



AGENDA

SHORELINE CITY COUNCIL SPECIAL MEETING

Monday, February 5, 2018
5:45 p.m.

Conference Room 303 · Shoreline City Hall
17500 Midvale Avenue North

TOPIC/GUESTS: Council Goal Setting Workshop

SHORELINE CITY COUNCIL REGULAR MEETING

Monday, February 5, 2018
7:00 p.m.

Council Chamber · Shoreline City Hall
17500 Midvale Avenue North

| | <u>Page</u> | <u>Estimated</u> |
|---|--------------|------------------|
| | | <u>Time</u> |
| 1. CALL TO ORDER | | 7:00 |
| 2. FLAG SALUTE/ROLL CALL | | |
| 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 10 people are signed up to speak, each speaker will be allocated 2 minutes. Please be advised that each speaker's testimony is being recorded. 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 | | 7:20 |
| 7. CONSENT CALENDAR | | 7:20 |
| (a) Approving Minutes of Regular Meeting of November 27, 2017 | <u>7a1-1</u> | |
| Approving Minutes of Regular Meeting of December 4, 2017 | <u>7a2-1</u> | |
| (b) Approving the Property Tax Exemption Program Contract for Arabella Apartments II and Shoreline Development Company Projects | <u>7b-1</u> | |
| 8. ACTION ITEMS | | |
| (a) Authorizing the City Manager to Execute a Contract with McCann Construction Enterprises, Inc. in an Amount of \$321,405.50 for Construction of the Richmond Beach Rd Rechannelization Project | <u>8a-1</u> | 7:20 |
| <ul style="list-style-type: none">• Staff Presentation• Public Comment• Council Action | | |
| 9. STUDY ITEMS | | |
| (a) Discussing Ordinance No. 813 – Neighborhood Street Closure Code Amendment | <u>9a-1</u> | 7:40 |

10. ADJOURNMENT

8:00

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 OF SHORELINE

SHORELINE CITY COUNCIL SUMMARY MINUTES OF REGULAR MEETING

Monday, November 27, 2017
7:00 p.m.

Council Chambers - Shoreline City Hall
17500 Midvale Avenue North

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

ABSENT: Councilmember Hall

1. CALL TO ORDER

At 7:00 p.m., the meeting was called to order by Mayor Roberts who presided.

2. FLAG SALUTE/ROLL CALL

Mayor Roberts led the flag salute. Upon roll call by the City Clerk, all Councilmembers were present with the exception of Councilmember Hall.

Councilmember McConnell moved to excuse Councilmember Hall for personal reasons. The motion was second by Deputy Mayor Winstead and passed unanimously, 6-0.

3. REPORT OF CITY MANAGER

Debbie Tarry, City Manager, provided reports and updates on various City meetings, projects and events.

4. COUNCIL REPORTS

Mayor Roberts announced that the Sound Cities Association is holding its Annual Business Meeting on Wednesday to adopt their budget.

5. PUBLIC COMMENT

There was not any one from the public wishing to address the Council.

6. APPROVAL OF THE AGENDA

The agenda was approved by unanimous consent.

7. CONSENT CALENDAR

Upon motion by Deputy Mayor Winstead and seconded by Councilmember McConnell and unanimously carried, 6-0, the following Consent Calendar items were approved:

(a) Approving Minutes of Regular Meeting of October 9, 2017 and Special Meeting of November 6, 2017

(b) Approving Expenses and Payroll as of November 10, 2017 in the amount of \$1,576,075.90

***Payroll and Benefits:**

| Payroll Period | Payment Date | EFT Numbers (EF) | Payroll Checks (PR) | Benefit Checks (AP) | Amount Paid |
|------------------|--------------|------------------|---------------------|---------------------|---------------------|
| 10/8/17-10/21/17 | 10/27/2017 | 74865-75090 | 15280-15298 | 68410-68417 | \$750,823.76 |
| | 9/2/2016 | | 14561 | | (\$168.12) |
| | 9/16/2016 | | 14585 | | (\$91.19) |
| | | | | | <u>\$750,564.45</u> |

***Wire Transfers:**

| Expense Register Dated | Wire Transfer Number | Amount Paid |
|------------------------|----------------------|-------------------|
| 11/1/2017 | 1127 | \$1,935.16 |
| | | <u>\$1,935.16</u> |

***Accounts Payable Claims:**

| Expense Register Dated | Check Number (Begin) | Check Number (End) | Amount Paid |
|------------------------|----------------------|--------------------|--------------|
| 7/27/2017* | 67508 | 67508 | \$43,000.48 |
| 10/30/2017 | 68408 | 68408 | \$66,134.93 |
| 10/31/2017 | 68409 | 68409 | \$500.00 |
| 11/1/2017 | 58907 | 58907 | (\$255.75) |
| 11/1/2017 | 58972 | 58972 | (\$1,202.90) |
| 11/1/2017 | 60633 | 60633 | (\$33.00) |
| 11/1/2017 | 60733 | 60734 | (\$3.00) |
| 11/1/2017 | 60741 | 60741 | (\$7.25) |
| 11/1/2017 | 60749 | 60749 | (\$5.00) |
| 11/1/2017 | 60765 | 60765 | (\$7.60) |
| 11/1/2017 | 61707 | 61707 | (\$6.50) |
| 11/1/2017 | 61775 | 61775 | (\$5.00) |
| 11/1/2017 | 61966 | 61966 | (\$10.00) |
| 11/1/2017 | 62176 | 62176 | (\$2.00) |
| 11/1/2017 | 62180 | 62180 | (\$78.00) |
| 11/1/2017 | 65183 | 62183 | (\$19.50) |
| 11/1/2017 | 62190 | 62191 | (\$34.85) |
| 11/1/2017 | 62196 | 62196 | (\$5.50) |
| 11/2/2017 | 68418 | 68434 | \$127,575.77 |

| | | | |
|-----------|-------|-------|---------------------|
| 11/2/2017 | 68435 | 68452 | \$120,112.68 |
| 11/2/2017 | 68453 | 68468 | \$485.64 |
| 11/2/2017 | 68469 | 68493 | \$48,864.79 |
| 11/2/2017 | 68494 | 68518 | \$121,894.75 |
| 11/3/2017 | 68519 | 68525 | \$1,293.64 |
| 11/8/2017 | 68526 | 68552 | \$238,964.45 |
| 11/8/2017 | 68553 | 68563 | \$5,001.01 |
| 11/9/2017 | 68564 | 68572 | \$51,424.00 |
| | | | <u>\$823,576.29</u> |

- (c) **Authorizing the City Manager to Execute a Contract with LMN Architect in an amount not to exceed \$429,821.93 for the 185th Street Multimodal Corridor Strategy**
- (d) **Authorizing the City Manager To Execute an Amendment to the Agreement with SCORE Jail**
- (e) **Authorizing the City Manager To Execute an Amendment to the Agreement with Yakima Jail**
- (f) **Authorizing the City Manager To Execute an Interlocal Agreement with the Shoreline Fire Department for the Collection, Distribution, and Expenditure of Fire Impact Fees**
- (g) **Authorizing the City Manager to enter into a Lease Agreement with the United States Postal Service for the 20031 Ballinger Way NE Site**

8. STUDY ITEMS

- (a) Sound Transit SR 522/SR 523 Bus Rapid Transit Project Update

Nyasha Sowers, Transportation Services Manager, introduced Sound Transit (ST) Teammembers Kamuron Gurol, North Corridor Development Director; Paul Cornish, Bus Rapid Transit (BRT) Program Director; and Kathy Leotta, SR 522/SR 523 BRT Project Manager. Mr. Gurol talked about the new growth in the region, increasing traffic delays, and ST's plans to help meet growing regional demands through high capacity transit. He announced transit ridership has doubled since 2010, light rail ridership has increased by 85% since 2016 with the opening of the Capitol Hill and University of Washington Light Rail Stations, and light rail and BRT are coming to Shoreline.

Mr. Cornish provided an overview of ST's Light Rail, Sounder Rail, and ST Express Bus activities in 2017. He walked the Council through the 2021-2041 Expansion Implementation Plan and noted that light rail is scheduled to open in Shoreline in 2024. He said the focus is getting early consensus on the Plan from elected officials, stakeholders, and agency groups, and to have concurrence documents and partnering agreements in place for an early preferred alternative. He shared that the new BRT will provide all day service on I-405 and SR 522/SR 523 from the South Shoreline Station to Woodinville.

Ms. Leotta said improving speed and reliability are key goals for BRT. She reviewed options to get a bus through a crowded roadway and talked about bus designs that reduce loading and unloading delays. She said branding options will be used to differentiate ST from other bus services and to help passengers distinguish between them. Mayor Roberts asked if Metro will use ST bus stops. Ms. Leotta replied that they have started conversations with Metro.

She shared highlights of the BRT line from Woodinville to Shoreline, and stated additional parking will be provided in Lake Forest Park, Kenmore, and Bothell. She said buses are anticipated to run every 20 minutes from Woodinville to UW Bothell, and every 10 minutes from UW Bothell to Shoreline. She shared that highlights in Shoreline include: a transit travel time of 8 minutes to the Light Rail Station from SR 522/145th Street, and 30 minutes to downtown; bus que jumps and bus lanes at some intersections; new curb/sidewalks where bus lanes/queue jumps are implemented; and two station pairs on NE 145th Street plus one at SR 522/NE 145th Street. She noted sidewalks throughout the corridor and left turn lanes are not in this project.

Mr. Cornish said BRT's challenges and opportunities are the 145th Street piece, working with two colleges, tying in SR 522 and I-405 BRTs, integration of all the transit agencies, identifying three parking garage locations, branding, procuring buses, and using electrical vehicles. He talked about the amenities for the operations and maintenance facility and procuring property for it. He reviewed the project timeline from now to 2025, and said the next steps include entering into agreements and public outreach.

Councilmember McGlashan asked if ST3's SR 522/523 BRT project could be completed by the time Shoreline Stations open in 2024. Mr. Cornish confirmed the goal is to have BRT running at the same time the Stations open. They are also having conversations about using the contractor for the Light Rail Stations to also construct the BRT Stations for a more seamless transition.

Councilmember Salomon shared that the efficient and effective use of electric buses by a decent sized public transportation system could be a good model for the private sector and popularize the use of affordable electric vehicles. He said an electric vehicle in BRT's fleet will be beneficial.

Mayor Roberts expressed surprised that ST is not installing left turn lanes to fix intersection challenges and stated his concerns about safety and sidewalk issues. He explained that the problem of getting buses through the intersection quickly will not be resolved without fixing the entire road and putting in left turn queues. Mr. Cornish replied that left turn lanes are not included in the project, and said the question is who should be responsible for making certain improvements and that ST will talk with the City about its goals for the corridor. Ms. Leotta added that needs are being identified throughout the corridor and shared there could be partnership opportunities on parts of the plan not covered by ST. Mayor Roberts stressed the importance of identifying needs early to allow the City to pursue grant opportunities. Mr. Gurol explained that performance and safety are high goals, but stated they are confined by budget limitations, and that ST plans to work with the City to get what is needed within the budget.

Councilmember Scully stated that he is not expecting ST to fix the entire road, but does expect ST to collaborate with the City and provide a plan early enough to allow time to identify needed

improvements and to go out for grants. He asked ST to include the City's requests in one of their alternatives, even if ST is not going to fund it. Mr. Gurol replied he will do everything to ensure timeliness and collaboration.

Mayor Roberts shared that road safety is a priority and that the City Councils of Kenmore, Lake Forest Park, and Mountlake Terrace pointed out that 145th Street is the most critical section of the project, and is where most delays occur and will continue to occur without improvements.

- (b) Discussing Ordinance No. 772 - Authorizing an Additional Vehicle License Fee of Twenty Dollars to Preserve, Maintain and Operate the Transportation Infrastructure of the City of Shoreline, Including Funding of Multi-Modal Improvements such as Curbs, Gutters and Sidewalks

Tricia Juhnke, City Engineer, recapped Council's previous discussion on the ADA Transition Plan, infrastructure inventory, existing sidewalks conditions, costs, and funding alternatives. She shared Council landed on moving the discussion of the \$20 Vehicle License Fee (VLF) forward, and said fees would be programmed into the 2019-2024 CIP if the Ordinance is adopted.

Deputy Mayor Winstead inquired about the timeline for sidewalk repair. She said if the Ordinance is enacted it will yield \$780,000 annually for sidewalk repair, but \$100 Million worth of work has been identified. She asked what the City anticipates spending annually on improvements. Ms. Juhnke responded that a bigger program needs to be built, additional staffing resources or a consultant for design and construction may be required, and said the program will be built on the revenue the City has. She explained that it has not been decided whether to use a pay as you go option or to go out for a bond. Deputy Mayor Winstead said she does not want a lot of this money used for consultants and project managers.

Councilmember Salomon said he prefers this discussion take place after Council has received the Sidewalk Advisory Committee's recommendations so a comprehensive view of options and goals can be provided. He shared without this information the discussion is premature, and he does not want to engage in this process piecemeal. He said he was surprised at the number of emails received opposing the \$20 VLF increase, and cautioned against creating levy fatigue.

Councilmember Scully echoed Councilmember Salomon's comments and said he is leaning towards voting against the Ordinance. He expressed concern over the timing of increasing VLF's when Sound Transit fees are being implemented, and said he hopes to have a ballot measure this fall that takes a comprehensive look at how the City should approach sidewalks. He explained that the VLF is a more regressive tax than other options and he would like to use a funding mechanism that is fairer. He believes it is important that the voting population understand the enormity of the need for sidewalks and that a dedicated funding source is needed to pay for them. He stated he wants to see the Sidewalk Advisory Committee's recommendations, see what happens with a ballot measure, and then he would consider a VLF increase if there is not another alternative.

Councilmember McGlashan explained that the conversation about sidewalks has been going on for some time. He said he is not happy about increasing the VLF, but noted the funds raised will be designated for sidewalk repair only. He said he thinks he will be supporting the Ordinance.

Deputy Mayor Winstead shared that a Shoreline Area News article encouraged people to weigh in on VLF's and could have contributed to the volume of emails received. She said sidewalks are infrastructure that the City is required to maintain and thinks the \$20 VLF option should be used to fund them. She shared that the City is opening itself up to liability if they are not taken care of and thinks sidewalks need to be fixed before considering a bond measure for new ones. She cautioned that it will be more expensive if it is put off.

Councilmember McConnell inquired if the Sidewalk Advisory Committee offered a recommendation. Ms. Juhnke responded that they echoed some of Council's concerns but have not fully discussed the issue to offer a recommendation. Councilmember McConnell shared that the City may be a little ahead of the process and wants to hear from the Committee. She said she keeps hearing that sidewalks are a big issue, and feels if it is put off that costs will only increase. She questioned whether the people opposing the VLF increase represent the larger group in Shoreline that want new and repaired sidewalks.

Mayor Roberts requested the individual costs for width, running slope, cross slope, and uplift conditions. He shared the Legislature has not left cities with good options for funding infrastructure improvements, and said he feels asking the voters if they want to increase the sales tax rate is the best of the bad options. He recommended delaying the discussion until the Sidewalk Advisory Committee provides a recommendation. He said he prefers to put a measure on the ballot in a comprehensive package so voters know what they are getting. He emphasized that the City cannot wait more than six months to come up with a package. Ms. Juhnke responded that she will provide the condition figures to the Council.

(c) Discussing Ordinance No. 809 - Amending Shoreline Municipal Code Chapter 3.55 to Allow for Real Estate Broker Sale as a Method of Sale for Surplus Real Property

Margaret King, City Attorney, presented Ordinance No. 809, and shared that it amends Shoreline Municipal Code (SMC) 3.55 providing a method of sale that allows the City to use a licensed real estate broker, and identifies criteria for when a broker is used.

Mayor Roberts said there is no objection for placing this Ordinance on the Consent Calendar.

9. ADJOURNMENT

At 8:18 p.m., Mayor Roberts declared the meeting adjourned.

Jessica Simulcik Smith, City Clerk

CITY OF SHORELINE

SHORELINE CITY COUNCIL SUMMARY MINUTES OF REGULAR MEETING

Monday, December 4, 2017
7:00 p.m.

Council Chambers - Shoreline City Hall
17500 Midvale Avenue North

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

ABSENT: None

1. CALL TO ORDER

At 7:00 p.m., the meeting was called to order by Deputy Mayor Winstead who presided.

2. FLAG SALUTE/ROLL CALL

Deputy Mayor Winstead led the flag salute. Upon roll call by the City Clerk, all Councilmembers were present with the exception of Mayor Roberts and Councilmember McConnell. Deputy Mayor Winstead announced that Mayor Roberts and Councilmember McConnell will be arriving to the meeting shortly.

3. REPORT OF CITY MANAGER

Debbie Tarry, City Manager, provided reports and updates on various City meetings, projects and events.

4. COUNCIL REPORTS

Deputy Mayor Winstead reported that the 32nd District Legislators were guest at tonight's Council Dinner Meeting and Council will be adopting their 2018 Legislative Priorities tonight.

5. PUBLIC COMMENT

Lauri St. Ours, Washington Health Care Association Director of Government Relations, requested that the Council exempt Medicaid revenues from the Business & Occupation (B&O) Tax, and tax long-term care facilities at the retail rate instead of the services rate.

Ginny Scantlebury, Shoreline resident, submitted a petition opposing the Richmond Beach Road Rechannelization Project. She said it is a bad idea and questioned the computer model data being used. She said the road diet will lead to traffic congestion, irritable drives, and will be unsafe. She said very few bikers use Richmond Beach Road and it will never be a fully utilized bike path.

George Mauer, Shoreline resident, said Richmond Beach Road should not be reduced to three lanes to accommodate bikes and it is the Council's responsibility to serve all Shoreline citizens and not a few bicycle clubs to gain State and county funding. He explained why reducing the capacity of the high volume road is ludicrous just to serve a few summer and fair-weather users.

Glen Halverson, Richmond Beach resident, spoke about the traffic count data and questioned the data. He said there are discrepancies in the counts, they are sporadic, and Richmond Beach Road should stay as it is.

Margaret Willson, Richmond Beach Resident, shared that three of the four people she encountered when gathering signatures for the petition were against the road diet. She shared that another forum is needed for public comment. She proposed first trying a road diet between 3rd Avenue and 8th Avenue and evaluate those impacts before changing the entire road. She talked about traffic unpredictability, increased travel time, and read a quote about the value of time.

Councilmember McConnell arrived at 7:17 p.m.

Richard Shilling, Shoreline resident, shared that he was part of the group that initiated the petition. He said over 400 citizens signed the petition and asked the City to pay attention to this. He said the rechannalization is highly unpopular and asked the Council to cancel it.

Karen Gilbertson, Shoreline resident, talked about social engineering and incorrectly using statistical data to justify reducing Richmond Beach Road to two lanes, by not allowing consent, and through manipulation and force. She said bike lanes were similarly installed on 5th Avenue in the Ridgecrest Neighborhood without the residents' consent. She requested that the road be left as it is.

Mayor Roberts arrived at 7:22 p.m.

Rocky Willson, Shoreline resident, said he does not like the rechannalization project. He said if 75% of the community is against the project, the City needs to have another look at it. He said time will be taken away from people stuck in traffic and he recommended installing left hand turn lanes to improve the road. He said he also opposes the B&O Tax because even if people are losing money they will be taxed.

Tom Mailhot, Shoreline resident, urged Council to continue with the Richmond Beach Road Rechannalization Project. He shared that City data and traffic studies show that the road is not safe. He said the traffic study anticipates a one minute delay to travel the length of the corridor and that rechannalization provides a buffer between vehicles and pedestrians, and accommodates a left hand turn into a new multi-home development. He added that it is not just for bicycles, that the plan was carefully studied, and the City should move forward to create a safer road.

Tom McCormick, Shoreline resident, stated he supports the Richmond Beach Road Rechannalization and believes there will be a decrease in collisions. He said it is common for people to speak against road diets and after they are built the dissent goes away. He said the City validated the data through computer modeling and test runs, and he has confidence in City staff.

Mayor Roberts stated this evening he attended a retirement celebration for School Boardmember Debi Ehrlichman and he also attended the beginning of the School Board Meeting.

6. APPROVAL OF THE AGENDA

The agenda was approved by unanimous consent.

7. CONSENT CALENDAR

Upon motion by Deputy Mayor Winstead and seconded by Councilmember Hall and unanimously carried, 7-0, the following Consent Calendar items were approved:

- (a) Approving Minutes of Regular Meeting of November 13, 2017**
- (b) Authorizing the City Manager to Execute an Agreement with the North City Water District to Transfer Responsibility for Certain Public Right-of-Way Street Lights to the City of Shoreline**
- (c) Authorizing the City Manager to Execute an Agreement with LPK Inc., dba Innovative Vacuum Services, in the Amount of \$429,303 for the Thornton Creek Drainage Basin Pipe and Condition Assessment Project**

8. ACTION ITEMS

- (a) Adopting the 2018 Legislative Priorities

Scott MacColl, Intergovernmental Program Manager, defined the role of the Legislative Priorities and shared that the 2018 Legislative Session is a Mid-Biennial Budget Year. He noted that the recent election switched control of the State Senate to the Democratic Majority and 2018 is a Legislative election year. He said the budget outlook includes fully funding the McCleary Decision; increased costs at the State level and a decrease in revenues, resulting in a budget gap; and that the funding for the capital budget has not been approved.

Mr. MacColl presented the City's 2018 Legislative Priorities are: Local Government Financial Sustainability and Flexibility; Enhancing the Human Services Safety Net; Passing a Capital Budget; and Infrastructure Funding. He shared legislative issues the City supports include tools to support transit communities; opportunities for redevelopment on excess state property at Fircrest; automatic voter registration; and Water Resource Inventory Area (WRIA) 8 priorities.

Councilmember Salomon stated that WRIA is staffed by biologists and planners, and include a collection of representatives from cities. He said it would be hard to improve upon their legislative priorities and suggested going with their proposals.

Councilmember McGlashan expressed concern about making automatic voter registration a legislative priority until the State enacts legislation so Washington State driver licenses comply with federal regulations. Mayor Roberts stated that Washington became compliant with the Real

ID Act earlier this year. Councilmember Hall noted that the regular driver license still does not allow access to federal buildings, and said he does not object to this proposal.

Deputy Mayor Winstead moved adoption of Legislative Priorities and the Supportive Legislative Issues. The motion was seconded by Councilmember McConnell.

Mayor Roberts expressed support for the Legislative Priorities and Supportive Issues and noted that Washington State enhanced driver license supports automatic voter registration.

The motion passed unanimously, 7-0.

(b) Adopting Ordinance No. 808 - Business and Occupation Tax

Sara Lane, Administrative Services Director, recalled Council's discussion of Proposed Ordinance No. 808 to provide for a Business and Occupation (B&O) Tax. She noted that it is Strategy 6 of the Ten-Year Financial Sustainability Plan to help address long-term structural imbalances. She displayed a chart depicting the Baseline Operating Budget Ten-Year Forecast, and shared that the structure imbalance starts in 2020. She said the gap moves out to 2023 with the implementation of a B&O Tax in 2019 along with other revenue raising strategies. She explained that the forecast only includes current city service levels, and she presented ongoing and one-time unmet needs. She reviewed the commercial versus non-commercial share of the property tax levy and shared that the commercial contribution has been consistently decreasing.

Councilmember Hall moved adoption of Ordinance No. 808. The motion was seconded by Councilmember Scully.

Ms. Lane reviewed potential amendments to Ordinance No. 808 that were discussed by Council are:

- Add a classification of residential care facilities with a rate of .001.
- Add a deduction for State Medicaid revenues paid to residential care facilities.
- Increase filing threshold.
- Change effective dates to January 2020.

Councilmember Hall moved to amend the main motion to add a deduction for State Medicaid revenues paid to residential care facilities. The motion was seconded by Councilmember McConnell.

Councilmember Hall stated that to apply the B&O Tax to Medicaid would take money out of the long term care system needed to operate the facility.

The motion passed unanimously, 7-0.

Councilmember Hall explained that the City is heavily dependent on property taxes to support city services and that the Community has been generous in supporting the levy lid lifts, but stressed it is best to have a diversity of revenue streams. He agreed that it is not fair to tax

revenue, and stated he would rather tax income but it would need to be allowed by the Legislature. He said the B&O Tax is the only legal method provided to allow both residents and businesses to share in paying for city services.

Councilmember McGlashan moved to amend the main motion to increase the filing exemption threshold to \$500,000. The motion was seconded by Councilmember McConnell.

Councilmember McGlashan shared that although small businesses may have gross receipts of \$500,000 that they may not have a lot of profit margin.

The motion passed unanimously, 7-0.

Councilmember Scully spoke in favor of the main motion, as amended, and shared that the 2018 Budget was adopted with a property tax increase and the premise of the implementation of the B&O Tax. He stated that unless cuts are made, the B&O Tax is necessary to meet projected funding gaps. He agreed with Councilmember Hall that without an income tax the B&O tax is one of the few options the City has for raising revenue.

Councilmember Salomon said he will be opposing the B&O Tax and expressed concern that it will undermine the City's goals of enhancing business development in Shoreline. He added that the tax is not fair to all business models and proposed that cuts be made in the future to address the budget deficit.

Mayor Roberts asked what the anticipated revenue loss will be with increasing the filing threshold to \$500,000, and noted that 25% of the revenue is allocated for the cost of setting up the system and enforcement of it. Ms. Lane responded that the anticipated revenue loss is around \$100,000. She noted the total estimated revenue was originally \$1 Million. Mayor Roberts expressed concern about the impact of a B&O Tax on businesses that meet the threshold based on receipts but have a low profit margin and wants to delay implementation to see where the City is financially. He said the projected revenue will not significantly impact the budget, and there is a need to identify how the additional revenue will be reinvested in the business community. He said he will not be supporting the motion.

Councilmember Scully stated that it troubles him to have to tie a direct benefit to a subset of the community in order to tax them. He said businesses benefit from the same services that citizens benefit from.

Councilmember McConnell stated that businesses need to contribute to paying for city services, and since the \$500,000 exemption threshold will exempt smaller businesses, she will support the motion and a 2019 implementation date.

Deputy Mayor Winstead shared that she served on the Ten-Year Financial Sustainability Committee and the B&O tax was a strategy recommended by the Committee and approved by the Council to raise revenue. She said the City has worked with the business community to solicit feedback and it resulted in an amendment for long-term care facilities. She noted that although the City does not presently have a budget gap, the City should not wait until a deficit to

implement strategies. She stated that the citizens are willing to pay for city services as demonstrated by the passage of the levy lid lift and that it is only fair for businesses to do the same as they too benefit from city services. She said she will be supporting the motion.

Councilmember Salomon noted that business do pay their fair share to support city services in the form of property and sales taxes. Deputy Mayor Winstead clarified that sales tax is a tax that is collected by businesses but is paid by consumers.

Councilmember Hall moved to authorize the City Manager or her designee to make the necessary revisions to Ordinance No. 808 and exhibits consistent with adopted amendments. The motion was seconded by Councilmember McConnell and passed unanimously, 7-0.

The vote on the main motion, as amended, passed 5-2 with Mayor Roberts and Councilmember Salomon voting no.

9. STUDY ITEMS

(a) Update of the 2017 Surface Water Master Plan

Uki Dele, Surface Water Manager, and Nathan Foged, Brown and Caldwell Consultant, provided the staff report. Ms. Dele provided an overview of the level of service, level of service targets, and the Proactive Management Strategies selected by the Council to be implemented in 2018. She said the strategy includes construction of new projects and implementation of new/enhanced programs that address high priority long-term needs and anticipated regulatory requirements; 25 projects in the 6-year Capital Improvement Plan; Implementation of 24 programs; and an additional 3.5 Full-Time Employees.

Mr. Foged reviewed the importance of aligning the needs of service requestors with the service provider, identified the process for meeting levels of service goals, and reviewed program success measurements. He stated that staff is currently identifying key performance indicators.

Ms. Dele reviewed the criteria used to determine where the City is at in meeting levels of service, and said currently the City is below expectations. She shared the Proactive Management Strategy will allow the City to meet levels of service expectations by 2023 and reviewed how this will happen. She thanked the Council and the City Manager for supporting this project and shared that it received recognition from the 2017 National Stormwater Conference and will be featured in the Stormwater Magazine May 2018 Issue. She reviewed next steps in the process, and noted adoption of the Plan is scheduled for December 2018 as a part of the Comprehensive Plan Amendment Docket.

Councilmember Hall expressed concern that the rate increase over a 6-year period is too high. Councilmember Scully thanked staff for the report and said he likes the substance and list of projects. He shares Councilmember Hall's concern on the cost of the program and emphasized that staff must deliver on the projects that the rate increase fund.

Mayor Roberts asked if staff anticipates projects to rise and fall on the priority lists based on some of the CIP work that will be done in 2018/2019. Ms. Dele said she does not anticipate projects shifting because the projects have already been identified and ranked.

10. ADJOURNMENT

At 8:30 p.m., Mayor Roberts declared the meeting adjourned.

Jessica Simulcik Smith, City Clerk

DRAFT

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

| | |
|----------------------|--|
| AGENDA TITLE: | Approval of the PTE Program Contracts for the Arabella Apartments II Project Located at 1221 NE 180 th Street and the Shoreline Development Company Project Located at 17233 15 th Avenue NE |
| DEPARTMENT: | City Manager's Office |
| PRESENTED BY: | Dan Eernisse, Economic Development Manager |
| ACTION: | <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Public Hearing <input type="checkbox"/> Discussion |

PROBLEM/ISSUE STATEMENT:

Shoreline has offered a Property Tax Exemption (PTE) program in appropriate areas of the City for many years. Two qualifying applications for PTE, both located in the North City business district, were recently received by staff. These applications are for following projects:

- 1) The 81-unit Arabella Apartments II Project at 1221 NE 180th St; and
- 2) The 243-unit Shoreline Development Company Project at 17233 15th Ave NE.

The City Manager approved both applications and provided the applicants with PTE contracts. Tonight, staff is requesting Council approval for the City Manager to execute the contracts and issue a Conditional Certificate of Property Tax Exemption to the applicants.

RESOURCE/FINANCIAL IMPACT:

The PTE program provides an exemption to the owner for the *ad valorem* property tax of the value of new or rehabilitated multiple unit housing for the duration of the 12-year exemption period. When a PTE project is built, the value of the building improvements are not added to the City's assessed value until after the exemption period ends; therefore, while no tax burden is shifted to other tax payers, the City defers the property tax revenues of the project for the program duration. In addition, Staff time is required to process applications, file annual reports to the State and King County, and to monitor compliance with affordable housing requirements.

RECOMMENDATION

Staff recommends that the City Council approve the PTE Program Contracts for the Arabella Apartments II Project located at 1221 NE 180th Street and the Shoreline Development Company Project located at 17233 15th Avenue NE.

Approved By: City Manager **DT**

City Attorney **MK**

BACKGROUND

The Property Tax Exemption (PTE) program was instituted and subsequently updated by the Washington State legislature to provide incentives to construct multifamily housing as well as affordable housing. According to the Growth Management Act and the State Legislature, multifamily housing and affordable housing are needed throughout the Puget Sound metropolitan area to combat the negative environmental impacts population growth places on the region.

Shoreline has offered a PTE program in appropriate areas of the City for many years. Shoreline's PTE program was most recently extended to the Light Rail Station Areas through Ordinance No. 766, adopted on April 10, 2017. The Shoreline PTE program requires that at least 20% of the housing units in a multifamily housing project be affordable and provides the owner of a qualified project 12 years of tax exemption. Attachment A to this staff report provides the status of the PTE program at the present time.

DISCUSSION

Two qualifying applications for PTE, both located in the North City business district, were recently received by staff. These applications are for following projects:

- 1) The 81-unit Arabella Apartments II Project at 1221 NE 180th St; and
- 2) The 243-unit Shoreline Development Company Project at 17233 15th Ave NE.

The City Manager approved both applications and provided the applicants with PTE contracts stating that the City will provide PTE in exchange for compliance with Shoreline Municipal Code (SMC) Chapter 3.27. The applicants subsequently signed and returned the contracts. The contracts for the Arabella Apartments II Project (Attachment B) and the Shoreline Development Company Project (Attachment C) are attached to this staff report. SMC Section 3.27.060 specifies that PTE contracts must be approved or denied by the City Council prior to the City Manager executing the contract and issuing a Conditional Certificate of Property Tax Exemption to the applicant.

RESOURCE/FINANCIAL IMPACT

The PTE program provides an exemption to the owner for the *ad valorem* property tax of the value of new or rehabilitated multiple unit housing for the duration of the 12-year exemption period. When a PTE project is built, the value of the building improvements are not added to the City's assessed value until after the exemption period ends; therefore, while no tax burden is shifted to other tax payers, the City defers the property tax revenues of the project for the program duration. In addition, Staff time is required to process applications, file annual reports to the State and King County, and to monitor compliance with affordable housing requirements.

RECOMMENDATION

Staff recommends that the City Council approve the PTE Program Contracts for the Arabella Apartments II Project located at 1221 NE 180th Street and the Shoreline Development Company Project located at 17233 15th Avenue NE.

ATTACHMENTS

Attachment A: 2018 PTE Program Report

Attachment B: Arabella Apartments II Project PTE Contract

Attachment C: Shoreline Development Company Project PTE Contract

2018 Property Tax Exemption Program Report - City of Shoreline

Updated 1/11/2018

| Currently in PTE Program | | | | | | | | |
|---------------------------------|------------------------|--------------------|------------|------------|------------|-------------------------|-----------------|--------------------------------|
| Units | Project | Type | Affordable | Start | End | Eligible Valuation | Tax Rate | Exemption of City Property Tax |
| 60 | Sunrise Eleven | 12-year affordable | 12 | 1/1/2018 | 12/31/2029 | 12,912,000 | 1.58415 | 20,455 |
| 80 | Interurban Lofts | 12-year affordable | 16 | 1/1/2018 | 12/31/2029 | 2,444,800 | 1.58415 | 3,873 |
| 129 | Malmö | 12-year affordable | 26 | 1/1/2015 | 12/31/2026 | 27,932,700 | 1.58415 | 44,250 |
| 5 | North City Development | 12-year affordable | 1 | 1/1/2015 | 12/31/2026 | 697,100 | 1.58415 | 1,104 |
| 165 | Polaris* | 12-year affordable | 165 | 1/1/2015 | 12/31/2026 | see note | | |
| 439 | | | 220 | | | 43,986,600 | | 69,681 |
| Graduates of PTE Program | | | | | | | | |
| Units | Project | Type | | Start | End | Eligible Valuation | Tax Rate | 2017 Revenue |
| 88 | Arabella | 10-year market | n/a | 1/1/2007 | 12/31/2016 | 20,812,300 | 1.58415 | 32,970 |
| 88 | | | | | | 20,812,300 | | 32,970 |
| Conditional Certificates of PTE | | | | | | | | |
| Units | Project | Type | Affordable | Cert. Date | Expiration | Status | Est. Completion | Final App |
| 81 | Arabella 2 | 12-year affordable | 17 | Applied | | Construction | Late 2019 | no |
| 243 | Shoreline Development | 12-year affordable | 49 | Applied | | Construction | Late 2019 | no |
| 163 | Centerpointe | 12-year affordable | 33 | 1/4/2017 | 1/4/2020 | Demolition | Early 2020 | no |
| 221 | Paceline | 12-year affordable | 44 | 1/31/2018 | 1/31/2021 | Construction | Mid 2018 | no |
| 72 | 205 Apartments | 12-year affordable | 14 | 12/28/2016 | 12/28/2019 | Construction | Mid 2018 | no |
| 780 | | | 157 | | | | | |
| 1307 | Total homes | | | | | | | |
| | | | 377 | | | Affordable homes | | |

*NOTE: Polaris qualifies for an alternative state incentive program offering full property tax exemption; the City's PTE program acts as backup.

**MULTI-FAMILY HOUSING LIMITED PROPERTY
TAX EXEMPTION AGREEMENT**

THIS AGREEMENT is entered into this _____ day of _____, 2018, by and between ARABELLA APTS. LLC (hereinafter referred to as the “Applicant”), and the CITY OF SHORELINE (hereinafter referred to as the “City”).

WITNESSETH:

WHEREAS the City has an interest in stimulating new construction or rehabilitation of multi-family housing in Residential Target Areas in order to reduce development pressure on single-family residential neighborhoods, increase and improve housing opportunities, provide affordable housing opportunities, and encourage development densities supportive of transit use; and

WHEREAS the City has, pursuant to the authority granted to it by RCW 84.14, designated various areas of the City as Residential Target Areas for the provision of a limited property tax exemption for new or rehabilitated multi-family residential housing; and

WHEREAS the City has, as set forth in Shoreline Municipal Code (SMC) Chapter 3.27, enacted a program whereby property owners may qualify for a Final Certificate of Tax Exemption which certifies to the King County Assessor that the owner is eligible to receive a limited property tax exemption; and

WHEREAS the Applicant is interested in receiving a limited property tax exemption for constructing 81 units of NEW multi-family residential housing within the NORTH CITY BUSINESS DISTRICT, a designated Residential Target Area pursuant to SMC 3.27.030; and

WHEREAS the Applicant submitted to the City a complete application for Property Tax Exemption outlining the proposed development/redevelopment of multi-family residential housing to be constructed on property located at 1221 NE 180TH ST, SHORELINE, WA (“Property”) and generally referred to as ARABELLA APARTMENTS II (“Project”); and

WHEREAS on FEBRUARY 5, 2018, the City determined that the Applicant met all the eligibility and procedural requirements to qualify for a Conditional Certificate of Property Tax Exemption as provided in SMC 3.27, with the exception of entering into and recording this Agreement; and

WHEREAS the City has determined that the improvements will, if completed as proposed, satisfy the requirements for a Final Certificate of Tax Exemption.

NOW, THEREFORE, the City and the Applicant do mutually agree as follows:

1. The City agrees to issue the Applicant a Conditional Certificate of Acceptance of Tax Exemption once this Agreement is approved by the City Council, fully executed, and recorded with the King County Recorder’s Office.

2. The Applicant agrees to construct the Project in compliance with all applicable land use regulations and as approved and permitted by the City. In no event shall such construction provide less than fifty percent (50%) of the space for permanent residential occupancy as required by SMC 3.27.040(A)(2).
3. The Applicant commits to renting at least twenty percent (20%) of the multi-family housing uses as affordable housing units as defined in SMC 3.27.020 and agrees that the property must satisfy that commitment and any additional affordability and income eligibility conditions contained SMC Chapter 3.27 for the duration of the tax exemption.
4. The Applicant agrees to complete construction of the agreed upon improvements within three (3) years from the date the City issues the Conditional Certificate of Acceptance of Tax Exemption, or within any extension thereof granted by the City.
5. The Applicant agrees, upon completion of the improvements and upon issuance by the City of a temporary or permanent certificate of occupancy, to file with the City Manager a request for Final Certificate of Tax Exemption with the information required by SMC 3.27.070 which includes:
 - (a) a statement of expenditures made with respect to each multi-family housing unit and the total expenditures made with respect to the entire Property/Project;
 - (b) a description of the completed work and a statement of qualification for the exemption;
 - (c) a statement that the work was completed within the required three-year period or any authorized extension; and
 - (d) a statement that the Property/Project meets affordable housing requirements of SMC Chapter 3.27.
6. The City agrees, conditioned on the Applicant's successful completion of the improvements in accordance with the terms of this Agreement and on the Applicant's filing of the materials described in Paragraph 5 above, to file a Final Certificate of Tax Exemption with the King County Assessor within forty (40) days of application.
7. The Applicant agrees, within thirty (30) days following the first anniversary of the City's filing of the Final Certificate of Tax Exemption and each year thereafter for the duration of the property tax exemption, to file an annual report with the City Manager with the information required by SMC 3.27.090 which includes:
 - (a) a statement of occupancy and vacancy of the newly constructed or rehabilitated Property/Project during the twelve months ending with the anniversary date;
 - (b) a certification by the owner that the Property/Project has not changed use since the date of the final certificate approved by the City and that Property/Project is in compliance with affordable housing requirements of SMC Chapter 3.27; and
 - (c) a description of any subsequent changes or improvements constructed after issuance of the Final Certificate of Tax Exemption.
8. The Applicant agrees, by December 15 of each year beginning with the first year in which the Final Certificate of Tax Exemption is filed and each year thereafter for the duration of the property tax exemption, to provide a written report to the City Manager containing

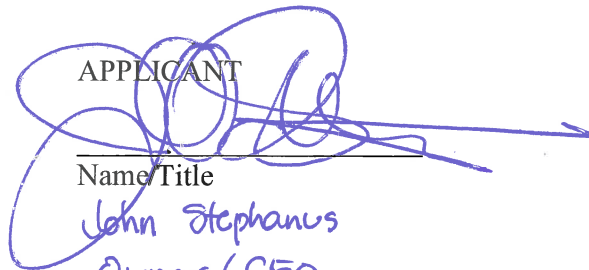
information sufficient to complete the City's report to the Washington State Department of Commerce as set forth in SMC 3.27.090(D).

9. If the Applicant converts any of the new or rehabilitated multi-family residential housing units constructed under this Agreement into another use, the Applicant shall notify the King County Assessor and the City Manager within sixty (60) days of such change in use.
10. The Applicant agrees to notify the City promptly of any transfer of the Applicant's ownership interest in the Property and/or Project or in the improvements made to the Property and/or Project under this Agreement.
11. The City reserves the right to cancel the Final Certificate of Tax Exemption should the Applicant, its successors and assigns, fail to comply with any of the terms and conditions of this Agreement, SMC Chapter 3.27, or for any reason that the Property/Project no longer qualifies for the tax exemption.
12. The Applicant acknowledges that the cancellation of the Final Certificate may subject the Applicant to potential tax liability as provided for in RCW 84.14, including real property tax, penalties, and interest.
13. No modifications of this Agreement shall be made unless mutually agreed upon by the parties in writing.
14. In the event that any term or clause of this Agreement conflicts with applicable law, such conflict shall not affect other terms of this Agreement which can be given effect without the conflicting term or clause, and to this end, the terms of this Agreement are declared to be severable.
15. Applicant agrees that this Agreement is subject to the Shoreline Multi-Family Housing Tax Exemption set forth in Shoreline Municipal Code, Chapter 3.27.

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the day and year first above written.

CITY OF SHORELINE

City Manager

APPLICANT


Name/Title
John Stephanus
Owner / CEO

Approved as to form:

City Attorney

**MULTI-FAMILY HOUSING LIMITED PROPERTY
TAX EXEMPTION AGREEMENT**

THIS AGREEMENT is entered into this _____ day of _____, 2018, by and between SHORELINE DEVELOPMENT COMPANY, LLC (hereinafter referred to as the “Applicant”), and the CITY OF SHORELINE (hereinafter referred to as the “City”).

WITNESSETH:

WHEREAS the City has an interest in stimulating new construction or rehabilitation of multi-family housing in Residential Target Areas in order to reduce development pressure on single-family residential neighborhoods, increase and improve housing opportunities, provide affordable housing opportunities, and encourage development densities supportive of transit use; and

WHEREAS the City has, pursuant to the authority granted to it by RCW 84.14, designated various areas of the City as Residential Target Areas for the provision of a limited property tax exemption for new or rehabilitated multi-family residential housing; and

WHEREAS the City has, as set forth in Shoreline Municipal Code (SMC) Chapter 3.27, enacted a program whereby property owners may qualify for a Final Certificate of Tax Exemption which certifies to the King County Assessor that the owner is eligible to receive a limited property tax exemption; and

WHEREAS the Applicant is interested in receiving a limited property tax exemption for constructing 243 units of NEW multi-family residential housing within the NORTH CITY BUSINESS DISTRICT, a designated Residential Target Area pursuant to SMC 3.27.030; and

WHEREAS the Applicant submitted to the City a complete application for Property Tax Exemption outlining the proposed development/redevelopment of multi-family residential housing to be constructed on property located at 17233 – 15TH AVE NE, SHORELINE, WA (“Property”) and generally referred to as SHORELINE DEVELOPMENT COMPANY, LLC (“Project”); and

WHEREAS on FEBRUARY 5, 2018, the City determined that the Applicant met all the eligibility and procedural requirements to qualify for a Conditional Certificate of Property Tax Exemption as provided in SMC 3.27, with the exception of entering into and recording this Agreement; and

WHEREAS the City has determined that the improvements will, if completed as proposed, satisfy the requirements for a Final Certificate of Tax Exemption.

NOW, THEREFORE, the City and the Applicant do mutually agree as follows:

1. The City agrees to issue the Applicant a Conditional Certificate of Acceptance of Tax Exemption once this Agreement is approved by the City Council, fully executed, and recorded with the King County Recorder’s Office.

2. The Applicant agrees to construct the Project in compliance with all applicable land use regulations and as approved and permitted by the City. In no event shall such construction provide less than fifty percent (50%) of the space for permanent residential occupancy as required by SMC 3.27.040(A)(2).
3. The Applicant commits to renting at least twenty percent (20%) of the multi-family housing uses as affordable housing units as defined in SMC 3.27.020 and agrees that the property must satisfy that commitment and any additional affordability and income eligibility conditions contained SMC Chapter 3.27 for the duration of the tax exemption.
4. The Applicant agrees to complete construction of the agreed upon improvements within three (3) years from the date the City issues the Conditional Certificate of Acceptance of Tax Exemption, or within any extension thereof granted by the City.
5. The Applicant agrees, upon completion of the improvements and upon issuance by the City of a temporary or permanent certificate of occupancy, to file with the City Manager a request for Final Certificate of Tax Exemption with the information required by SMC 3.27.070 which includes:
 - (a) a statement of expenditures made with respect to each multi-family housing unit and the total expenditures made with respect to the entire Property/Project;
 - (b) a description of the completed work and a statement of qualification for the exemption;
 - (c) a statement that the work was completed within the required three-year period or any authorized extension; and
 - (d) a statement that the Property/Project meets affordable housing requirements of SMC Chapter 3.27.
6. The City agrees, conditioned on the Applicant's successful completion of the improvements in accordance with the terms of this Agreement and on the Applicant's filing of the materials described in Paragraph 5 above, to file a Final Certificate of Tax Exemption with the King County Assessor within forty (40) days of application.
7. The Applicant agrees, within thirty (30) days following the first anniversary of the City's filing of the Final Certificate of Tax Exemption and each year thereafter for the duration of the property tax exemption, to file an annual report with the City Manager with the information required by SMC 3.27.090 which includes:
 - (a) a statement of occupancy and vacancy of the newly constructed or rehabilitated Property/Project during the twelve months ending with the anniversary date;
 - (b) a certification by the owner that the Property/Project has not changed use since the date of the final certificate approved by the City and that Property/Project is in compliance with affordable housing requirements of SMC Chapter 3.27; and
 - (c) a description of any subsequent changes or improvements constructed after issuance of the Final Certificate of Tax Exemption.
8. The Applicant agrees, by December 15 of each year beginning with the first year in which the Final Certificate of Tax Exemption is filed and each year thereafter for the duration of the property tax exemption, to provide a written report to the City Manager containing

information sufficient to complete the City’s report to the Washington State Department of Commerce as set forth in SMC 3.27.090(D).


- 9. If the Applicant converts any of the new or rehabilitated multi-family residential housing units constructed under this Agreement into another use, the Applicant shall notify the King County Assessor and the City Manager within sixty (60) days of such change in use.
- 10. The Applicant agrees to notify the City promptly of any transfer of the Applicant’s ownership interest in the Property and/or Project or in the improvements made to the Property and/or Project under this Agreement.
- 11. The City reserves the right to cancel the Final Certificate of Tax Exemption should the Applicant, its successors and assigns, fail to comply with any of the terms and conditions of this Agreement, SMC Chapter 3.27, or for any reason that the Property/Project no longer qualifies for the tax exemption.
- 12. The Applicant acknowledges that the cancellation of the Final Certificate may subject the Applicant to potential tax liability as provided for in RCW 84.14, including real property tax, penalties, and interest.
- 13. No modifications of this Agreement shall be made unless mutually agreed upon by the parties in writing.
- 14. In the event that any term or clause of this Agreement conflicts with applicable law, such conflict shall not affect other terms of this Agreement which can be given effect without the conflicting term or clause, and to this end, the terms of this Agreement are declared to be severable.
- 15. Applicant agrees that this Agreement is subject to the Shoreline Multi-Family Housing Tax Exemption set forth in Shoreline Municipal Code, Chapter 3.27.

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the day and year first above written.

CITY OF SHORELINE

APPLICANT **Shoreline Development Company LLC**

City Manager



Name/Title

H. Curtis Keller, its Secretary

Approved as to form:

City Attorney

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

| | |
|----------------------|--|
| AGENDA TITLE: | Authorizing the City Manager to Execute a Contract with McCann Construction Enterprises, Inc. in an Amount of \$321,405.50 for Construction of the Richmond Beach Rd Rechannelization Project |
| DEPARTMENT: | Public Works |
| PRESENTED BY: | Tricia Juhnke, City Engineer |
| 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:

Between December 28, 2017 and January 25, 2018, the City solicited bids for construction of the Richmond Beach Road Rechannelization Project. The engineer's estimate for construction is \$315,000. Bids were opened on January 25, 2018 and two bids were received. McCann Construction Enterprises, Inc. is the apparent low bidder. Council authorization is needed to award the contract.

As this item an Action Item before the City Council for the first time, as per Council Rule of Procedure 6.1(B), public comment for this item will follow the presentation of this staff report but proceed Council review and potential action. Tonight, Council is scheduled to take action on this item.

RESOURCE/FINANCIAL IMPACT:

This project is approved as part of the 2018-2023 Capital Improvement Plan and design was completed in 2017. The budget breakdown below is for the 2018 budget:

Project Expenditures:

Project Administration:

| | |
|---------------------------------|--------------------|
| Staff and other Direct Expenses | \$32,000.00 |
| <u>Total Project</u> | <u>\$32,000.00</u> |

Construction:

| | |
|------------------------------|---------------------|
| Construction Administration | \$50,000.00 |
| Construction Contract | \$321,405.50 |
| Contingency | \$32,140.50 |
| <u>Total Construction</u> | <u>\$403,546.00</u> |

Total Project Expenditures **\$435,546.00**

Project Revenue:

| | |
|--|--------------------|
| Roads Capital Fund: Richmond Beach Rd Rechannelization | \$360,000.00 |
| <u>Roads Capital Fund: Traffic Safety Improvements</u> | <u>\$75,546.00</u> |

Total Available Revenue **\$435,546.00**

RECOMMENDATION

Staff recommends that Council authorize the City Manager to execute a construction contract with McCann Construction Enterprises, Inc. in the amount of \$321,405.50 for the Richmond Beach Road Rechannelization Project's.

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

BACKGROUND

Richmond Beach Road/NW 195th Street/NW 196th Street is the primary east-west route connecting the Richmond Beach neighborhood to Aurora Avenue N, Interstate 5, and the city center. In 2016, the City Council approved funding for 2017 to rechannelize the road from 24th Avenue NW to Dayton Avenue N (Attachment A).

The project corridor has a history of collisions and includes two high collision locations from the City's 2016 Annual Traffic Report: the intersection of 3rd Avenue NW and NW Richmond Beach Rd, and the segment of NW Richmond Beach Rd from 3rd Avenue NW to 8th Avenue NW. Rechannelization is recommended as mitigation for the collisions along the corridor.

The existing roadway has two lanes in each direction. This project will change the striping to include a center turn lane, one lane in each direction, and a bicycle lane in each direction. The purpose of the project is to improve driver, pedestrian, and bicyclist safety and mobility.

Due to high public interest in the project, extended public outreach was conducted. In 2017, staff held two public meetings to inform the community and seek input on the project. The project website was also utilized to solicit additional feedback. Based on the community feedback the design incorporated additional safety enhancements throughout the corridor.

Given the significant public interest, staff created a Frequently Asked Questions (FAQs) document for the project, which is included with this staff report as Attachment B. The FAQ document provides additional background on the extensive traffic modeling and research completed by staff to ensure that traffic flow would continue to be within the City's level of service standards.

The bid proposal included a base bid and an alternative so that the City could award work based on budget available. The base bid includes the treatments necessary to rechannelize the corridor and address the safety issues raised by the public. The alternative includes additional treatments such as colored pavement markings that would enhance to the overall project, but that are not necessary to accomplish the project's goals.

The award of contract per staff's recommendation will result in the following improvements to the corridor:

- Installation of a two-way center turn lane from 24th Avenue NW to just west of Dayton Avenue N, with left turn pockets at major intersections.
- Shifting and narrowing lanes at bus stops near intersections to allow the buses to pull further out of the travel lane.
- Realigning or tightening intersections for improved pedestrian safety at:
 - 24th Avenue NW,
 - 20th Avenue NW,
 - 15th Avenue NW, and
 - NW 190th Street.
- Installation of stop signs with led flashing lights at 15th Avenue NW.

- Installing a continuous bicycle facility from 24th Avenue NW to 3rd Avenue NW.

ALTERNATIVES ANALYZED

Between December 28, 2017 and January 25, 2018, the City solicited bids for construction of the Richmond Beach Road Rechannelization Project. The engineer’s estimate for the construction was \$277,000 for the base bid and \$315,000 for the base bid plus alternate. Bids were opened on January 25, 2018 and two bids were received. McCann Construction Enterprises, Inc. was the apparent low bidder.

| Contractor Name | Base Bid | Bid + Alternate |
|--|---------------------|---------------------|
| Transportation Systems, Inc. | \$335,596.00 | \$442,981.00 |
| McCann Construction Enterprises, Inc. | \$321,405.50 | \$422,737.70 |

City staff has determined that McCann Construction Enterprises, Inc. has a responsive bid and that they have met contractor responsibility requirements. Construction is anticipated to start in April 2018 with completion anticipated in the spring of 2018.

City staff has identified three options regarding the award of this contract:

- 1. Award Base Bid (Recommended)** – the base bid is within the project budget.
- 2. Award Base Plus Alternative** – this alternative exceeds the current project budget and based on staff review, the bids are excessive compared to the engineer’s estimate.
- 3. Don’t Award a Contract** – by not awarding the contract the project would not proceed.

Staff recommends awarding the base bid and pursuing alternate methods to complete the enhancements.

Public Comment and Council Action

As this item an Action Item before the City Council for the first time, as per Council Rule of Procedure 6.1(B), public comment for this item will follow the presentation of this staff report but proceed Council review and potential action. Tonight, Council is scheduled to take action on this item.

COUNCIL GOAL ADDRESSED

This project addresses Council Goal #2, improve Shoreline’s infrastructure to continue the delivery of high-valued public service. This project will help to meet this goal by constructing transportation facilities as identified in the 2011 Transportation Master Plan.

This project also addresses Council Goal #5, promote and enhance the City’s safe community and neighborhood programs and initiative. This project will help to meet this goal by using a data driven process to address safety issues and concerns in school zones and the Innis Arden, Richmond Beach, Richmond Highlands, and Hillwood neighborhoods.

RESOURCE/FINANCIAL IMPACT

This project is approved as part of the 2018-2023 Capital Improvement Plan and design was completed in 2017. The budget breakdown below is for the 2018 budget:

Project Expenditures:

Project Administration:

| | |
|---------------------------------|-------------|
| Staff and other Direct Expenses | \$32,000.00 |
| <hr/> | |
| Total Project | \$32,000.00 |

Construction:

| | |
|------------------------------|---------------------|
| Construction Administration | \$50,000.00 |
| Construction Contract | \$321,405.50 |
| Contingency | \$32,140.50 |
| <hr/> | |
| Total Construction | \$403,546.00 |

Total Project Expenditures **\$435,546.00**

Project Revenue:

| | |
|--|--------------|
| Roads Capital Fund: Richmond Beach Rd Rechannalization | \$360,000.00 |
| <hr/> | |
| Roads Capital Fund: Traffic Safety Improvements | \$75,546.00 |

Total Available Revenue **\$435,546.00**

RECOMMENDATION

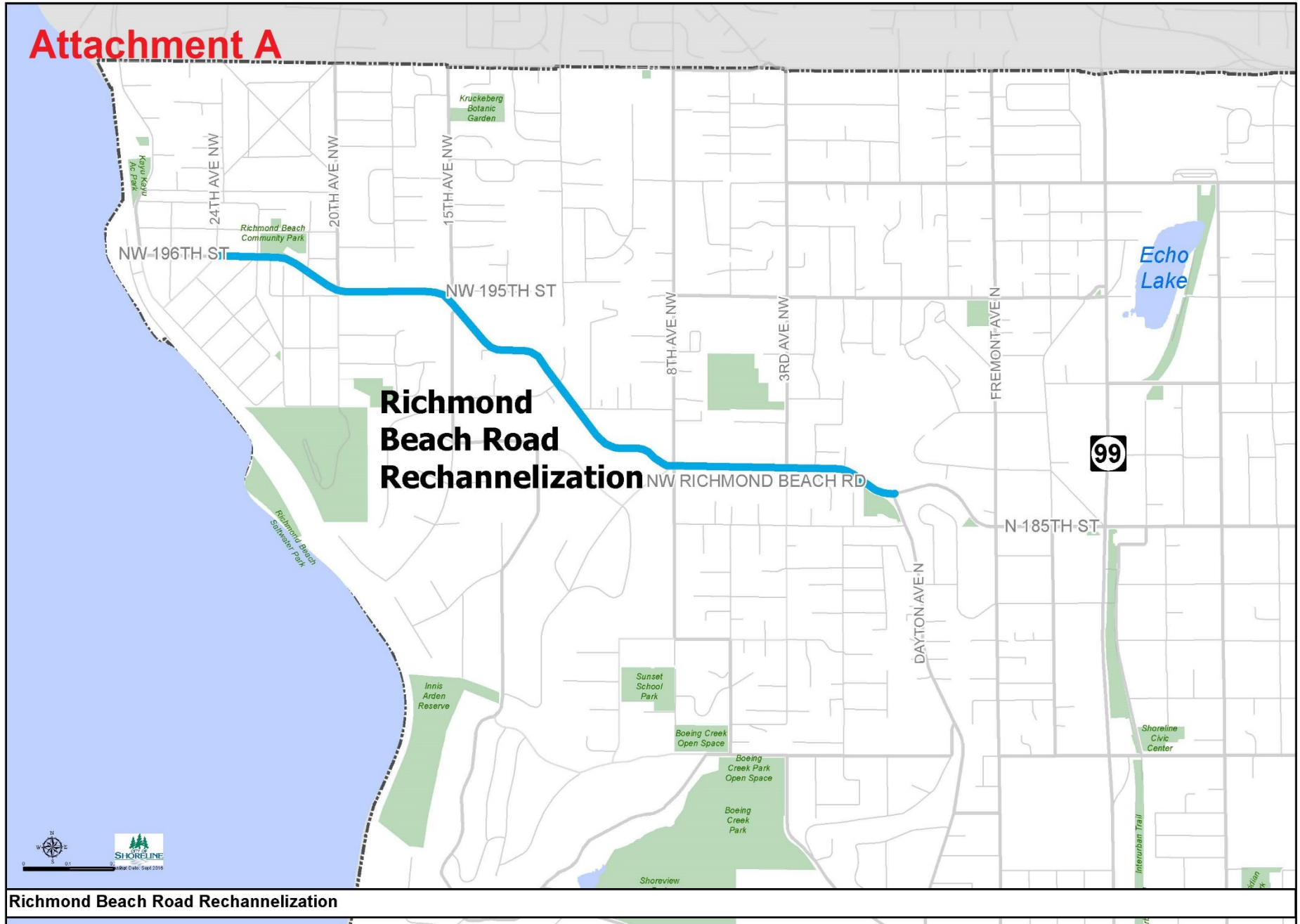
Staff recommends that Council authorize the City Manager to execute a construction contract with McCann Construction Enterprises, Inc. in the amount of \$321,405.50 for the Richmond Beach Road Rechannalization Project.

ATTACHMENTS

Attachment A - Richmond Beach Road Rechannalization Project Site Map

Attachment B – Richmond Beach Road Rechannalization Frequently Asked Questions

Attachment A



Richmond Beach Road Rechannalization

Frequently Asked Questions (FAQs)

October 2017 (Revision 3 - 10/11/17)

This project will rechannelize Richmond Beach Road/ NW 195th Street/ NW 196th Street from 24th Avenue NW to Dayton Avenue N from four lanes to one vehicle lane in each direction and a center turn lane. The primary goal of this project is to improve driver, pedestrian, and bicyclist safety and mobility. The rechannelization also provides the ability to implement on-street bicycle lanes as well as pedestrian refuge space for pedestrians crossing the street between controlled intersections. We have taken the frequently asked questions and grouped them into categories to assist the reader in quickly finding specific information. Taken together, these answers provide the broader context for the project as a whole.

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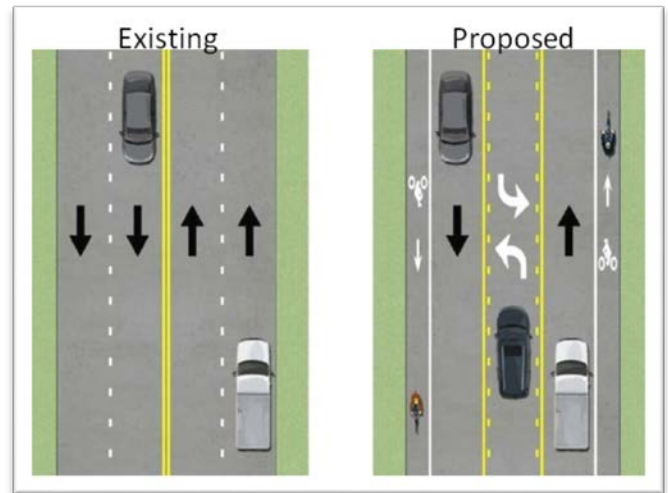
For more information please see our project website:

shorelinewa.gov/RBRechannelization

Background

1 What is a rechannelization?

A “rechannelization” is when the lane striping along a street is changed. In this case Richmond Beach Road would change from a street with two travel lanes in each direction (diagram - left) to a street with one travel lane in each direction, a two-way center-turn lane, and bike lanes in each direction (diagram - right). Rechannelizations address safety and mobility concerns for a relatively low construction cost because they do not involve paving, purchasing right-of-way, or other high-cost treatments. The Federal Highway Administration has deemed this rechannelization method a proven safety countermeasure for roads like Richmond Beach Road, **reducing collisions by 19-47%**.



2 Why is the City proposing a rechannelization on Richmond Beach Road?

The City is proposing to rechannelize Richmond Beach Road to improve driver, pedestrian, and bicyclist safety and mobility. The corridor has a history of vehicle, pedestrian, and bicycle collisions, and includes two of the City’s high collision locations from the [2016 Annual Traffic Report](#). Based on existing roadway characteristics, collision history, traffic data, and numerous case studies performed across the country, the City believes that a rechannelization would work well on Richmond Beach Road.

| | |
|--------------------|--|
| SAFETY | <ul style="list-style-type: none"> From 2010-2016, there were 154 total collisions in this corridor, west of Dayton Ave N to 24th Ave NW. Of these collisions, 20 were injury collisions, including 1 fatality. 10 of these collisions involved pedestrians, and 3 involved bicyclists. There is significant speeding in the corridor which increases the risk of collision frequency and severity. Traffic data west of 8th Ave NW shows that 55% of drivers are exceeding 35 mph. That means most drivers are speeding more than 5 mph over the posted speed.*Updated 10/11/17 |
| TRAFFIC & MOBILITY | <ul style="list-style-type: none"> Traffic volumes on this corridor are supported by a 3 lane design, ranging from 2,800 vehicles per day west of 20th Ave NW to approximately 16,000 vehicles per day east of 3rd Ave NW. Studies have shown the proposed channelization to work well – reducing collisions while maintaining traffic delay level of service standards - on roadways with average daily traffic volumes up to 20,000 vehicles per day. Existing sidewalks are narrow with no buffer between cars and pedestrians. Protected crossing opportunities are limited, making access to bus stops and interaction between north and south neighborhoods very challenging. Most pedestrian collisions occur when trying to cross (more than 90%). The City’s 2011 Bicycle Master Plan includes on-street bike lanes for this street. Bicyclists currently use this roadway and collisions have occurred. Many bicyclists have expressed they would use the corridor if vehicle speeds were lower and dedicated bike lanes in place. |

For more information please see our project website:

shorelinewa.gov/RBRechannelization

Unique corridor characteristics and challenges which will be carefully considered:

- Uphill segment between 15th Ave NW and 8th Ave NW; slow moving vehicles & blockages.
- Bus Routes (4 maximum, per direction during the peak hours).
- Proposed Point Wells development in Snohomish County.
- Intersection and roadway geometry.

3 How did we get to this point?

- [2011 Transportation Master Plan \(TMP\)](#) – Slated bike lanes for the corridor.
- [Annual Traffic Report](#) – Has consistently identified the need for safety improvements based on collision patterns.
- [Capital Improvement Plan \(CIP\)](#) – Project concept was added to the 2016-2021 CIP, and adopted by Council.

4 What is the public’s role?

Updated 8/31/17 to reflect project’s current status

To kick off the design phase, the City hosted a public meeting on June 22nd and had a public comment period which helped shape the design. An additional public meeting will be held on October 12th which will be an opportunity for the public to see how their comments and questions were incorporated into the project, and to have a chance to comment on the 60% design before the project is finalized.



5 Didn’t the City fix the safety issues with the signal changes at 3rd Avenue NW?

New 8/31/17

As described in the 2016 [Annual Traffic Report](#) the signal timing changes have helped in reducing some of the left turn collisions at the 3rd Avenue NW signal. Collision rates at this location are still high. In the 10 months following the signal timing changes there were a total of six collisions at this intersection, two of which were injury collisions. Before the signal timing changes there was, on average, 7.22 collisions per 10 month period (based on the table from page 25 of the Annual Traffic Report). This intersection would still be ranked 9th overall in the 2016 traffic report and would benefit from additional safety improvements. The proposed changes also significantly improve pedestrian safety at this intersection where since 2010, 4 non-motorized collisions have occurred. This is especially important given the intersection’s proximity to Einstein Middle School, as there are many children who use it walking to and from school.

No new collisions have occurred as a result of the removal of the previously restricted 3rd Ave NW southbound right turn on red to Richmond Beach Road, which is better than we typically see for right turn on red movements at signalized intersections. Given this, we will not be restoring the right on red restriction at this time. Drivers who do not feel safe turning right on red can always continue to wait until they receive a green light.

For more information please see our project website:

shorelinewa.gov/RBRechannelization

6 Will this project move forward?

This project has been authorized and funded by the City Council. It is needed to address collision history on the corridor. Best practices and case studies throughout the country show this kind of 3 lane configuration is the best way to meet the safety improvement objectives for this corridor. However there are many design details which can vary for which we are soliciting comments. Based on input from the public, the City will develop a final design.

Mobility

7 How will all of the vehicles on Richmond Beach Road fit into fewer lanes?

A 4 lane roadway often functions like 3 lane roadway as turning vehicles, bicycles, busses and delivery trucks block one of the travel lanes. Case studies show that 3 lane roadways can function quite well – reducing collisions while maintaining traffic delay level of service standards – at average daily traffic volumes of up to 20,000 vehicles. This corridor’s volumes are well below that. Thorough traffic analysis has been conducted and will continue to be refined as described in the following sections.

8 How will this affect my commute along Richmond Beach Road as a driver? *Updated 10/11/17*

The City has conducted preliminary PM peak (4-6 PM) traffic analysis. The existing and proposed travel times and speeds are shown below. Existing travel times were verified by actual travel time runs conducted in the field, calibrating the model to within 7 seconds of the real life average.

PM PEAK - Westbound from West of Fremont Ave N to 23rd Ave NW

| | Existing | Proposed | Difference |
|--|--------------|--------------|------------|
| PM Peak Travel Time | 4 min 37 sec | 5 min 25 sec | 48 seconds |
| Cumulative Intersection Delay | 85 seconds | 100 seconds | 15 seconds |
| Average Travel Speed (includes stoppages) | 24 mph | 21 mph | 3 mph |

The City has conducted preliminary AM peak (7-9 AM) traffic analysis. The existing and proposed travel times and speeds are shown below. Existing travel times were verified by actual travel time runs conducted in the field, calibrating the model to within 8 seconds of the real life average.

AM PEAK - Eastbound from 23rd Ave NW to West of Dayton Ave N

| | Existing | Proposed | Difference |
|--|--------------|--------------|------------|
| AM Peak Travel Time | 4 min 03 sec | 4 min 45 sec | 42 seconds |
| Cumulative Intersection Delay | 84 seconds | 99 seconds | 15 seconds |
| Average Travel Speed (includes stoppages) | 23 mph | 20 mph | 3 mph |

If you are turning onto Richmond Beach Road from a signalized side street, additional delays will also be a consideration. In some cases however, turning from the side street will become easier and less delayed which is a great benefit for locations with limited sight distance or challenging geometry. Staff has developed various intersection improvement concepts that would help to maximize efficiency and signals will be optimized to minimize stopping.

For more information please see our project website:

shorelinewa.gov/RBRechannelization

9 How can we trust the traffic analysis?

Technical staff has thoroughly analyzed the corridor with traffic modeling software but understands these models aren't perfect. In order to provide modeling that is as close to reality as possible, staff conducted weekday PM peak travel time runs in the field to check and calibrate the existing model and better understand driver behavior on the corridor. In doing so, the "Existing Configuration" model was calibrated within 7 seconds of the real life average travel time for the PM peak and within 8 seconds of the real life average travel time for the AM peak. The same considerations will be applied to the "Proposed Configuration" model in order to achieve the most accurate results possible, erring on the higher/conservative side in estimating delay. We will also conduct after studies to verify these estimates and ensure the roadway is operating as intended.

10 What about future growth?

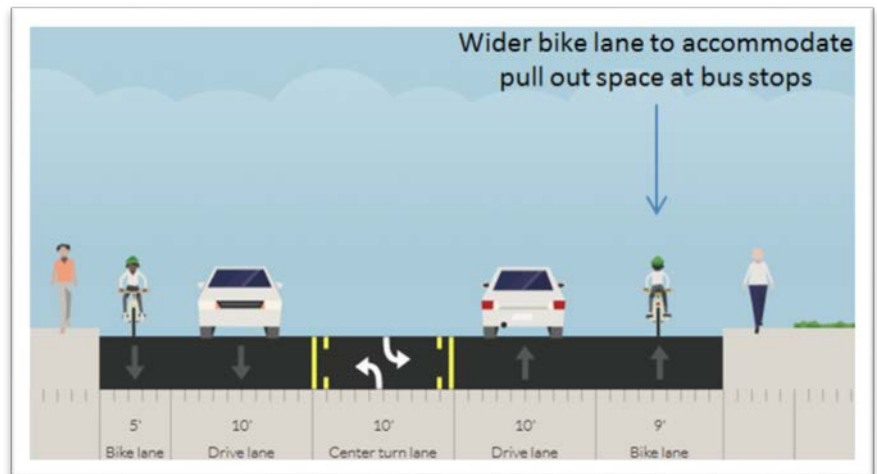
City projects and private developments are subject to maximum travel delay standards, also known as Level of Service (LOS) standards or concurrency. These standards require the following:

1. A LOS D (Average of 35-55 seconds of delay per vehicle) at signalized intersections on arterial streets and at unsignalized intersecting arterials; and
 2. A volume to capacity (V/C) ratio of 0.90 or lower for principal and minor arterials.
- The V/C ratio on one leg of an intersection may exceed 0.90 when the intersection operates at LOS D or better.

Based on traffic counts and modeling for the proposed configuration, the corridor and all intersections are anticipated to operate well within the bounds of these standards. Future development will have to provide traffic analysis showing added project related trips still fall within the Level of Service standards, or provide mitigation to meet standards. Otherwise, permits cannot be issued.

11 Are cars going to get stuck behind buses when they stop?

No. One alternative provides a wider bike lane at bus stops to accommodate a wider bus stop area that will allow buses to pull out of through traffic (see diagram). Staff are also working with King County Metro to identify potential bus stop removals and/or relocations. With a maximum of 4 buses per hour in either direction in the peak commuting hours, the frequency of buses is fairly low which makes their impact minimal. In addition, it is legal to go around a stopped bus.



For more information please see our project website:

shorelinewa.gov/RBRechannelization

12 What happens when a large truck is going slow uphill?

Law prohibits slow moving vehicles from holding up 5 or more following cars if they can pull off to let cars pass. The design alternative that provides wider space at bus stops so vehicles can pass also provides space for trucks to safely pull into if they are delaying following drivers. In addition, the City will work with the asphalt plant to determine a reasonable operating strategy when this project is implemented if slow moving vehicles prove to be problematic.

Current traffic data as well as information from previous traffic studies show there are about 5-7 tanker trucks using the corridor staggered throughout the day. Buses and other large vehicles operate at or above the 30 mph speed limit uphill as verified by field studies. Due to the infrequent occurrence of tanker trucks on the corridor, staff was not able to measure their speed uphill but will capture this for design documentation in the future.

Considering that most drivers are traveling in excess of 35 mph, and nearly 10% of drivers are exceeding 45 mph on this hill segment, addressing a majority speeding problem remains the priority over potential infrequent truck delays. As a contingency plan, staff has developed a climbing lane alternative for the hill that could be implemented if slow moving vehicle delays prove to be a much greater impact than anticipated by traffic modeling.

13 What happens when a delivery truck or garbage truck is stopped?

It is legal to go around stopped vehicles or obstructions ([RCW 46.61.100\(1\)\(b\)](#)). This is how every other two lane roadway with no-pass striping operates, many with traffic volumes higher than segments of this corridor. It is illegal to pass another **moving** vehicle by utilizing the center turn lane space.

14 How will the City address cut through traffic as a result of diversion?

City staff does not expect to see significant diversion based on the traffic analysis results however, we would still like to hear your thoughts on routes you'd expect to see cut through traffic. Once we have this information, we can collect "Before" traffic data in advance of implementation for some of the primary identified routes, and monitor with follow up collection after project implementation. Based on this information, we can work with neighborhoods to implement traffic calming as part of our [Neighborhood Traffic Safety Program](#), where warranted.

15 Does the City really expect people to use this as a bike route?

- Region wide, biking is up 7.8% since 2011 as indicated by the Washington State Bicycle and Pedestrian Documentation Project.
- Traffic data and collision history confirms that bicyclists are currently using the roadway.
- The "If you build it, they will come" principle - providing facilities produces the effect of inviting more people to use them.
- Although topography is challenging, some riders will choose to use this corridor both to commute and for leisure when it is the most direct route. In addition, power assisted bikes are becoming popular, making the barrier of topography less of an issue.
- Alternate routes are still available for those who would prefer them, however topography is a consideration on those routes as well.
- The route will be more attractive for bicyclists with less vehicle speeding.

For more information please see our project website:

shorelinewa.gov/RBRechannelization

16 Is the City trying to turn Shoreline into another Seattle?

No, the City’s goal for this project is to responsibly and cost effectively improve safety, however this will not be done at the expense of the City’s travel delay standards. The City of Seattle has implemented this 4 lane to 3 lane conversion on streets with traffic volumes exceeding 20,000 vehicles per day, which can be a tipping point for causing residual congestion. The heaviest trafficked corridor, between 3rd Ave NW and Dayton Ave NW, only carries about 16,000 vehicles per day which is below that rule of thumb tipping point.

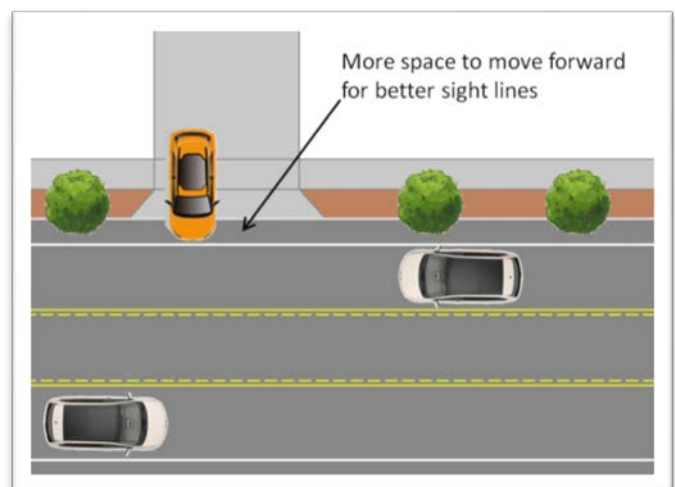
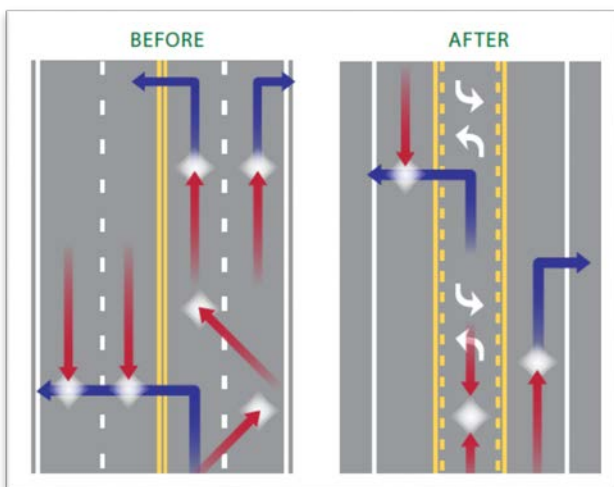
Another big difference between Shoreline and Seattle are our adopted travel delay standards, otherwise known as Level of Service or concurrency. Shoreline’s standard is significantly more conservative than Seattle’s standards meaning that we generally accept less travel delay than Seattle is comfortable with. The City of Shoreline requires roadways to meet adopted standards. This means that any large development must provide analysis to show that they will not exceed these standards. If the standards are exceeded, the development is required to provide mitigation for their added trips to meet those standards or it cannot proceed.

Safety

The Federal Highway Administration (FHWA) has deemed this 4 lane to 3 lane conversion as a proven safety countermeasure for roadways with characteristics similar to Richmond Beach Road, aggregating case studies from around the country which show a collision reduction of 19 to 47 percent. Detailed below are the factors that contribute to this proven collision reduction strategy.

17 How will the rechannelization improve vehicle safety?

- ✓ Reduces speeding and high variability between vehicle speeds, a main cause of collisions.
- ✓ Reduces conflict points and provides dedicated left turn space (diagram - left).
- ✓ Creates a space for better sight distance when turning from a side street or driveway. Currently, many driveways and side streets along the corridor have limited sight distance. The added bike lane space allows more room for vehicles to creep forward for better views without conflicting with vehicle traffic (diagram - right).



For more information please see our project website:

shorelinewa.gov/RBRechannelization

18 So I'm supposed to block the bike lane when pulling out of my driveway? *New 8/31/17*

The yield task when entering the roadway remains the same. This is the same principle as pulling into the pedestrian/sidewalk space within a driveway when trying to gain a better view to enter a roadway. The hierarchy is as follows:

Stop before the pedestrian crossing zone (sidewalk, crosswalk, shoulder). If no pedestrians are present, pull forward and stop before the bike lane. If no bicyclists are present, pull forward into the bike lane space to gain adequate views of cross traffic and select an appropriate gap to enter.

This yielding hierarchy implies that you may have to do a two stage stop in locations with limited sight distance, as is shown in the below diagrams. It is still the responsibility of the vehicle entering the roadway to yield to the vehicles (including bicyclists) traveling along the main road.



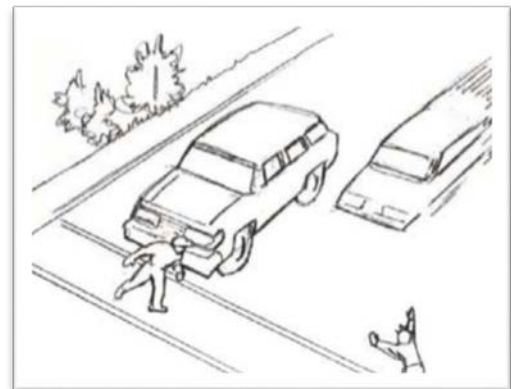
- Bike/vehicle on main road's line of sight
- Vehicle entering from driveway's sight triangle

For more information please see our project website:

shorelinewa.gov/RBRechannelization

19 How will the rechannelization improve pedestrian safety?

- ✓ Over 90% of pedestrian collisions occur when people cross the road, as opposed to while walking along the road. The rechannelization creates space for “Pedestrian Refuge” for safer crossings (see following diagram - left). In the absence of dedicated refuge space, there are still less lanes to cross which is safer.
- ✓ Eliminates the pedestrian “multi-lane threat” scenario - where one vehicle stops to allow a pedestrian to cross, but the adjacent lane fails to see the pedestrian and does not stop (see following diagram - right).
- ✓ Bike lane space adds 6 more feet between pedestrians and vehicle traffic.
- ✓ Discourages speeding, a main indicator in pedestrian crash survival, since the prudent driver sets the speed for the following platoon.

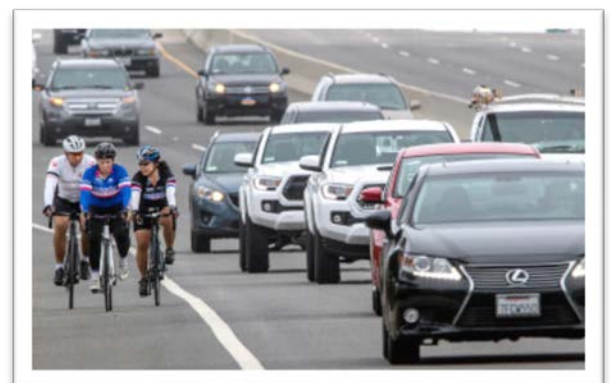


20 How will the rechannelization improve bicycle safety?

The rechannelization provides a dedicated space for bicyclists instead of having to share the lane with vehicles. Collision history on this roadway indicates that the existing roadway is not as safe as it could be for bicyclists. Bike lane markings provide the expectation for drivers to encounter bicyclists, improving their awareness and attentiveness to non-motorized users while driving. Reduction of speeding and improved sight lines as previously discussed, also provide a safety benefit to bicyclists.



VS



For more information please see our project website:

shorelinewa.gov/RBRechannelization

21 Won't this new configuration cause terrible head on collisions?

New 8/31/17

The new configuration is expected to decrease the potential for head on collisions. Currently, the main streams of traffic are only separated by a yellow centerline, with only a foot or two between opposing directions. The new configurations separates the majority of traffic in opposing streams by placing the 10 foot center lane between them. The following table describes and illustrates the geometric benefits to the 3 lane configuration with regard to head on collision types.

Existing Roadway: High volumes of opposing traffic very close to each other. A small error (2-3 feet difference) has the potential to cause a high speed head on collision.



Proposed Roadway: Two way left turn lane is unoccupied most of the time. More separation between the main streams of traffic. Drivers typically slow as they enter the turn lane, making it easier to adapt to opposing traffic, and less catastrophic in the event of collision.



Since 2010, there have been 34 reported “Opposite Direction” related collisions reported on City streets which resulted in injury. The collision types shown below are all considered “Opposite Direction” and have been included for reference. The type most similar to the head on collisions we’ve heard concerns about is the bolded “opposite direction – head-on” category. There has only been one of these collisions in the City since 2010 and it was not within a center turn lane.

- ✓ From opposite direction – turn related
- ✓ From opposite direction – sideswipe
- ✓ From opposite direction – all others
- ✓ **From opposite direction – head-on**

The following table summarizes where the 34 reported “Opposite Direction” injury collisions occurred throughout the City of Shoreline.

| 2010-2016 “Opposite Direction” injury collisions by Roadway | | |
|---|-----------------|---|
| Roadway | # of Collisions | Roadway Characteristics at Collision Site |
| Aurora Ave N | 8 | Configuration – 2 lanes in each direction + BAT Lanes + Dedicated turn lanes. Collisions at intersections. |
| Ballinger Way | 2 | Configuration – 2 lanes in each direction plus turn lane. Both occurred at the signalized intersection of 19 th Ave NE. |
| 15th Ave NE | 5 | Configuration varies 3-4 lanes. All but one collision occurred within the 4 lane section as opposed to the 3 lane section. In addition, all were related to intersection turning movements. |
| 15th Ave NW | 1 | Configuration – 1 lane in each direction. |
| 5th Ave NE | 2 | Configuration – 1 lane in each direction. |
| 8th Ave NW | 1 | Configuration – 1 lane in each direction. |
| Linden Ave N | 1 | Configuration – 1 lane in each direction. |
| N 175th St | 2 | Configuration – 4 lanes (2 in each direction). |

For more information please see our project website:

shorelinewa.gov/RBRechannelization

| | | |
|-----------------------------|-----------|--|
| N 185th St | 1 | Configuration – 3 lane (1 each direction + center turn lane). Collision occurred at Wallingford, resulting from a turning movement. |
| N 200th St | 1 | Configuration – 2 lanes (1 each direction) |
| N 205th St | 1 | Configuration – 3 lane (1 each direction + center turn lane) Collision occurred within the 300 Block – only true head on collision. Impact location was in westbound general purpose lane, not in turn lane. |
| N/NE 155th St | 2 | Configuration varies, 2-3 lanes. The collisions on N 155 th Street occurred at the signalized intersection of Meridian Ave N and at 5 th Ave NE. |
| NE 175th St | 1 | Configuration – 4 lanes (2 in each direction) |
| NW Richmond Beach Rd | 4 | Configuration – 4 lanes (2 in each direction). Collisions occurred at 3 rd or 8 th . |
| Westminster Way N | 2 | Configuration – 4 lanes (2 in each direction) |
| Total | 34 | |

In reviewing all types of these “Opposite Direction” collisions, only 4 out of 34 have occurred on segments of roadway with the 3 lane configuration, and all 4 of these collisions happened at intersection locations with dedicated left turn lanes. **From 2010 to 2016, there have been zero opposite direction collisions resulting in injury that occurred within a two way left turn lane.**

By comparison, in the same time period, there have been more than 100 pedestrian and bicycle injury collisions throughout the City, which clearly indicates the need to focus on the non-motorized safety benefits this project achieves. A full breakdown of injury collisions by type from 2010-2016 is shown in the table to the right. Collisions between two cars moving in opposite directions and colliding head on represent the smallest proportion of reported injury collisions. Non-motorized collisions and turning related collisions represent the highest proportion of injury collisions in Shoreline. This project is expected to greatly reduce risk of injury collisions as the lane reduction and dedicated turn space directly contribute to mitigating the non-motorized and turning related collision types.

| Type of Collision | Number of Collisions | Percent of Total |
|--------------------------------------|----------------------|------------------|
| Vehicle - pedestrian | 65 | 20.6% |
| Entering at angle | 57 | 18.0% |
| Fixed object | 41 | 13.0% |
| Vehicle – bicyclist | 37 | 11.7% |
| Same direction - rear End | 31 | 9.8% |
| Opposite direction - turn related | 26 | 8.2% |
| Parking related | 21 | 6.6% |
| Same direction - sideswipe | 8 | 2.5% |
| Same direction - turn related | 8 | 2.5% |
| Vehicle overturned | 8 | 2.5% |
| Same direction - all others | 5 | 1.6% |
| Opposite direction - sideswipe | 4 | 1.3% |
| From opposite direction - all others | 3 | 0.9% |
| Opposite direction - head-on | 1 | 0.3% |

Miscellaneous

22 Why doesn't the City just test the rechannelization east of 8th Avenue NW? *New 8/31/17*

There are safety concerns (such as vehicle vs bike and vehicle vs pedestrian collisions) occurring west of 8th Ave NW that can't be ignored. The proposed channelization would improve sight lines, slow vehicle speeds, provide a buffer for pedestrians and add a designated space for bicyclists. The City has been hearing support from the residents who live on the hill between 15th Avenue NW and 8th Avenue NW on Richmond Beach Road because they currently have trouble accessing and leaving their homes due to sight distance constraints and high speeds. In addition, traffic volumes are significantly lower west of 8th; 3 lanes can adequately handle existing traffic volumes.

For more information please see our project website:

shorelinewa.gov/RBRechannelization

23 Why can't the City just widen the existing sidewalks?

This restriping effort is a low-cost project at approximately \$215,000, and is the most cost effective strategy for addressing the collision history on the corridor. By comparison, widening sidewalks would likely cost more than 4 million dollars and wouldn't address the corridor's history of collisions. Additionally, throughout much of the corridor the back of the existing sidewalks is concurrent with the Right of Way line. This means in order to widen for bigger sidewalks or bike lanes, the City would need to acquire private property which significantly increases the cost of improvements. For more information on what Shoreline is doing to develop and maintain our network of sidewalks, please visit our webpage at:

<http://www.shorelinewa.gov/government/departments/public-works/capital-improvement-plan/sidewalks-priority-routes>

24 How has this treatment worked on other streets?

This treatment has been successful both regionally and throughout the Country. Within just a few miles of this corridor are multiple examples of 3 lane roadways including N 155th Street and N 205th Street (pictured) which carry comparable volumes. One example of a nearby successful rechannelization in Seattle, NE 75th Street from 15th Ave NE to 35th Ave NE, provides a comprehensive before and after study, documenting the safety and mobility benefits. This study is available online at:

<http://www.seattle.gov/transportation/docs/NE75thRechannelizationReportFINAL.pdf>



Additionally, the Federal Highway Administration (FHWA) has deemed this 4 lane to 3 lane conversion as a proven safety countermeasure, aggregating case studies from around the country which show a collision reduction of 19 to 47 percent. FHWA also summarizes that most streets can well accommodate average daily traffic volumes of 15,000 and higher in many cases. The Federal informational guide is available online at: https://safety.fhwa.dot.gov/road_diets/info_guide/

25 What about Point Wells?

Updated 8/31/17 to reflect project's current status

The Point Wells property is located in unincorporated Snohomish County. Currently its only road access is through the Richmond Beach neighborhood of Shoreline. A development proposal for the property continues in the Snohomish County permitting process. The developer for the Point Wells site, Blue Square Real Estate (BSRE) submitted revisions to the project on April 17, 2017 to Snohomish County. The Snohomish County website states the revised plans "retain the basic overall concept in the original submittal, but add a second access road through the Town of Woodway and make some adjustments internal to the site in response to the County comments". The county provided preliminary review comments on May 10, 2017 and expect a revised application from the development. Work on the Draft Environmental Impact Statement is on hold while the County awaits for a new submission with "a satisfactory new alternative" as determined by Snohomish County Planning and Development Services staff.

In 2014, the City and BSRE undertook a joint effort to conduct a "Transportation Corridor Study"; a process for public input on the proposed project as required by a [Memorandum of Understanding](#) the City entered into with the developer in 2013. In addition, the City's current [Point Wells Subarea Plan](#) relates changes to traffic volume restrictions on Richmond Beach Drive to a finalized Transportation Corridor Study. The Transportation Corridor Study was never finalized as the

For more information please see our project website:

shorelinewa.gov/RBRechannelization

City reached an impasse with BSRE’s technical staff in determining an appropriate mitigation strategy to meet the City’s traffic standards (Level of Service) for their proposed number of vehicle trips added to Shoreline streets.

Regarding the proposed three lane roadway configuration and its relationship to potential future Point Wells traffic, it is prudent the City not postpone necessary projects to improve safety and mobility for a relatively low cost over impacts from an uncertain future development at Point Wells that is unlikely to occur for a decade or more. The City’s bike master plan slates on-street bike facilities for Richmond Beach Road and this is only accomplished through a 3-lane configuration without additional Right of Way.

As stated previously the primary purpose of this change is to address safety issues, but in response to questions from the community regarding how this affects potential traffic from Point Wells, based on traffic analysis fewer lanes through the corridor means less traffic can be added to the system within the City’s level of service requirements. In other words, fewer additional vehicular trips before significant mitigation would be required to meet the City’s level of service. City of Shoreline staff will continue to review any submittals to Snohomish County for consistency with the City’s adopted plans and regulations applicable to this development and previously submitted staff comments on the project.

For more information on the proposed Point Wells Development visit the City and County’s websites at the links below.

Snohomish County Point Wells web page: <https://snohomishcountywa.gov/1511/Point-Wells>

City of Shoreline Point Wells web page: <http://www.shorelinewa.gov/government/departments/planning-community-development/planning-projects/point-wells>

Next Steps

- **October 12, 2017 – 2nd Public Meeting** to show refined 60% design and get additional feedback on minor design revisions
- Winter 2017 – Final design
- Winter 2017/2018 – Award contract
- Summer 2018 – Implement improvements

Thursday, October 12th

Public Meeting

When: 6pm – 8pm
Where: Shorewood High School Commons
17300 Fremont Avenue N
Shoreline, WA 98133



For more information please see our project website:

shorelinewa.gov/RBRechannelization

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

| | |
|----------------------|--|
| AGENDA TITLE: | Discussion of Ordinance No. 813 – Amendments to SMC 12.15.130 Temporary Street Closure Requirements |
| DEPARTMENT: | Public Works |
| PRESENTED BY: | Kendra Dedinsky, City Traffic Engineer |
| 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:

The City’s current temporary street closure code, SMC 12.15.130, requires a sign to be posted three calendar days in advance as notification of the closure. This applies to all closures, including those of short duration. Every year Shoreline neighborhoods participate in National Night Out block parties, which close off streets for a short period of time. Participation in National Night Out has continued to increase, however the City’s stock of standard road closure signs to loan to the hosts of these events is limited and short of the demand. Last year, to bridge this gap, staff ordered and had residents use banner versions of the sign, a low cost and readily available solution, which can be attached to Shoreline/Recology waste bins placed in the roadway in order to serve as the notice and regulatory sign (see Attachment A).

After use of the banners last year, staff heard this option was slightly challenging to some residents since the three day posting can conflict with their garbage collection date and having their bins so far from their home for three days was an inconvenience. Staff proposes to continue use of the banners as it reduces staff time issuing and collecting signs, reduces the storage space requirement, and is lower cost than the standard A-board signs previously used. Staff considers the waste bins the best option for mounting and displaying banner signs since collection bins are now required in Shoreline, ensuring consistency in attachment, and providing a physical barrier.

In order to provide more flexibility for residents and staff, proposed Ordinance No. 813 (Attachment B) amends the temporary street closures ordinance, providing the ability for exception to the three (3) calendar day street closure notice as determined during the Right of Way Permit review process.

Given the publication of the National Night Out date in *Currents*, the information typically broadcast by other media outlets, and due to the fact that this three day notice is not otherwise required by State law, staff consider a decreased notification window to be appropriate.

RESOURCE/FINANCIAL IMPACT:

The proposed amendment has no direct financial impact to the City.

RECOMMENDATION

No Council action is required at this time. Staff recommends that Council discuss the proposed amendment and determine if additional information is needed for consideration. Proposed Ordinance No. 813 is scheduled to be brought back to Council for adoption on February 26, 2018.

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

INTRODUCTION

In order to accommodate the growing number of participants in the Neighborhood Night Out program last year, Shoreline staff adapted an idea used by the City of Seattle - providing residents roll up banner versions of the regulatory road closure signs for block parties, to be attached to waste collection bins and placed on the street. This was successful in addressing the increased number of events so that residents were not denied a permit and was generally more efficient for staff. However, residents did express two main concerns. First, residents stated having their collection bins away from their home for three days prior to the event was inconvenient and, second, that their garbage collection day sometimes fell within the notice time frame.

In order to resolve these concerns, staff recommends an amendment to the temporary street closure regulations, SMC 12.15.130, allowing staff discretion in conditioning the permit to allow for a minimal notification for this broadly publicized event.

BACKGROUND

The City of Shoreline, by Ordinance No. 339, re-codified regulations pertaining to the use of the public rights-of-way from SMC 20.70 to SMC 12.15. SMC 12.15.130 contains regulations related to temporary street closures. Currently, any temporary street closures require a sign notifying the public to be posted three calendar days in advance of the closure. This applies to all closures, including those of a short duration.

This three day notice requirement, at times, may be problematic. A prime example is the National Night Out block parties. Every year Shoreline neighborhoods participate in National Night Out block parties, which close off streets for a short period of time. Last year, the Shoreline community hosted more than 30 block parties. The hosts of these block parties must secure a Neighborhood Block Party Permit which authorizes closure of roads and requires posting of road closure signs three days prior to the event. Given that participation in National Night Out has continued to increase, the City's stock of standard road closure signs available to loan (currently, the City has 48 A-board signs which cost approx. \$150 each) to the hosts of these events does not meet the demand which ranged from one to three signs per event. Last year, to bridge this gap, staff ordered and had residents use banner versions of the sign, a low cost (\$66 each) and readily available solution, which can be attached to Shoreline/Recology waste bins that are placed in the roadway in order to serve as the notice and regulatory sign (see Attachment A). Not only is the cost of a banner substantially less than the A-board signs, but they require less storage space and can be stored at City Hall, thereby reducing transport time to and from event sites. A-board signs require off site storage. This reduces transport time to and from event sites.

While the use of the banners last year provided the required notice and alleviated the need to purchase additional A-board signs, staff heard this option was slightly challenging to some residents since the three day posting can conflict with their garbage collection date and having their bins so far from their home for three days was also an inconvenience. Staff proposes to continue use of the banners as it reduces staff time issuing and collecting signs, reduces the storage space requirement, and is lower cost than the standard A-board signs. In addition, this will allow as many events as possible

to be hosted within the community without a concern for road closure notice constraints. Staff considers garbage/recycle bins the best option for mounting and displaying banner signs since collection bins are now required in Shoreline, ensuring consistency in attachment, and providing a physical barrier for the road closure.

Thus, in order to provide more flexibility for residents and staff, proposed Ordinance No. 813 (Attachment B) amends the temporary street closures regulations, SMC 12.15.130, providing the ability for an exception to the three calendar day street closure notice as determined during the permit review process. Given the publication of the National Night Out date in *Currents*, information typically broadcast by other media outlets, and due to the fact that this three day notice is not otherwise required by State law, staff consider a decreased notification window to be appropriate.

This discretionary decreased notification window allows staff to utilize the banner option, which is significantly lower cost and less resource intensive, while mitigating the concerns raised by residents last year in order to accommodate the continued increase in the number of National Night Out event related road closures.

RESOURCE/FINANCIAL IMPACT

The proposed amendment by staff has no direct financial impact to the City.

RECOMMENDATION

No Council action is required at this time. Staff recommends that Council discuss the proposed amendment and determine if additional information is needed for consideration. Proposed Ordinance No. 813 is scheduled to be brought back to Council for adoption on February 26, 2018.

ATTACHMENTS

Attachment A: Banner Sign Configuration and Instructions
Attachment B: Proposed Ordinance No. 813



Thanks for participating in Shoreline’s National Night Out. The following are instructions for how to place road closure signs on your street.

1. Please use the enclosed cards to, legibly and in large font, write the date and times (from/to) of your closure using a dark marker and tape to the banner in the appropriate location.
2. Using your garbage, compost, and/or recycle cans and the zip ties provided, mount the sign as shown below. If you don’t have two of the same sized cans, use a participating neighbor’s can.



3. Place the sign (and associated garbage/compost/recycle cans) on the corner of the street to be closed at least 3 days prior to closure. During the closure, move the assembly to the center of the street.
4. When your event is finished, remove the cards from the sign, clip the empty bag back to the sign and leave it in the same location it was dropped off.

ORDINANCE NO. 813

AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON, AMENDING SHORELINE MUNICIPAL CODE SECTION 12.15.130 TEMPORARY STREET CLOSURES TO PROVIDE FOR ALTERNATIVE NOTICING REQUIREMENTS.

WHEREAS, with the adoption of Ordinance No. 339, the City Council established Chapter 12 Use of Right-of-Way of the Shoreline Municipal Code (SMC); and

WHEREAS, SMC 12.15.030(D)(1) requires a right-of-way use permit for the temporary closure of roadways, including the closure for community events such as the National Night Out Block Parties and other neighborhood block party events; and

WHEREAS, SMC 12.15.130 sets forth the standards that apply when a street is to be temporarily closed; and

WHEREAS, SMC 12.15.130(B) requires that signs be posted no later than three calendar days prior to the proposed closure; and

WHEREAS, hosts of neighborhood block party events are required to secure a Neighborhood Block Party Permit that sets forth terms and conditions of the use of the City's rights-of-way for the event; and

WHEREAS, for some well publicized events, and given limited City resources, it may be appropriate to allow for the authorizing of a reduction in the required three calendar day notice; and

WHEREAS, modifications to SMC 12.15.130 are necessary to provide flexibility in the notice requirement and greater clarity for the public in regards to what will be required;

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

Section 1. Amendment SMC Section 12.15.130 Temporary Street Closures. SMC 12.15.130 is amended as follow:

12.15.130 Temporary street closures. The convenience of an open roadway is consistent with the idea of good customer service. The city will discourage street closures and strongly discourage arterial street closures. In the event of street closure, the following standards apply except when a Right-of-Way Permit issued pursuant to this chapter provides otherwise:

A. Signs notifying the public of the upcoming closure shall be posted in a conspicuous place at each end of the roadway to be closed and at all intersections associated and/or adjacent to the closed segment of the street.

B. The signs shall be posted no later than three calendar days prior to the proposed closure unless a different time period is required by the Right-of-Way Permit.

C. Any residential street closures greater than 12 consecutive hours will require a detour route plan, signage, and a public notice published in the newspaper of record a minimum of three calendar days prior to closure.

D. For all nonemergency arterial street closures, ~~the publication of the closure is required~~ in addition to posting signs, public notice published in the newspaper of record is required a minimum of three calendar days ~~in advance~~ prior to the closure, regardless of the length of the closure.

E. For all street closures described above, the permittee is required to notify in writing the following agencies a minimum of three calendar days prior to the closure:

1. The Shoreline police department;
2. The Shoreline fire district;
3. The Shoreline school district; and
4. King County transportation division.

F. These standards shall be considered a minimum; other notifications may be required as deemed appropriate by the director.

Section 2. Corrections by City Clerk or Code Reviser. Upon approval of the City Attorney, the City Clerk and/or the Code Reviser are authorized to make necessary corrections to this ordinance, including the corrections of scrivener or clerical errors; references to other local, state, or federal laws, codes, rules, or regulations; or ordinance numbering and section/subsection numbering and references.

Section 3. Severability. Should any section, subsection, paragraph, sentence, clause, or phrase of this ordinance or its application to any person or situation be declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance or its application to any person or situation.

Section 4. 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 FEBRUARY 26, 2018.

Mayor Will Hall

ATTEST:

APPROVED AS TO FORM:

Jessica Simulcik Smith
City Clerk

Margaret King
City Attorney

Date of Publication:
Effective Date: