely include requirements for a multi-modal access plan, parking management plan, construction management plan, etc.

If the Commission recommends approval of the proposed amendments at the conclusion of the public hearing, Director Markle asked that the recommendation include the following correction: The citation in Shoreline Municipal Code (SMC) 20.40.438(A) should be changed from SMC 20.30.355 (Development Agreement) to SMC 20.30.330 (Special Use Permit).

Director Markle concluded her report by recommending that the Commission forward a recommendation to the City Council for adoption of the amendments to the Development Code found in Attachment A of the January 21, 2016 Staff Report. She advised that the amendments are scheduled for potential adoption by the City Council on February 29th. Again, she reminded them that more specific amendments will be presented to the Commission in February or March.

Commissioner's Clarifying Questions

Commissioner Mork asked if, using the Hearing Examiner model, staff would provide information directly to the Hearing Examiner. Director Markle answered affirmatively.

Public Testimony

Chair Pro Tem Moss-Thomas reviewed the rules and procedures for the public hearing and opened the hearing for public testimony.

Wendi DiPeso, Secretary, Shoreline Preservation Society, said she has been authorized by the society's board to speak on its behalf. The society requests legal standing and to be noted as a party of record in the public hearing concerning the proposed development regulations that apply to light rail facilities. The society advocates that the public hearing for the Type C SUP process be conducted by the Planning Commission to the City Council, as both bodies are more accountable to the community than a Hearing Examiner.

Ms. DiPeso recalled staff made a list of existing development regulations that would apply to the design of light rail systems/facilities, and the Planning Commission wisely requested more information regarding the adequacy of public facilities, engineering, and utilities development standards. In the Staff Report, she read notations about making sure the existing water supply system, surface water management system, and streets are sufficient to meet the needs of the transit system. Concern for tree conservation is also noted in the Staff Report, along with notes that if there are inadequacies, the City will require Sound Transit to pay for the necessary upgrades.

Ms. DiPeso reviewed that at the last Planning Commission meeting, it sounded as though the City was preparing to trade trees for something. It is not the intent to upgrade from trees to pavement. The City has an investment in trees; and if Shoreline cannot get Sound Transit to pay for replacements, the City should add the replacements, itself. She noted that many of the trees are located in the freeway right-of-way and the future track will decimate most of them. Shoreline has gotten visual and environmental benefits and value from the trees previously, and it should be increasing stock somewhere else in the City.

With regard to surface water management, Ms. DiPeso pointed out that City Staff has already determined, through spot testing, that the current system is grossly inadequate. This raises the question of whether Sound Transit can be made to pay for existing deficiencies in the surface water system over and above what would be required to upgrade the system to what is needed. It is her understanding that it is not legal to require a developer to pay for existing system deficiencies when doing development. Developers can only be required to pay for the upgrades needed to support future use post redevelopment. She asked the Commission to direct staff to determine if the same is true with regard to working with Sound Transit.

Ms. DiPeso said the society's concerns speak to the need to assess the current condition of the existing infrastructure, the need to collaborate with utility providers, the need to determine ahead of time what the costs will be and who will pay. The society would like to point out that project-level capital facilities planning was missing from the 185th Street rezone, in addition to a project-level impact statement. She suggested that investing the time it takes to do project-level capital facilities planning for the light rail station, as well as the 145th Street area, prior to considering any rezoning will make it possible to plan for change effectively while minimizing disruption to the existing residents and the environment. It would also make it possible to provide the infrastructure needed for the change that includes a plan for how to pay the associated costs.

Ms. DiPeso said she recently discovered ground water seeping up into her home, which is located on a hill. If she is having issues where she lives, she questioned how much more of a challenge it would be to handle surface water along the Sound Transit track in what used to be a streambed. She expressed her hope that the City will finish examining the surface water system in great detail within the Sound Transit footprint and in the two rezone areas.

Janet Way, Shoreline, advised that she is a member of the Shoreline Preservation Society, but was present to speak on her own behalf. She said she lives just a few blocks away from the 145th Street Station area and has some personal concerns about what happens there. She asked that her comments be made part of the record and that she be allowed legal standing. Ms. Way voiced concern about

stormwater in conjunction with the station areas. She noted that, just today, there was a moderate rain storm that created spot flooding in various areas throughout the City. Both of the light rail station areas are located in critical areas. The 185th Station Area has a very steep slope on both sides of the freeway, and the 145th Station Area also has a steep slope and is very close to the route of Thornton Creek. Anything the City puts in place related to stormwater is extremely important. It would be very beneficial if the City were to mandate that natural drainage systems be incorporated, similar to what is required on Aurora Avenue North.

Ms. Way asked what responsibility the City has to Thornton Creek, which runs under the freeway and daylight to the south in the City of Seattle. The light rail line will run right over the creek, but the creek itself is under the freeway. She noted that the Comprehensive Plan relative to the light rail station indicates that the creek should be restored as best possible, and mandating improved fish passage would be a good idea.

Ms. Way commented that the issues raised by Ms. DiPeso, including tree preservation, are very important. She suggested that the City mandate that some of the area at the station be open space, with landscaping and preferably conifers, to make the station areas much more pleasant and functional. She noted that a substantial number of trees will be destroyed to accommodate the light rail system. She encouraged the Commissioners to be mindful of the issues brought forward by the public and try and put in place thoughtful recommendations that will make the station areas places that are beneficial for the community. She voiced support for the Shoreline Preservation Society's recommendation that the Planning Commission conduct the SUP hearing and make a recommendation to the City Council rather than the Hearing Examiner conducting the hearing and making the final decision.

Ginger Villanueva, Shoreline, said she lives about three blocks from where the 145th Street Station will be located. She concurred with Ms. Way's recommendation that Sound Transit be required to provide replacement conifer trees in the area surrounding the station so it remains a welcoming, green Shoreline look for those traveling along 5th Avenue.

Director Markle explained that, relative to tree retention, the City's intent is to apply the existing regulations, which are largely geared at single-family development. The standards offer an aggressive approach for handling the removal of trees and requiring tree replacement. However, she acknowledged that the existing regulations may require more trees than Sound Transit can actually replace within the rights-of-way and still operate a transit system. If that is the case, Sound Transit will have to use the SUP process to describe why they cannot meet the standard and what they propose to do instead. This approach is intended to provide just enough of a tradeoff to allow Sound Transit to operate the system. She added that, as part of the package of amendments that will come forward in February or March, staff will work more on the tree regulations, looking at specific things that can be incorporated in relation to Sound Transit.

Planning Commission Deliberation and Decision

COMMISSIONER MONTERO MOVED THAT THE COMMISSION FORWARD THE PROPOSED DEVELOPMENT CODE AMENDMENTS, AS PRESENTED BY STAFF AND INCLUDING THE CORRECTION TO SMC 20.40.438(A), TO THE CITY COUNCIL WITH A

RECOMMENDATION OF APPROVAL. COMMISSIONER MAUL SECONDED THE MOTION.

Commissioner Maul reviewed that, in addition to the public hearing, the Commission conducted two study sessions on the proposed amendments. He expressed his belief that the amendments adequately address regulations pertaining to trees, landscaping, utilities, stormwater, etc.

Commissioner Mork asked if transit would be addressed as part of the Transportation Impact Analysis (TIA). Director Markle said transit is one of the items on the TIA workshop that allows the City to request an analysis from the developer. However, no Level of Service (LOS) standard for transit has been adopted in the Development Code as has been done for pedestrians, bicycles and streets. She agreed to seek feedback from the Transportation Engineer regarding the level of accountability for providing transit service.

Commissioner Mork asked how the study area for the TIA would be calculated. Director Markle said the City's Transportation Engineer will review the project to identify the number of trips generated and use a worksheet to determine the scope of the TIA. The study area boundaries are determined on a case-by-case basis. She agreed to seek information from the Transportation Engineer regarding the anticipated study area boundaries for the TIA.

THE MOTION WAS UNANIMOUSLY APPROVED.

STUDY SESSION: SHORELINE PLACE SIGN PACKAGE

Staff Presentation

Mr. Eernisse noted that "Shoreline Place" is the official name for what has previously been known as "Aurora Place" and/or "Community Renewal Area." He reviewed that three years ago the City Council adopted a Community Renewal Area (CRA) at Aurora Square, recognizing the fact that economic development would be a positive public value for everyone. A project-based renewal plan was also adopted in conjunction with the CRA, which called for rebranding Aurora Square, constructing iconic signage for Aurora Square, and establishing a special or business improvement district with appropriate signage.

Mr. Eernisse explained that the sign code process specific to the CRA was part of the planned action process that was studied and adopted by the City Council via Ordinance 712, which became effective August 18, 2015. As per Ordinance 712:

- Three pylon signs would be located on Aurora Avenue, 160th and Westminster and the center name must occupy at least 50% of the sign face. No logos for individual businesses would be allowed, but full color could be used for the names. Currently, pylon signs have to be located on one's own property, which is problematic for a center in that some of the properties do not border the major traffic streets. This has resulted in clusters of pylon signs on Westminster, but none on Aurora or 160th. The intent of the ordinance is to allow pylon signs to interact with more passers.

- Electronic Messenger Center (EMC) signs would only be allowed on pylon signs. They must be monochromatic, with 10-second message hold times. They must have dissolved transitions between them, as well. During the City Council's discussion, EMC signs brought out the passion of people. While no one likely got exactly what they wanted, they reached a good compromise. The thought was that requiring them to be monochromatic would add a level of class to the EMC's rather than having full color, and the 10-second hold time made them not as distracting. It was recognized that EMC's can be very useful, particularly for small tenants who do not rank in the pecking order to get their name on the big signs. EMC's can also be useful to advertise community events.
- Driveways can have two monument signs, but the center's name must be at least 50% of the sign. Business names must be monochromatic.
- Wayfinding sign posts would be allowed throughout the site, with no limit on the number of signs. Wayfinding signs are intended to help people navigate the site and locate the different businesses. They are particularly important at Shoreline Place because the center appears to be split into about four different parts, and it is difficult to navigate.

Mr. Eernisse advised that Ordinance 712 also includes a mandate that the new signs shall be installed and the old pylon signs removed by September 1, 2017. A one-year extension on this timeline is possible if the property owners can show evidence they are working towards the requirement.

Mr. Eernisse said Ordinance 712 calls for a Master CRA Sign Package that all signs that are installed must adhere to. While the sign package is not necessarily construction drawings, it gives a clear style of the different signs. The City was to prepare the initial package, which is being presented to the Commission at this time for approval. He noted that the owners have the ability to amend the sign package in the future. He reviewed that Aurora Square is made up of nine different property owners, and mandating the signage will give the owners a sense of urgency to get together to come up with a cohesive look and feel for the center.

Mr. Eernisse said the intent of the study session is to seek input on the Master CRA Sign Package, particularly which alternatives should be included and whether additional information is needed. Staff's intent is to come back to the Commission in a few weeks with a final product, depending on how much new information they have to provide. The goal is to create a signage package that has a cohesive look. He introduced Peter and James Klauser, Bullseye Creative, who assisted staff in preparing the marketing and branding package for Shoreline Place Master Sign Package and were present to answer the Commission's questions.

Mr. Eernisse advised that the name "Shoreline Place" was selected for the center after an extensive public process with a lot of different invited interest groups to provide input. "Shoreline" is intended to be a prominent part of the name, and the bridge icon is representative of the pedestrian bridge that was built over Aurora Avenue. There are some negative connotations associated with the name "Aurora Place" and the name was never embraced by all of the property owners. The intent is to brand, not rebrand the center.

James Klauser, Bullseye Creative, shared rough composite designs for the pylon signs to illustrate possible options and invited Commission feedback. He noted that the composite designs were based on the square footage of the existing pylon signs. The intent is to identify the center's name and anchor the store signage under the umbrella of the unifying Shoreline Place.

Commissioner Montero noted that all three options could use the existing poles. Aesthetically, the third sign gives more flexibility and square footage/copy for each of the tenants. He suggested that perhaps an EMC sign could be incorporated to give flexibility to other tenants and provide an opportunity to advertise community events. As far as technique and attractiveness, he prefers the third option. Commissioner Maul agreed and said the tenant signage is more visible on the third option, as well.

Commissioner Montero said that to address cost, the brick side work in the third option could be faux brick rather than actual brick. Vinyl could be used to give the same textured look, and the cost would be less in the long run than the other two options.

Mr. Eernisse noted that all of the backgrounds for the tenant signs are the same on the third option, and that gives a cohesiveness that the other options lack. It was pointed out that the look of the sign could change somewhat, depending on the number of tenants, but the white background helps a lot with visibility. Incorporating an EMC sign could also change the scale somewhat in order to stay within the framework allowed for square footage and height and still give real estate to the name of "Shoreline Place."

Commissioner Maul asked if the Commission is being asked to choose a sign style or a sign concept. He observed that the three different sign needs (pylon, monument and wayfinding) seem very logical, and the existing signage is poor. Mr. Eernisse said staff is asking the Commission to identify their preference for each sign category. The intent is to establish a master sign package that includes specific designs. When the owners are ready to install the signs, they must submit construction drawings, and it would be the discretion of the Planning and Community Development Department to determine whether or not the proposed design would sufficiently match the style shown in the master sign package. If the sign is a major departure from the chosen style, the applicant would have to approach the Planning Commission to amend the master sign package.

Commissioner Maul recalled that, earlier in his presentation, Mr. Eernisse indicated that the property owners would have the right to change whatever the City approves. Mr. Eernisse said that is correct, but it would require review and approval from the Planning Commission. Commissioner Maul asked if the nine property owners have bought into the name "Shoreline Place." Mr. Eernisse said two of the major retailers have indicated support for a master sign package and they are happy to have the City do the work since it will require the property owners to get together to implement the package. Funding for the sign changes will not likely be an issue.

Commissioner Malek voiced support for Option 3, as well. Not only are the individual signs more visible, the entire sign has a fresher look and would be a better branding element. He asked if Shoreline Place could also be included in an EMC sign. Mr. Klauser answered affirmatively, but added that it would be nicer to use metallic materials to give some dimensionality to the piece. Mr. Eernisse pointed

out that EMC signs are costly, so the property owners will have to be convinced of their worth before deciding to go that direction.

Commissioner Mork also agreed that Option 3 is the best. However, she noted that "Shoreline Place" is smaller in relation to the other signage. Mr. Klauser pointed out that Option 3 is the only one that has the graphic component of the bridge attached to it as opposed to removing it and treating as more of an accent element above the sign. It is possible they could go with just the font treatment and enlarge the letters quite a bit. Perhaps they could even incorporate the metal bridge piece at the top, as shown in the other two options. Commissioner Mork said "Shoreline Place" is a nice name and should be prominent on the sign. Chair Pro Tem Moss-Thomas voiced a preference for Option 3, as well.

Next, Mr. Klauser shared rough composite designs for the monument signs to illustrate possible options and invited Commission feedback. He noted that the monument signs would be placed at the key entries. Option 2 was meant to work in concert with one of the pylon sign options, and Option 1 would work with any of the pylon design options, including Option 3 that was preferred by the Commission. However, Option 3 was meant to be entirely unique and different and treat the sign as a marker (or pin) on a map. Option 3 is intended to be fresher and more progressive, appealing toward a more youthful audience.

Commissioner Maul asked why none of the monument sign options directly emulate the pylon sign options. Mr. Klauser answered that the monument sign options were created early in the process, and the Option 3 pylon sign was designed later to go with the Option 3 monument sign. He noted that the materials used in the design options are intended to be representations only. For example, the stone shown in Option 3 pylon sign could be used in the Option 1 monument sign, as well. Commissioner Maul commented that the horizontal stone base at the bottom of Option 1 seems old and overdone. Mr. Klauser concurred that it might be overdone, but it is also a recognizable structure. He suggested they could incorporate elements of the Option 3 pylon sign into the Option 1 monument sign by getting rid of the base and taking the materials all the way to the ground. Mr. Klauser commented that now that the Commission has indicated a preference of Option 3 for the pylon sign, they can incorporate some of its elements into the monument sign. For example, a vertical stone accent could be incorporated into the Option 1 monument sign.

Mr. Klauser reviewed three options for wayfinding signs, noting that Option 3 incorporates a vertical stone accent that is consistent with Option 3 for the pylon sign. Commissioner Maul commented that using the exact same design for all three sign types could get boring. He said he prefers the design illustrated in Option 1 for the wayfinding sign. Commissioner Moss-Thomas agreed and noted that it is higher and more visible. Mr. Klauser noted that while the stone accent on the side of the pylon and monument sign would be appropriate, he cautioned that adding it to the wayfinding signs would reduce the amount of space available for businesses to advertise on the smaller signs. He suggested that the stone accents could be used on the pylon signs and also incorporated into the monument signs, but Option 1 would be the more appropriate design for wayfinding signs. The majority of the Commissioners concurred.

Mr. Eernisse clarified that while the mandate is that monument signs be placed at a minimum of three driveways, he hopes they will be placed at every entrance to the center, with two at the larger entrances.

Mr. Klauser said it may be determined that the main entrance is at the Central Market level entrance, and the full treatment could be provided on these signs. The scale of the other monument signs could be smaller, but still be visible from Highway 99. Mr. Klauser noted that their proposal also includes other items that could be added at some point in the future to bring additional life, energy and enthusiasm to the property. These include additional planting areas, gathering places, celebratory banners on existing light poles. He explained that as they get feedback from the community on what they envision for Shoreline Place, the more they can get buy in from the many owners.

Commissioner Montero explained that, as proposed, the monument signs would have the flexibility of having 50% of the copy for the tenants. Although the teardrop design (Option 3) is beautiful, it does not give the flexibility of adding copy for a tenant. Mr. Klauser summarized that none of the monument options are favored by the Commission. Instead, they will use the design in Option 3 that was originally proposed as a wayfinding sign, modifying it to become more of a monument design.

Chair Pro Tem Moss-Thomas commented that, not only does Option 1 for wayfinding signs provide some cohesiveness, it keeps people looking up and they can see to the other side. She felt the taller design would make it more visible.

Mr. Eernisse summarized that the pylon and monument signs would be taller pieces that include the "Shoreline Place" identity. It appears the Commission prefers Option 1 for wayfinding signage. He noted that he did not include the other options referenced by Mr. Klauser in the current proposal before the Commission because they were not mandated in Ordinance 712. He felt that including the mandated signs provides enough direction to the property owners, and they can hire their own consultants to prepare their full sign packages. He asked the Commission for guidance on whether they are comfortable with just addressing the design for the three sign types at this time. He said one of his 2016 goals is to work with the property owners to install at least some banner poles, particularly around the farmer's market area. Four strategic lamp posts are already located on the four corners of the farmer's market area, and getting banners on those would be a start.

Chair Pro Tem Moss-Thomas said she supports providing street addresses on the monument signs. Westminster is such a short street, and it is important to provide sufficient direction for people who aren't familiar with the area. The Commissioners agreed that the bridge logo and 3d piece are both nice additions that should be incorporated in to the signs.

Mr. Eernisse indicated he would continue to work with the consultant to prepare new alternatives based on the Commission's feedback. They could also provide drawings that illustrate how the signs will look at night.

Mr. Eernisse announced that the owner of the triangular property has decided to move toward selling, which is exciting news. He said he has been approached by numerous parties who are interested in purchasing the property, and he is sure there will be a lot of interest in picking the project up and moving it forward. He said he continues to have encouraging conversations with the owners of the Sears Property. They have indicated concerns about the timing and said they might not be ready to install the signs when they do their remodel.

Chair Pro Tem Moss-Thomas asked if the City is going to encourage similar signage in the Denny's Triangle area. Mr. Eernisse answered affirmatively and said one of the pylon signs would be located on this property (Aurora frontage).

Public Comment

Christine Southwick, Shoreline, said she likes the curved sign design, which fits with park signs. She also likes the metal, 3d bridge element, which makes the signage more dramatic. The signage on the light posts could be designed to tie in but not be as costly.

DIRECTOR'S REPORT

Director Markle reminded the Commissioners that an open house for the link light rail is scheduled for Wednesday, January 27th, from 6:00 to 8:30 in the Commons and theater areas of Shoreline High School. The event will be the introduction to design elements for the stations and garages.

Director Markle recalled that the City Council approved some additional expenditures for the 145th Street Subarea Plan to do a geotechnical white paper on ground water and liquefaction and implications for how the area should be zoned. They also requested work on wetland assessment to identify additional information that could be used as zoning changes move forward. Staff will report on both of these items at the Commission's February 18th meeting. At their March 3rd meeting, the Public Works Department will provide an update on the 145th Street Corridor Study. She said she anticipates the Planning Commissioners will begin to reacquaint themselves with the scenarios analyzed in the Draft Environmental Impact Statement on March 17th and identify modifications based on the information gained from the studies. She summarized that the Planning Commission will begin working again on the subarea plan itself in April, May, and June. It will then go back to the consultant to be updated and forwarded to the City Council. The earliest adoption date by the City Council is September of 2016.

Assistant City Attorney Ainsworth Taylor recalled that last year the Shoreline Preservation Society and some citizens appealed the 185th Street Subarea Plan to the Growth Management Hearings Board, and a decision was issued in December fully upholding the City's action and finding the planning and environmental review on the project sufficient. On January 15th, the Shoreline Preservation Society appealed the Board's decision to the court. It may take a couple of years for the appeal to move through the court system. In the meantime, the 185th Street Station Subarea Plan still stands, and the appeal will not impact any of the City's steps moving forward on the 145th Street Station Subarea Plan or any other Sound Transit decisions unless the court issues a stay, which they haven't filed for yet.

Commissioner Montero asked what is meant when citizens indicate they want "legal standing," in an issue. Assistant City Attorney Ainsworth Taylor answered that legal standing is the ability to bring a matter before the court. Though they may request legal standing at the podium, whether they do or do not have legal standing is an issue to be decided by the court rather than the City or its staff.

UNFINISHED BUSINESS

There was no unfinished business.

NEW BUSINESS

There was no new business.

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

Point Wells Subcommittee

Commissioner Montero reported that he and Commissioner Malek met on January 12th with the representatives from Richmond Beach to discuss the current status of the Point Wells Project. It appears the project has been moved back one year, and they are currently waiting for the results of the traffic corridor study, which has been completed but not released.

Light Rail Subcommittee

Commissioner Maul reported that the Light Rail Subcommittee met with Director Markle and the City's Transportation Manager to come up with a list of thoughts and concerns that should be considered in the next batch of development code amendments. The items include:

- Consider opportunities for multi-modal access (buses, metro, community transit, private services, etc.) to encourage the reduction in vehicle trips and how people use the facility.
- Provide safe and protected bicycle paths. Right-of-way connections to existing paths need to be provided as bicycle commuters are expected to come from a wider radius than pedestrians. They are starting to see designs for the 185th Street Station, and they want to be sure that bicycle storage is at the station and not across the freeway in the garage.
- Provide pedestrian safety and pleasant walking conditions within a half mile radius of the station. Existing sidewalk networks, bridges, and signalization improvements were also discussed for safety and timely road crossings.
- Encourage people from the neighborhoods to reduce vehicle traffic.
- Safe access from the parking garage over to the station.
- Provide safe drop-off locations for para-transit.
- Provide design and infrastructure for access in and out of the station for parking and carpool drop offs to limit potential hazards.

Commissioner Maul commented that both stations are different and must be looked at individually for all of the above mentioned things. A lot of time has been spent on the station area design, and the committee is interested in knowing what kind of protection and codes might be necessary to ensure there is safe access to the parking garage and between the parking garage and the actual station. They are particularly interested in learning what Sound Transit is doing in terms of separation between private

property owners and the line, whether at grade or overhead. They also talked about construction and parking plans that go along with the construction phases, and of course, the permit completed stations.

Chair Pro Tem Moss-Thomas added that the committee had a lot of conversation about the corridor that will run parallel to the line, itself. They also had a lot of discussion about how to preserve the feel of the single-family neighborhoods. It is important to find ways to provide a benefit that enhances the community and increases mobility at the same time. If a lot of trees are removed, perhaps they could be replaced elsewhere to serve as screening between the tracks and the residential neighborhoods. She shared an example of how this concept was utilized in Washington, D.C.

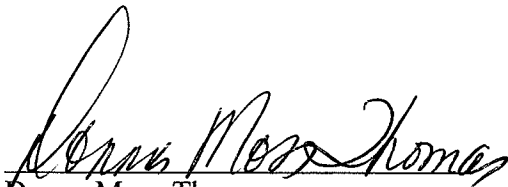
Commissioner Mork said it is important that multi-modal components are emphasized. It should be as easy as possible for people to access the station without having to drive there and park. This will make the project better for all. Commissioner Malek commented that the station areas represent one of the biggest steps the City is taking to transition out of being a motorist community into a more multi-modal and walkable community.

AGENDA FOR NEXT MEETING

Mr. Szafran advised that the February 4th agenda will include a study session on the Package 3 Development Code Amendments. Chair Pro Tem Moss-Thomas added that the Commission will also advance Commissioner Craft to interim Chair of the Commission and elect an interim Vice Chair. Full elections for the next year will occur at the first meeting in April.

ADJOURNMENT

The meeting was adjourned at 7:38 p.m.



Donna Moss-Thomas
Chair Pro Tem, Planning Commission



Lisa Basher
Clerk, Planning Commission

