

CITY OF SHORELINE

SHORELINE PLANNING COMMISSION MINUTES OF REGULAR MEETING

April 6, 2017
7:00 P.M.

Shoreline City Hall
Council Chamber

Commissioners Present

Chair Craft
Vice Chair Montero
Commissioner Chang
Commissioner Maul
Commissioner Malek
Commissioner Mork
Commissioner Thomas

Staff Present

Paul Cohen, Planning Manager, Planning and Community Development
Steve Szafran, Senior Planner, Planning and Community Development
Julie Ainsworth Taylor, Assistant City Attorney
Nora Daley-Peng, Senior Transportation Planner
Carla Hoekzema, Planning Commission Clerk

CALL TO ORDER

Chair Craft 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 Craft, Vice Chair Montero, and Commissioners Chang, Maul, Malek, Mork and Thomas.

APPROVAL OF AGENDA

The agenda was accepted as presented.

APPROVAL OF MINUTES

The minutes of March 16, 2017 were adopted as corrected.

Commissioner Mork referred to the March 16th presentation by representatives from Salmon Safe and asked if the City would be applying for the program in conjunction with future park projects. If not, she asked why. Mr. Cohen agreed to investigate and report back to the Commission.

GENERAL PUBLIC COMMENT

There were no public comments.

STUDY ITEM: MASTER STREET PLAN UPDATE (TMP) – 2017 COMPREHENSIVE PLAN AMENDMENT

Staff Presentation

Ms. Daley-Peng explained that the Transportation Master Plan (TMP) was developed and adopted in 2011. It was adopted into the City's Comprehensive Plan in 2012, and the Master Street Plan (MSP) is an element of the TMP. She advised that in addition to the TMP, the City Council also adopted Guiding Principles for Light Rail Facilities Design. These principles set down policy to make the future station areas walkable communities. The proposed amendments are specifically connected to the 185th Street Station Subarea Plan. She reviewed the two proposed amendments to the TMP as follows:

- **Amendment 1 – Amenity Zones on Bridges.** Ms. Daley-Peng advised that Sound Transit's plan for the 185th Street Station identifies a re-channelized bridge that connects the parking lot (located west of Interstate 5) to the station (located east of Interstate 5). The intent is to promote pedestrian and bicycle access and improve vehicular movement between the two elements. She explained that working in coordination with Sound Transit's design development of the bridge, it came to staff's attention that the MSP does not have a specific design element for amenity zones on bridges. She further explained that because landscaping on bridges would have to be sustained with irrigation and would result in more weight on the bridge deck, the current code does not include a lot of specificity as to what must be included in amenity zones on bridge decks. However, the station development caused staff to take a deeper look and propose an amendment.

Ms. Daley-Peng explained that the MSP talks a lot about different varieties of what can happen in an amenity zone, starting off with the requirement that it be landscaped, but it does not specifically address bridges. Staff is proposing that the 2nd bullet in the 5th paragraph on Page 253 of the MSP (Appendix D) be amended by adding the following sentence at the end: *"Amenity zones that are along bridges do not need to include landscaping, but can include streetscape amenities such as hard surface design treatment, light poles, and/or signage."* She explained that hard surface paving can be used to delineate the zones, and light poles, signs and banners can provide vertical delineation and help with placemaking and creating a human-scale experience to go over the bridge.

- **Amendment 2 – Coordination with Upcoming 185th Street Multimodal Corridor Strategy.** Ms. Daley-Peng advised that this amendment would change the MSP to include consideration of the 185th Street Multimodal Corridor Strategy when determining required right-of-way and planned curb-to-curb width along 185th Street. She provided a drawing that illustrates the 185th Street Conceptual Cross Section, noting that the proposed right-of-way is 76 feet, which is 10 feet beyond the current MSP standard of 66 feet. She explained that as the areas around the station grow, the City wants to provide more zone for pedestrians and bicyclists. She noted that the proposed 42 feet from curb-to-curb is consistent with the width required in the current MSP. She summarized that the proposed amendment points specifically to the upcoming 185th Street Multimodal Corridor Strategy that will look at the cross section on 185th Street with more specificity. The intent is to develop a preferred design treatment that will include more space for the amenity zones. She cautioned that the 185th Street Multimodal Corridor Strategy will begin in the summer or fall of 2017. The proposed amendment would require coordination with the upcoming strategy, which would provide more

amenity zone. Lastly, she advised that the proposed amendment would also remove language that currently exempts the 185th Street Bridge over Interstate 5 from required amenity zones.

Mr. Szafran recalled that the 185th Street Subarea Plan requires additional setbacks on 185th Street in anticipation of the corridor study. The intent is to ensure there is appropriate space within the right-of-way in the future to accommodate the intended improvements.

Ms. Daley-Peng said the next steps moving forward include a study session with the Planning Commission on June 15th, if needed. A study session with the City Council is scheduled for September or October. It is anticipated that the amendments would be adopted in November or December as part of the 2017 Comprehensive Plan amendments.

Public Comment

Dave Lange, Shoreline, noted that he previously submitted written comments relative to the proposed amendments. He asked that the option of allowing a 4-lane road on 185th Street be included at least until the corridor study has been completed. He recalled that when the 185th Street Subarea Plan was designed and the early corridor work was done, there was no concept that Sound Transit would run bus rapid transit (BRT) service on 185th Street. Now that Sound Transit has committed to this, he voiced concern that there is no plan to pick up pedestrians and commuters on 185th Street. That means that, in addition to the BRT buses that move from Aurora Avenue North to the station, a local bus will also need to come through to pick up pedestrians and commuters from the area. It is almost guaranteed that the slow buses will interrupt the speed of the BRT buses. He suggested the City should incorporate the extra width now until the corridor study has addressed the issue.

Ms. Daley-Peng advised that in her collaboration with Sound Transit and Community Transit, it is important to continue to have local bus service on 185th Street, especially connecting with the new transit hub. However, she has not heard or seen any plans for BRT service on 185th Street. Chair Craft commented that it would be challenging to provide BRT service on 185th Street, given the local bus service that would be required. He asked if there would be any opportunity to plan for or think about ways to mitigate that type of congestion. Ms. Daley-Peng answered affirmatively and added that the entire point of the study is to consider all possibilities moving forward to the future.

Planning Commission Discussion

Commissioner Thomas said she has similar concerns as those expressed by Mr. Lange. Even if there are no BRT stops along 185th Street, there will likely be bus stops for local service. If a 4-lane configuration is not an option, she suggested it might be possible to have bulbs where buses can pull off the street. Ms. Daley-Peng advised that the conceptual cross section that was prepared as part of the 185th Street Subarea Plan provides the ground work, but it is just the beginning. The scope of the study will include a deeper analysis on the traffic, land-projections, pedestrian activity, etc. Different scenarios will be reviewed as part of that work, including options to accommodate both local and BRT bus service.

Commissioner Thomas referred to the cross section that was provided by Ms. Daley-Peng and summarized that there would be a 7-foot pedestrian walkway, a 5-foot bicycle path, and a 5-foot amenity strip. The

remainder of the right-of-way would accommodate two lanes of traffic, with a center turn lane. She also referred to the chart that was provided by staff to illustrate the required right-of-way and planned curb-to-curb width for 185th Street. She noted that specific numbers are provided for the segment of roadway between 1st Avenue NE and 10th Avenue NE, but the numbers for the other two segments would be determined in conjunction with the corridor study. She asked if there is a reason for treating one segment of the roadway different than the other two. Are the numbers set in stone or could they also be adjusted based on the corridor study findings? Ms. Daley-Peng said the numbers may have something to do with the existing bridge deck's width. However, she agreed that the three segments could be treated the same to ensure that the design efforts are coordinated.

Vice Chair Montero said he understands the need to remove the landscaping requirement for amenity zones on bridges, but he asked if any consideration was given to adding opportunities for public art displays on the bridge. Ms. Daley-Peng agreed that would be an appropriate addition, since this element would definitely add to the beauty and human scale of the environment. She explained that the bridge is a program piece of the light rail station. Integrating art is directly related to the Guiding Principles for Light Rail Facilities Design that were mentioned earlier. A windscreen is another element that could also be part of the amenity zone on the bridge. At the direction of the Commission, she agreed to update the language to be more explicit to include public art and a windscreen. She commented that it is important to consider how the language might be applied to other bridges in the City in the future.

Chair Craft asked how a 4-lane roadway would impact the cross section drawing that was provided earlier by staff. Ms. Daley-Peng explained that although the City has some 12-foot travel lanes, the typical travel lane is 11-feet wide, and that is the City's goal. An 11-foot travel lane is wide enough to accommodate buses. The 42-foot right-of-way shown in the cross section would be two feet short of the width necessary for a 4-lane configuration. She reviewed that the purpose of holding the 42-foot curb-to-curb width was to preserve the existing trees along 185th Street. That is also the reason the bike lanes would be located between the amenity zone and the sidewalk. As they move into the corridor strategy, they can weigh the tradeoffs and consider a variety of cross sections.

Commissioner Maul said he is not completely convinced that it is appropriate to eliminate the landscape requirement for bridges. He noted that it is anticipated that the bridge will be widened once the station is in place. Ms. Daley-Peng answered that the intent is to work within the existing bridge deck's width. Commissioner Maul commented that if the bridge is engineered to carry double buses full of people and fire trucks full of water, it would not cost much more to engineer the bridge to carry the additional weight of landscaping. He suggested that there are also ways to work around the irrigation issue, as well. Ms. Daley-Peng said she appreciates the Commission's desire to incorporate landscaping. However, the bridge has certain constraints. For example, widening the bridge would trigger a full-seismic retrofit. While there is room on the bridge to consider repurposing opportunities such as more generous sidewalks, windscreens, lighting, and artwork, the City has not pushed forward the landscaping requirement based on maintenance and weight issues. Although trees would create significant weight, there could be opportunities to incorporate ground cover, vines, etc. The City would need to work with Sound Transit to determine how a landscaping requirement would tip the balance of all the pieces the City wants on the bridge. Mr. Szafran explained that a typical amenity zone is five feet, and staff felt it would be more beneficial to use that five feet to carry pedestrians and bicyclists. Commissioner Maul said his suggestion was based on whether or not Sound Transit plans to work within the existing width.

Mr. Cohen asked if the cross section that was provided for 185th Street is the same as the cross section that would be carried across the bridge. Ms. Daley Peng answered no. She explained that the bridge cross section identifies generous sidewalks (between 8 and 10 feet) and protected bike lanes that are adjacent to the sidewalks, and a barrier. Sound Transit must observe the crash area from cars going over the bridge, and they suggested that the cars on the bridge deck be secured within their zone and that an oasis for pedestrians and bicyclists be created. She felt this would be a good approach. A windscreen with art elements on the north side would also be appropriate. Light poles could be added to tie the parking area to the station and provide light for the pedestrians. There may also be an opportunity to add hanging baskets on the light poles, without the long-term irrigation requirements.

Commissioner Mork summarized that the bridge would feature a 2-lane road, with sidewalks and bike elements. There would also be a physical barrier. She said she supports the idea of protected bike lanes, and she is thrilled that the City is focusing design on pedestrian and bicycle accessibility.

Commissioner Thomas referred to the cross section drawing and asked what is intended for the area on the north side of the bridge that is identified as “improved bridge connection.” She asked if Sound Transit is considering adding additional width to the bridge or if the changes would be surface improvements to improve the bridge’s function. Ms. Daley-Peng clarified that it would not be an expansion, but the intent is to provide more generous sidewalk widths. The existing sidewalks are 5 to 6 feet wide, with no buffer from traffic, and the intent is to create 8 to 10-foot sidewalks.

Commissioner Mork asked if the bridge would be required to provide a barrier to keep people from throwing things off. Ms. Daley-Peng suggested that a windscreen could serve this purpose, but she has not seen any detailed design yet. She concluded that the City is interested in requiring elements that can serve multiple functions and also be beautiful.

Commissioner Thomas noted that the bridge will be an element of the City’s gateway as people come down Interstate 5. It is important that it be aesthetically pleasing without going into extensive cost. She felt that requiring landscaping (not trees) to provide a fresh green feeling on the bridge would be appropriate. It is important to have design criteria in place to make the bridge a pleasant experience for pedestrians and bicycles.

Commissioner Chang referred to the proposed cross section for 185th Street and asked how the right-of-way width would be obtained. Mr. Szafran advised that there is currently 66 feet of right-of-way and the 185th Street Subarea Plan requires special 15-foot setbacks on both sides of the Street. The intent was to be conservative with the setbacks in the subarea plan, hoping that the corridor study would result in greater specificity. The setbacks could possibly be changed in the future based on the study.

Chair Craft said it would be helpful to know what type of greenery might be appropriate for the bridge. While it should keep with the overall style, it should not be onerous, either. Mr. Szafran suggested that staff provide more examples of potential design elements. Chair Craft agreed that would be helpful, as would a cross section of the bridge, itself. Commissioner Thomas said it would also be helpful to have an aerial view from the point 100 feet west of Interstate 5 all the way to 10th Avenue NE. Chair Craft also suggested that staff provide lines on the drawing to illustrate the varying lane options.

DIRECTOR'S REPORT

Mr. Cohen reported that there has been a lot of permit activity, and staff has held a number of pre-application meetings. He suggested this is a sign of things to come. In particular, he noted that the City has received a couple of proposals for townhouse development in the 185th Street Subarea. One is currently being constructed in this area, as well. There is interest in excavating the post office site before the end of the year, and the proposal is for a 220-unit development. A number of single-family homes are also being constructed, many of them multiple units on a single lot with the potential to subdivide at a later time. More residential properties with critical areas are proposed to be expanded. As land area is being occupied, developers are looking to develop properties that are more challenging. There have been applications for a series of bulkhead repairs on 27th Avenue, as well.

Mr. Cohen reported that a new tracking system for permits has been implemented. Although it has taken some time to learn the new system, staff does not believe the permit process has been slowed down. He anticipates it will take a year of experience to smooth out all of the issues.

Mr. Cohen announced that the City's Critical Areas Map for Hazardous Slopes has been updated. The map is now much more definitive and accurate, and staff can tell property owners early on whether or not they have a critical area because of geohazards. This brings confidence to the property owners.

Vice Chair Montero asked for an update on potential redevelopment of the Westminster Triangle. Mr. Cohen said developers have expressed an interest, and staff has conducted several pre-application meetings. However, there has been no action in recent months. Staff will be contacting the owner soon regarding impending deadlines.

Commissioner Thomas said she heard that the post office was going to remain functional for a period of time. She asked if the proposal pertains to the entire site or just a portion of it. Mr. Cohen said the proposal pertains to the entire site, and the post office has a notice to stop work by October.

Commissioner Mork requested an update on Point Wells. Commissioner Thomas noted that the Commission received a public comment related to Point Wells, and she suggested that a follow up would be appropriate. Mr. Cohen said the person is requesting that it be put on the Commission's agenda for discussion. Commissioner Malek reported that the Traffic Corridor Study has not yet been completed. Assistant City Attorney Ainsworth-Taylor advised that Snohomish County has requested certain information in order to complete the Draft Environmental Impact Statement (DEIS), but the developer has not submitted the information to date.

UNFINISHED BUSINESS

There was no unfinished business.

NEW BUSINESS

Election of Chair and Vice Chair

Ms. Hoekzema briefly reviewed the procedure for electing officers and then opened the floor for nominations for Planning Commission Chair.

COMMISSIONER MALEK NOMINATED COMMISSIONER CRAFT TO CONTINUE TO SERVE AS PLANNING COMMISSION CHAIR. THERE WERE NO OTHER NOMINATIONS AND NOMINATIONS WERE CLOSED. THE COMMISSION UNANIMOUSLY ELECTED COMMISSIONER CRAFT AS CHAIR OF THE PLANNING COMMISSION.

Chair Craft opened the floor for nominations for Planning Commission Vice Chair

COMMISSIONER MALEK NOMINATED COMMISSIONER MONTERO TO CONTINUE TO SERVE AS PLANNING COMMISSION VICE CHAIR. THERE WERE NO OTHER NOMINATIONS AND NOMINATIONS WERE CLOSED. THE COMMISSION UNANIMOUSLY ELECTED COMMISSIONER MONTERO AS VICE CHAIR OF THE PLANNING COMMISSION.

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

There were no reports or announcements from Commissioners.

AGENDA FOR NEXT MEETING

Mr. Cohen announced that there are no items on the agenda for the April 20th meeting, and the Commissioners agreed that the meeting should be cancelled. He advised that staff is working on a proposal for the Commission's discussion that would make green building standards at a lower level mandatory for multi-family and commercial development. However, the proposal will not be presented to the Commission until the City Council has made a decision on the Deep Green Program, which is scheduled for adoption on April 17th.

Commissioner Thomas referred to a public comment letter the Commission received regarding the requirement that development must be within a certain distance from essential services. Based on her research, this is a requirement for 5-Star or Emerald and the City's requirement for station areas is 4-Star. She suggested it is important for this to be clarified as the discussion moves forward.

Mr. Cohen advised that staff will present a Comprehensive Plan Amendment related to the Surface Water Master Plan on May 4th.

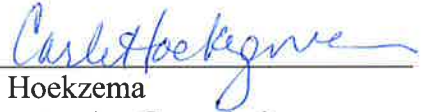
Commissioner Mork reminded the Commissioners of the Green Building Presentation that is scheduled for April 11th.

ADJOURNMENT

The meeting was adjourned at 8:05 p.m.



Easton Craft
Chair, Planning Commission



Carla Hoekzema
Clerk, Planning Commission