

# CITY OF SHORELINE

## SHORELINE PLANNING COMMISSION MINUTES OF REGULAR MEETING

November 7, 2019  
7:00 P.M.

Shoreline City Hall  
Council Chamber

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### **Commissioners Present**

Chair Montero  
Vice Chair Mork  
Commissioner Craft  
Commissioner Davis  
Commissioner Lin  
Commissioner Malek  
Commissioner Maul

### **Staff Present**

Rachael Markle, Director, Planning and Community Development  
Carla Hoekzema, Planning Commission Clerk

### **Others Present**

Laura Benjamin, AICP, Senior Planner, Puget Sound Regional Council

### **CALL TO ORDER**

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

### **ROLL CALL**

Upon roll call by Ms. Hoekzema the following Commissioners were present: Chair Montero, Vice Chair Mork, and Commissioners Craft, Davis, Lin, Malek and Maul.

### **APPROVAL OF AGENDA**

The agenda was accepted as presented.

### **APPROVAL OF MINUTES**

The minutes for October 3, 2019 and October 17, 2019 were approved as amended.

### **GENERAL PUBLIC COMMENT**

There were no general public comments.

### **STUDY ITEM: VISION 2050 PRESENTATION – PUGET SOUND REGIONAL COUNCIL (PSRC)**

**Laura Benjamin, AICP, Senior Planner, PSRC**, explained that the PSRC helps make decisions and coordinate policy work in the Central Puget Sound Region (King, Pierce, Snohomish and Kitsap

Counties). It also helps to distribute federal transportation dollars through competitions and provides data and forecasting tools. It's boards are made up of elected officials from around the region, and Council Member Roberts sits on the Executive Board. She summarized that, currently in the region, there are over 4 million people and 86 jurisdictions, as well as a lot of urban and rural areas.

Ms. Benjamin advised that the draft Vision 2050 Plan is the Central Puget Sound Region's long-range plan for growth out to the year 2050, and the long-range forecast is for continued growth. It is anticipated the region will be just shy of 6 million people by the year 2050 and have almost 3.5 million jobs. In addition, a larger percentage of the population will be over the age of 65, communities will be more diverse, and household size will be smaller. In addition to planning for more people, it is important to consider how the population's needs (transportation, housing and service) will change over time.

Ms. Benjamin reviewed the Vision 2050 Work Program, noting that early work started in 2017, with the goal of adopting the plan in May of 2020. She briefly described the extensive outreach program that included a public opinion survey, listening sessions, 60-day comment period, workshops, information tables at public events and meetings with several youth commissions. Three key themes were identified: increasing housing choices and addressing affordability, preserving the natural environment and leading the way in reducing greenhouse gas (GHG) emissions.

Ms. Benjamin explained that the draft Vision 2050 Plan includes a Regional Growth Strategy, which is a numeric strategy to plan for new growth. It calls for:

- **Increasing housing choices and affordability.** The Plan acknowledges that housing is a regional issue and more housing is needed, especially near transit, jobs and services. It also promotes more affordable housing types and choices.
- **Providing opportunities for all.** The plan acknowledges that many of the burdens and benefits of growth, particularly economic growth, have not been shared equally. The plan commits to more equitable outcomes and creating and retaining living wage jobs. It also addresses the risk of displacement.
- **Focusing growth in cities and centers.** The goal called out in the plan is for 65% of the region's population and 75% of job growth to occur in regional centers and near planned high-capacity transit.
- **Preserving open space and farms.** The plan will continue to focus growth in cities and urban areas. It also calls for implementation of the Regional Open Space Conservation Plan.
- **Keeping the region moving.** The plan focuses on creating a comprehensive regional transportation system that supports all modes of travel and connects centers with a high-capacity transit network. It also calls for exploring new technology and being responsive to changes.
- **Protecting the environment.** The Vision 2050 Plan will have its own climate change section that will include the Puget Sound Clean Air Agency's GHG emission targets. It will also include the PSRC's four-part GHG Strategy and a greater emphasis on restoring Puget Sound's water quality.
- **Collaborating and supporting local actions.** Implementation of the plan will take a lot of coordination across jurisdictions, agencies, tribes, military, businesses and other stakeholders. The goal is to make sure that regional work supports countywide and local planning work.

Ms. Benjamin said the idea is that the Vision 2050 Plan will act as an umbrella for local Comprehensive Plan updates, which will be adopted in 2023 and extend out to the year 2043. Implementation of the Vision 2050 Plan will include data, tools and technical assistance; policy and plan review; regional transportation planning and funding; regional economic development planning; and other regional actions.

Ms. Benjamin briefly reviewed the process for moving the draft forward, advising that the Growth Management Board is currently reviewing comments and making changes to the draft plan. It is anticipated that the Growth Management Board will recommend a plan in December for the Executive Board to review in early 2020 and recommend a final plan for adoption by the General Assembly in May 2020.

Chair Montero asked about the makeup of the PSRC. Ms. Benjamin said there are about 65 staff members. The majority are data staff doing transportation and land-use modeling, collecting and evaluating census data, and other technical work that supports sub-regional and local planning efforts. Growth management staff help with land-use planning and plan review when local comprehensive plans are updated, and transportation staff help with the Regional Transportation Plan that is updated every four years. There are a few economic development staff, as well.

Commissioner Malek referred to the Regional Growth Strategy Map and asked how the centers were identified. He asked if Kitsap County is considered sprawl to the west. Ms. Benjamin responded that the Executive Board developed and adopted a Regional Growth Center Designation Framework, and local jurisdictions can apply for the designation if they have a central area that meets the required density (jobs and population) both now and in the future. Commissioner Malek asked about the benefits of the designation, and Ms. Benjamin responded that there is some priority for regional transportation funding and other types of grant applications. For Kitsap County, it is more about scale and choice and smart growth for their local context. However, there are two Regional Growth Centers (Silverdale and South Bremerton).

Vice Chair Mork asked about the makeup of the General Assembly. Ms. Benjamin said it consists of the entire PSRC membership, which includes elected officials from all 86 jurisdictions. Vice Chair Mork asked what happens if the draft plan is not accepted by the General Assembly. Ms. Benjamin explained that, because the draft plan is worked through the Growth Management Policy Board, which is made up of elected officials, and the Executive Board, which is made up of different officials, it has usually gone through enough iterations and public process that most members of the General Assembly are comfortable and on board with it. She noted that nearly 6,000 comments were received during the 60-day comment period, and changes were made in response to the feedback.

Vice Chair Mork asked what goals and policies the Vision 2050 Plan would have versus the King County Planning Policies and Shoreline Comprehensive Plan. Ms. Benjamin explained that the Vision 2050 Plan is a regional plan that doesn't include a lot of detail so it can work for all communities. As you move to the county and local plans, there is an increased level of detail.

Commissioner Craft commented that the region's biggest challenge in meeting future growth will be the transportation component. Based on the results of the recent election, he suggested that people do not quite understand the future vision the same as regional and local planners do. He asked what changes in

the transportation infrastructure need to occur to achieve the visions laid out in the 2050 scenario, and how does the plan address this need given the geographic and funding constraints in the region. Ms. Benjamin said that, based on modeling, focusing the majority of the growth in the transit centers will result in traffic congestion staying the same. Commissioner Craft expressed his opinion that the region is already behind in managing and developing infrastructure. While he appreciates the modeling, it seems there will need to be either greater vehicle infrastructure components in the transportation plan or incentives to shift people away from private vehicles to public transportation. Ms. Benjamin acknowledged that it will take a variety of tools. She reminded the Commission that the Vision 2050 Plan is a high-level plan, and the Regional Transportation Plan, which is updated every four years, provides more detailed goals and objectives. It provides a combination of capacity/maintenance projects for roadways and programs that encourage people to use transit. It also looks at ways to build communities to ensure that jobs, services and amenities are available within walking distance.

Chair Montero recalled Ms. Benjamin's earlier statement that the plan focuses on people, planet and prosperity. He noted that the goals and policies definitely address people and planet and asked how the plan addresses prosperity. Ms. Benjamin explained that, with this update, the PSRC is looking more from an equity lens, recognizing that there has been significant job growth in some parts of the region and jobs that are available to certain parts of the population, but not everyone is benefiting from this growth. While it is important to keep job growth going, it is also important to ensure that those in the service industry can make a living wage. Chair Montero commented that part of prosperity is making the region attractive to people who want to invest, and that includes infrastructure for transportation and housing.

Commissioner Davis asked Ms. Benjamin to talk more about the PSRC's goal of shifting the focus to be more equitable. Ms. Benjamin said the fundamental shift is that growth is not always good or neutral, and there can be negative aspect, as well. The region will continue to grow, and it is important to be more mindful that the benefits and burdens are not lumped on some versus others. Residential and commercial displacement are two things the PSRC is looking at, and it is working to develop a suite of tools/strategies to better understand what communities are experiencing displacement now, where displacement might happen in the future, and what can be done to give people the opportunity to stay in place if that is what they choose. The PSRC is also looking to develop a Regional Equity Strategy that provides some best practices and guidance, as well as data. The Vision 2050 Plan encourages more public engagement, as well.

Vice Chair Mork asked if Challenge Seattle has been involved with the draft Vision 2050 Plan. Ms. Benjamin responded that there have been some high-level conversations and someone from that group may sit on the Economic Development Board. Vice Chair Mork observed that there appears to be a lot of overlap between the two efforts.

Commissioner Lin asked if there is a threshold at which the region would no longer be able to reach the goals called out in the Vision 2050 Plan related to housing affordability, natural environment and climate change. She questioned how the PSRC plans to model growth in order to provide guidance on what is too much. Ms. Benjamin explained that a few options were considered when drafting the Regional Growth Strategy; one focused the majority of growth into centers, another spread growth throughout the region, and another was a combination of the two. With all of the options, they were able to model frequency of travel, travel delays, GHG emissions, displacement in residential communities, stormwater runoff, etc.

She doesn't have the technical expertise to explain the details of the models, but there are some established best practices for plugging in numbers of where growth would go and what it would look like based on local zoning and markets to see what would happen. Looking out to 2050, the region can accommodate the forecasted growth, and with some mindful planning and coordination with all stakeholders, it can be done in a way that preserves the environment and continues to provide opportunities for residents.

Commissioner Lin asked if the PSRC would be able to provide feedback and guidance if an area is developing in an alarming way. If so, what is the mechanism for providing that feedback. Ms. Benjamin said that when reviewing local comprehensive plan updates, the PSRC can work with local jurisdictions and provide direction and feedback. The PSRC has the option of denying certification of a local plan, which would mean the jurisdiction cannot compete for local transportation dollars, but they work hard to avoid these situations. At the state level, the Growth Management Hearings Board can also provide direction and feedback.

Vice Chair Mork asked what happens if the transportation scenario outlined in the plan does not come to fruition. Ms. Benjamin answered that contingency plans are required at both the regional and local levels as part of the Growth Management Act. The Vision 2050 Plan works towards a goal, recognizing there needs to be some flexibility. As technology and demographics change, transportation needs will change, too. The hope is that with state, regional, county and local jurisdictions all working together, they can come up with some good solutions.

Commissioner Malek asked if education is considered part of the equation when considering a request for a Regional Growth Center designation. Ms. Benjamin said education is not counted, but jobs are. For example, the University District in Seattle is a Regional Growth Center, but it is based on the number of jobs that are part of the university campus and not the number of students. She cautioned that counting students can be problematic because they are often counted twice (campus residence and home residence).

## **DIRECTOR'S REPORT**

Director Markle announced that the Commission's recommendation for amendments to the Townhouse Design Standards will be presented to the City Council on November 25<sup>th</sup>.

Director Markle also announced that the City Council authorized a Settlement and Interlocal Agreement with the Town of Woodway regarding Point Wells on October 7<sup>th</sup>. The agreement is just between the Town of Woodway and Shoreline and does not involve Snohomish County or the current property owner, BSRE. As per the agreement, the Town of Woodway would be first in line to annex Point Wells should there be a legal avenue to do so, and Shoreline would be second in line if timelines pass and Woodway doesn't annex or is no longer interested in annexing. Woodway and Shoreline will spend the next six months drafting amendments to their respective Point Wells Subarea Plans to create a unified vision for the area. They will also work together to draft unified development regulations and designs standards. The timing will need to line up on the policy side with the annual Comprehensive Plan amendment schedule, so they won't be able to complete the adoption of said policies until each jurisdiction can update their comprehensive plans. The agreement also includes that Shoreline will maintain the 4,000 average daily trip limit on Richmond Beach Drive, and the bookends for future development will not exceed 400

to 800 units at Point Wells. Upon annexation, Woodway will require any development over 25 units to have the second access through Woodway. The agreement will end in 2034 unless both parties extend it.

Director Markle reported that the City Council enacted a 6-month moratorium regarding Master Development Plans and Special Use Permits for Essential Public Facilities on October 7<sup>th</sup>. This issue will come back to the Commission as early as the first or second meeting in December. The moratorium was spurred by recent activity on the Fircrest Campus for a master development plan that was to include the potential siting of three, 16-bed behavioral health facilities. The City was running into issues with what regulations and permitting should apply, and the City Council decided to put the moratorium in place to allow time to get everything in order.

Director Markle announced that the On-Line Permit Program finally launched on September 9<sup>th</sup>. Currently, customers can request inspections, make payments and track all permit types on line. The ability to apply for a permit is currently limited to mechanical and plumbing, which is a large volume of permits. As of Monday, the City had received 103 permit applications electronically. They will continue to expand the program to include more types of permits.

The Commissioners viewed a fly-by video that the applicant, Merlone Geier, released showing what the proposed Shoreline Place development would look like. Director Markle reported that Merlone Geier continues to work on the project, including a binding site plan and a sign package. A request to include more units in the Multi-Family Tax Exemption Program will be presented to the City Council in December.

Director Markle provided an update on the 5-star Built Green Accessory Dwelling Unit (ADU) that the Commission toured as part of their retreat. She described some of the green construction elements that are part of the project, which will be one of the greenest buildings in Shoreline. She announced that the Commissioners are welcome to attend an open house on Sunday, November 10<sup>th</sup> from 2 to 4 p.m.

### **UNFINISHED BUSINESS**

There was no unfinished business.

### **NEW BUSINESS**

There was no new business.

### **REPORTS OF COMMITTEES AND COMMISSIONER ANNOUNCEMENTS**

There were no committee reports or Commissioner announcements.

### **AGENDA FOR NEXT MEETING**

The agenda for the next meeting will be a continued public hearing on the 2019 Comprehensive Plan amendments.

**ADJOURNMENT**

The meeting was adjourned at 8:50 p.m.



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William Montero  
Chair, Planning Commission



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Carla Hoekzema  
Clerk, Planning Commission