



AGENDA

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SHORELINE CITY COUNCIL BUSINESS MEETING

Monday, January 6, 2014
7:00 p.m.

Council Chamber · Shoreline City Hall
17500 Midvale Avenue North

	<u>Page</u>	<u>Estimated Time</u>
1. CALL TO ORDER		7:00
(a) Oath of Office Ceremony for Newly Elected City Councilmembers, performed by Superior Court Judge Richard Eadie	<u>1a</u>	
• Council Position No. 1 Keith McGlashan		
• Council Position No. 3 Will Hall		
• Council Position No. 5 Shari Winstead		
• Council Position No. 7 Christopher Roberts		
2. FLAG SALUTE/ROLL CALL		
(a) <u>Clarification of Council Rules, Section 2.2, regarding Election of the Mayor and Deputy Mayor</u>	<u>2a</u>	
(b) Election of Mayor and Deputy Mayor	<u>2b</u>	
3. REPORT OF THE CITY MANAGER		
4. COUNCIL REPORTS		
5. PUBLIC COMMENT		
<i>Members of the public may address the City Council on agenda items or any other topic for three minutes or less, depending on the number of people wishing to speak. The total public comment period will be no more than 30 minutes. If more than 15 people are signed up to speak, each speaker will be allocated 2 minutes. When representing the official position of a State registered non-profit organization or agency or a City-recognized organization, a speaker will be given 5 minutes and it will be recorded as the official position of that organization. Each organization shall have only one, five-minute presentation. Speakers are asked to sign up prior to the start of the Public Comment period. Individuals wishing to speak to agenda items will be called to speak first, generally in the order in which they have signed. If time remains, the Presiding Officer will call individuals wishing to speak to topics not listed on the agenda generally in the order in which they have signed. If time is available, the Presiding Officer may call for additional unsigned speakers.</i>		
6. APPROVAL OF THE AGENDA		
7. CONSENT CALENDAR		7:45
(a) Minutes of Business Meeting of November 18, 2013	<u>7a1-1</u>	
Minutes of Workshop Dinner Meeting of December 2, 2013	<u>7a2-1</u>	
Minutes of Special Meeting of December 7, 2013	<u>7a3-1</u>	
Minutes of Workshop Dinner Meeting of December 9, 2013	<u>7a4-1</u>	
(b) Adoption of Res. No. 354 in Support of Shoreline School District's	<u>7b-1</u>	

Prop. 1 and Prop. 2

(c) Approval of the Employment Contract for the City Manager 7c-1

(d) Adoption of Ord. No. 683 – Correction of the 2014 Salary Schedule 7d-1

8. ACTION ITEMS

(a) Adoption of Ord. No. 682 - Transition Area Amendments 8a-1 7:45

9. STUDY ITEMS

(a) Discussion and Update of 185th Light Rail Station Design Dialogue 9a-1 8:15

10. ADJOURNMENT

8:45

The Council meeting is wheelchair accessible. Any person requiring a disability accommodation should contact the City Clerk's Office at 801-2231 in advance for more information. For TTY service, call 546-0457. For up-to-date information on future agendas, call 801-2236 or see the web page at www.shorelinewa.gov. Council meetings are shown on Comcast Cable Services Channel 21 and Verizon Cable Services Channel 37 on Tuesdays at 12 noon and 8 p.m., and Wednesday through Sunday at 6 a.m., 12 noon and 8 p.m. Online Council meetings can also be viewed on the City's Web site at <http://shorelinewa.gov>.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Election of the Mayor and Deputy Mayor		
DEPARTMENT:	CMO/CCK		
PRESENTED BY:	Jessica Simulcik Smith, City Clerk		
ACTION:	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input checked="" type="checkbox"/> Motion
	<input type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	

PROBLEM/ISSUE STATEMENT:

State law and the Council's Rules of Procedure establish that Councilmembers shall elect a Mayor and Deputy Mayor for a term of two years on even-numbered years. This election will occur at the January 6, 2014 Council meeting. After the meeting is called to order and the newly-elected Councilmembers are sworn in, the Clerk will lead the flag salute, call the roll, and then conduct the election of the Mayor.

The Clerk will call for nominations. No Councilmember may nominate more than one person for a given office until every member wishing to nominate a candidate has had an opportunity to do so. Nominations do not require a second. The Clerk will repeat each nomination until all nominations have been made. When it appears that no one else wishes to make a nomination, the Clerk will ask again for nominations. If none are made, the Clerk will declare the nominations closed. After the nominations are closed, the Clerk will call for the vote in the order that the nominations were made. Councilmembers will be asked to vote by a raise of hands. As soon as a nominee receives four votes, the Clerk will declare the Mayor elected and no votes will be taken on the remaining nominees.

Following the election of the Mayor, the Clerk will turn the gavel over to the Mayor, who will conduct the election of Deputy Mayor in the same manner described above.

RECOMMENDATION

Staff recommends that Councilmembers offer nominations for Mayor and Deputy Mayor and vote on the nominees by Council motion.

Approved By: City Manager **DT** City Attorney **IS**

CITY OF SHORELINE

SHORELINE CITY COUNCIL SUMMARY MINUTES OF BUSINESS MEETING

Monday, November 18, 2013
7:00 p.m.

Council Chambers – Shoreline City Hall
17500 Midvale Avenue North

PRESENT: Mayor McGlashan, Deputy Mayor Eggen, Councilmembers Hall, McConnell, Winstead, Salomon, and Roberts

ABSENT: None

1. CALL TO ORDER

The meeting was called to order at 7:00 p.m. by Mayor McGlashan, who presided.

2. FLAG SALUTE/ROLL CALL

Mayor McGlashan led the flag salute. Upon roll call by the City Clerk, all Councilmembers were present.

(a) Presentation of Alumni Recognition Award from the Raikes Foundation to the City of Shoreline Youth and Teen Development Program

Jody Rosentswieg, Raikes Foundation Program Officer, presented an Alumni Recognition Award to the City in recognition of its Youth and Teen Development Program. She also presented a \$500 check to support ongoing professional development for City staff and the program. Mary Reidy, Recreation Superintendent, thanked Ms. Rosentswieg and the Foundation for the needed support to improve the programs the City offers to youth in the community.

3. REPORT OF THE CITY MANAGER

Debbie Tarry, Interim City Manager, provided reports and updates on various City meetings, projects and events. She advised that staff is recommending that the Aurora Corridor Improvement Project Contract (Item 8.c) be delayed as there are still some issues being resolved with the Washington Department of Transportation.

4. COUNCIL REPORTS

Councilmember Roberts reported that the Suburban Cities Association's (SCA) Public Issues Committee is looking at a new policy regarding future Metro cuts to encourage public participation and dialogue and potentially reopen some of the policy positions and actions that Metro has taken previously. He also announced that the SCA is considering a proposal that

would encourage the legislature to allow cities to create accounts for private donations to fund sister city organization activities.

Councilmember Winstead announced that at the National League of Cities Conference, the City received two “Let’s Move” metals in recognition of programs that benefit children in the community.

Mayor McGlashan reported on his attendance at the Sound Transit Leadership Meeting, where it was agreed that the 145th Street Station should be selected. The Sound Transit Capital Committee also unanimously endorsed the 145th Street and 185th Street Stations. In addition, they indicated support for provisional stations at 130th in Seattle and 220th in Mountlake Terrace, if funding is available. The full Sound Transit Board will meet on November 21st to decide on the station locations and alignment that will go forward as part of the Environmental Impact Statement.

5. PUBLIC COMMENT

Parker Keehn, Shoreline, said he was present to confirm that Aurora Corridor Improvement Project Contract (Item 8.c) was removed from the Council’s agenda. Mayor McGlashan confirmed that the item was removed from the agenda and could potentially be added to the November 25th agenda.

John Chang, Shoreline, reminded the Council that this is the 10-year anniversary of the sister city relationship between the Cities of Shoreline and Boryeong, South Korea. He advised that Shoreline’s Sister City Association representatives presented a plaque to the City of Boryeong. In return, they presented the City with a handmade ink stone and mud cosmetics. He said he supports SCA’s proposal to allow sister city associations to collect private donations, and he encouraged the Council to consider providing City funding, as well.

Sean Osborn, Shoreline, urged the Council not to waive the 1% for art for the Aurora Corridor Improvement Project. Art is important for the beauty of the City and the citizen’s quality of life and will make the project better.

Dan Dale, Shoreline, suggested the City identify more ways to reach out to the community in future light rail discussions. He also suggested the City focus on what can be done now to improve walkability to and from the stations such as sidewalk and lighting improvements and reducing speed limits. He expressed his belief that the actual development happening in North City does not capture the spirit of North City Plan, and the tax breaks offered to developers should be reevaluated.

Tom Jamieson, Shoreline, recalled that the Council adopted Ordinance 674 (permitting alcohol used in the parks) on October 15, 2012, even though the majority of the PRCS Board was opposed. The Council agreed to revisit the ordinance in October 2013. He suggested that the ordinance has resulted in very little additional revenue for the City, and there are better uses for Council’s time than these types of actions.

Ms. Tarry thanked Mr. Chang for his efforts to keep the City's relationship with Boryeong alive. She also clarified that no art was incorporated into the design of the last phase of the Aurora Corridor Improvement Project. Although a City ordinance requires this donation for all capital projects based on the contract amount, it also includes a provision that allows the Council to waive the donation. She announced that the Council is scheduled to discuss Metro's proposed cuts in January.

6. APPROVAL OF THE AGENDA

Councilmember Hall moved to approve the agenda. Deputy Mayor Eggen seconded the motion.

Upon motion by Councilmember Hall, seconded by Councilmember Roberts and unanimously approved, the main motion was amended to remove the Aurora Corridor Improvement Project Contract (Item 8.c) from the agenda.

Councilmember Roberts moved to amend the main motion to remove Ordinance Number 677 Exempting Termination of Easements (Item 7.b) from the Consent Calendar and direct the City Manager to reschedule it as an action item at a future Council Business Meeting. Councilmember Hall seconded the motion. The motion carried 4-3, with Mayor McGlashan and Councilmembers Winstead and McConnell dissenting.

The main motion to approve the agenda, as amended, was unanimously approved.

7. CONSENT CALENDAR

Upon motion by Councilmember Hall, seconded by Councilmember Roberts and unanimously carried, the following Consent Calendar items were approved:

- (a) **Minutes of Special Meeting of October 21, 2013**
- Minutes of Business Meeting of October 21, 2013**
- Minutes of Workshop Dinner Meeting of October 28, 2013**
- Minutes of Special Meeting of November 4, 2013**

8. ACTION ITEMS

- (a) **Public Hearing and Council Discussion on 2014 Property Tax and Revenue Sources**

Ms. Tarry provided introductory comments, noting that this is the second public hearing on the budget and the last meeting before the budget is scheduled for adoption by the City Council. She noted that additional amendments have been submitted, and the Council can either vote on them tonight or next week as part of the actual budget adoption process.

Robert Hartwig, Administrative Services Director, presented the staff report, highlighting the City's anticipated revenue sources and proposed changes to the City's fee schedule for 2014. He

specifically noted that nearly half of the General Fund revenue comes from property taxes, and 20% from sales tax.

Mayor McGlashan briefly reviewed the rules and procedures for the public hearing and opened the hearing.

Tom Jamieson, Shoreline, expressed disappointment in the lack of public notice for the budget hearings. While the City may have met the Open Public Meeting Act requirements, they did not meet City Council Goal 4, which calls for enhancing opportunities for community engagement. In years past, the budget process timeline was published in *CURRENTS*. This year, there was no mention of the budget in the October edition, and the November edition simply announced that final adoption of the budget was scheduled for November 25th. There was no notice of the two hearings.

No one else in the audience indicated a desire to participate, and Mayor McGlashan closed the public hearing.

The Council discussed the proposed change that would create a Parks Maintenance II position. A question was raised about the City's policy for using extra-help employees and the pay schedule. Ms. Tarry explained that funding for the Parks Maintenance II position is budget neutral and will come from the extra-help budget. Staff believes that having a permanent position will actually deliver more consistent service throughout the year.

Mr. Hartwig pointed out that to-date, the number of extra-help hours is about 47,000, the equivalent of about 23 full-time employees over the course of the year. Most of these positions are at the lower end of the pay scale. It was suggested that, at some point in the future, the Council should have a more detailed discussion about this issue. It was noted that there are too many part-time jobs in the economy, and creating a full-time maintenance position would provide one more job with benefits. Ms. Tarry emphasized that the purpose of extra-help is to fill reasonable positions and not as a way for the City to avoid paying benefits to ongoing, regular employees.

It was asked why staff is proposing to add a permit fee for emergency power supply systems and place a 4-hour minimum on permits for alcohol use in parks. Ms. Tarry explained that the emergency power supply system permit fee is not new. Up to this point, it has been collected by the Fire District. However, the Shoreline Municipal Code (SMC) states that the City is responsible for establishing fee amounts and collecting the fees on behalf of the Fire District. To be consistent with the SMC, staff is proposing that it be added to the City's fee schedule. Mr. Hartwig recalled that in 2013, the Council approved an ordinance allowing alcohol use in parks by permit. At that time, a flat \$200 fee was established, with an hourly rate for a supervisor. Staff is now proposing that the two fees be replaced by an \$85 per hour fee, with a minimum of four hours. The intent is to simplify the fee, and the proposed change would not represent an increase to the consumer.

The Council asked how the City uses the liquor excise tax revenue and if cuts were necessary as a result of the significant decrease in revenue. Mr. Hartwig answered that these revenues are

dedicated for public safety. Ms. Tarry advised that the City has been able to absorb the reduction in revenue without having to eliminate officers. She reminded the Council that staff is proposing to consolidate storefront activity at City Hall to reduce costs, but the number of officers would not be reduced.

It was discussed that due to revenues being higher than initially estimated, the City has more money than was initially budgeted. This allows the reserves to grow and creates opportunities to accelerate some projects. Councilmember Hall reviewed the following three budget amendments:

- In past years, the Council has consistently allocated \$500,000 for road preservation, and staff has indicated that \$1 million is needed just to keep up. Councilmember Hall proposed that an additional \$500,000 be allocated to the road preservation program.

It was asked if the additional expenditure would allow the City to meet its goal for road maintenance. If so, would this be problematic moving forward with road maintenance projects in the future. Mr. Relph cautioned that this would be a one-time expenditure that would allow the City to approximately reach its goal in 2014. However, the City would still need to identify funding sources in future years to move to a higher level of maintenance.

It was asked if a voter approved \$20 per car increase in the Transportation Benefit District (TBD) tax would enable the City to meet its long-term road maintenance needs. Mr. Relph said the City currently spends \$1 million annually on road surface maintenance, and about \$2 million is needed annually to meet the City's goal.

- The highest priority sidewalk project listed in the Transportation Improvement Plan is on 20th Avenue Northwest where people walk to Salt Water Park. This is a neighborhood where there is little potential for redevelopment that would create frontage improvements. In addition, it is not a heavily-used route to school so it would not be as competitive for grant funding. Councilmember Hall proposed that \$500,000 be added to the budget for sidewalk improvements from the park entrance to 185th Street.

The Council discussed that the 20th Avenue Northwest sidewalk improvement could potentially be identified as mitigation in the Transportation Corridor Study (TCS). Ms. Tarry said it is unclear whether or not the actual mitigation requirement of the developer would reach all the way to the park entrance. If approved, the sidewalk design and the TCS would move forward in 2014, and match up before actual construction gets started. Mark Relph, Public Works Director, agreed that it is not likely that mitigation would be required on that particular corridor all the way to Salt Water Park. He said he supports the proposal to start at the park and work north.

It was suggested that the sidewalk project be postponed until the TCS has been completed.

- The Council has discussed a need to identify how much of the wear and tear on City roads is a result of people who live outside of the City using Meridian Avenue North as a highway to get to 145th and the Interstate 5 on-ramp. Councilmember Hall recommended the City invest

\$25,000 to purchase software and hardware that would not only allow them to track the number of vehicles that pass through a certain point, but learn about traffic flows on corridors, as well.

While some Councilmembers agreed that purchasing software and equipment would make more sense than spot studies, they questioned how the information that is collected would be used. They also expressed concern about the idea of punishing nonresidents for driving through the City. They invited staff to elaborate on the benefits of the equipment and software. Mr. Relph explained that while the traditional traffic tubes simply count the volume of traffic, the new software and equipment could identify where cars are headed (from origin to destination), and can measure cut-through traffic.

A question was raised about how much time it would take the City to analyze the data to actually lead the City to policy direction or identify where intersection improvements are needed. Mr. Relph answered that the City currently has the internal resources to manage the equipment and software efficiently.

It was pointed out that the equipment and software would help the City identify which roads need to be expanded or improved through traffic control devices and how bus, rail and freeway improvements might change traffic flows. It would also help the City understand how people from various parts of the City travel to destinations such as park-and-ride lots and light-rail stations.

Questions were raised about privacy protection related to the new software, and Mr. Relph agreed to provide additional information to address this concern.

The Council had a general discussion about the prudence of using the excess money in the reserve fund for one-time projects. Mr. Relph clarified that the excess reserve fund balance is a one-time savings because revenues exceed expenditures in 2012.

It was asked why staff did not suggest the additional expenditures earlier in the budget process. Ms. Tarry pointed out that when staff presented the original budget recommendation, they were in the process of completing the 10-Year Financial Sustainability Plan, which identifies a long-term financial strategy for providing services to the community within the City's projected means. The plan will be presented to the Council in early 2014 for adoption. It was suggested that perhaps it would be better to be more conservative and wait until the 10-year Financial Sustainability Plan has been adopted before dipping into the reserve fund.

The Council raised questions about how the proposed new full-time employee (FTE) positions would impact the fund balance. Ms. Hartwig explained that the new Engineer II position would be funded through the Surface Water Utility and is related to projects identified in the basin plans. The Parks Maintenance II position would be budget neutral, and the Engineer Technician position would allow the City to further implement the new Asset Management System for roads, streets, facilities and fleet. He noted that roads and streets are the City's highest valued asset, and it is important to have a systematic way to track their maintenance. Building this information will allow the City to project ongoing preventative maintenance needs, capital needs,

and replacement. This system was started with the Surface Water Utility, and staff is committed to expanding it to include other City assets. Staff feels strongly that the City must accomplish this task so that good practices are in place before it adds additional utilities to its organization.

It was asked if the excess reserve could be used to fund the deferred departmental needs that were identified on a list provided by staff at the beginning of the budget process. Mr. Hartwig reminded the Council of its policy that on-going expenditures will not be funded with one-time revenues on an on-going basis. Ms. Tarry added that the proposed amendments would add one-time expenditures that would come out of the general fund reserve. At this time, the reserve levels are in excess of the City's policy by more than \$1 million. She shared her thought that the City's financial position would not be negatively impacted if some of the reserve were used to fund sidewalk improvements and street maintenance.

The Council agreed it would be prudent to discuss and take action on the amendments separately at their next meeting.

- Councilmember Hall proposed that the City consider reclassifying the Human Resource Director position upon the departure of the incumbent. However, rather than making the change at the time of budget approval, the budget could include a proviso that would allow the new City Manager to provide a recommendation to the City Council prior to initiating the recruitment process for a new Human Resource Director. This would give flexibility to the new City Manager, while at the same time, signal that there may be some cost saving opportunities. It was noted that the current classification is at a higher pay grade than other managers within the City's pay system, and the classification was not reviewed as part of the most recent salary survey because there was insufficient comparable data.

Because the City is currently in the process of hiring a new City Manager, concern was raised about how the proposed reclassification would impact the timeline for hiring a new Human Resources Director. It was noted that a City Manager should be on board by December, and the current Human Resource Director will retire in April. There should be ample time for the City Manager to bring forward a recommendation.

It was asked if the City would hire a recruiter to fill the vacant Human Resource Director position, or if recruitment would be done in house. Ms. Tarry anticipates that the City would first look at in-house recruitment.

- Councilmember Hall suggested that the new FTE positions (Engineer II and Engineer Technician) remain vacant until the Financial Sustainability Plan has been adopted. At that point, funding for the two new positions will be clearer.

(a) Approval of Final Candidates for City Manager Interviews

Mayor McGlashan announced that because Interim City Manager, Debbie Tarry, is a candidate for the City Manager Position, she has not participated in the selection process in any way, including evaluation of applications or preparation of agenda items, nor will she participate in the future, other than as a candidate.

Deputy Mayor Eggen moved that the following five individuals be Neal Beets, Arlene Fisher, Subir Mikerjee, Nabel Shawa, and Debbie Tarry. Council Member McConnell seconded the motion, which carried unanimously.

9. STUDY ITEMS

(a) Discussion and Update to the Transportation Master Plan (TMP)

Alicia McIntire, Senior Transportation Planner, reviewed the Staff Report and introduced minor amendments to the City's Transportation Plan related to Street Reclassification and the Master Street Plan. She noted that the amendments would be presented to the City Council for adoption on December 2nd.

A question was raised about why the Washington State Department of Transportation would allow the City of Lake Forest Park to reclassify their segment of Northeast Perkins Way, when they denied the City of Shoreline's request. Ms. McIntire clarified that WSDOT agreed to entertain the City's reclassification request if and when the City of Lake Forest Park also expresses an interest in changing their segment of the roadway.

10. EXECUTIVE SESSION

At 9:05 p.m., Mayor McGlashan announced that the Council would recess into an Executive Session for a period of 30 minutes to discuss litigation per RCW 42.30.110(1)(i), and property acquisition per RCW 42.30.110(1)(b). He noted there was a chance that Council would take action following the Executive Session. The Council discussed litigation from 9:05 to 9:15 p.m. Staff present were: Debbie Tarry, John Norris, Ian Sievers, and Mark Relph. Council discussed property acquisition from 9:15 to 9:25 p.m. Staff present were: Debbie Tarry, John Norris, Ian Sievers, and Dan Eernisse. At 9:25 p.m., the Executive Session concluded and the meeting reconvened.

(a) Authorize the City Manager to File a Claim in the Ronald Wastewater District Lawsuit

Upon motion by Councilmember Winstead, seconded by Councilmember McConnell and unanimously carried, authorization was given to the City Attorney to add a claim in the Ronald Wastewater lawsuit against the City of Shoreline that the transfer of Ronald Wastewater District assets to a joint municipal utility authority is a breach of City's operating agreement and franchise with Ronald Wastewater District.

11. ADJOURNMENT

At 9:30 p.m., Mayor McGlashan declared the meeting adjourned.

Jessica Simulcik Smith, City Clerk

CITY OF SHORELINE
SHORELINE CITY COUNCIL
SUMMARY MINUTES OF WORKSHOP DINNER MEETING

Monday, December 2, 2013
5:45 p.m.

Conference Room 104 - Shoreline City Hall
17500 Midvale Avenue North

PRESENT: Mayor McGlashan, Deputy Mayor Eggen, Councilmembers McConnell, Winstead, Salomon, and Roberts

ABSENT: Councilmember Hall

STAFF: Debbie Tarry, Interim City Manager; John Norris, Acting Assistant City Manager, Scott MacColl, Intergovernmental Relations Program Manager; Jessica Simulcik Smith, City Clerk

GUESTS: Senator Maralyn Chase; Representative Ruth Kagi; Representative Cindy Ryu

At 5:53 p.m., the meeting was called to order by Mayor McGlashan, who presided.

Mayor McGlashan thanked Senator Chase, and Representatives Kagi and Ryu for taking time out to meet with Council. Mr. MacColl then provided an overview of the Council's draft 2014 legislative priorities, and asked for their views on the upcoming legislative session.

Councilmembers inquired on the status of the Transportation Package, State Budget, and revenue sharing. Legislators noted the Transportation Package is still under negotiation, and that there continues to be a Budget shortfall that will need to be addressed, therefore, cities should not expect restoration of revenue sharing.

Councilmembers expressed concern over the regulatory differences between recreational and medical marijuana, and the need for revenue sharing to support impacts on local law enforcement.

Councilmembers shared how the 1% Property Tax Limitation is effecting local government. Legislators recommended that King County cities start a coalition to support a common position.

Councilmembers asked for support in funding Compass Housing Alliance's and Hopelink's Capital Budget requests for the Ronald Commons Project in Shoreline. Representative Kagi stated she has asked Representative Hans Dunshee to visit Ronald Commons.

Legislators Chase, Kagi, and Ryu then shared their priorities with Council. Senator Chase's priority is to support legislation to revise Public Disclosure Laws, and limit uses for state

university tuition to actual classroom instruction; Representative Kagi's is to support passage of the Youth Opportunities Act; Representative Ryu's are to support legislation creating a State Bank, restrict Payday Lending practices, and regulate debt consolidation companies.

There was agreement among Councilmembers and Legislators that the information shared in the meeting was productive and helpful.

At 6:56 p.m. the meeting was adjourned.

Jessica Simulcik Smith, City Clerk

CITY OF SHORELINE
SHORELINE CITY COUNCIL
SUMMARY MINUTES OF SPECIAL MEETING

Saturday, December 7, 2013
8:00 a.m.

Conference Room 104 - Shoreline City Hall
17500 Midvale Avenue North

PRESENT: Mayor McGlashan, Deputy Mayor Eggen, Councilmembers Hall, McConnell, Winstead, Salomon, and Roberts

ABSENT: None

STAFF: Marci Wright, Human Resources Director

GUESTS: Catherine Tuck Parrish, Novak Consulting Group

At 8:00 p.m., the meeting was called to order by Mayor McGlashan, who presided.

At 8:00 a.m., Mayor McGlashan announced that the Council would recess into an Executive Session for a period of 9 hours to discuss personnel, per RCW 42.30.110(1)(g). City staff and guests attending the Executive Session included: Marci Wright, Human Resources Director, and Catherine Tuck Parrish, Novak Consulting Group.

At 5:00 p.m., the Mayor emerged from the conference room to announce the executive session would be extended for a period of 2 hours. At 7:00 p.m., the Mayor emerged from the conference room to announce the executive session would be extended for a period of 1 hour. At 8:00 p.m., the Mayor emerged from the conference room to announce the executive session would be extended for a period of 15 minutes. At 8:15 p.m. the executive session concluded and the meeting reconvened.

At 8:15 p.m., Mayor McGlashan declared the meeting adjourned.

Jessica Simulcik Smith, City Clerk

CITY OF SHORELINE
SHORELINE CITY COUNCIL
SUMMARY MINUTES OF WORKSHOP DINNER MEETING

Monday, December 9, 2013
5:45 p.m.

Conference Room 104 - Shoreline City Hall
17500 Midvale Avenue North

PRESENT: Mayor McGlashan, Deputy Mayor Eggen, Councilmembers Hall, McConnell, Winstead, Salomon, and Roberts

ABSENT: None

STAFF: Debbie Tarry, Interim City Manager; John Norris, Acting Assistant City Manager; Rob Beem, Community Services Manager; Nora Smith, Neighborhood Coordinator; Rosie O'Brien-Ochs, Neighborhood Coordinator

GUESTS: Council of Neighborhoods: Chair Gretchen Atkinson, Vice Chair Patty Dooley, Andy McCrea, Brianna Zorn, Dave Bannister, Diane Hettrick, Ellen Wood, Ian Taylor, Jack Malek, Jeanne Monger, June Howard, Katie Schielke, Kevin Osborne, Krista Tenney, Lee Llageschulte, Nan Skinner, Nancy Moreyra, Robin McClelland, and Sheri Ashleman

At 5:45 p.m., City Councilmembers, Council of Neighborhood (CoN) members, and City Staff informally discussed the important issues in neighborhoods, ideas for how Council and CoN might work together to promote positive change in Shoreline, and visions for CoN's role and function in the coming year.

Council of Neighborhood representatives provided an overview of the neighborhood sponsored-activities in 2013, reported on the new CoN Mission Statement, Values, Action Steps and logo, and thanked Council for its support, responsiveness, and attendance at meetings.

Mayor McGlashan thanked the CoN for its leadership, and discussed major issues (utilities, station area planning, and Aurora Corridor completion) on the horizon and the role the CoN will play in fostering citizen engagement.

At 6:50 p.m. the dinner meeting was adjourned.

John Norris, Acting Assistant City Manager

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Adoption of Resolution No. 354 Declaring Support for Shoreline School District Ballot Proposition No. 1 and Proposition No. 2
DEPARTMENT:	City Manager's Office
PRESENTED BY:	John Norris, Acting Assistant City Manager
ACTION:	<input type="checkbox"/> Ordinance <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

On December 9, 2013, the Shoreline City Council held public hearings to receive citizen input on the Shoreline School District's ballot Proposition No. 1, Replacement of Expiring Levy for Educational Programs, Maintenance and Operations, and ballot Proposition No. 2, Replacement of an Expiring Capital Levy for Technology Improvements and Support. The staff reports for these two public hearings can be found at the following links:

- <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2013/staffreport120913-8a.pdf>
- <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2013/staffreport120913-8b.pdf>

Generally, Washington State law prohibits the use of any public resources in support or opposition to candidates or ballot issues. However, RCW 42.17.130 provides an exception that allows a city to take a position on a ballot issue as long as: 1) the notice of the Council meeting includes the title and number of the ballot proposition, and 2) an equal opportunity is provided to both sides to speak. Both of these criteria were met with the public hearings held December 9.

The Proposition 1 and Proposition 2 levies will be on the ballot for the special election being held on February 11, 2014. The Council moved unanimously to have staff bring back a Resolution for Council adoption that would support both levies. Attached Resolution No. 354 fulfills this direction.

RESOURCE/FINANCIAL IMPACT:

There is no resource or financial impact to adopting Resolution No. 354.

RECOMMENDATION

Staff recommends that Council adopt Resolution No. 354.

ATTACHMENTS:

Attachment A: Proposed Resolution No. 354

Approved By: City Manager **DT** City Attorney **IS**

RESOLUTION NO. 354

A RESOLUTION OF THE CITY COUNCIL, CITY OF SHORELINE, WASHINGTON, SUPPORTING SHORELINE SCHOOL DISTRICT PROPOSITION 1, REPLACEMENT OF EXPIRING LEVY FOR EDUCATIONAL PROGRAMS, MAINTENANCE AND OPERATIONS, AND PROPOSITION 2, REPLACEMENT OF EXPIRING CAPITAL LEVY FOR TECHNOLOGY IMPROVEMENTS AND SUPPORT

WHEREAS, the Shoreline School District Board has approved two propositions for a February 11, 2014 special election; and

WHEREAS, the District's Proposition 1 levy would replace the expiring programs, maintenance and operations levy and will fund basic education programs and instructional materials as well as other programs and activities, such as nurses, librarians and family advocates; and

WHEREAS, the District's Proposition 2 capital levy will replace the expiring technology improvements and support levy and will fund ongoing technology expenses and support for equipment replacement, software, licensing, subscriptions, training, and infrastructure to support current and emerging information technology; now therefore

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON AS FOLLOWS:

That the City Council of the City of Shoreline hereby expresses its support for Propositions 1, Shoreline School District replacement of an expiring levy for educational programs, maintenance and operations; and Proposition 2, Shoreline School District replacement of an expiring capital levy for technology improvements and support, and encourages voters to approve these two propositions at the special election to be held on February 11, 2014.

ADOPTED BY THE CITY COUNCIL ON JANUARY 6, 2014.

Mayor

ATTEST:

Jessica Simulcik Smith, City Clerk

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Approval of Employment Agreement Between the City of Shoreline and Debbie Tarry
DEPARTMENT:	City Council
PRESENTED BY:	Shoreline Mayor Ian Sievers, City Attorney
ACTION:	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

The City Council recently concluded a nation-wide search for a new City Manager by voting December 9, 2013 to authorize the Mayor to negotiate an employment contract with Debbie Tarry. The search process began last September and resulted in sixty-four applications for the position. The applicant pool was narrowed to a field of thirteen semifinalists and then to five finalists who participated in an on-site selection process December 6 and 7, 2013. On December 9, 2013, the Council unanimously authorized the negotiations with Ms. Tarry.

The terms of the proposed employment agreement have been negotiated with Ms. Tarry using provisions of model contracts and past Shoreline City Manager contracts. The agreement is attached to this staff report as Attachment A.

RESOURCE/FINANCIAL IMPACT:

The annual contract cost for Ms. Tarry's employment contract is \$164,000 for 2014, which is within the budgeted amount for this cost.

RECOMMENDATION

Staff recommends that Council approve the proposed Employment Agreement between the City of Shoreline and Debbie Tarry for the position of City Manager.

ATTACHMENT:

Attachment A: Employment Agreement Between the City of Shoreline and Debbie Tarry

Approved By: City Attorney: **IS**

**EMPLOYMENT AGREEMENT BETWEEN THE CITY OF SHORELINE AND
DEBBIE TARRY**

THIS AGREEMENT is made and entered into this _____ day of _____, 2014, by and between the City of Shoreline, Washington, a municipal corporation, hereinafter called “Employer” or “City,” and Debbie Tarry, hereinafter called “Employee” or “City Manager.”

WITNESSETH:

WHEREAS, Employer desires to employ the services of Debbie Tarry as City Manager of the City of Shoreline, as provided for in Chapter 35A.13 of the Revised Code of Washington; and

WHEREAS, it is the desire of City Council to provide certain benefits and to establish conditions of employment of said Employee including inducements to continue employment; and

WHEREAS, Employer desires to establish an atmosphere which makes possible the Employee’s full productivity and at the same time ensures the Employee’s future security by establishing a clear mutual understanding as to pay and fringe benefits and providing a just and proper means for terminating the services of the Employee if that action becomes necessary or desirable; now therefore

IN CONSIDERATION of the mutual covenants herein contained, the parties agree as follows:

1. Employment and Duties

A. The City Council hereby agrees to employ Debbie Tarry as City Manager of the City of Shoreline, to perform on a full-time basis the functions and duties specified in Chapter 35A.13 RCW for this office and other permissible and proper duties and functions as the City Council shall from time to time assign, subject to this Agreement.

B. The City Manager agrees to remain in the exclusive employment of the City of Shoreline, while employed by the City of Shoreline. “Employment,” however, shall not be construed to include occasional teaching, writing, professional consultation or speaking performed on leave or outside normal work hours, even if outside compensation is provided for such services. Said activities are expressly allowed, provided that in no case is any activity allowed which would present a conflict of interest with the City of Shoreline. The Mayor shall be given notice of any compensated outside employment. De minimis use of City equipment for such purpose is hereby authorized.

2. Term

- A. This Agreement and appointment shall become effective January 7, 2014.
- B. This Agreement is for an indefinite term of employment with no guaranteed tenure, subject, however to the limitations, notices, requirements, payments, and matters hereinafter set forth.
- C. Nothing in this Agreement shall prevent, limit or otherwise interfere with the right of Employer to terminate the services of Employee at any time, subject to the provisions set forth in Section 7 of this Agreement and those contained in applicable state law.
- D. Nothing in this Agreement shall prevent, limit or otherwise interfere with the right of Employee to resign her position with Employer at any time, subject to a thirty (30) day notice and the provisions of this Agreement.

3. Compensation and Benefits

- A. **Base Annual Salary.** For services rendered by Employee pursuant to this Agreement, Employer shall pay Employee a base annual salary of One Hundred Sixty Four Thousand Dollars (\$164,000), on the City's regular payroll schedule. The Employer agrees to increase the base salary each year by the amount of the across the board cost of living increase applied to salary ranges of the other employees of the Employer; provided, the Employer agrees to additional increases necessary to maintain a minimum of 10% salary differential between the City Manager and her highest paid subordinate. This is a flat or one-step range. Employer agrees that during the term of employment as City Manager Employee's salary will never be reduced below the base annual salary as adjusted above, except as provided in Section 6.
- B. **Social Security Replacement Account.** Employer and Employee shall make their required payments of six point two (6.2) percent of Employee's base annual salary, with immediate vesting, into the Social Security 401(a) replacement fund administered by the City, or such other percentage contribution established for this fund by the City Council for all employees. In addition, the parties shall make required contributions to the Medicare Program at the federally determined percentage.
- C. **Insurance Coverage.** Employer agrees to provide for health, hospitalization, surgical, long term disability, life, vision, dental and comprehensive medical insurance for the Employee and her dependents equal to that which is provided to all other employees of the City of Shoreline.
- D. **Retirement.** Employee is covered by the State of Washington PERS 3 retirement system. Employer shall contribute the State required amounts for the Employer's share of Employee's participation in the PERS 3 retirement system as established in state law. The parties acknowledge that the amount of the Employer contribution is subject to

adjustment by the state legislature in the future and agree that said contribution shall be adjusted (either increased or decreased) accordingly.

E. Leave

1. Employee shall accrue vacation leave at a rate per pay period equivalent to 23 days in each calendar year. The Employee may only carry over 368 hours of vacation leave from December 31 of any year to January 1 of the next year. Vacation in excess of this balance not used by the end of the year shall be forfeited.

2. Employee shall be granted sick leave, management leave, personal leave, holidays, and other leave at a rate and for purposes applicable to other City exempt employees under the Employee Handbook. Employee shall complete exempt leave slips to be approved by the Mayor.

F. Travel reimbursement. Travel expenses including use of personal vehicles beyond the city limits of Shoreline shall be subject to reimbursement under the City Business Expense Policy.

4. Professional Development

A. Memberships and Training. Employer hereby agrees to pay for expenses of Employee for membership to the Washington City/County Managers Association and paid attendance to its annual conferences. Employer hereby agrees to pay for expenses of Employee for membership to the International City/County Managers Association and attendance at the ICMA conference may be scheduled if funds are available in the annual budget for the City Manager's Office. Reimbursement for expenses incurred under this section shall be made according to the City Business Expense Policy and approved by the Mayor.

B. Annual Performance Evaluation

1. With the assistance of a qualified facilitator acceptable to Employer and Employee, Employer shall review and evaluate the performance of the Employee after six months, twelve months and at least once annually thereafter. The Mayor shall provide the Employee with a written summary of the findings of the Employer and provide adequate opportunity for the Employee to discuss her evaluation with the Employer.

2. Annually, the Employer and Employee shall define such goals and performance objectives which they determine necessary for the proper operation of the City and in the attainment of the Employer's policy objectives and shall further establish a relative priority among those various goals and objectives, said goals and objectives to be reduced to writing. They shall generally be attainable within the time limitations as specified and the annual operating and capital budgets and appropriations provided. Such goals and objectives may be revised by the Employer as necessary to meet the changing needs of the City following consultation with the Employee.

3. The parties agree that review of the City Manager salary shall be a subject of this annual review, at least every other year, beginning in 2016.

5. Indemnification

As a condition of Employee's employment Employer agrees that it shall defend, hold harmless and indemnify Employee and her marital community against any tort, professional or personal liability claim, demand, or legal action of any kind or nature, whether groundless or otherwise, arising directly or indirectly out of an alleged act or omission occurring in the performance of Employee's duties according to Shoreline Municipal Code Chapter 2.40. This indemnification and hold harmless shall continue after Employee's cessation of employment but only insofar as it relates back to claims, demands, suits, judgments and professional, personal and community liability arising either directly or indirectly out of her employment. The terms of this provision assume and are conditioned upon the Employee acting in a lawful manner and within the scope of her authority as City Manager and fully cooperating in the defense of any such claims and suits.

6. No Reduction of Benefits

Unless expressly provided herein, Employer shall not at any time during the term of the Employee's tenure in office reduce the salary, compensation, or other financial benefits of Employee, including office arrangements, except to the same degree of such a reduction across-the-board for all employees of the Employer.

7. Termination and Severance

A. In the event the Employee is terminated or requested by the Employer to resign for the convenience of the City of Shoreline, or voters elect to change from a Council/Manager form of government and Employee does not agree to accept another position with the City of Shoreline following reorganization, then Employer shall provide severance compensation in the amount of six (6) months of salary based upon the salary in effect at the time of notice of termination, resignation or change of government, cash equivalent of earned vacation, management leave and personnel leave balances, and deferred compensation. Said severance compensation shall be paid in a lump sum, monthly or in quarterly installments, at the Employee's election. The Employer shall be authorized to perform any deductions required by law. The Employer shall extend and pay for Employee's health coverage benefits for six (6) months.

B. Any termination action taken by the Employer shall be subject to the notice period required by state law (RCW 35A.13.130 and RCW 35A.13.140, or successor statutes). The Employer, in its sole discretion, may substitute advance notice of termination in addition to that required by statute for any or all of the six months severance compensations listed above. Additionally, the Employer and Employee may, by mutual consent, arrange for a time- certain effective date of such termination, subject to the aforementioned notice period required by state law.

C. Failure of the Employer to correct a material breach of the Agreement after notice and a reasonable opportunity to comply will be considered a constructive discharge

without cause and Employee will be entitled to severance compensation specified in this section.

D. In the event the City Manager is terminated for “just cause,” then Employer’s only obligation to the City Manager is to pay all compensation and benefits accrued but unpaid at the date of termination. “Just cause” is defined and hereby limited for the purposes of this Agreement to the following reasons: (1) willful neglect of duty; (2) felony or misdemeanor conviction of any crime involving moral turpitude; (3) dishonesty in the performance of job duties; or (4) improper government action as defined in RCW 42.02.020.

8. Residency

Employee shall relocate her residence to within the City limits of Shoreline by October 31, 2014. Employee shall be reimbursed reasonable relocation expenses up to a maximum of \$5,000.

9. General Provisions

A. In addition to the rights and benefits detailed herein, the City Manager shall receive all benefits accruing to the exempt employees of the City of Shoreline, except where they are in conflict with the specific provisions of this Agreement.

B. The text herein shall constitute the entire agreement between the parties.

C. This Agreement shall be binding upon and inure to the benefit of the heirs at law and executors of the parties.

D. This Agreement shall become effective upon execution by Employee and adoption and approval by the City Council of the City of Shoreline.

E. If any provisions, or any portion thereof, contained in this Agreement is held unconstitutional, invalid or unenforceable, the remainder of this Agreement, or portion thereof, shall not be affected and shall remain in full force and effect.

F. Notices pursuant to this Agreement shall be deemed given as of the date of personal service or date of deposit, postage prepaid, in the United States Postal Service addressed to the Employer at City Clerk, 17500 Midvale Avenue North, Shoreline, WA 98133-4905 or the Employee at the address maintained by the Employee at the City for mailing federal tax notices.

Mayor

Debbie Tarry

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Adoption of Ordinance No. 683 - Correction of the 2014 Salary Schedule		
DEPARTMENT:	Administrative Services		
PRESENTED BY:	Robert Hartwig, Administrative Services Director		
ACTION:	<input checked="" type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input type="checkbox"/> Motion
	<input type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	

PROBLEM/ISSUE STATEMENT:

The City Council adopted the 2014 salary schedule as part of Ordinance No. 678 on November 25, 2013. Subsequent to that date, as staff was entering the new budget information into the City's payroll system, staff noted an error in the schedule. Specifically, the wage rates in each salary step in ranges 40 through 43 on the non-exempt wage schedule were overstated by 2.5%. This overstatement corresponds to the following ranges' wage rate (i.e., the wage rates for range 40 were stated as the wage rates for range 41, and so on, through range 43.) Range 45, which has no job classifications associated with it, was also understated and has been corrected.

The employees affected by this error have been notified that the schedule for these ranges did not accurately apply the cost of living adjustment approved by the Council for employee wages, and were not appropriated in the 2014 Budget general fund. All of these employees are aware that payroll would be made according to the correct salary schedule and that the City Council is expected to ratify this correction at tonight's meeting.

In order to correct this error, Council needs to adopt proposed Ordinance No. 683, which is attached to this staff report as Attachment A. The corrected 2014 Salary Table for Non-exempt staff is attached to this staff report as Exhibit A.

RESOURCE/FINANCIAL IMPACT:

Ordinance No. 683 has no budgetary impact. Although the 2014 salary schedule contained this identified error, the 2014 budgeted amounts adopted by the City Council were correctly stated.

RECOMMENDATION

Staff recommends Council waive Council Rule 3.5B requiring a second reading and adopt Ordinance No. 683 correcting the 2014 salary schedule.

ATTACHMENTS:

Attachment A – Proposed Ordinance No. 683

Exhibit A – Corrected Ranges 40 – 43 and 45, 2014 Salary Table 02 – Non-exempt

Approved By: City Manager **DT** City Attorney **IS**

ORDINANCE NO. 683

AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON AMENDING THE 2014 BUDGET ORDINANCE, EXHIBIT A TO ORDINANCE NO. 678, CORRECTING AN ERROR IN THE 2014 NON-EXEMPT SALARY SCHEDULE

WHEREAS, on November 25, 2013, the City Council enacted Ordinance No. 678 which adopted the annual budget of the City of Shoreline for 2014; and

WHEREAS, included in the Ordinance No. 678 Appendix was the *2014 Salary Table 02 – Non-exempt*; and

WHEREAS, after enactment of Ordinance No. 678, City Payroll staff noted an error in this Salary Schedule, resulting in an overstatement of the salary range for non-exempt employees in ranges 40 through 43 and an understatement of the salary range for range 45, which was inconsistent with the cost of living adjustment approved by the Council for all ranges and the amount appropriated for salaries in the general fund, and

WHEREAS, employees impacted by this error have been notified; now therefore

THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON DO ORDAIN AS FOLLOWS:

Section 1. Amendment. Ordinance 678 Exhibit A, 2014 Budget Appendix, *2014 Salary Table 02 – Non-exempt* ranges 40 through 43 and range 45, are hereby amended as set forth in Exhibit A attached hereto and incorporated by reference herein.

Section 2. Publication and Effective Date. A summary of this Ordinance consisting of the title shall be published in the official newspaper. This Ordinance shall take effect five days after publication.

PASSED BY THE CITY COUNCIL ON JANUARY 6, 2014.

Mayor

ATTEST:

APPROVED AS TO FORM:

Jessica Simulcik Smith
City Clerk

Ian Sievers
City Attorney

Date of Publication: , 2014
Effective Date: , 2014

City of Shoreline
 Range Placement Table
 2.5% Between Ranges; 4% Between Steps

Salary Table 02 - NON-EXEMPT

Mkt Adj: 1.26%
 Effective: January 1, 2014

Range	Title	Hourly Rate	Min Step 1	Step 2	Step 3	Step 4	Step 5	Max Step 6
1		Hourly	9.52	9.90	10.29	10.71	11.13	11.58
2		Hourly	9.77	10.16	10.56	10.99	11.43	11.88
3		Hourly	9.99	10.39	10.81	11.24	11.69	12.16
4		Hourly	10.24	10.65	11.08	11.52	11.98	12.46
5		Hourly	10.51	10.93	11.36	11.82	12.29	12.78
6		Hourly	10.77	11.20	11.65	12.12	12.60	13.11
7		Hourly	11.05	11.49	11.95	12.43	12.93	13.45
8		Hourly	11.33	11.78	12.26	12.75	13.26	13.79
9		Hourly	11.60	12.06	12.54	13.04	13.57	14.11
10		Hourly	11.90	12.38	12.87	13.39	13.92	14.48
11		Hourly	12.18	12.67	13.18	13.70	14.25	14.82
12		Hourly	12.49	12.99	13.51	14.05	14.61	15.19
13	Lifeguard/Instructor II	Hourly	12.81	13.32	13.86	14.41	14.99	15.59
14		Hourly	13.13	13.66	14.20	14.77	15.36	15.98
15		Hourly	13.45	13.99	14.55	15.13	15.74	16.37
16		Hourly	13.80	14.35	14.93	15.52	16.14	16.79
17		Hourly	14.15	14.72	15.30	15.92	16.55	17.22
18		Hourly	14.48	15.06	15.67	16.29	16.94	17.62
19		Hourly	14.85	15.44	16.06	16.70	17.37	18.06
20		Hourly	15.22	15.83	16.47	17.12	17.81	18.52
21		Hourly	15.60	16.22	16.87	17.55	18.25	18.98
22		Hourly	16.01	16.65	17.31	18.00	18.72	19.47
23		Hourly	16.40	17.05	17.73	18.44	19.18	19.95
24	Senior Lifeguard	Hourly	16.81	17.49	18.19	18.91	19.67	20.46
25		Hourly	17.22	17.91	18.62	19.37	20.14	20.95
26		Hourly	17.65	18.36	19.09	19.86	20.65	21.48
27		Hourly	18.10	18.82	19.58	20.36	21.17	22.02
28		Hourly	18.56	19.30	20.07	20.88	21.71	22.58
29		Hourly	19.02	19.78	20.57	21.39	22.25	23.14

City of Shoreline
 Range Placement Table
 2.5% Between Ranges; 4% Between Steps

Salary Table 02 - NON-EXEMPT

Mkt Adj: 1.26%
 Effective: January 1, 2014

Range	Title	Hourly Rate	Min Step 1	Step 2	Step 3	Step 4	Step 5	Max Step 6
30		Hourly	19.49	20.27	21.08	21.93	22.81	23.72
31	Teen Program Assistant Administrative Assistant I Recreation Assistant I	Hourly	19.98	20.78	21.61	22.48	23.38	24.31
32		Hourly	20.48	21.30	22.16	23.04	23.96	24.92
33		Hourly	21.00	21.84	22.71	23.62	24.57	25.55
34	Public Works Maintenance Worker I Parks Maintenance Worker I	Hourly	21.52	22.38	23.27	24.20	25.17	26.18
35	Finance Technician Administrative Assistant II Recreation Assistant II	Hourly	22.05	22.93	23.85	24.80	25.79	26.82
36		Hourly	22.62	23.52	24.47	25.44	26.46	27.52
37	Accounts Payable/Payroll Technician Legal Assistant Communication Assistant	Hourly	23.16	24.09	25.05	26.06	27.10	28.18
38	Technical Assistant Facilities Maintenance Worker I	Hourly	23.74	24.69	25.67	26.70	27.77	28.88
39	Environmental Programs Assistant Payroll Officer Administrative Assistant III Recreation and Class Prog Assistant Records Coordinator Recreation Assistant III Buyer Parks Maintenance Worker II Public Works Maintenance Worker II	Hourly	24.34	25.31	26.32	27.37	28.47	29.61
40	Engineering Technician	Hourly	<u>24.95</u> 25.58	<u>25.95</u> 26.60	<u>26.99</u> 27.67	<u>28.07</u> 28.77	<u>29.19</u> 29.92	<u>30.36</u> 31.12
41	Surface Water Quality Specialist	Hourly	<u>25.58</u> 26.22	<u>26.60</u> 27.27	<u>27.67</u> 28.36	<u>28.77</u> 29.49	<u>29.92</u> 30.67	<u>31.12</u> 31.90
42	Deputy City Clerk Facilities Maintenance Worker II	Hourly	<u>26.22</u> 26.88	<u>27.27</u> 27.95	<u>28.36</u> 29.07	<u>29.49</u> 30.23	<u>30.67</u> 31.44	<u>31.90</u> 32.70
43	Environmental Educator CRT Representative	Hourly	<u>26.88</u> 27.55	<u>27.95</u> 28.65	<u>29.07</u> 29.79	<u>30.23</u> 30.98	<u>31.44</u> 32.22	<u>32.70</u> 33.51
44	Senior Engineering Technician Traffic Signal Technician Senior Facilities Maintenance Worker Sr. Public Works Maintenance Worker Senior Parks Maintenance Worker	Hourly	27.55	28.65	29.79	30.98	32.22	33.51
45		Hourly	28.23	<u>29.36</u> 29.00	<u>30.54</u> 30.16	<u>31.76</u> 31.36	<u>33.03</u> 32.62	<u>34.35</u> 33.92
46	Code Enforcement Officer Computer Network Specialist Plans Examiner I	Hourly	28.93	30.08	31.29	32.54	33.84	35.19
47	Associate Planner Construction Inspector	Hourly	29.68	30.87	32.10	33.39	34.72	36.11

City of Shoreline
 Range Placement Table
 2.5% Between Ranges; 4% Between Steps

Salary Table 02 - NON-EXEMPT

Mkt Adj: 1.26%
 Effective: January 1, 2014

Range	Title	Hourly Rate	Min Step 1	Step 2	Step 3	Step 4	Step 5	Max Step 6
48		Hourly	30.41	31.62	32.89	34.20	35.57	36.99
49	Neighborhoods Coordinator	Hourly	31.17	32.42	33.72	35.07	36.47	37.93
50	Plans Examiner II Combination Inspector	Hourly	31.94	33.22	34.55	35.93	37.37	38.86
51		Hourly	32.74	34.05	35.41	36.82	38.30	39.83
52		Hourly	33.57	34.92	36.31	37.77	39.28	40.85
53		Hourly	34.41	35.79	37.22	38.71	40.26	41.87
54	Plans Examiner III	Hourly	35.26	36.67	38.14	39.67	41.25	42.90
55		Hourly	36.14	37.59	39.09	40.65	42.28	43.97
56		Hourly	37.06	38.54	40.09	41.69	43.36	45.09
57		Hourly	37.98	39.50	41.08	42.73	44.44	46.21
58		Hourly	38.93	40.49	42.11	43.79	45.55	47.37
59		Hourly	39.91	41.51	43.17	44.89	46.69	48.56
60		Hourly	40.90	42.54	44.24	46.01	47.85	49.76
61		Hourly	41.93	43.61	45.35	47.17	49.05	51.02
62		Hourly	42.98	44.70	46.49	48.35	50.28	52.29
63		Hourly	44.04	45.80	47.63	49.54	51.52	53.58
64		Hourly	45.16	46.96	48.84	50.79	52.83	54.94
65		Hourly	46.27	48.12	50.05	52.05	54.13	56.30
66		Hourly	47.43	49.33	51.30	53.35	55.49	57.71
67		Hourly	48.63	50.58	52.60	54.70	56.89	59.17
68		Hourly	49.83	51.82	53.90	56.05	58.29	60.63
69		Hourly	51.09	53.13	55.25	57.47	59.76	62.15
70		Hourly	52.36	54.45	56.63	58.89	61.25	63.70
71		Hourly	53.67	55.81	58.05	60.37	62.78	65.29
72		Hourly	55.02	57.22	59.51	61.89	64.37	66.94
73		Hourly	56.39	58.64	60.99	63.43	65.97	68.61
74		Hourly	57.80	60.11	62.51	65.02	67.62	70.32
75		Hourly	59.25	61.62	64.08	66.65	69.31	72.09

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Adoption of Ordinance No. 682 - Transition Area Setback for Commercial Zone Development Across Streets From Single Family Zones
DEPARTMENT:	Planning and Community Development
PRESENTED BY:	Rachael Markle, Director Paul Cohen, Planning Manager
ACTION:	<input checked="" type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

The purpose of tonight’s meeting is to review proposed Ordinance No. 682 regarding building setbacks in all commercial zones in Transition Areas (SMC 20.50.021(a)) when across streets from R-4, R-6, or R-8 zones.

The Planning Commission met September 5 and held a public hearing October 3 before making their unanimous recommendation to amend the code to require a 15-foot front setback for commercial development in transition areas. The City Council discussed these recommendations on December 2, 2013 and provided direction to staff to return with an ordinance to consider for adoption that would reset the setback requirement for commercial development in transition areas at 15 feet, consistent with the Commission’s recommendation.

Councilmember Robert’s requested that staff review having a 15-foot setback for transition areas except for those commercial areas along principal arterials or properties across from R-4, R-6, or R-8 zoned property that have a Comprehensive Plan designation of Public Open Space. Based on staff’s review, staff recommends that Council adopt the code language with these exceptions.

RESOURCE/FINANCIAL IMPACT:

No financial impacts are anticipated.

RECOMMENDATION

Staff recommends that the Council adopt Ordinance No.682, with the Alternate Exhibit A.

Approved By: City Manager **DT** City Attorney **IS**

BACKGROUND

On March 18, 2013 the Council adopted Ordinance No. 654, which included commercial design standards and zoning consolidation amendments. In those amendments, the Planning Commission recommended Transition Area amendments that the Council discussed, moved to change, and approved regarding the initial building setback from the front property line when across the street from single family zones (R-4, R-6, or R-8). The Commission's recommendation was a 15-foot setback, which was consistent with the adopted Town Center District standards. However, the Council adopted a minimum 0-foot front setback in Transition Areas when across the street from single family zones (R-4, R-6, or R-8 zones).

On April 22, 2013 the City Council was advised by the City Attorney not to change Ordinance No. 654 without remanding the amendment back to the Planning Commission. The City Council moved to remand the amendment to the Planning Commission. The Planning Commission met September 5 and held a public hearing October 3 before making their unanimous recommendation to amend the code to require a 15-foot front setback for commercial builds in Transition Areas. The Planning Commission minutes from these meetings can be found at the following links:

- <http://cosweb.ci.shoreline.wa.us/uploads/attachments/pcd/pc/2013/0905/minutes.pdf>
- <http://cosweb.ci.shoreline.wa.us/uploads/attachments/pcd/pc/2013/1003/minutes.pdf>

The meeting notice for these Planning Commission meetings is attached to this staff report as Attachment A, and the Commission's recommendation following the October 3rd Public Hearing is attached to this staff report as Attachment B. Attachment C to this staff report is a diagram comparing the Planning Commission's recommendation and the current regulations adopted by the City Council on March 18, 2013.

ALTERNATIVE ANALYSIS

15-foot Setback

On December 2, 2013 the majority of the Council provided direction to amend the minimum building setback to 15 feet, consistent with the Planning Commission's recommendation. The staff report for this Council discussion can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2013/staffreport120213-9a.pdf>.

Exhibit A to Proposed Ordinance No. 682 (Attachment D) provides the code language needed to establish the 15-foot setback for the transition areas.

Larger Streets/Public Open Space Exceptions

Councilmember Roberts also suggested an alternative to the Council direction that would provide an exception to the 15-foot setback for properties on larger streets, such as Principal Arterials, or properties across from R-4, R-6, or R-8 zoned property that have a Comprehensive Plan designation of Public Open Space.

If the exception for Transition Areas along *Principal Arterials* and across from *Public Open Space* was adopted by Council, the affected residential properties would be narrowed to parts of:

- Westminster Way – 12 parcels on a 90 to 120-foot R-o-W width;
- N 155th Street – 2 parcels on a 117 to 187-foot R-o-W width;
- 15th Avenue NE – 7 parcels on a 60-foot R-o-W width;
- Ballinger Way NE – 5 parcels on a 80-foot R-o-W width; and
- NE 149th Street – 1 parcel on a 60-foot R-o-W width.

To weigh the extent of this exception, staff has also provided the next lower street classification for comparison - Minor Arterials. Although staff does not recommend including Minor Arterials into this exception, as their inclusion would further impact single family neighborhoods with zero-foot setback development, if *Minor Arterials* are included in addition to *Principal Arterials* and properties across from *Public Open Space*, the following additional residential properties would be affected:

- Dayton Avenue N – 16 parcels on a 90-foot R-o-W width;
- N 160th Street – 7 parcels on a 60-foot R-o-W width; and
- 8th Avenue NW – 1 parcel on a 60-foot R-o-W width.

A map of the affected residential properties for the Large Streets/Public Open Space Exceptions is attached to this staff report as Attachment F.

Staff recommends that Council move forward with the larger streets/public open space exceptions, but that the exception not include Minor Arterials, only Principal Arterials and properties across from Public Open Space Comprehensive Plan designations. The exception of *Principal Arterials* and single family zones with *Public Open Space* designations in Transition Areas further refines the code to allow fuller commercial development along streets that either have ample right-of-way width or are designed for greater traffic capacity, which is correlated and supportive of the City's economic development goals. If Council is interested in pursuing this exception to the code amendment, staff's recommended code language is the *Alternate Exhibit A* to Ordinance No. 682, which is attached to this staff report.

RESOURCE/FINANCIAL IMPACT

No financial impacts are anticipated.

RECOMMENDATION

Staff recommends that the Council adopt Ordinance No.682, with the Alternate Exhibit A.

ATTACHMENTS:

Attachment A – Public Hearing Notice

Attachment B – Planning Commission Transmittal Letter

Attachment C – Diagram Comparing Recommendation and Adoption

Attachment D – Proposed Ordinance No. 682

Attachment F – Map of Affected Residential Properties for Large Streets/Public Open Space Exceptions

Exhibit A – Amendment to Table 20.50.020(2)

Exhibit A *Alternate* – Alternate Amendment to Table 20.50.020(2)

AMENDED

The City of Shoreline Notice of Public Hearing of the Planning Commission

Description of Proposal: Proposed development code amendments to section 20.50.021.A. This section affects property that is commercially zoned (NB, CB, MB, or TC) when directly across the street from single family property zones (R-4, R-6, or R-8). In March 2013 the City Council changed the building setback from the street right-of-way (back of sidewalk) in this situation for commercial zone development from 15 feet to 0 feet. They have asked the Planning Commission to reconsider that new code provision on September 5 and October 3, 2013. September 5th will be a study session and the public hearing will be held on October 3rd. These meetings begin at 7 p.m. in the Council Chambers at City Hall. A SEPA Threshold Determination of Nonsignificance was issued on this proposal on October 3, 2012. You are notified if you want to attend these meetings to comment or send your comments to Paul Cohen, Project Manager, PC&D, 17500 Midvale Ave N. 98133 or email to pcohen@shorelinewa.gov or fax (206) 801-2788. For more information call Paul at (206) 801- 2551.

Written comments must be received at the address, email or fax listed above before **5:00 p.m. October 2, 2013**. Upon request, a copy of the final City Council decision on the proposal.

Interested persons are encouraged to provide oral and/or written comments regarding the above project at an open record public hearing. The hearing is scheduled for Thursday, October 3, 2013 at 7:00 p.m. in the Council Chamber at City Hall, 17500 Midvale Avenue N, Shoreline, WA.

Questions or More Information: Please contact Paul Cohen, Planning & Community Development at (206) 801-2551.

Any person requiring a disability accommodation should contact the City Clerk at (206) 801-2230 in advance for more information. For TTY telephone service call (206) 546-0457. Each request will be considered individually according to the type of request, the availability of resources, and the financial ability of the City to provide the requested services or equipment.



Memorandum

DATE: October 30, 2013

TO: Shoreline City Council

FROM: Donna Moss, Shoreline Planning Commission Chair

RE: Commission Recommendation for Code Amendment to Commercial Zones for Front Setbacks in Transition Areas

The Planning Commission held a study session and a public hearing on an amendment to the Development Code regarding commercial zone transition area standards for building front setback. The Commission voted to recommend the attached development regulations.

The Commission concluded its public hearing on October 3, 2013 regarding Development Code regulations regarding transition zones (SMC 20.50.021.A) for front building setbacks for commercial zone development when a across R-o-Ws from R-4, R-6, or R-8 zones and forwarded the attached recommendations.

On March 18, 2013 the City Council gave staff direction to reconsider this code amendment to support Council Goal 1: Strengthen Shoreline's economic base-

1. Improve and streamline the City's development regulations for commercial zones

The Commission believes the Council's 0-foot building front setback adopted March 18, 2013 does not meet the applicable criteria set forth in the City's Code; and does not honor the three year review and adoption process for the Town Center Subarea Plan that included substantial participation and support by residents. The Town Center Subarea Plan adopted a 15-foot setback for front building setbacks for commercial zone development when a across R-o-Ws from R-4, R-6, or R-8 zones and should replace the adopted 0-foot setback.

A. Public Outreach Chronology

- June 20, 2012: Open house to kick-off the public process and receive input from Shoreline residents and commercial property owners on proposed changes to consolidate commercial zones using the core design standards of Town Center. Notice of this open house was published in the June 2012 Currents newsletter and

posted on the City webpage. Additionally, all commercial zoned properties and the surrounding 500 feet of residential properties were mailed a notice of this process.

- June 21, 2012: SE Shoreline Subarea – follow-up related to commercial development discussions in the subarea planning process.
- June 27, 2012: Chamber of Commerce Government Affairs Committee - representing Shoreline business interests
- September 5, 2012: Council of Neighborhoods – representing all neighborhood associations
- October 29, 2012: Commercial Developers focus group – sampling of area developers
- Group email list updates – people participating in the above meetings
- January 17, 2013: Planning Commission held a public hearing on commercial development standards and zone consolidation code amendments.
- March 18, 2013: City Council adopted commercial development standards and zone consolidation code amendments, changing the Commission's recommended 15-foot front setback to 0-feet in the development code standard for commercial zoned areas in transition areas across the street from low density residential property.
- April 22, 2013: City Council reconsidered their decision of their March 18th adoption of a 0-foot front building setback, and directed the Planning Commission to study and hold a public hearing.
- Staff mailed notice of this reconsidered amendment to all commercial zoned property and R-4, R-6, and R-8 zoned property when across a street R-o-W from each other.
- Staff mailed notice of this reconsidered amendment to all corresponding neighbors along Linden Avenue N. concerned with the Ronald Methodist Church development.
- Notice posted on the City webpage regarding this reconsidered amendment.
- September 5, 2013: Planning Commission held a study session regarding revision of the 0-foot setback.
- October 3, 2013: Planning Commission held a public hearing, and upheld their previous recommendation of a 15-foot setback.

B. Development Code Amendment Criteria – 20.30.350

SMC 20.30.350 establishes the following criteria for approval of a Development Code amendment:

1. *The amendment is in accordance with the Comprehensive Plan;*

The following 2012 Comprehensive Plan Land Use, Economic Development, and Community Design goals and policies provide guidance and support for building front setbacks.

Land Use

Goal LU V: Enhance the character, quality, and function of existing residential neighborhoods while accommodating anticipated growth.

Goal LU VI: Encourage pedestrian-scale design in commercial and mixed use areas.

Goal LU VII: Plan for commercial areas that serve the community, are attractive, and have long-term economic vitality.

Goal LU VIII: Encourage redevelopment of the Aurora corridor from a commercial strip to distinct centers with variety, activity, and interest.

Policy LU10: The Mixed Use 1 (MU1) designation encourages the development of walkable places with architectural interest that integrate a wide variety of retail, office, and service uses, along with form-based maximum density residential uses. Transition to adjacent single-family neighborhoods may be accomplished through appropriate design solutions. Limited manufacturing uses may be permitted under certain conditions.

Policy LU11: The Mixed Use 2 (MU2) designation is similar to the MU1 designation, except it is not intended to allow more intense uses, such as manufacturing and other uses that generate light, glare, noise or odor that may be incompatible with existing and proposed land uses. The Mixed Use 2 (MU2) designation applies to commercial areas not on the Aurora Avenue or Ballinger Way corridors, such as Ridgecrest, Briarcrest, Richmond Beach, and North City. This designation may provide retail, office, and service uses, and greater residential densities than are allowed in low density residential designations, and promotes pedestrian connections, transit, and amenities.

Community Design

Goal CD I: Promote community development and redevelopment that is aesthetically pleasing, functional, and consistent with the City's vision.

Policy CD2: Refine design standards so new projects enhance the livability and the aesthetic appeal of the community.

Policy CD4: Buffer the visual impact on residential areas of commercial, office, industrial, and institutional development.

Policy CD35: Encourage buildings to be sited at or near the public sidewalk.

Economic Development

Goal ED I: Maintain and improve the quality of life in the community by: Complementing community character; and maximizing opportunities along Bus Rapid Transit corridors and areas to be served by light rail.

Goal ED VII: Encourage multi-story buildings for efficient land use.

Policy ED1: Improve economic vitality by encouraging increased housing density around commercial districts, especially those served by high capacity rapid transit, to expand customer base; and developing design guidelines to enhance commercial areas with pedestrian amenities, and “protect and connect” adjacent residential areas.

Policy ED9: Promote land use and urban design that allows for smart growth and dense *nodes* of transit-supportive commercial activity to promote a self-sustaining local economy.

Policy ED12: Revitalize commercial business districts, and encourage high-density mixed-use in these areas.

These relevant Comprehensive Plan goals and policies could be viewed as both supporting and opposing the 0-foot setback as adopted by Council earlier this year.

The goals and policies speak of maximizing opportunities by increasing density in commercial districts especially those areas served by rapid transit. By maintaining the 0-foot setback, potentially more density could be accommodated in these areas. On the other hand, there are goals and policies that speak to maintaining, improving and protecting community character and adjacent residential areas.

There has been substantial community input to retain the 15-foot setback, and there is no analysis that shows how the size of a front setback in commercial zones improves pedestrian activity or feasibility for redevelopment to occur in Shoreline.

2. *The amendment will not adversely affect the public health, safety or general welfare;*

The amendment does not adversely affect the public health, safety or general welfare because it only amends the building setback standard when across the R-o-W from single family zones. The difference of a setback of 0 feet and 15 feet for commercial buildings on one side of the street separated by single family buildings on the other side of the street is the difference between 80 feet and 95 feet of total separation.

There has been substantial community input to retain the 15-foot setback, and there is no analysis that shows how the size of a front setback in commercial zones improves pedestrian activity or feasibility for redevelopment to occur in Shoreline.

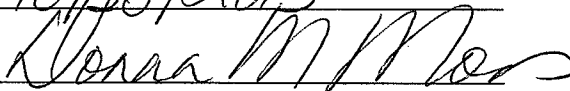
3. *The amendment is not contrary to the best interest of the citizens and property owners of the City of Shoreline.*

The amendment is not contrary to the best interest of the citizens and property owners of the City of Shoreline because it only amends the building setback standard when across the R-o-W from single family zones. The difference of a setback of 0 feet and 15 feet for commercial buildings on one side of the street separated by single family buildings on the other side of the street is the difference between 80 feet and 95 feet of total separation.

Since there has been substantial community input to retain the 15-foot setback and there is no analysis that shows how the size of a front setback in commercial zones improves pedestrian activity or feasibility for redevelopment to occur in Shoreline.

The Shoreline Planning Commission reviewed the proposal in light of the criteria and concluded that the recommended 15-foot setback meets the criteria for amendment of the Development Code.

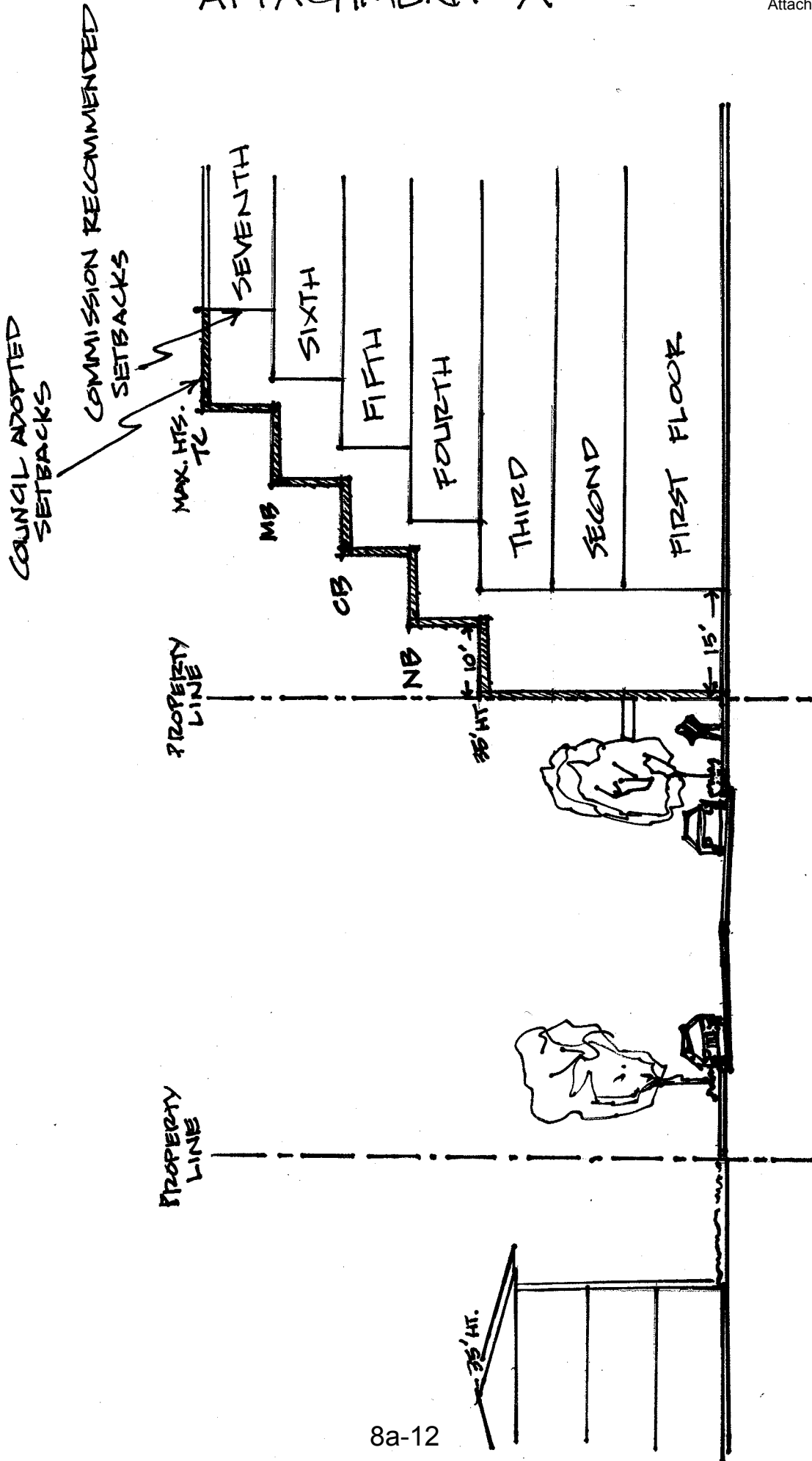
Date: 10/30/2013

By: 
Planning Commission Chair

ATTACHMENT A

Attachment C

COMPARISON OF P.C. RECOMMENDATIONS + C.C. ADOPTION



COMMERCIAL ZONE

60' R-0-W

R-4, R-6, or R-3 ZONE

ORDINANCE NO. 682**AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON
INCREASING SETBACKS FOR DEVELOPMENT IN COMMERCIAL
ZONE TRANSITION AREAS; AND AMENDING TABLE 20.50.020(2) OF
SHORELINE MUNICIPAL CODE**

WHEREAS, the City of Shoreline is a non-charter optional municipal code city as provided in Title 35A RCW, incorporated under the laws of the state of Washington, and planning pursuant to the Growth Management Act, Title 36.70C RCW; and

WHEREAS, pursuant to RCW 36.70A.370, the City has utilized the process established by the Washington State Attorney General so as to assure the protection of private property rights; and

WHEREAS, pursuant to RCW 36.70A.106, the City has provided the Washington State Department of Commerce with a 60-day notice of its intent to adopt the amendment(s) to its development regulations; and

WHEREAS, after a multi-year review process for the Town Center Plan, on March 18, 2013, the City Council adopted Ordinance No. 654 establishing Commercial Design Standards, including those set forth in Table 20.50.020(2); and

WHEREAS, Ordinance No. 654 adopted the Commercial Design Standards recommended by the City of Shoreline Planning Commission with one exception related to front yard setbacks for buildings in commercial zones when across the street from single-family residential zones, referred to as Transition Areas in SMC 20.50.021. The City Council elected to reduce the setback from 15 feet to 0 feet; and

WHEREAS, the environmental impacts of the amendment was previously considered during the City Council's adoption of Ordinance 654, resulting in the issuance of a Determination of Non-Significance (DNS) on October 3, 2012. Pursuant to WAC 197-11-600, the SEPA Responsible Official for the City of Shoreline adopts and incorporates by reference that DNS; and

WHEREAS, on April 22, 2013, the City Council reconsidered its decision to reduce the front yard setbacks and remanded the matter to the City of Shoreline Planning Commission for study, a public hearing, and a recommendation; and

WHEREAS, the City of Shoreline Planning Commission held a study session on September 5, 2013 to consider the amendment and received public testimony; and

WHEREAS, the City of Shoreline Planning Commission held a public hearing on October 3, 2013 to consider the amendment and received public testimony; and

WHEREAS, as in a letter dated October 30, 2013, the Planning Commission recommended that setbacks for commercial zone buildings in transition areas across rights-of-ways from R-4, R-6, and R-8 zones be a minimum of 15 feet; and

WHEREAS, on December 2, 2013, the City Council held a study session to consider the amendment; and

WHEREAS, on January 6, 2014 the City Council considered the entire public record, public comments, written and oral, and the Planning Commission’s recommendation; and

WHEREAS, the City provided public notice of the amendment and the public hearings as provided in SMC 20.30.070; and

WHEREAS, the City Council has determined that the amendment is consistent with and implements the Shoreline Comprehensive Plan and serves the purpose of the Unified Development Code as set forth in SMC 20.10.020;

THEREFORE, THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON DO ORDAIN AS FOLLOWS:

Section 1. Amendment. Title 20 of the Shoreline Municipal Code, Table 20.50.020(2) – Dimensions for Development in Commercial Zones, is amended as set forth in Exhibit A to this Ordinance.

Section 2. Publication and Effective Date. A summary of this Ordinance consisting of the title shall be published in the official newspaper. This Ordinance shall take effect five days after publication.

PASSED BY THE CITY COUNCIL ON JANUARY 6, 2014

Mayor

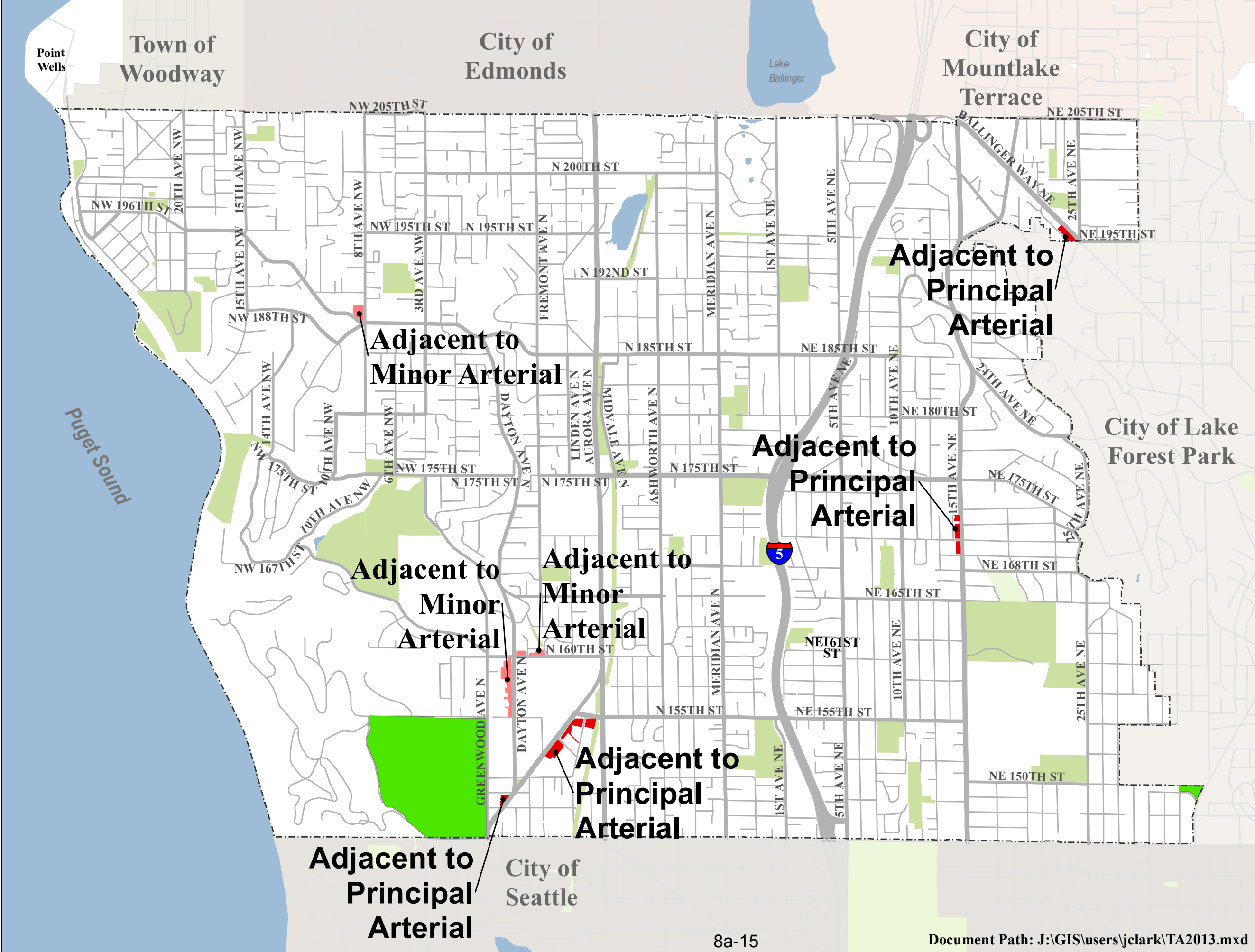
ATTEST:

APPROVED AS TO FORM:

Jessica Simulcik Smith
City Clerk


Ian Sievers
City Attorney

Date of Publication: , 2014
Effective Date: , 2014




Transition Areas


Principal Arterial

 Affected Residential Properties Along Principle Arterials.




Minor Arterial

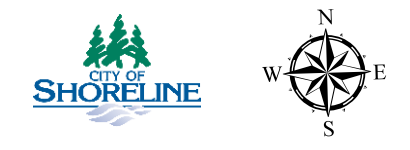
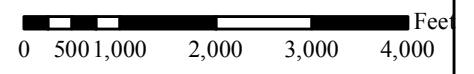
 Affected Residential Properties Along Minor Arterials

Open Space Parcel

 R-4, R-6, or R-8 Zoned Property that has a Comprehensive Plan Designation of Public Open Space.

Other Map Feature

-  City Boundary
-  Other City Park
-  City of Shoreline Park



ORDINANCE NO. 682 EXHIBIT A - Proposed Code Amendment

Table 20.50.020(2) – Dimensions for Development in Commercial Zones

Note: Exceptions to the numerical standards in this table are noted in parentheses and described below.

Commercial Zones				
STANDARDS	Neighborhood Business (NB)	Community Business (CB)	Mixed Business (MB)	Town Center (TC-1, 2 & 3)
Min. Front Yard Setback (Street) (1) (2) see Transition Area setback, SMC 20.50.021)	0 ft	0 ft	0 ft	0 ft
Min. Side and Rear Yard Setback from Commercial Zones	0 ft	0 ft	0 ft	0 ft
Min. Side and Rear Yard Setback from R-4, R-6 and R-8 Zones (see Transition Area setback, SMC 20.50.021)	20 ft	20 ft	20 ft	20 ft
Min. Side and Rear Yard Setback from TC-4, R-12 through R-48 Zones	15 ft	15 ft	15 ft	15 ft
Base Height (23)	50 ft	60 ft	65 ft	70 ft
Hardscape	85%	85%	95%	95%

Exceptions to Table 20.50.020(2):

(1) Front yards may be used for outdoor display of vehicles to be sold or leased.

(2) Commercial zone front yard setbacks shall be a minimum of 15 feet when in Transition Areas (SMC 20.50.021.a) that are directly across rights-of-way from R-4, R-6, or R-8 zones.

(23) The following structures may be erected above the height limits in all commercial zones:

- a. Roof structures housing or screening elevators, stairways, tanks, mechanical equipment required for building operation and maintenance, skylights, flagpoles, chimneys, utility lines, towers, and poles; provided, that no structure shall be erected more than 10 feet above the height limit of the district, whether such structure is attached or freestanding. WTF provisions (SMC [20.40.600](#)) are not included in this exception.
- b. Parapets, firewalls, and railings shall be limited to four feet in height.
- c. Steeples, crosses, and spires when integrated as an architectural element of a building may be erected up to 18 feet above the base height of the district.
- d. Base height may be exceeded by gymnasiums to 55 feet and for theater fly spaces to 72 feet.
- e. Solar energy collector arrays, small scale wind turbines, or other renewable energy equipment have no height limits.

ORDINANCE NO. 682 EXHIBIT A – Alternate Proposed Code Amendment

Table 20.50.020(2) – Dimensions for Development in Commercial Zones

Note: Exceptions to the numerical standards in this table are noted in parentheses and described below.

Commercial Zones				
STANDARDS	Neighborhood Business (NB)	Community Business (CB)	Mixed Business (MB)	Town Center (TC-1, 2 & 3)
Min. Front Yard Setback (Street) (1) (2) see Transition Area setback, SMC 20.50.021)	0 ft	0 ft	0 ft	0 ft
Min. Side and Rear Yard Setback from Commercial Zones	0 ft	0 ft	0 ft	0 ft
Min. Side and Rear Yard Setback from R-4, R-6 and R-8 Zones (see Transition Area setback, SMC 20.50.021)	20 ft	20 ft	20 ft	20 ft
Min. Side and Rear Yard Setback from TC-4, R-12 through R-48 Zones	15 ft	15 ft	15 ft	15 ft
Base Height (23)	50 ft	60 ft	65 ft	70 ft
Hardscape	85%	85%	95%	95%

Exceptions to Table 20.50.020(2):

(1) Front yards may be used for outdoor display of vehicles to be sold or leased.

(2) Front yard setbacks, when in Transition Areas (SMC 20.50.021.a) and across right-of-ways, shall be a minimum of 15 feet except on right-of-ways that are classified as Principal Arterials or when R-4, R-6, or R-8 zones have the Comprehensive Plan designation of Public Open Space.

(23) The following structures may be erected above the height limits in all commercial zones:

a. Roof structures housing or screening elevators, stairways, tanks, mechanical equipment required for building operation and maintenance, skylights, flagpoles, chimneys, utility lines, towers, and poles; provided, that no structure shall be erected more than 10 feet above the height limit of the district, whether such structure is attached or freestanding.

WTF provisions (SMC [20.40.600](#)) are not included in this exception.

b. Parapets, firewalls, and railings shall be limited to four feet in height.

c. Steeples, crosses, and spires when integrated as an architectural element of a building may be erected up to 18 feet above the base height of the district.

d. Base height may be exceeded by gymnasiums to 55 feet and for theater fly spaces to 72 feet.

e. Solar energy collector arrays, small scale wind turbines, or other renewable energy equipment have no height limits.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Update to Council – Light Rail Station Subarea Planning		
DEPARTMENT:	Planning & Community Development		
PRESENTED BY:	Miranda Redinger, Senior Planner Steven Szafran, AICP, Senior Planner		
ACTION:	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input type="checkbox"/> Motion
	<input checked="" type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	

PROBLEM/ISSUE STATEMENT:

On November 4, 2013, staff updated Council on progress to date with regard to light rail station subarea planning. This staff report and the accompanying presentation will provide additional updates on the process through the end of 2013 and articulate next steps for 2014.

RESOURCE/FINANCIAL IMPACT:

No direct financial or resource impacts are anticipated as a result of this update.

RECOMMENDATION

No action is required. Staff is seeking Council input on next steps as described in this report and any feedback on the work completed to date.

Approved By: City Manager **DT** City Attorney **IS**

DISCUSSION

This staff report provides an update on the progress made on various aspects of this topic since the last report provided to Council:

Design Dialogue Workshops

The first set of Design Dialogue Workshops for the 185th station took place on November 5 and 6, 2013. The workshops consisted of a series of discussions with stakeholder groups identified in the Public and Stakeholder Involvement Plan and culminated in a community meeting. The workshops were an opportunity to invite stakeholders to more intimate, focused meetings where members of each group could discuss design elements and issues related to their particular interests and expertise. Notice for the community meeting included an article in *Currents*, an announcement on the project webpage, postcards mailed to residents within roughly a half-mile radius from the 185th Street station, emails to various distribution lists and ConstantContact groups, and special outreach to impacted groups like commuters. Stakeholder groups invited to individual workshops are listed below.

- **Group 1** - Chamber of Commerce leaders and local business owners
- **Group 2** - Local and Regional Environmental Groups, including Solar Shoreline, Diggin' Shoreline, Futurewise, etc.
- **Group 3** - Transportation Advocates, including FeetFirst, Cascade Bicycle Club, members of Transportation Master Plan pedestrian and bicycle committee, etc.
- **Group 4** - Large Property Owners, including Seattle City Light, Shoreline School District staff, and churches
- **Group 5** - Youth Ambassadors from local high schools
- **Group 6** - 185th Station Citizen Committee and Neighborhood Association leaders from Echo Lake, Meridian Park, and North City
- **Group 7** - Affordable Housing Advocates, including King County Housing Development Consortium, Hopelink, Compass, etc.
- **Group 8** - Urban Land Institute Multi-family Product Council

While some of the groups were well attended, others were not. Overall, staff estimates that at least 100 people attended either a small group or community workshop.

Project consultants from OTAK recorded comments and drew sketches to capture input from the workshops (the Summary Report is included as Attachment A.) Overall, neighbors, alternative transportation and affordable housing advocates, environmental organizations, and youth shared many innovative ideas for the future of complete communities near light rail. However, the developer focus group was less optimistic that this vision would be realized because of the lack of interstate access, citing that this would be less attractive to larger retailers and employers.

Tonight's presentation will feature slides from the Design Dialogue workshop, including examples of innovative design from other cities and SketchUp mass modeling done for other station areas. Based on input received at the workshops, the consultant team will

build computer models of various scenarios to present at a follow-up workshop series on February 19 and 20, 2014 at City Hall. The community meeting portion is scheduled from 6:00-8:00 p.m. in the Council Chambers, while stakeholder workgroups will take place over the course of both days in City Hall Conference Room 302.

Computer models will illustrate how School District properties and other areas identified as “opportunity sites” could look once built out, as well as bulk modeling for three different potential zoning scenarios. The intent is to identify alternatives that will be analyzed through the City’s Draft Environmental Impact Statement (DEIS). Upon adoption of the 185th Station Subarea Plan, the Preferred Alternative that is identified and further analyzed through the Final EIS will likely be codified through zoning and development regulations. The community meeting on February 20th will also serve as an opportunity to comment on scoping for the DEIS, including which zoning scenarios to analyze.

Citizen Committees

Staff has attended monthly meetings of the 185th Station Citizen Committee (185SCC) and helped facilitate the formation of a citizen committee for the 145th station, which is initially going by the acronym 145SCC. Representatives from each committee will provide their own update to Council, but their regular meeting schedules for 2014 are as follows:

- **185SCC** - 1st Monday of the month (except for January, when they will meet on the 13th), 7:30-8:30 p.m., Room 303, City Hall
- **145SCC** - 4th Thursday of the month, 7:00-8:30 p.m., Room 301, City Hall

Staff regularly attends these meetings to support committee work and answer questions.

Shoreline School Board

On December 9, 2013, staff attended the Shoreline School District School Board dinner meeting to update them on the subarea planning process and discuss the following questions:

- How and when would the School Board like to provide comment to the City on the preferred alternatives, which will likely include new Comprehensive Plan and Zoning designations for the Shoreline Center and North City Elementary? Would the School Board prefer to provide comment in advance of the Draft Environmental Impact Statement (DEIS) or as a comment letter on the DEIS?
- Does the School Board want the City to work with District staff as we develop alternatives for the DEIS?
- Does the School Board want the City to work with District staff if either of the District sites are selected for design conceptualization and SketchUp modeling that will be the subject of Design Dialogue Workshops, Part II in February 2014?

Does the School Board want to provide City staff with comments on the design conceptualizations directly?

The School Board did not necessarily answer these questions directly, but did discuss hiring their own consultant to analyze what would be in the District's long-term best interest with regard to their properties within the 185th station subarea.

Draft Technical Reports

OTAK and project subconsultants at Fehr & Peers and BAE Urban Economics have prepared draft "Existing Transportation Conditions and Initial Findings" and "Market Potential Assessment" reports, respectively. Staff is in the process of reviewing and revising these documents and will post final drafts on the City's project website: (www.shorelinewa.gov/lightrail).

The Existing Transportation Conditions and Initial Findings Report analyzes the 185th station mobility study area with regard to the existing transportation network, transit provision, traffic operations, and opportunities and challenges. The Market Potential Assessment analyzes demographic and economic trends, real estate market trends, future development potential, and impact of transit on property values and taxes. It makes recommendations on supportable development and product types, key findings of which include:

- Based on the market analysis and PSRC's growth projections, multifamily residential units present the greatest potential for new development.
- There is also development potential for a small amount of convenience retail to serve residents and transit users.
- The lack of readily available development sites and the existing low density single-family residential character of the station area means that aside from parcels assembled by Sound Transit, it will be difficult to attract developer interest.

NEXT STEPS

Staff would like to invite Councilmembers to set up individual appointments during the month of January to discuss preferences for zoning alternatives to be analyzed through the DEIS. Staff will present working options at the February 8 Council Retreat that identify areas of consensus among Councilmembers and other areas that require further discussion. The draft recommendation of zoning alternatives will be presented at the second series of Design Dialogue Workshops on February 19 and 20, 2014.

Attachment B to this staff report provides a timeline of the remainder of the 185th Station Subarea Plan process, anticipated for adoption in October 2014. Staff has initiated an RFP process to contract a consultant for development of the 145th Station Subarea Plan. Council will approve the preferred candidate firm prior to the City entering into a contract agreement. A detailed schedule for the 145th Station Subarea Plan will be discussed during the scoping and contract negotiation process and made available on the project website early in 2014.

RESOURCE/FINANCIAL IMPACT

No direct financial or resource impacts are anticipated as a result of this update.

RECOMMENDATION

No action is required. Staff is seeking Council input on next steps as described in this report and any feedback on the work completed to date.

ATTACHMENTS

Attachment A - Design Dialogue Workshop Summary Report

Attachment B - Timeline for remainder of 185th Station Subarea Plan process



Design Dialogue Workshops Summary Report

December 2013



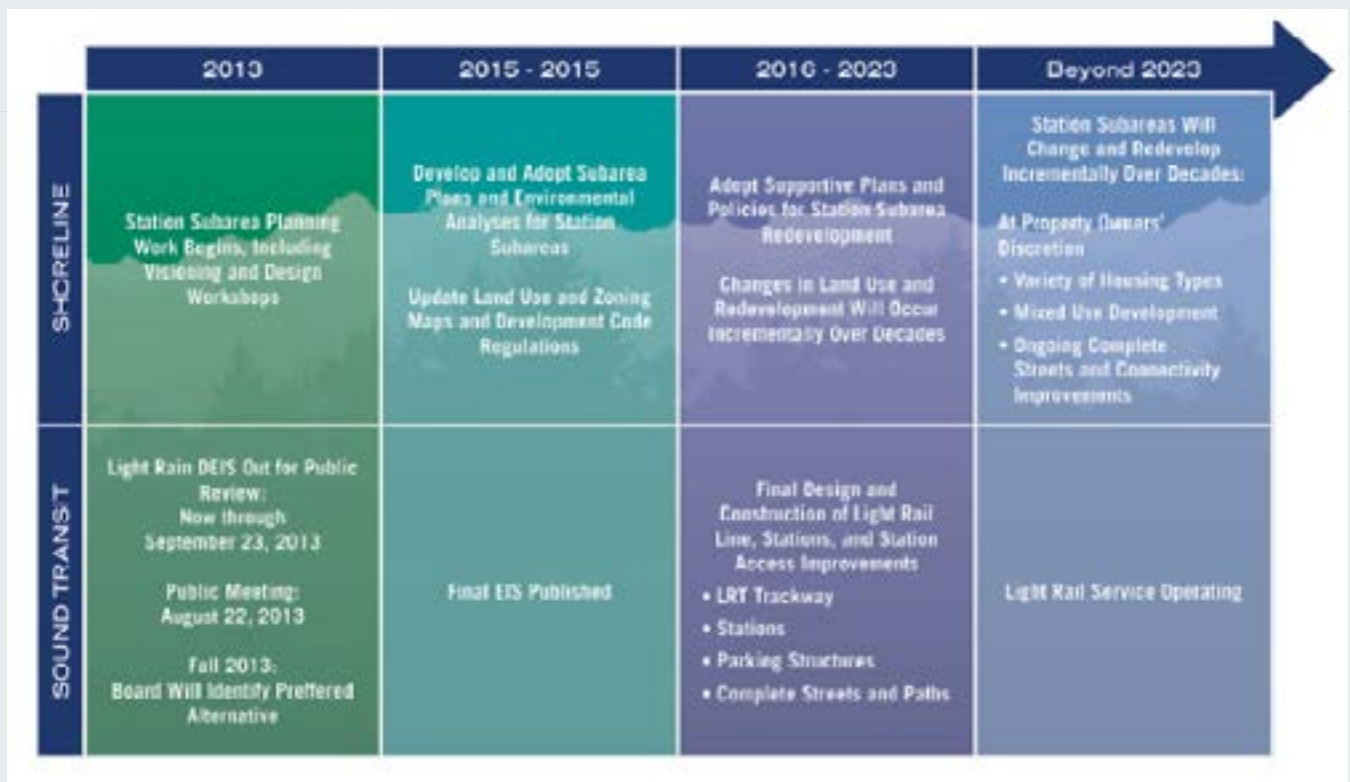


Introduction

SoundTransit Link light rail service is expected to come to the City of Shoreline by 2023. The Lynnwood Link Extension is an 8.5 mile light rail line that will connect the Cities of Lynnwood, Mountlake Terrace and Shoreline to the existing Central Link light rail line that starts in Northgate. Once complete, this system will connect will provide fast and reliable transportation for Shoreline residents to destinations in the region along Interstate 5 corridor from Lynnwood, Seattle and Seatac.

The Lynnwood Link Extension will run along the east side of Interstate 5 through Shoreline. Two light rail stations are planned in Shoreline at NE 185th Street and NE 145th Street. The 185th Street Station will be located below NE 185th Street at grade with Interstate 5 and includes a park and ride, bus queuing lanes and a pedestrian plaza.

In preparation of the light rail station at NE 185th Street, the City of Shoreline has been working with the community to develop a long-range plan of the subarea. The purpose of this process is to identify opportunities to create a vibrant, walkable



City of Shoreline and SoundTransit planning process timeline

neighborhood that includes improved transportation connectivity, more varied land uses and added community amenities. The 185th Street Station Subarea Plan is an opportunity for the City and the community to create a vision of how the neighborhood and light rail station can support one another. This plan will set a framework for the future of this community that may lead to standards and guidelines that will encourage and direct upcoming development in the subarea.



WORKSHOP SERIES

The City has begun a community engagement and involvement process to receive input and ideas on the future of the 185th Street Station Subarea. This input will guide the creation and refinement of potential development and phasing alternatives in the area over time. A community-supported vision is a critical goal of this process. Throughout the development of this subarea plan, interested residents and groups are encouraged to provide feedback and ideas through a number of different methods including a project-specific website,

online survey, walking tours and workshops. This report provides a summary of a series of design dialogue workshops with interested residents and stakeholders. The design dialogue workshops were a series of interactive meetings with different stakeholder groups in the area to identify key concerns and opportunities in the neighborhood.

The input received during the workshops was used to create preliminary alternatives of development scenarios. These scenarios are intended to help guide a conversation between the city and the community of how this subarea may develop and grow over a 20+ year time horizon. After these alternatives are refined, the city will begin to look at development scenario alternatives and implementation techniques that will help to achieve this future.



Design Dialogue Workshops

This first series of Design Dialogue Workshops were held on November 5th, 6th and 13th, and included meetings with 8 different stakeholder groups.

Stakeholders who participated in the design dialogue workshop series were initially identified in the Public and Stakeholder Involvement Plan prepared for the project. The groups represent various members of the community and interest groups, ranging from a group comprised of Shoreline youth, to local developers, and the 185th Station Citizen Committee (185SCC). In total, nearly 100 people attended and participated in these workshops.

Each session was approximately 1.5 hours, with the community-wide session approximately 2 hours long. The sessions began with group introductions followed by a short presentation describing the purpose of the meeting, potential ideas and opportunities in the subarea. Participants then discussed their concerns, desires and ideas for the subarea. City officials attended to facilitate the discussion and garner feedback from residents. The format of the dialogue allowed for variation in each session based on the discussion of the participants. The following topics were discussed in each of the session:

- Appropriate heights, densities, and uses in the subarea
- The location of different housing and commercial types
- Potential location of open space, community

TUESDAY, NOVEMBER 5

8:00 - 9:30	Group 1	Chamber of Commerce
10:00 - 11:30	Group 2	Local Environmental Groups
12:00 - 1:30	Group 3	Transportation Advocates
2:00 - 3:30	Group 4	Large Property Owners in Subarea
4:00 - 5:30	Group 5	Shoreline High School Students
6:00 - 7:30	Group 6	185th Station Citizen Committee (185SCC)

WEDNESDAY, NOVEMBER 6

2:00 - 3:30	Group 7	Master Builders
6:00 - 8:00	Community Meeting	

WEDNESDAY, NOVEMBER 13

12:30 - 2:00	Group 8	Housing Advocates
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gardens, park space, etc.

- Transportation and trail improvements in the subarea
- Opportunities for art and historic interpretation

During each of the sessions, group notes were taken and hand-drawn diagrams were sketched to record the discussion.

Results

TRENDS

Across the sessions, common themes emerged as participants shared their thoughts on their vision of the NE 185th Street Station Subarea. Participants identified areas of existing concerns, future opportunities and changing priorities they believe were important to see in the community. These trends range from creating a neighborhood identity, to improved transit, and good housing design. The table below is a list of the most identified trends.



EAST-WEST CONNECTION	<p>Participants identified that north-south connectors in the area are strong, however east-west connections are inadequate. With the inclusion of the new light rail station, NE 185th Street will become a more important corridor for cars, buses and bicyclists. Identifying strategies to fit these users will be critical to the success of this neighborhood.</p>
CITY-SPECIFIC BUS ROUTE	<p>Although Shoreline will have access to frequent regional transit service (King County Metro RapidRide Line F on Aurora Avenue and SoundTransit Link Light Rail), access throughout the city is still infrequent and indirect. Participants considered the idea of implementing a bus route that would provide better access across the city and to these major regional transit lines.</p>
DEVELOPING A NEIGHBORHOOD IDENTITY OR MAIN STREET	<p>Participants stated that Shoreline has not developed an area or street that can be identified as uniquely as Shoreline's town center. Although redevelopment is occurring on Aurora Avenue and in North City, the city lacks a commercial heart. Participants stated that they could see some low to moderate density commercial activity on NE 185th Street that could fulfill that role.</p>

DEVELOP RETAIL OR OTHER TRANSIT-COMPATIBLE COMMERCIAL ACTIVITIES NEXT TO THE LIGHT RAIL STATION	Participants saw an opportunity in developing some retail or commercial activities near or at the light rail station that could provide convenience to riders as well as the neighborhood. For instance, a coffee shop or convenience store could serve that purpose.
PARKING	Participants preferred construction of a joint-use parking garage adjacent to Shoreline Center. This parking garage could serve a dual function of providing park and ride spaces during the day and for community activities at Shoreline Center in the evening.
OPPORTUNITIES ON SHORELINE CENTER	Participants saw numerous opportunities at Shoreline Center due to the property's size. Potential residential, office, commercial space could be located on NE 185th Street. The space could be used for more civic or community-related functions, such as p-patches, public gathering space or additional park space.
EMPHASIZING SHORELINE'S ASSETS	Shoreline is known for its great schools and family-friendly neighborhoods. Participants thought that the future of the neighborhood should support families – including moderate-density housing with larger open spaces, safe roads for children, easy access to schools and more community parks.
CONNECTING TO NORTH CITY	Participants stated that they thought it was important to connect NE 185th Street to the North City neighborhood through transportation improvements, including bicycle lanes and sidewalks
MORE HOUSING, DONE WELL	Participants were supportive of increased density in the community. They stated that density was most important around the light rail station and on NE 185th Street. The participants were supportive of mid-rise buildings, between 4 to 6 stories, in those areas. In other parts of the neighborhood, responses varied on the appropriate height and density. Some saw 3 stories as a fit, while others preferred more single-family compatible buildings, such as townhouses and duplexes.

Design and Plan Recommendations

From the trends that emerged during the workshops, numerous recommendations and design solutions were generated by residents. These design recommendations compliment emerging trends discussed in the sessions by providing methods to address those trends. These recommendations range in breadth and complexity, and include plan recommendations as well as physical improvements. These recommendations provide important feedback as the City develops subarea plan alternatives.

NEW DEVELOPMENT

The blocks immediately surrounding the light rail station could support more density. This may include mixed-use development and some commercial



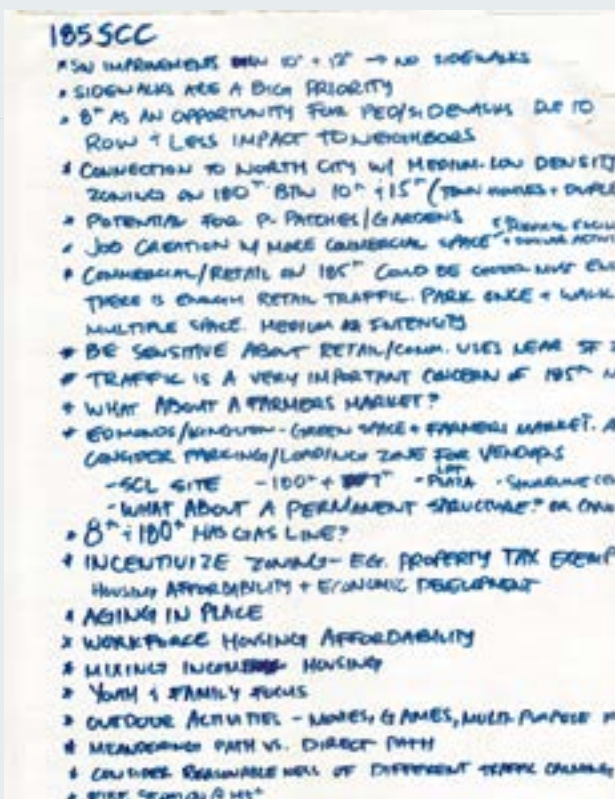
activity or apartments. The extent of this higher-intensity development varied between residents and groups. Some thought that higher-density development could be supported along NE 185th Street and within 1/2 mile of the station, while others thought that it should be limited immediately next to the station.

IMPROVE NE 185TH STREET

Many participants agreed that improvements on NE 185th Street were important to connect the neighborhood to commercial centers on Aurora and to the light rail station. This includes potentially installing larger sidewalks and/or landscape amenities, providing bicycle and/or transit lanes, as well as making improvements to regular travel lanes.

REDEVELOPMENT OF SHORELINE CENTER

Participants thought that Shoreline Center is an important parcel for redevelopment. New development could include mixed-use development, including apartments and retail along NE 185th Street.



CONNECTIONS TO NORTH CITY AND AURORA COMMERCIAL CENTERS

Routes for pedestrians and bicyclists that connect to close commercial centers should be improved to provide a strong pedestrian connection for residents. Routes along NE 185th St, 15th Ave NE and NE 180th would be ideal.

CREATING A NEW IDENTITY FOR NE 185TH STREET STATION

Participants stated that they would like to see a new identity for NE 185th Street that could compliment the existing commercial areas in Shoreline. Creating more neighborhood-centric commercial and office spaces would be ideal.

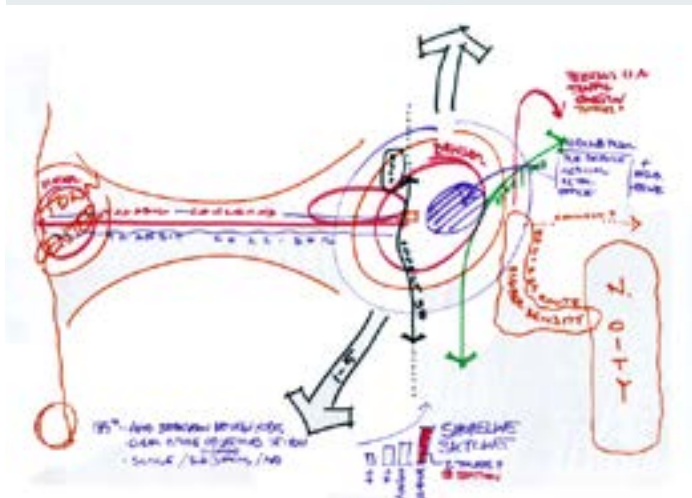
NEW CITY INVESTMENTS

New investments from the City will be critical in bringing in new development and improving services for existing residents. This includes potential park improvements to Rotary Park or a pedestrian/bicycle trail along the Seattle City Light corridor. Utility improvements could include enlarged and improved

water and sewer mains and potentially even district energy.

Next Steps

The design dialogue workshops were a first key steps in creating the subarea plan. Results from the workshops will inform development of plan alternatives. The results will be further refined with more input from the City and the community. The next series of design dialogue workshops is scheduled for February 19th and 20th. After finalizing the alternatives, the City will prepare a planned action environmental impact statement (EIS), and aims to adopt a subarea plan that will include Comprehensive Plan updates, zoning designations and development regulations by Fall 2014.





Appendix

Appendix

Workshop Agenda



**185th Street Station Subarea Plan
Design Dialogue Workshops**

WORKSHOP AGENDA

- 1. Welcome and Introductions (5 minutes)**
- 2. Presentation—Station Subarea Planning Process and Best Practices Related to Transit Oriented Neighborhoods (20 minutes)**
- 3. Facilitated Discussion of 185th Street Station Subarea Plan (45 minutes)**
- 4. Wrap-up and Closing Comments (10 minutes)**

Workshop Notes

ENVIRONMENTAL CHAMBER

- Priority for transit access in neighborhood
- N-S transit connection is strong, E-W connection is poor
- Future development should include progressive/innovative development or infrastructure (e.g. solar power, water catchment, stormwater facilities)
- Challenge with the existing SF character – may be difficult to transition to mixed use/denser neighborhoods
- Aging in place
- LU needs to include basic neighborhood services: grocery stores, third places, medical services, etc.
- Interface with Solar Shoreline and Chamber
- Need voices from community (feedback, engagement, collaboration) to influence station design
- Very important to get business voice in the mix
- What are the environmental considerations at 185th Street Station? (street/stormwater facilities, solar, etc. or specific sites/demonstration)
- What about commuter bus loop in Shoreline? Transit connections within the area is poor even though connections to other cities to the north and south are robust
- Possible ped/bike connection through dead ends and cul-de-sacs?
- Rideshare in Shoreline – Expanding north of 145th and space at Park-and-Ride
- 10 year capital project ideas:
 - o Bike share BTW P&R and city hall
 - o Public art in Rotary Park
 - o Rain Gardens/swales→
 - o Improvements to encourage townhouses
 - o Living building/pilot ordinances
 - o Visitor Center
- 185th Street corridor is critical for redevelopment
- Difficult to identify the center/heart of the city – it's unclear
- Edmonds has a great downtown for example
- What about other recreational opportunities? Urban camping?

YOUTH

- Parental safety concern – lighting and well-located
- Internal/neighborhood bus shuttle system
- Cost of fares
- Access to grocery stores, restaurants, hospital, medical facilities
- Small neighborhood services within community
- Priority in having activities and uses around
- Jobs/work may not be present in Shoreline exclusively
- Mall/commercial activity – entertainment
- Shoreline as a residential community
- Specific youth center
- Shoreline assets: schools, parks, interesting streets, safe, community feel, wi-fi could be beneficial
- How to ensure safety with increase population? – Own car as safety, less people
- Independence is important
- Taller buildings around LRT makes sense
- May not want large buildings next to SF homes
- Maintenance and wear of LRT station
- What about a better Orca card that could serve multiple agencies or modes?
- Better bike facilities and incentives for biking needed
- Edmonds ferry as an example – what if there were retail next to the station?
- What about a downtown area like Edmonds? (Shoreline

doesn't really have a center.)

- Incentive card
- Bicycling isn't really popular with students – some may rather bus or drive.
- Theme trains/buses

LARGE PROPERTY OWNERS

- Must consider impacts on property values. School district's interest must be supported by residents in both cities.
- Uses on this property should be consistent with long-term leases and in interest with school district's goals.
- Must consider how potential redevelopment will be financially solvent. Revenue should support development. Lease is strongest leverage.
- District's interested in maintaining holding for future needs
- Shoreline center may be potential for TOD, but may need to be preserved. Must consider what will happen to tenants/development on property.
- Access is important, must have stadium on site
- Amenities should not be specific to parcels
- Church shares parking with Shoreline center – Park-and-Ride may not be practical.
- Church-owned property used as rentals. May be potential for up-zoning and greater revenues.
- Mobility and disabled access is very important to consider. ADA requirements may not be stringent enough – Grades, signal timing, width should be considered. Safety is critical.
- More affordable housing is needed. Opportunity next to LRT.
- Need more ways to get to LRT station beyond driving, walking, and biking.

- Universal design is critical.
- Neighborhood should have more community-centric shapes (e.g. community rooms, classes, gathering spaces, wedding venues, etc.)

185CC

- Shoreline Center
 - o Could handle taller buildings?
 - o Senior housing
 - o P-patches
 - o Office/commercial/medical
 - o Parking can be tight
 - o Group population with necessary services
- What about water features/public space and art/gathering/educational – center point.
- Bridge could be public art
- Murals/Tiles? Use color – space and art for all ages
- Park along 8th
- SCL parcel for redevelopment and park space
- Seniors may not be able to walk – may want to look at other alternatives
- Could be higher on 185th and moderate on 10th
- Artist live/work – consider affordability on pedestrian corridors (180th, 8th, 10th)
- 180th as a natural connection
- Park space in SCL ROW
- No parking in SCL ROW
- 180th/10th as a connector – north city and station area
- Stairway up motorcycle hill
- Consolidation of Shoreline center
- Retain stadium, fields, and pool
- From 10th to station >>>>low to high buildings
- Cut-through traffic if 185th goes through

- Perkins as cut-through (try to stop cars on Perkins)
- Business on LID of 185th bridge
- Retail in/on parking garage
- Start development in block surrounded by Shoreline center
- Retail adjacent to station park/green space
- Mixed-use on SCL Square – Acts as transition
- Height is OK if transition is provided (3 over 1)
- Retain NC School as a school – use excess property as something else
- 185th Corridor – townhomes, retail, denser
- 195th ped bridge – Shoreline colors, identity
- Station should match Shoreline’s identity
- Encourage development to keep taxes lower
- Quality landscaping
- How to control Perkins Way and LFP traffic going to station
- SW improvements on 10th and 12th – No sidewalks
- Sidewalks are a big priority
- 8th as an opportunity for ped/sidewalks
- Need “day time” residents too – not just bedroom community
- Public service job center; non-profits; medical
- Traffic/cut through – 188th
 - o N/S connections to station (e.g. Meridian Park to station)
 - o Establish unique identity for station→ area – distinguish from Town Center train dictating when change begins.
 - o Transportation loop – bus/trolley
 - o Perkins problems – what is the alternative?
- Traffic concerns: 185th Aurora to station to Perkins – east
- Parking garage on west – built into ROW bank – GOOD
- Open space and other uses in garage
- All about connections – North City. What about “panching” or tunneling 185th thru to LFP?
- 185th – good separation between bikes, peds, and traffic – like separate bike tracks. Do we have enough space?
- Imp. To let property owners know about increased setbacks (185th)
- Bus frequent
- Change from SF: denser in 20 yrs.
- Focused at Town Center – Station
- Human at street scale imp.
- 2 towers E/W I-5 to frame “entry” to Shoreline – zone here for this and leverage
- Reevaluate North City schools
- Family friendly units

REAL ESTATE/DEVELOPERS

- Begin with end goal in mind – e.g. expanded ROW on 185th
- 185th St Corridor is a very large space – pace of purchasing is important
- Over-zoning may lead to unintentionally land banking
- Should focus on narrower areas – what is critical to developing a place
- Shoreline has an opportunity to develop denser low-rise development (cottage, duplex, row house)
- Density should be 3 or 4 blocks from station elevations. Changes will be a major barrier to North City
- Concern that 185th has no freeway access – not ideal for major commercial/retail
- Parcel agglonration is difficult and utility improvements are not as robust as Aurora – development may not be preferable compared to Aurora
- Draw for developers may just be the station
- May be - 50 unit developments possible
- 185th station is at an edge
- Look at Pearl District as an example – first had townhomes and small apartments, then built up neighborhood with changes to zoning incentive. Progress

was incremental.

- What if we had more creativity – in development? Take away parking requirements and have height and form, or no height, flexible commercial or live/work space. Could support townhomes or other types
- Older houses in area
- Could also make small parks with zoning changes to create denser pockets that are interesting or surprising
- Family-oriented development – schools are an asset
- Timeframe may be dependent on light rail
- Should build on amenities here. Will be difficult to draw new populations.
- Potentially large dead zone with parking structures, freeway overpass, and Shoreline Center. CM should work with ST for programming. Frontage should be considered.
- S 200th station as example (Seatac)
- Think about narrowing initial area and target effort to that area as an early win.
- Place to start a family. Capitalize on schools.
- Develop a personality or drawing point in the area: lakes, creeks, views.
- Live/work structure: zero lot lines, must have business license, must have foot traffic, privacy issues...expensive loss for developers.
- What about an alternative process or pilot project that is creative and deviate from standards?
- What if City kick started a small development near station
- Potential 4 stories around station. Townhouses behind large enough to create a neighborhood.

Housing

- Incentives to spark market rate apts then add affordable housing OR:
- Start with affordable as the catalyst project

- Partner with school district
- Expand park to encourage development
- King County Greenbridge as example
- Not mixed-use to lower cost – residential only
- Lessen parking requirements
- Partner with market rate developers
- City as co-developers – start with infrastructure
- Use best practices (City of Seattle Inclusionary Zoning Study)
- Long-term lease works if 75-100 years
- Pilot sites where rules are flexible
- Seed money, pre-development funding – traction for other funding
- Master planning by City. BART – City maintained ownership, leases long-term. Removes cost of land from equation.
- Community health center

TRANSPORTATION

- Connection between town center and new LRT station – development, transportation network infrastructure will be connector on 185th.
- LU around station should be considerate of different areas surrounding (town center, North City).
- 185th will be a more important corridor for LRT access.
- What about connections from 185th to 10th as a corridor.
- Should have core around dig opportunity sites rather than be fragmented.
- Should services be located along east/15th and semi-dense residential around LRT? What is the appropriate allocation?
- Shoreline center is a good opportunity for dense and AWC redevelopment.

- Separated bike lanes on 185th? Or pull lanes onto less trafficked streets? Separate lanes is critical. Difference between speeds is important.
- Bike facilities should consider speed and pedestrian activity (e.g. textures and colors in shared multi-modal facility may not be appropriate based on environment, but may be good for mixed-use, slower area.)
- 185th tight ROW, primary transit corridor – must address conflict between multiple modes. May need to acquire additional ROW.
- Multi-generational uses in recreational facilities.
- Connect North City to park/trail.
- Development opportunities will vary by rider activity – will riders dwell for coffee or will riders walk to commercial activity on the way home? Commercial development should be designed around this.
- Medium-low intensity may be good BTW Shoreline center and North City.
- Not as a transportation corridor, but as an area with lower-rise, where residents can walk to either end of 185th.
- What about a circulator/frequent bus routes in neighborhood?



A Work Sessions with Shoreline Staff
PC CC Interactions with City Leaders
♦ Key Product Delivery Timeframes
1 Public/Stakeholder Workshops/Meetings
■ City Staff Activities and Review Timeframes

185TH STATION SUBAREA ALTERNATIVES DEVELOPMENT

- Review of Visioning Results and Comments, Conceptualize Framing of Alternatives
- Transportation Report (Existing/Planned Conditions Analysis and Opportunities and Challenges)
- Market Assessment Report (Opportunities and Challenges)
- Preparations for First Design Dialogue Workshop Series (Presentation, Maps, Hand-Outs, Key Questions)
- Design Dialogue Workshop Series #1: Station Area Alternatives Development
- Prepare Workshop Series #1 Summary Report with Recommendations for Alternatives Development
- Develop Alternatives with City Staff and Team and Make Adjustments as Needed
- Sketch Up Modelling of Alternatives: Station Area Urban Form Modelling and Focus Area Illustrations (Draft)
- Briefings and Interactions with City Leadership
- Preparations for Second Design Dialogue Workshop Series (Presentation, Maps, Hand-Outs)
- Design Dialogue Workshop Series #2: Alternatives Review & Comments; Input on Alternatives Evaluation
- Finish All Data Collection and Analysis and Determine Gaps if Any

185TH STATION SUBAREA ALTERNATIVES ANALYSIS AND PLANNED ACTION EIS

- Determination of Significance and Scoping Notice--Prepared by City and Published by January 23rd
- Refine Alternatives Descriptions in Narrative, Plan Graphics, and Supporting Illustrations
- Review with City Staff and Team; Finalize for Planned Action EIS Reference (Will Indicate Preferred Alt.)
- Briefings and Interactions with City Leadership
- Complete Alternatives Analysis (per Environmental Element/Final Technical Reports) and Preliminary Draft EIS (Planned Action/Non-Project)
- City Staff Review of Preliminary Draft EIS (Roll Out for Review by Section/Element)
- Complete Planned Action Draft EIS for Public Review
- Printing and Distribution of Draft EIS
- PUBLIC REVIEW of Planned Action Draft EIS (30 Days) and Public Open House (or Hearing if Required)
- Organize Comments & Debrief After Public Review/Receive Direction for FEIS and Planned Action Ordinance

PLANNED ACTION FEIS, PLANNED ACTION ORDINANCE, AND ZONING PROVISIONS

- Prepare Draft Station Subarea Plan for Review
- Prepare Planned Action Final EIS and Response to Agency and Public Comments
- Prepare Draft Planned Action Ordinance and Zoning Provisions
- City Staff Collaboration in Development of Draft Content and Review of Draft Content
- Finalize Planned Action Ordinance and Zoning Provisions and Station Subarea Plan

Go Through Formal Public Review and Adoption Process:

- August 21st or September 4th Planning Commission (Study Session)
- September 18th Planning Commission (Public Hearing)
- October 13th City Council Study Session
- October 27th City Council Adoption

