



AGENDA

Monday, April 16, 2018
7:00 p.m.

Council Chamber · Shoreline City Hall
17500 Midvale Avenue North

	<u>Page</u>	<u>Estimated Time</u>
1. CALL TO ORDER		7:00
2. FLAG SALUTE/ROLL CALL		
(a) Proclamation of Earth Day	<u>2a-1</u>	
3. REPORT OF THE CITY MANAGER		
4. COUNCIL REPORTS		
5. PUBLIC COMMENT		
<i>Members of the public may address the City Council on agenda items or any other topic for three minutes or less, depending on the number of people wishing to speak. The total public comment period will be no more than 30 minutes. If more than 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 March 5, 2018	<u>7a1-1</u>	
Approving Minutes of Workshop Dinner Meeting of March 26, 2018	<u>7a2-1</u>	
(b) Adopting the 2018 Comprehensive Plan Docket	<u>7b-1</u>	
(c) Adopting Ord. No. 817 – Amending the SMC Title 3 to Establish a New Section 3.01.025 Affordable Housing Fee in Lieu	<u>7c-1</u>	
(d) Motion Authorizing the City Manager to Execute a Contract Amendment in an Amount of \$11,527 with KONE, Inc. for Elevator Improvements and Repair at Shoreline City Hall for a Total Contract Amount of \$52,265	<u>7d-1</u>	
(e) Adopting Shoreline's Federal Legislative Agenda	<u>7e-1</u>	
8. ACTION ITEMS		
(a) Adopting Ord. No. 818 – Repealing Shoreline Municipal Code Chapter 9.05 Public Disturbance Noise and Replacing it with a New Chapter 9.05 Noise Control	<u>8a-1</u>	7:20
9. STUDY ITEMS		
(a) Discussing Regional Economic Development Initiative	<u>9a-1</u>	7:40

(b) Discussing Ord. No. 819 – Subdivision Procedure Code Amendment 9b-1 8:10

(c) Discussing the 2018-2020 City Council Goals and Work Plan 9c-1 8:50

10. ADJOURNMENT 9:10

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

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Proclamation of Earth Day 2018
DEPARTMENT:	Public Works
PRESENTED BY:	Rika Cecil, Environmental Services Analyst
ACTION:	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing <input checked="" type="checkbox"/> Proclamation

ISSUE STATEMENT:

Tonight's proclamation recognizes April 22, 2018, as Earth Day in Shoreline. The proclamation calls upon businesses and residents to celebrate this 48th anniversary of Earth Day by committing to protect our natural environment for ourselves, our children, and future generations.

One example of how Shoreline's residents can work to enhance our environment and build a strong sense of stewardship in our community is exemplified by Diane Brewster and the Friends of Richmond Beach Saltwater Park (Friends). For years, Diane Brewster has worked with these Shoreline Friends and with University of Washington students to remove invasive plants, using a method which maintains the stability of the steep slope on the north end of the Park. This work has inspired others to become stewards in other parts of the City.

Tonight, Diane Brewster and the Friends of Richmond Beach Saltwater Park will accept the Earth Day Proclamation and share their appreciation for the Council's recognition of their volunteer work to protect Shoreline natural environment and the resulting health of our community.

RECOMMENDATION

The Mayor should read the proclamation.

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



PROCLAMATION

WHEREAS, on April 22, 1970, Americans came together to celebrate the first Earth Day and share the message that the success of future generation depends upon how we act today; and

WHEREAS, a healthy and sustainable environment is the foundation of a vigorous society and a robust economy; and

WHEREAS, the City of Shoreline strives to collaborate with residents and businesses to create a sustainable environment in our community; and

WHEREAS, individuals and community groups in Shoreline inspire and provide many opportunities for residents to become stewards of our environment; and

WHEREAS, Earth Day offers everyone an opportunity to protect our planet and build a healthy, flourishing community;

NOW, THEREFORE, I, Will Hall, Mayor of the City of Shoreline, on behalf of the Shoreline City Council, do hereby proclaim April 22, 2018, as

EARTH DAY

in the City of Shoreline.

Will Hall, Mayor

CITY OF SHORELINE

SHORELINE CITY COUNCIL SUMMARY MINUTES OF REGULAR MEETING

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

Council Chambers - Shoreline City Hall
17500 Midvale Avenue North

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

ABSENT: None

1. CALL TO ORDER

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

2. FLAG SALUTE/ROLL CALL

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

3. REPORT OF CITY MANAGER

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

4. COUNCIL REPORTS

Councilmember McConnell reported attending the SeaShore Transportation Forum, and shared that projects are being considered for funding, including two major projects from Shoreline.

Mayor Hall congratulated Councilmember McConnell for her appointment as Board Liaison to the National League of Cities 1st Tier Suburbs Council. He announced that he and Ms. Tarry joined the newly formed Sound Transit North Corridor Leadership Forum for the coordination of Light Rail issues.

5. PUBLIC COMMENT

Eugene McPhail, Shoreline resident and Haller Lake United Methodist Church Trustee and Homeless Coordinator, spoke about homelessness. He recommended to the Council that the Sears' structure be used as a homeless support center.

Michelle Manis, Shoreline resident and Lay Leader for Haller Lake United Methodist Church, spoke about the homeless crisis and asked the City to investigate what more can be done to address the issue.

Morgan Smith, United We Stand Camp participant, spoke about the need for the City to provide more opportunities to house the homeless and to help transition people from homelessness.

Beverly Hawkins, Richmond Beach United Church of Christ member and Camp United We Stand Board of Directors member, described the people who are homeless that she has encountered and talked about the importance of making provisions for them at Aurora Square.

Jennifer Rash, Merlone Geier Partners, shared that they received 6,000 responses from a survey they deployed inviting input from the Community on the development of Shoreline Place, and announced the Open House scheduled for March 20th.

Kim Lancaster, Shoreline resident, spoke about homelessness and read a letter written by her husband regarding the City's responsibility for people who are homeless.

Lois Harrison, Shoreline resident, spoke about the homeless crisis and asked the Council to renovate the Sear's property into a support center for people who are homeless.

Ursula Whiteside, King County Crises Line Boardmember, spoke about the services they provide, gave an update on call totals, and thanked Council for their continued support.

6. APPROVAL OF THE AGENDA

The agenda was approved by unanimous consent.

7. CONSENT CALENDAR

Upon motion by Councilmember Salomon and seconded by Councilmember McGlashan and unanimously carried, 7-0, the following Consent Calendar items were approved:

- (a) Approving Minutes of Special Meeting of February 5, 2018**
- (b) Authorizing the City Manager to Execute a Contract with Salmon-Safe Inc. in the Amount of \$80,000 to Certify Shoreline as a Salmon-Safe City**
- (c) Authorizing the City Manager to Execute a Local Agency Agreement with the Washington State Department of Transportation to Obligate \$587,289 of Surface Transportation Program Grant Funds for the 15th Avenue NE Pavement Preservation Project**
- (d) Authorizing the City Manager to Enter into an Agreement with EarthCorps in the Amount of \$110,000 to Provide Environmental Vegetation Management and Minor Trail Repair for Shoreline Parks and Surface Water Facilities**

8. STUDY ITEMS

(a) Discussing Resolution No. 425 - Ratification of the 2017 WRIA 8 Chinook Salmon Conservation Plan

Uki Dele, Surface Water and Environmental Services Manager, and Jason Mulvihill-Kuntz, WRIA 8 Salmon Recovery Manager, provided the staff presentation. Ms. Dele clarified that the City's participation in WRIA 8 is voluntary. Mr. Mulvihill-Kuntz shared that the Salmon Recovery Plan is a part of the Puget Sound Recovery and includes habitat protection and restoration, land use regulations and planning, outreach, education and stewardship. He displayed a map of the Lake Washington/Cedar/Sammamish Watershed and identified that Cedar River and Sammamish Lake are the two populations of Salmon in Shoreline. He reviewed habitat priorities and the Salmon Recovery timeline. He shared that 2017 was the second best year for adult salmon returns since 2000, and noted the upward trend in juvenile production. He provided a snapshot of accomplishments, and explained that the 2017 Plan Update includes 20 recovery strategies and nearshore restoration recommendations.

Councilmember Roberts asked about WRIA 8's relationship with the King County Land Conservation Initiative, and what support WRIA 8 provides to urban jurisdictions to improve their surface water plans. Mr. Mulvihill-Kuntz replied that the work they performed is aligned with the King County Land Conservation Initiative, and said the land use recommendations in the 2017 Plan Update are based on the best available science to salmon recovery.

Deputy Mayor Salomon called attention to how years of past development patterns have adversely impacted salmon, and noted that although 2017 was a bad year for salmon runs in Washington, the Cedar River had a strong run which is reflective of the habitat restoration work completed. He stated that the City is removing the Boeing Creek Dam to create nearshore habitat for juvenile fish and asked what can be done around Barnacle Creek. Mr. Mulvihill-Kuntz said he is willing to look at it and described an ideal nearshore environment for juvenile salmon. Ms. Dele responded that staff will review the Surface Water Master Plan to see if there are reprioritization restoration opportunities. Deputy Mayor Salomon asked if nearshore riparian vegetation would take place along the streams or the saltwater beaches, and said he wants to hear more about it to determine the prioritization of projects.

(b) Discussing Ordinance No. 816 - Establishing Biennial Budgeting Process

Sara Lane, Administrative Services Director, and Rick Kirkwood, Budget Supervisor, provided the presentation. Ms. Lane stated that a Biennial Budget provides budgeting for two years at a time. She explained why staff recommends the City should transition to one, and displayed a list of Cities in Washington that use a Biennial Budget. She compared the budget processes for both an annual budget and a biennial budget, proposed a budget process schedule, and said a mid-biennium review would be conducted as needed. She reviewed staff's proposed edit to Draft Ordinance No. 816 Section 3.02.020(B) regarding the effective date of the Ordinance for mid-biennium amendments.

Councilmember Scully expressed concern that there was not information on the disadvantages of moving towards a biennial budget, but added that he does think the benefits outweighs the downfalls. He said he supports the Ordinance and wants to ensure that the City's Work Plan is flexible and that there is opportunity to adjust to changing circumstances.

Councilmember Roberts asked how the City's Fee Schedule, Human Services Plan, and Capital Improve Plan would work under a biennial budget, and with staff's proposed edits to the Ordinance. Ms. Lane replied that they would be automatically adjusted and presented to Council at the Mid-Biennium Review. She shared that the proposed edits would make any changes to the budget effective as they are needed instead of limiting the effective date to January 1. Mr. Kirkwood added that the Mid-Biennium Review will be used to make fund adjustments.

Councilmember Chang asked about the differences in the three forms of biennial budgets presented in the staff report. Ms. Lane responded the form selected depends on a city's structure and is a matter of choice of how it wants to manage its budgets. She said the Form 3 two-year budget provides the most benefit for the City of Shoreline.

Mayor Hall said he appreciates staff's edits to the Ordinance and explained why it makes more sense to have the ability to react quicker to needed changes.

(c) Update and Discussion of Projects for the Aurora Square Community Renewal Area

Dan Eernisse, Economic Development Program Manager, provided historical background on the development of Aurora Square and noted in 2012 it only provided \$6,000 in sales tax as compared to \$39,000 provided by Aurora Village. He said it was woefully underperforming as a retail center and on September 4, 2012 the City Council designated it as a Community Renewal Area. He provided an update on the following 10 Community Renewal Area Projects as of January 2018:

1. Transfer Westminster
2. Create an Eco-district
3. Integrate into the context
4. Establish a vibrant Center
5. Reinvent the Sears Building
6. Construct internal connections
7. Incorporate the College
8. Build new homes
9. Trade surface parking for jobs
10. Add entertainment to the mix

Councilmember McGlashan expressed disappointment that there is not a traffic circle at the front entrance to Shoreline Place (155th Street), and asked for clarification about the function of the "Pier 1" intersection. Mr. Eernisse explained how both the intersections function for south and northbound traffic, and said several traffic engineers studied the possibility of a traffic circle and determined that it would not work in that location.

Councilmember Roberts asked if the City will be asking the developer to help pay for the stormwater facility. Mr. Eernisse replied affirmatively and reviewed the options.

Councilmember Scully said he is pleased with how the redevelopment is moving forward under Merlone Geier. He pointed out the property is privately owned and its use is at the discretion of

the owner, therefore he expressed that the City's chance to provide dramatic input over what happens on the property is gone, except for the stormwater facility. He acknowledged the public comment regarding using this location as a homeless center, emphasized that it is private property, and shared his opinion that it is not an appropriate location for a homeless encampment.

Councilmember Chang asked how the City would get users to pay for a larger stormwater facility if it were built by the City. Ms. Tarry responded that this issue will come back to the Council in April for a larger discussion and staff will answer that question then.

Councilmember McConnell said she is optimistic the developer will build something the City wants to see and it is promising to see the developer getting feedback from the Community.

Councilmember Roberts asked about the Homeless Impact Study mentioned during public comment, and recommended that One Table be invited to a Council meeting to present their results.

Mayor Hall stated that the Council has been doing a lot on City-owned property to support affordable housing opportunities, and shared that the State is also looking at their property to do the same. He requested that staff put together a report on homelessness initiatives and accomplishments since declaring homelessness an emergency.

9. EXECUTIVE SESSION

At 8:50 p.m., Mayor Hall recessed into Executive Session for a period of 30 minutes as authorized by RCW 42.30.110(1)(i) to discuss with legal counsel matters relating to agency enforcement actions, or litigation; and RCW 42.30.110(1)(b) to consider the selection of a site or the acquisition of real estate by lease or purchase. The Council is not expected to take final action following the Executive Session. Staff attending the Executive Session included Debbie Tarry, City Manager; John Norris, Assistant City Manager; Margaret King, City Attorney; Eric Friedli, Parks, Recreation, and Cultural Services Director; Dan Eernisse, Economic Development Program Manager; and Adam Rosenberg, WCIA Attorney. At 9:20 p.m. Mayor Hall emerged and announced a 20 minutes extension to the Executive Session. The Executive Session ended at 9:40 p.m.

10. ADJOURNMENT

At 9:41 p.m., Mayor Hall declared the meeting adjourned.

Jessica Simulcik Smith, City Clerk

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

Monday, March 26, 2018
5:45 p.m.

Conference Room 303 - Shoreline City Hall
17500 Midvale Avenue North

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

ABSENT: None

STAFF: Debbie Tarry, City Manager; John Norris, Assistant City Manager; Randy Witt, Public Works Director; Nytasha Sowers, Transportation Services Manager; and Bonita Roznos, Deputy City Clerk

GUESTS: King County Metro Rob Gannon, General Manager, and David Cantey, Transit Route Facilities Supervisor

At 5:50 p.m., the meeting was called to order by Mayor Hall.

Mayor Hall expressed appreciation for the opportunity to work and partner with Metro for the optimal integration of Metro and Lightrail Services, increased east/west connections, and regular and dependable bus routes for residents in Shoreline and in the region.

At 5:53 p.m., Deputy Mayor Salomon and Councilmembers McConnell and Scully arrived to the meeting.

Mr. Gannon shared his professional background. He stated that he has been with Metro for seven years and has served in the capacity of General Manager for the past two years. He provided an overview of how King County Metro is preparing for the future with an emphasis on customer service over a broad set of services. He explained that Metro is focusing on growing services and ridership, costs and integration of regional services, and divisional reorganization. He said the four strategy points that they are working on are transitioning from a transit bus agency to a mobility agency; enhancing the capital delivery program; agency partnerships; and increasing the workforce.

Mr. Cantey shared that he has been with Metro for 21 years, oversees twenty supervisors, and is the Lead for the Metro/Sound Transit Design Alignment. He spoke about his work on the E-line bus route in Shoreline.

Councilmembers pointed out the need for a contiguous transit ride on Highway 99 across north and south boundaries, inquired about moving the Transit Center to Aurora Avenue, and asked for solutions to address a person's failure to tap out an Orca Card at the end of their ride. Mr.

Gannon replied that there is not a direct solution for the Orca Card, but said he does think a mobility strategy between King and Snohomish Counties could help integrate services. He stated that he supports using smaller services to meet demand, like partnering with Uber and Lyft to provide services in neighborhoods; having an ORCA system for all transit platforms; expediting the RFP process; and ensuring that the workforce can use new technology. Mr. Cantey added that a better job needs to be done to integrate services and coordinate schedules with other agencies.

Councilmembers discussed the opening of the Lightrail Stations in Shoreline and the need to ensure that residents are able to get to the Light Rail Station without their vehicle, limit people from parking at the Stations, and circumvent parking spillage in surrounding neighborhoods. Mr. Gannon replied that he envisions that Metro will be out of the parking business in 5 to 10 years. He said local help is needed to educate riders about options, implement enforcement mechanisms, encourage multi-space and multi-purpose parking options, and to change legislation to remove Washington State Department of Transportation's parking fee restrictions.

Councilmembers McGlashan and McConnell shared that it was communicated at a Seashore Transportation Forum Meeting that extra parking is needed. Mr. Gannon replied that there is an immediate need for parking, but said he expects Metro to get out of the parking business.

Councilmembers asked about Metro's working relationship with Community Transit and the deposition of old parking structures. They suggested using the space at 192nd and Aurora for Transit Oriented Development. Mr. Gannon replied that Metro has a working relationship with Community Transit, but believes a mandate is needed to improve working relationships with Sound Transit. He explained that Metro must reevaluate how to invest and divest their property holdings, and recommended partnering with Shoreline to identify needs and demands. He said assistance is needed from the City to lobby the State for the removal of the parking restriction.

Ms. Tarry asked who the City should work with regarding the 192nd Street property. Mr. Gannon recommended that the City contact Diane Carlson, Director of Capital Projects.

Councilmembers inquired about working with Metro and Sound Transit on signalization and prioritization, proposed the idea of using a feeder van system in community neighborhoods, and reorienting the transit system to have a less subsidized bus system. Mr. Gannon responded that the Hotspot Integration Team will be working on prioritization soon, and Mr. Cantey recommended that the City identify intersection problems and provide them to Metro.

Councilmembers called attention to the challenges businesses are having with bus patrons from the Therapeutic Health Services Clinic and asked if the bus stop could be moved. Ms. Cantey explained why the bus stop was placed there and said he is open to looking at it.

At 6:55 p.m. the meeting adjourned.

Bonita Roznos, Deputy City Clerk

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Adoption of the 2018 Comprehensive Plan Amendment Docket		
DEPARTMENT:	Planning & Community Development		
PRESENTED BY:	Steven Szafran, AICP, Senior Planner Paul Cohen, Planning Manager Rachael Markle, AICP, Director		
ACTION:	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input checked="" type="checkbox"/> Motion
	<input type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	

PROBLEM/ISSUE STATEMENT:

The City may process Comprehensive Plan amendments once a year, with exceptions only in limited situations. Proposed amendments are collected throughout the previous year with a deadline of December 1st for public and staff submissions of amendments to be considered in the following year. The Comprehensive Plan Docket establishes the amendments that will be reviewed and studied during the year by staff and the Planning Commission prior to their recommendation to the City Council for final approval to amend the Comprehensive Plan by the end of the following year. The 2018 Docket contains six (6) City-initiated amendments and three (3) citizen-initiated amendments.

The proposed 2018 Comprehensive Plan Docket was presented to the Planning Commission on February 1, 2018, and the Planning Commission voted to forward the 2018 Docket to the City Council for consideration, with a recommendation to exclude Docket Amendment #5. The Council then discussed the 2018 Docket on March 26, 2018, and directed staff to bring the Docket back to the Council for adoption. Tonight, Council is scheduled to adopt the proposed 2018 Comprehensive Plan Docket.

RESOURCE/FINANCIAL IMPACT:

Docket Amendment #5 has the potential to impact the Planning and Community Development Department's work plan and budget. An amendment to the Land Use Designation and concurrent rezone of this scope and size is a major work plan item and staff would be responsible for creating a plan for public involvement, multiple community meetings and outreach, and evaluating the environmental impacts which will require the services of a consultant that would impact the Department's budget.

RECOMMENDATION

The Planning Commission and staff recommend that the Council move to adopt the 2018 Comprehensive Plan Amendment Docket with the exclusion of Docket Amendment #5.

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

BACKGROUND

The State Growth Management Act, RCW 36.70A, limits consideration of proposed Comprehensive Plan amendments to no more than once a year. To ensure that the public can view the proposals within a concurrent, city-wide context, the Growth Management Act directs cities to create a docket that lists the amendments to be considered in this “once a year” review process.

Proposed amendments are collected throughout the previous year with a deadline of December 1st for public and staff submissions of suggested amendments to be considered in the following year. The Docket establishes the amendments that will be reviewed and studied during the year by staff and the Planning Commission prior to their recommendation to the City Council for final approval to amend the Comprehensive Plan by the end of the following year.

Comprehensive Plan amendments usually take two forms: Privately-initiated amendments and City-initiated amendments. This year, the Planning Commission was presented with six City-initiated amendments, which include three amendments carried over by Council from 2017. Prior to the adoption of the 2017 Docket via Ordinance No. 802 on November 14, 2017, which adopted some, but not all, of the 2017 docketed amendments, the Council carried over the three items from the 2017 Docket to the 2018 Docket. Those “carried-over” amendments are as follows:

1. Amend the Comprehensive Plan for 145th Street annexation and all applicable maps.
2. Consider amendments to the Point Wells Subarea Plan and other elements of the Comprehensive Plan that may have applicability to reflect the outcomes of the Richmond Beach Transportation Corridor Study as described in Policy PW-9. Also, consider amendments to the Comprehensive Plan that could result from the development of Interlocal Agreements as described in Policy PW-13.
3. Consider amendments to the Capital Facilities Element Goals and Policies and update of the Surface Water Master Plan.

The Planning Commission considered the draft 2018 Comprehensive Plan Docket on February 1, 2018 and voted to forward the proposed 2018 Docket (Attachment A) to the City Council for consideration. The Council then discussed the 2018 Docket on March 26, 2018. The staff report for this March 26th discussion can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2018/staffreport032618-9c.pdf>.

DISCUSSION

As noted during the March 26th Council discussion, the nine (9) proposed 2018 Comprehensive Plan Docket amendments are as follows:

Amendment #1 (2017 Carry-Over)

Amend the Comprehensive Plan for 145th Street annexation and all applicable maps.

Analysis:

This amendment was carried over from the 2017 Final Docket. This amendment will amend Policy LU47 which states, "Consider annexation of 145th Street adjacent to the existing southern border of the City".

There are some maps contained in the Comprehensive Plan that do not include 145th Street. If the City annexes 145th Street, all of the maps in the Comprehensive must be amended to include 145th Street as a street within the City of Shoreline.

The City is currently working towards annexation of 145th Street. On April 11, 2016, the City Council adopted a preferred design concept for the corridor, and the 145th Street Multimodal Corridor Study Final Report was completed in November 2016. The eastern portion of the corridor (SR 522 to the 145th light rail station) is included in the Sound Transit 3 package for capital improvements that will facilitate Bus Rapid Transit services on SR 522 and SR 523. The City has received grant funds to help fund design of the Interstate-5 interchange improvements and is currently working with partner agencies to develop agreements on how to move forward with construction and funding of the improvements. The corridor west of the Instate-5 interchange will require partnership with other agencies to move the adopted preferred design concept forward.

The corridor is not under the ownership of the City of Shoreline and completion of the corridor improvements will require intergovernmental cooperation, especially with King County and the City of Seattle, the two current owners of the corridor. Future ownership of the corridor could be a matter of consideration as agreements are reached regarding the implementation of the City's preferred design concept.

Planning Commission Recommendation:

Place this amendment on the 2018 Comprehensive Plan Docket.

Amendment #2 (2017 Carry-Over)

Consider amendments to the Point Wells Subarea Plan and other elements of the Comprehensive Plan that may have applicability to reflect the outcomes of the Richmond Beach Transportation Corridor Study as described in Policy PW-9. Also, consider amendments to the Comprehensive Plan that could result from the development of Interlocal Agreements as described in Policy PW-13.

Analysis:

This amendment has been carried-over since 2013. The City anticipated that the Transportation Corridor Study (TCS) on mitigating adverse impacts from BSRE's proposed development of Point Wells would be completed in 2013 and every subsequent year since. Staff does not anticipate that the Richmond Beach TCS will be completed in 2018 and therefore any recommendations coming out of the study will not be considered by the City Council until at least 2019. However, in the event the TCS is completed this year, maintaining it on the docket will ensure its consideration.

Planning Commission Recommendation:

Place this amendment on the 2018 Comprehensive Plan Docket.

Amendment #3 (2017 Carry-Over)

Consider amendments to the Capital Facilities Element Goals and Policies and update of the Surface Water Master Plan.

Analysis:

The City's Public Works Department is currently in the process of updating the Surface Water Master Plan and the Capital Facilities Element of the Comprehensive Plan. The proposed 2018 Surface Water Master Plan will address drainage and water quality problems associated with population and development growth, increasing regulations, and aging infrastructure within the City. The 2018 Surface Water Master Plan will consolidate information from several different technical manuals and plans in order to develop a plan that will guide the utility for the next five to 10 years.

The 2018 Surface Water Master Plan will help the City develop:

- Levels of Service definition;
- Prioritized asset management improvement strategy;
- Requirements to comply with the 2018-2022 National Pollutant Discharge Elimination System (NPDES) Phase II permit;
- Recommendations for Capital Improvement Projects (CIP);
- Rate structure and financial planning recommendations;
- Policy recommendations for Council consideration;
- Condition Assessment Plan;
- Technical drainage capacity issues memo; and
- Operations and Maintenance Manual.

Planning Commission Recommendation:

Place this amendment on the 2018 Comprehensive Plan Docket.

Amendment #4 (Proposed by the Public Works Department)

Consider deleting Appendix D – Master Street Plan from the Transportation Master Plan and replace with reference to the Engineering Design Manual pursuant to SMC 12.10.015.

Analysis:

The City's Public Works Department is proposing various amendments to the City's Master Street Plan which is Appendix D of the Transportation Master Plan. The proposed changes include:

- Delete Appendix D from the Transportation Master Plan; and
- Update all applicable sections of the Comprehensive Plan to reference the Master Street Plan in the Engineering Development Manual (EDM).

The deletion of the Master Street Plan from the Comprehensive Plan will allow the flexibility of the Public Works Department to make adjustments to the Master Street Plan as needed due to street related requirements being located in the Engineering Development Manual.

Planning Commission Recommendation:

Place this amendment on the 2018 Comprehensive Plan Docket.

Amendment #5 (Privately-Initiated by Kellogg)

Consider amending the land use designation for all parcels designated Low-Density Residential and Medium-Density residential between Fremont Avenue N, Ashworth Avenue N, 145th Street, and 205th Street to High-Density Residential. Conversely, change the zoning of all parcels between the previously mentioned streets from R-6, R-8, R-12, and R-18 to R-24.

Analysis:

This is a privately-initiated amendment. The applicant states that rezoning the above referenced areas will provide a transition between the Aurora Corridor and single-family homes west of Fremont Avenue and east of Ashworth Avenue. Furthermore, single-family zoned property would no longer be adjacent to commercial zoning along the Aurora Corridor which would eliminate the need for transition area development regulations. The above referenced area should also be rezoned since the area is in close, walking distance to mass-transit (Metro Transit E-Line) and other amenities that are available within the Aurora Corridor.

City staff believes this proposed amendment to the Comprehensive Plan Land Use Map and concurrent rezone may be possible and does comply with many of the goals and policies of the Comprehensive Plan. However, a change of this scope is a major work plan item and staff would be responsible for creating a plan for public involvement since the amount of properties this affects is substantial. This project could be, at a minimum, a two-year project. Also, staff would be responsible for evaluating the environmental impacts of the rezone which may require the services of a consultant that would impact the Department's budget.

Planning Commission Discussion

This amendment generated the most discussion at the February 1, 2018 Planning Commission public hearing. Some Commissioners were interested in the idea of studying the proposed change to the Land Use Designations and concurrent rezone but most of the Commission thought this item should be discussed in a bigger, community-wide planning process.

Most Commissioners were concerned that the proposed area of rezone is much bigger than the area of the 145th and 185th Street Station Subarea plans combined and that this proposed project would impact staff's work plan for 2019-2020.

Planning Commission Recommendation:

Exclude this amendment from the 2018 Comprehensive Plan Docket.

Amendment #6 (Privately-Initiated by McCormick)

Consider amendments to Transportation Policy T44 which clarifies how an Arterial Streets' Volume over Capacity (V/C) ratio is calculated.

Analysis:

This is a privately-initiated amendment to clarify how the City calculates an Arterial Street's Volume over Capacity Ratio (V/C). The applicant's interpretation is that neither the AM or PM peak, one-directional traffic volume may exceed 90 percent (90%) of the arterial's peak AM or peak PM, one-directional capacity. The amendment also clarifies the following items:

- One leg of an arterial intersection may be greater than 90% only at signalized intersections;
- One leg of an intersection refers to that portion of an arterial that is between the signalized intersection and the next nearest intersecting arterial or nonarterial;
- Level-of-Service (LOS) D is not to be exceeded for either the AM or PM peak; and
- Memorializes the grandfathered 1.10 V/C ratio for the specified road segments on Dayton Avenue N and 15th Avenue NE.

Planning Commission Recommendation:

Place this amendment on the 2018 Comprehensive Plan Docket.

Amendment #7 (Privately-Initiated by Mailhot)

Consider amendments to the Point Wells Subarea Plan.

Analysis:

This is a privately-initiated amendment to amend and update the Point Wells Subarea Plan. The applicant states that many changes have occurred since the adoption of the Plan in 2010 and should be updated to reflect those changes.

Planning Commission Recommendation:

Place this amendment on the 2018 Comprehensive Plan Docket.

Amendment #8 (Proposed by the Planning and Community Development Department)

Consider amending Land Use Designations Mixed-Use 1 and Mixed-Use 2 in the Land Use Element to provide clarification.

Analysis:

Staff received concerns from some Councilmembers that the City's Comprehensive Plan Land Use Designations for Mixed-Use 1 and Mixed-Use 2 are too similar and therefore unclear of their differences. Also, these designations are unclear as to which zoning districts implement each Land Use Designation. Staff will propose language and bring back a proposal by the end of 2018.

Planning Commission Recommendation:

Place this amendment on the 2018 Comprehensive Plan Docket.

Amendment #9 (Proposed by the Public Works Department)

Consider updates to the Pedestrian System Plan from the Transportation Master Plan

Analysis:

The Pedestrian System Plan will update key arterial and local streets in need of improvement in order to create a network of sidewalks. The Public Works Department has started a year-long process to create a sidewalk prioritization plan, as directed by the City Council. Major components of the process will be to create a system for identifying projects, as well as researching and recommending ways to fund them.

Planning Commission Recommendation:

Place this amendment on the 2018 Comprehensive Plan Docket.

Planning Commission and Staff Recommendation

At their February 1, 2018 meeting, the Planning Commission voted to forward the 2018 Docket to the City Council for consideration, with a recommendation to exclude Docket Amendment #5. Staff concurs with this recommendation. The City Council then discussed the 2018 Docket on March 26, 2018. Council had a robust discussion of many of the proposed Comprehensive Plan amendments, and directed staff to bring the Docket back to the Council for adoption as recommended by the Planning Commission and staff. Tonight, Council is scheduled to adopt the proposed 2018 Comprehensive Plan Docket.

RESOURCE/FINANCIAL IMPACT

Docket Amendment #5 has the potential to impact the Planning and Community Development Department's work plan and budget. An amendment to the Land Use Designation and concurrent rezone of this scope and size is a major work plan item and staff would be responsible for creating a plan for public involvement, multiple community meetings and outreach, and evaluating the environmental impacts which will require the services of a consultant that would impact the Department's budget.

RECOMMENDATION

The Planning Commission and staff recommend that the Council move to adopt the 2018 Comprehensive Plan Amendment Docket with the exclusion of Docket Amendment #5.

ATTACHMENT

Attachment A – Proposed 2018 Comprehensive Plan Amendment Docket



2018 DRAFT COMPREHENSIVE PLAN AMENDMENT DOCKET

The State Growth Management Act generally limits the City to amending its Comprehensive Plan once a year and requires that it create a Docket (or list) of the amendments to be reviewed.

Proposed 2018 Comprehensive Plan Amendments

1. Amend the Comprehensive Plan for 145th Street annexation and all applicable maps. (2017 Carry-over)
2. Consider amendments to the Point Wells Subarea Plan and other elements of the Comprehensive Plan that may have applicability to reflect the outcomes of the Richmond Beach Transportation Corridor Study as described in Policy PW-9. Also, consider amendments to the Comprehensive Plan that could result from the development of Interlocal Agreements as described in Policy PW-13. (2017 Carry-over)
3. Consider amendments to the Capital Facilities Element Goals and Policies and update of the Surface Water Master Plan. (2017 Carry-over)
4. Consider deleting Appendix D – Master Street Plan from the Transportation Master Plan and replace with reference to the Engineering Design Manual pursuant to SMC 12.10.015. (Public Works)
5. ~~Consider amending the land use designation for all parcels designated Low-Density Residential and Medium-Density residential between Fremont Avenue N, Ashworth Avenue N, 145th Street, and 205th Street to High-Density Residential. Conversely, change the zoning of all parcels between the previously mentioned streets from R-6, R-8, R-12, and R-18 to R-24. (Kellogg)~~
6. Consider amendments to Transportation Policy T44 which clarifies how an Arterial Street's Volume over Capacity (V/C) ratio is calculated. (McCormick)
7. Consider amendments to the Point Wells Subarea Plan. (Mailhot)
8. Consider amending Land Use Designations Mixed-Use 1 and Mixed-Use 2 in the Land Use Element in order to provide clarification. (P&CD)
9. Consider updates to the Pedestrian System Plan from the Transportation Master Plan. (Public Works)

Estimated timeframe for Council review/adoption: November 2018.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Adoption of Ordinance No. 817: Amending Shoreline Municipal Code Title 3 to Establish a New Section 3.01.025 Affordable Housing Fee in Lieu
DEPARTMENT:	Community Services Division
PRESENTED BY:	Rob Beem, CSD Manager, Community Services
ACTION:	<input checked="" type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT

The Mixed-Use Residential-45' and -70' (MUR-45' and MUR-70') zoning designations in the Light Rail Station Areas contain provisions requiring for-lease residential developments to provide a certain number of units at specified affordability levels. The Development Code also provides a developer the option to meet this requirement by paying a Fee in Lieu (FIL) of constructing the housing (SMC 20.40.235.E.). In July 2017, the City Council determined that this fee should be set a rate that equated to the "affordability gap" and that it should be available only for fractional affordable housing units; instances where a developer would be required to construct a partial unit.

Proposed Ordinance No. 817 would amend Title 3 of the Shoreline Municipal Code to establish a FIL in the City's fee schedule. After review and discussion of this proposed ordinance at their March 26, 2018 meeting, the City Council directed staff to bring this item back to Council for adoption tonight.

RESOURCE/FINANCIAL IMPACT:

Revenues from this fee are not included in the 2018 budget as there are no projects currently in the development pipeline that are likely to make use of this FIL option. The 2018 Annual Budget provides sufficient funding for staff to administer these code requirements.

RECOMMENDATION

Staff recommends that Council adopt Ordinance No. 817.

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

BACKGROUND

The Mixed-Use Residential-45' and -70' (MUR-45' and MUR-70') zoning designations in the Light Rail Station Areas contain provisions requiring for-lease residential developments to provide a certain number of units at specified affordability levels. The Development Code also provides a developer the option to meet this requirement by paying a Fee in Lieu (FIL) of constructing the housing (SMC 20.40.235.E.). At the City Council's July 24, 2017 Council meeting, staff provided an update on work to implement the affordable housing provisions of the Light Rail Station Areas and received direction from Council to proceed with the development of a Fee In Lieu that set the FIL based on the "affordability gap" method and that the FIL option be available only for instances where a developer was fulfilling an obligation for a partial unit.

Proposed Ordinance No. 817 (Attachment A) would amend Title 3 of the Shoreline Municipal Code to establish a FIL in the City's fee schedule. The FIL as recommended in proposed Ordinance No. 817 is as follows for the different Zoning Districts in the Station Areas:

Zoning District	Fee Per Unit if Providing 10% of Total Units As Affordable	Fee Per Unit if Providing 20% of Total Units As Affordable
MUR-45' and MUR-70'	\$206,152	\$158,448
MUR-70' with development agreement	\$253,855	\$206,152

At the City Council's March 26, 2018 Council meeting, staff presented proposed Ordinance No. 817 and provided this recommendation on the specific amounts for the FIL. The staff report for this discussion can be found at the following link: <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2018/staffreport032618-9b.pdf>.

DISCUSSION

At the March 26th City Council meeting, Council did not have any concerns with proposed Ordinance No. 817 and directed staff to bring this item back to Council for adoption tonight. As noted above, proposed Ordinance No. 817 amends the City's Fee Schedule (SMC 3.01) to incorporate these proposed FILs for affordable housing in these zones. The amount to be collected is calculated by multiplying the fee shown in the table above by the fractional mandated affordable housing unit. For example, a 0.40 fractional unit x \$206,152 would result in a Fee in Lieu of \$82,460.80.

Funds collected through FIL payments will be placed in a separate City account and used to further the goal of providing additional units of affordable housing at deeper levels of affordability than required in market-rate developments. On April 9, 2018, the City Council discussed proposed Ordinance No. 820 which will establish a separate City account, the Housing Trust Fund, to receive these revenues. Proposed Ordinance No. 820 is currently scheduled for adoption on April 23, 2018. When enough funding has been collected through this program, it will be allocated to support the development of

housing that is affordable to households earning less than 60% of the King County Area Median Income.

RESOURCE/FINANCIAL IMPACT

Revenues from this fee are not included in the 2018 budget as there are no projects currently in the development pipeline that are likely to make use of this FIL option. The 2018 Annual Budget provides sufficient funding for staff to administer these code requirements.

RECOMMENDATION

Staff recommends that Council adopt Ordinance No. 817.

ATTACHMENTS

Attachment A: Proposed Ordinance No. 817

ORDINANCE NO. 817

**AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON
AMENDING SHORELINE MUNICIPAL CODE TITLE 3 TO ESTABLISH
A NEW SECTION 3.01.025 AFFORDABLE HOUSING FEE IN LIEU.**

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

WHEREAS, RCW 36.70A.540 permits the City to create affordable housing programs and to allow a payment of money in lieu of housing units if the City determines that the payment achieves a result equal to or better than providing the units on-site; and

WHEREAS, in 2015 and 2016, the City adopted the 145th Street Station Subarea Plan and the 185th Street Station Subarea Plan and development regulations to implement these Subarea Plans as provided by the Growth Management Act, chapter 36.70A RCW; and

WHEREAS, two of the zoning districts for these subareas, the MUR-70 and the MUR-45, mandate the provision of affordable housing; and

WHEREAS, via SMC 20.40.235 (B)(2) and 20.40.235(E)(1), the City may allow for a payment in lieu of constructing any fractional portion of the mandatory units; and

WHEREAS, the City has determined that the affordability gap methodology is to be utilized for establishing the fee in lieu and such a fee will achieve an equal or better result by allowing the City to use these funds to support the development of affordable housing within the City; and

WHEREAS, affordable housing fee in lieu payments will be deposited into a Housing Trust Fund, a special revenue fund, established within SMC Chapter 3.35 Funds; and

WHEREAS, the City Council has determined that creation of the affordable housing fee in lieu will be in the best interest of the public health, safety, and welfare;

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

Section 1. Amendment to Title 3 Revenue and Finance. Chapter 3.01 Fee Schedule is amended to add a new section, SMC 3.01.025 *Affordable Housing Fee in Lieu*, as follows:

SMC 3.01.025 Affordable Housing Fee in Lieu

Zoning district	Fee per unit if providing 10% of total units as affordable	Fee per unit if providing 20% of total units as affordable
MUR-45	\$206,152.00	\$158,448.00
MUR-70	\$206,152.00	\$158,448.00
MUR-70 <i>with development agreement</i>	\$253,855.00	\$206,152.00

Note: The Fee in Lieu is calculated by multiplying the fee shown in the table by the fractional mandated unit. For example, a 0.40 fractional unit x \$206,152 would result in a Fee in Lieu of \$82,460.80.

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 APRIL 16, 2018

Mayor Will Hall

ATTEST:

APPROVED AS TO FORM:

Jessica Simulcik-Smith
City Clerk

Margaret King
City Attorney

Date of Publication: , 2018
Effective Date: , 2018

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Motion to Authorize the City Manager to Execute a Contract Amendment in the Amount of \$11,527 with KONE, Inc. for Elevator Improvement and Repair at Shoreline City Hall for a Total Contract Amount of \$52,265
DEPARTMENT:	Administrative Services
PRESENTED BY:	Sara Lane, Administrative Services Director Dan Johnson, Fleet & Facilities Manager
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:

Staff is requesting that the City Council authorize the City Manager to execute a contract amendment with KONE, Inc. in the amount of \$11,527 to pay for elevator repair and improvement work. While this amount of professional services is typically approved administratively, the additional work needed under this contract will result in an aggregate contract cost over \$50,000, which requires City Council authorization for execution by the City Manager.

In September 2015, the City of Shoreline and KONE, Inc. entered into a contract for monthly elevator maintenance and repair services. While the contract provided for monthly service, the elevators have required service outside of the scope of the monthly service. There have been three (3) contract amendments since execution of the original contract, totaling \$40,738.00, for replacement or repair of guiderails, batteries, and an elevator piston.

Now, additional elevator improvement and repair work is needed to update the card reader system in the elevators as part of the City Hall/Police Station Construction Project (\$8,324.00) and provide for general repair of the elevators (\$3,203.00). This additional work totals \$11,527 and will bring the total contract amount to \$52,265, exceeding the \$50,000 administrative threshold, as noted above.

In accordance with the City's purchasing policy, KONE, Inc. was originally selected from the Washington State Department of Enterprise Services (DES) list of elevator vendors. Since they are under contract for monthly maintenance service, they understand the required scope or work.

RESOURCE/FINANCIAL IMPACT:

There are sufficient funds budgeted in the Facilities Operating Repair and Maintenance Budget and the City Hall/Police Station Construction Project to pay for the \$11,527 needed for the contract amendment.

RECOMMENDATION

Staff recommends that the City Council move to authorize the City Manager to execute a contract amendment with KONE, Inc. for elevator improvement and repair work at Shoreline City Hall in the amount of \$11,527.00, for a total contract amount of \$52,265.

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

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Adopting Shoreline's Federal Legislative Agenda
DEPARTMENT:	City Manager's Office
PRESENTED BY:	Debbie Tarry, City Manager
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:

On April 26 the Mayor and City Manager will have several appointments with Federal Legislators to discuss issues and policies that are important to the City. In preparation for those meetings, staff presented a list of Federal Legislative Priorities for Council's consideration on April 2, 2018. The staff report for this Council discussion can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2018/staffreport040218-9b.pdf>. The priorities will guide the April discussion with the Federal Legislators.

The Legislative Agenda includes priorities for policy, infrastructure funding, tax policy, and identifying policy and initiative positions that align with Council's adopted policies. Tonight Jake Johnston, the City's Federal Lobbyist, will also be in attendance to discuss and present the proposed legislative agenda.

On March 21, 2018, Congress approved a federal spending plan, and on Friday, March 22, President Trump signed the spending plan. Within the spending plan, Congress provided funding that will help cities provide services and address significant transportation infrastructure. Some of this was somewhat unexpected, but very welcome. Highlights include increased funding for the Community Development Block Grant Program, increased funding in the TIGER Grant Program, and the inclusion of \$2.6 billion in funding for the Federal Transit Administration's Capital Investment Grant Program, which is a critical funding sources for Sound Transit in completing the Lynnwood Link Extension (LLE).

RESOURCES/FINANCIAL IMPACT:

This item has no direct financial impact.

RECOMMENDATION

Staff recommends that Council adopt the Federal Legislative Agenda as discussed on April 2, 2018.

ATTACHMENTS

Attachment A: Draft 2018 Federal Legislative Priorities

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



2018 Shoreline Federal Legislative Priorities

- 1. Support the federal funding commitment for Lynnwood Link Light Rail expansion:**
- 2. Create a new federal program to fund infrastructure for medium sized cities.**
- 3. Support a permanent authorization of the Transportation Investment Generating Economic Recovery (TIGER) grant program.**
- 4. Funding for the 145th Corridor from SR-522 to SR-99.**
- 5. Support the 2018 Internet Sales Tax bill which is the Marketplace Fairness Act (S 976 in the Senate) and the Remote Transactions Parity Act (HR 2193 in the House).**
- 6. Continued Support of Community Development Block Grant (CDBG) Funding.**

Other Legislative Issues Important to the City

1. Preserve tax-exempt municipal bonding authority. Support HR 5003 which would reinstate advance refunding bonds.
2. Restore the state and local tax deductions (Property, sales, income).
3. Support Green Stormwater Infrastructure initiatives
4. Oppose any effort to deny federal funding to "Sanctuary" cities.
5. Support the Affordable Housing Credit Improvement program.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Adoption of Ordinance No. 818 - Repealing Shoreline Municipal Code Chapter 9.05 Public Disturbance Noise and Replacing it with a New Chapter 9.05 Noise Control
DEPARTMENT:	Planning & Community Development City Attorney's Office
PRESENTED BY:	Brian Lee, Senior Planner Julie Ainsworth-Taylor, Assistant City Attorney
ACTION:	<input checked="" type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

The City's existing Noise Code, titled Public Disturbance Noise, Shoreline Municipal Code (SMC) Chapter 9.05, was originally adopted in 1997 and has not had any significant updates since that time. The existing regulations are based on a subjective standard as opposed to measures of maximum decibel readings. The intent of the proposed repeal and replacement of the Noise Code is not to create stricter or less restrictive noise regulations, but rather to reflect the standards established by the Washington State Department of Ecology in WAC 173-60 and 173-62, as authorized by chapter 70.107 RCW Noise Control, while allowing for differences to address the City of Shoreline's special needs.

On April 2, 2018, the City Council discussed the proposed regulations and voiced some concerns in regards to clarity for the differential between hours when transitioning between weekdays and weekends, along with impacts from modifying existing regulations for Public Nuisance Noises. This staff report will be limited to addressing the concerns raised at the April 2nd meeting. Tonight, Council is scheduled to adopt proposed Ordinance No. 818, which would adopt the new Noise Control regulations.

RESOURCE/FINANCIAL IMPACT:

Proper implementation of the Noise Code will require purchase of two (2) new noise measuring devices. Although equipment prices vary widely, staff is recommending mid-range models priced at approximately \$3,000 per unit. Funding for these devices will come from the current year budget.

RECOMMENDATION

Staff recommends adoption of Ordinance No. 818 with an effective date of August 1, 2018.

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

BACKGROUND

The City's existing Noise Code, titled Public Disturbance Noise, Shoreline Municipal Code (SMC) Chapter 9.05, was originally adopted in 1997 and has not had any significant updates since that time. The existing regulations are based on a subjective standard as opposed to measures of maximum decibel readings. Staff feels that the Code is insufficient to address the changes that have occurred in the City since adoption of the current code. As well, there is an additional need to provide regulatory clarity regarding the City's noise regulations for the upcoming Sound Transit Link Light Rail project in Shoreline. Based on these considerations, staff developed a proposed Noise Code to replace the current SMC Chapter 9.05. The new Noise Code would be adopted by proposed Ordinance No. 818 (Attachment A).

On April 2, 2018, the City Council discussed the proposed Noise Code regulations and voiced some concerns in regards to clarity for the differential between hours when transitioning between weekdays and weekends, along with impacts from modifying existing regulations for Public Nuisance Noises. The staff report for the April 2nd Council discussion can be found at the following link: <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2018/staffreport040218-9a.pdf>.

This staff report will be limited to addressing the concerns raised at the April 2nd Council meeting. Tonight, Council is scheduled to adopt proposed Ordinance No. 818, which would adopt the new Noise Control regulations.

DISCUSSION

At the April 2nd Council meeting, while the City Council raised some concerns about the decibel levels established in the proposed Noise Code, the Council's primary concerns were in regards to clarity for the differential between hours when transitioning between weekdays and weekends, along with impacts from modifying existing regulations for Public Disturbance Noises. To address these concerns, staff has proposed a few changes to the proposed Noise Code from what was presented to Council on April 2nd. Attached to this staff report are both the updated Noise Code regulations (Attachment A, Exhibit A), which incorporate changes to the proposed code based on Council's questions and concerns, and a tracked changes version of the proposed regulations (Attachment B) showing the changes that staff has proposed.

The following section of this report describes the issues with the proposed Noise Code as identified by Council and staffs' responses and proposed Noise Code changes to the issues raised.

Decibel Levels

As stated at the April 2nd Council meeting, the decibel levels set forth in the proposed regulations are those established by the Washington State Department of Ecology (Ecology) in WAC Chapter 173-60 Maximum Environmental Noise Levels. These regulations, which have largely not been amended since 1975, can be viewed at the following link: <http://app.leg.wa.gov/wac/default.aspx?cite=173-60>.

While the State recognizes noise control is primarily the role of local government, the City is prohibited from imposing noise control requirements differing from those adopted by Ecology unless approved by Ecology and necessitated by special conditions. The proposed regulations do not modify the decibel levels themselves but do provide a differing time period for Ecology's regulations for weekend/holidays, so they do have some minor modifications. Ecology has been provided with a draft copy of the regulations and will be provided with a copy of Ordinance No. 818 upon adoption by the Council. If Ecology objects, the state standards would apply. At this time, there is no recommendation by staff to change the decibel levels themselves in the proposed Noise Code.

Time Parameters

Some Councilmembers also raised concerns that the time parameters of the proposed regulations, specifically the transitional period for weekday to weekend, was confusing. The proposed regulations, reviewed by the Council on April 2nd, defined daytime and nighttime as follows:

- Daytime: 7:00am-10:00pm - Monday-Friday
9:00am-10:00pm - Saturday, Sunday, and Holidays
- Nighttime: 10:00pm-7:00am - Monday-Friday
10:00pm-9:00am - Saturday, Sunday, and Holidays

Staff reviewed Ecology's rules and the noise codes from other cities around the state to see if there were other ways to express the time parameters. The City of Mill Creek defines daytime to mean the hours between 7:00am and 9:00pm on weekdays and between 8:00am and 9:00pm on weekends. The Mill Creek Municipal Code (MCMC) defines nighttime as those hours not defined as daytime. The MCMC also defines weekday as Monday to Friday, except if a legal holiday, and weekend as Saturday-Sunday and legal holidays.

The City of Bellevue just defines weekday and weekend, and then inserts the relative hours within the code itself. For example, the Bellevue Municipal Code states that the following sounds are exempt from the provisions of their code between the hours of 7:00am and 10:00pm on weekdays and 9:00am and 10:00pm on weekends. The City of Redmond and the City of Seattle similarly define weekday and weekend and insert the hours within the code.

Based on this code review, staff recommends the proposed regulations be changed so as to delete the definition for daytime and nighttime and replace those definitions with weekday and weekend, and then insert the applicable time at relevant places. These proposed changes are included in Exhibit A.

For Example, proposed SMC 9.05.040 Table 1 would be amended as shown below:

SMC 9.05.040 Table 1. Maximum Permissible Environmental Noise Levels

EDNA of Noise Source	EDNA of Receiving Property			
	Class A (dBA)		Class B (dBA)	Class C (dBA)
	Daytime Hours 7 a.m.-10 p.m. Weekdays	Nighttime hours 10 p.m.-7 a.m. Weekdays		
	9 a.m.-10 p.m. Weekends	9 a.m.-10 p.m. Weekends		
Class A	55	45	57	60
Class B	57	47	60	65
Class C	60	50	65	70

Public Nuisance Noise

Council also voiced some concern about the change in the language for Public Nuisance Noise, from a suggestive listing to a finite listing. The City’s current regulations provide a listing of the types of sounds that *may*, depending upon location, be public disturbance noises. The proposed regulations, at SMC 9.05.070, that states in the introduction that the listed sounds *are* defined to be public nuisance noise.

Staff also reviewed the codes from cities around the state to see how such regulations were articulated. This same language that is being proposed in the new regulations is found in most public nuisance noise regulations. The City of Sammamish, the City of Woodinville, the City of Tacoma, and the City of Bothell all state “... *the following sounds are determined to be public disturbance noises ...*” The City of Seattle uses “shall” when listing the sounds that are public disturbance noise.

Some cities even state that while the sounds are public disturbance noises, that the listing is not exclusive. The City of Yakima states “*the following sounds are determined to be public disturbance noises in violation of this section, however, the following enumeration shall not be deemed to be exclusive.*” As well, the City of Renton states “*Noises constituting a public nuisance shall include, but shall not be limited to, the following sounds or combination of sounds.*”

Thus, codes around Washington State start their listing of public nuisance noise with phrases containing “shall” or “are determined”. Since laws should be written so that people know what conduct is expected of them, the use of “are” creates a clear expectation for conduct. For this reason, staff does not recommend changing the introductory section of SMC 9.05.070, and proposes that Exhibit A stay the same as it was presented to Council on April 2nd.

Amplified/Unamplified Human Voice

The proposed Noise Code regulations, in SMC 9.05.070(4) state that the human voice, if unreasonably interfering with peace, comfort, and repose, are a public nuisance noise, particularly during 10:00pm-7:00am. Councilmember Roberts raised concerns about this provision both in regards the human voice including amplified and unamplified methods and the “particularly during” language. It must be noted that while the

amplified/unamplified is new, the current, existing SMC 9.05 does use the “particularly” language.

Staff also looked at codes from cities around the state for assistance on this matter, and found that some cities simply state that Yelling, Shorting, Hooting, Whistling, and Signing that unreasonably disturbs is public nuisance noise without any “amplified or unamplified” modifier. In many cases, there is also not a designated set of hours where this is particularly a concern. The cities of Yakima, Woodinville, and Auburn are examples.

However, some cities, like the cities of Seattle and Renton, have the modifier amplified/unamplified and hours. While Woodinville doesn’t use amplified/unamplified, it uses the “particularly” language and adds to it with the phrase “*or at any time and place so as to unreasonably disturb.*” The same is true for the City of Auburn with their time parameters being 10:00pm to 8:00am; the City of Bonney Lake setting the particularly between hours of 11:00pm and 7:00am; and the City of Bothell setting their particularly hours at 11:00pm to 7:00am.

Thus, the setting of certain hours within this regulatory provision is the norm for many cities and gives emphasis to times where such noise will particularly rise to the level of a public disturbance noise, providing a clear expectation of conduct for the public. Based on this research, staff has changed SMC Section 9.05.070(4), as shown in Exhibit A, to remove the modifier, retain hours for emphasis, but also include “or at any time” language.

RECOMMENDATION

Staff recommends adoption of Ordinance No. 818 with an effective date of August 1, 2018.

ATTACHMENTS

Attachment A – Proposed Ordinance No. 818

Attachment A, Exhibit A - New Shoreline Municipal Code Chapter 9.05 – Noise Control

Attachment B – Tracked Changes Version of Shoreline Municipal Code Chapter 9.05 – Noise Control, Showing Edits From April 2, 2018 Version

ORDINANCE NO. 818

AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON REPEALING SHORELINE MUNICIPAL CODE CHAPTER 9.05 PUBLIC DISTURBANCE NOISE AND REPLACING IT WITH A NEW CHAPTER 9.05 NOISE CONTROL.

WHEREAS, the City of Shoreline is a non-charter optional municipal code city as provided in Title 35A RCW, incorporated under the laws of the state of Washington; and

WHEREAS, as authorized by RCW 70.107, Washington's Noise Control Act of 1974, the Washington State Department of Ecology adopted rules related to noise as set forth in Chapters 173-58, 173-60, and 173-62 WAC; and

WHEREAS, WAC 173-60 sets forth Maximum Environmental Noise Levels and permits the City to adopt measures for noise abatement and control and does not prevent the City from regulating noise from any source as a nuisance; and

WHEREAS, on March 24, 1997, the City of Shoreline adopted Ordinance No. 121 establishing Shoreline Municipal Code (SMC) Chapter 9.05 prohibiting public disturbance noise; SMC 9.05 was last amended on October 23, 2000 with the adoption of Ordinance No. 250; and

WHEREAS, it is the policy of the City to minimize the exposure of its citizens to the physiological and psychological dangers of excessive noise; and

WHEREAS, it is the express intent of the City Council to control the level of noise in a manner which promotes commerce; the use, value and enjoyment of property; sleep and repose; and the quality of the environment; and

WHEREAS, it is the express intent of the City Council that noise be prohibited when it exceeds certain levels or when it unreasonable disturbs the peace, comfort, and repose of others; and

WHEREAS, the problem of noise in the City of Shoreline has been observed by the City Council and the City Staff and is documented by the complaints received by both the City and the Shoreline Police Department. On the basis of these observations and complaints, the City Council finds that special conditions exist within the City that make necessary any and all differences between this chapter and the regulations adopted by the Washington State Department of Ecology in Chapters 173-58, 173-60, and 173-62 WAC; and

WHEREAS, the City submitted a copy of the proposed regulations to the Washington State Department of Ecology for its review and comment as stated in RCW 70.107.060 on February 20, 2018 and again on March 20, 2018; and

WHEREAS, the City Council has considered the entire public record, public comments, written and oral, and considered the proposed regulations at its regularly scheduled meeting on April 2, 2018; and

WHEREAS, the City Council has determined that the noise control regulations are in the best interest of the public health, safety, and welfare;

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

Section 1. Repeal and Replacement of Shoreline Municipal Code Chapter 9.05. Shoreline Municipal Code (SMC) Chapter 9.05 Public Disturbance Noise, as adopted by Ordinance No. 121 and amended by Ordinance No. 250, is repealed in its entirety and replaced with a new SMC Chapter 9.05 Noise Control as set forth in Exhibit A to this Ordinance.

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. Directions to City Clerk to submit Ordinance to Department of Ecology. The City Clerk shall send a copy of this Ordinance to the Washington State Department of Ecology, Shorelands and Environmental Assistance Program, PO Box 47600, Olympia, WA 98504-7600.

Section 4. 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 5. 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 at 12:01 a.m. on August 1, 2018.

PASSED BY THE CITY COUNCIL ON APRIL 16, 2018

Mayor Will Hall

ATTEST:

APPROVED AS TO FORM:

Jessica Simulcik-Smith
City Clerk

Margaret King
City Attorney

Date of Publication: , 2018
Effective Date: , 2018

**Ordinance No. 818
Exhibit A**

**Chapter 9.05
NOISE CONTROL**

Sections:

- 9.05.010 Purpose and Authority.**
- 9.05.020 Definitions.**
- 9.05.030 Measurement of Sound.**
- 9.05.040 Maximum Permissible Environmental Noise Levels.**
- 9.05.050 Motor Vehicle Noise Performance Standards.**
- 9.05.060 Exemptions.**
- 9.05.070 Public Nuisance Noise.**
- 9.05.080 Variances.**
- 9.05.090 Violation – Penalty.**

9.05.010 Purpose and Authority.

- A. The purpose of this chapter is to minimize the exposure of the citizens of the City of Shoreline to the physiological and psychological dangers of excessive noise and to protect, promote, and preserve the public health, safety, and general welfare. It is the express intent of the City Council to control the level of noise in a manner which promotes commerce; the use, value and enjoyment of property; sleep and repose; and the quality of the environment.
- B. In determining a violation of this chapter, the content of the sound shall not be considered.
- C. This chapter is established in conformance with Chapter 70.107 RCW Noise Control, Chapter 173-58 WAC, Sound Level Measurement Procedures, Chapter 173-60 WAC Maximum Environmental Noise Levels, and Chapter 173-62 WAC Motor Vehicle Noise Performance Standards, as amended from time to time.
- D. Nothing herein shall be construed to limit or prohibit different or more restrictive hours for any activity authorized under a permit issued under any other chapter of the Shoreline Municipal Code as provided for in that chapter.

9.05.020 Definitions.

As used in this chapter, the following terms shall have the meanings set forth in this section.

- 1. "Construction" means any site preparation, including blasting or pile driving, assembly, erection, demolition, substantial repair, alteration or similar action on private or public property, buildings, structures, or utilities.
- 2. "dB(A)" means the sound level measured in decibels, using the A-weighted network on a sound level meter.

3. "EDNA" means environmental designation for noise abatement, which is an area or zone within which maximum permissible noise levels are established. EDNA classifications include the following zones as set forth in the city Unified Development Code, SMC Title 20, at SMC 20.40.20:
 - a. Class A EDNA: Residential zones and Mixed-use residential zones;
 - b. Class B EDNA: Non-residential zones;
 - c. Class C EDNA: Industrial land use zones.
4. "Emergency work" means work necessary to restore property to a safe condition following a public calamity, work required to protect persons or property from imminent exposure to danger, or work by private or public utilities to provide or restore immediately necessary utility service.
5. "Holidays" means the "legal holidays" set forth in RCW 1.15.050, as it may be amended from time to time.
6. "Motor vehicle" means any vehicle that is self-propelled, used primarily for transporting persons or property upon public highways, and required to be licensed under RCW 46.16.010. Aircraft, watercraft, and vehicles used exclusively on stationary rails or tracks are not "motor vehicles" as the term is used herein.
7. "Noise" means the intensity, duration, and character of sounds from any and all sources.
8. "Permitting Authority" means the Director, or designee, of the city department that issues the permit, such as the Department of Community and Economic Development, Department of Public Works, and the Department of Parks, Recreation, and Cultural Resources.
9. "Person" means any individual, corporation, firm, partnership, association, or other entity, public or private.
10. "Property boundary" means the surveyed line at ground level which separates real property.
11. "Receiving property" means real property within which sound originating from outside the property is received.
12. "Sound level meter" means an electronic instrument that measure sound pressure levels so as to establish dBA.
13. "Weekday" means any day, Monday through Friday, which is not a legal holiday.
14. "Weekend" means the days of Saturday, Sunday, and any legal holiday.

9.05.030 Measurement of Sound.

- A. Sound level meter. The use of a sound level meter may not be required to verify all noise violations such as public disturbance noises which may be discrete and/or intermittent and, therefore, not measurable at the time of the occurrence. If the measurement of sound is made with a sound level meter, the instrument shall be in good operating condition and shall meet the requirement for a Type I or Type II instrument, as described in the most current American National Standards Institute Specifications.
- B. Location of Measurement. Unless otherwise specified in this chapter, the point of measurement shall be at the property boundary of the receiving property or anywhere within it.

- C. Multiple EDNAs. When the receiving property lies within more than one EDNA, the maximum permissible environmental noise levels shall be determined by the most sensitive EDNA.

9.05.040 Maximum Permissible Environmental Noise Levels.

- A. Maximum Noise Levels. No person shall cause or permit sound to intrude into the real property of another person that exceeds the maximum permissible environmental noise levels established by this section. For sound sources located within the city, the maximum permissible environmental noise levels shall be as follows:

Table 1. Maximum Permissible Environmental Noise Levels

EDNA of Noise Source	EDNA of Receiving Property			
	Class A (dBA)		Class B (dBA)	Class C (dBA)
	7 a.m.-10 p.m. Weekdays	10 p.m.-7 a.m. Weekdays		
	9 a.m.-10 p.m. Weekends	10 p.m.-9 a.m. Weekends		
Class A	55	45	57	60
Class B	57	47	60	65
Class C	60	50	65	70

- B. Deviations. The following deviations from the Maximum Permissible Environmental Noise Levels set forth in Table 1 of this Subsection are permitted:
 1. At any hour of the day or night, the applicable maximum permissible noise levels may be exceeded for any receiving property by no more than:
 - a. 5 dBA for 15 minutes in any one-hour period; or
 - b. 10 dBA for 5 minutes in any one-hour period; or
 - c. 15 dBA for 1.5 minutes in any one-hour period.

9.05.050 Motor Vehicle Noise Performance Standards.

No person shall operate any motor vehicle or any combination of such vehicle upon the public highways in violation of the standards specified in WAC 173-62-030, as amended from time to time, which is hereby adopted by reference.

9.05.060 Exemptions.

Nothing in these exemptions precludes the City from requiring the installation of best available noise abatement technology consistent with economic feasibility.

- A. The following sounds are exempt from the provisions of this chapter at any time:
 1. Sounds generated by construction or maintenance activities in the city’s right-of-way that have been conditioned by the city to minimize the impact on adjacent property owners.

Attachment A - Exhibit A

2. Sounds generated in the performance of necessary construction for emergency work.
 3. Sounds generated by railroad trains engaged in interstate commerce and regulated by the Federal Railroad Administration pursuant to 49 CFR Part 210 and 49 CFR Part 222, as amended.
 4. Sounds generated by the normal operation of a light rail transit system consistent with the Federal Transit Administration guidance set forth in *Transit Noise and Vibration Impact Assessment (May 2006)*, as amended.
 5. Sounds generated during routine railroad or light rail transit way maintenance activities and does not involve the use of general construction equipment consistent with federal regulations or guidance as denoted in Subsection (A)(3) and (A)(4) of this Section.
 6. Sounds caused by auxiliary equipment on motor vehicles used for highway maintenance.
 7. Sounds caused by motor vehicle in the performance of emergency work for the immediate safety, health, or welfare of the community or of individuals of the community, or to restore property to a safe condition following a public calamity.
 8. Sounds created by emergency equipment and vehicles, such as police and fire, necessary in the interests of law enforcement or the health, safety or welfare of the community.
 9. Sounds caused by fire alarms.
 10. Sounds created by surface carriers engaged in interstate commerce by railroad.
 11. Sounds originating from aircraft in flight.
 12. Sounds created by the removal of refuse by the city's Authorized Collection Company consistent with contract terms as provided in SMC 13.14 Solid Waste Code.
 13. Sound from electrical substations and existing stationary equipment used in the conveyance of water, waste water, and natural gas by a utility.
 14. Sounds created by safety and protective devices where noise suppression would defeat the intent of the device or is not economically feasible.
- B. The following sounds are exempt from the provisions of this chapter between the hours designated:
1. Sounds generated by City-approved or sanctioned events at parks, including but not limited to, public address systems for sporting events or concerts, festivals, parades, or outdoor movies between the hours of 9:00 a.m. and 11:00 p.m. Weekdays or Weekends.
 2. Sounds generated between the hours of 7:00 am and 10:00 pm Weekdays and 9:00 a.m. and 10:00 p.m. Weekends for the following:
 - a. Sounds originating from property relating to temporary projects for the maintenance or repair of homes, grounds and appurtenances, including but not limited to sounds from lawnmowers, power hand tools, snow removal equipment and composters.
 - b. Sounds created by construction and emanating from construction sites.
 - c. Sounds created by the installation or repair of essential utility services.
 - d. Sounds created by warning devices, including back-up beepers, bells, chimes, and carillons, not operating continuously for more than five minutes.

9.05.070 Public Nuisance Noise.

It is unlawful for any person knowingly to cause or make, or from any person in possession of property knowingly to allow to originate from property, sound that is a public nuisance. Public nuisance noise is any sound which unreasonably annoys, injures, interferes with, or endangers the comfort, repose, health of a person or persons. The following sources of sound are defined to be public nuisance noise, except as otherwise provided in this chapter:

1. Frequent, repetitive or continuous sounding of any horn or siren attached to a motor vehicle or watercraft, except as a warning of danger or as specifically permitted or required by law.
2. Frequent, repetitive or continuous sounds made by any domesticated animal which unreasonably disturbs or interferes with the peace of residents, except that such sounds shall be exempt when originating from a lawfully operated animal shelter, commercial kennel, or veterinary offices between the hours of 7:00 a.m. and 10:00 p.m. Weekdays and 9:00 a.m. and 10:00 p.m. Weekends.
3. Creation of frequent, repetitive or continuous sounds in connection with the starting, operation, repair, rebuilding or testing of any motor vehicle, motorcycle, off-highway vehicle or internal combustion engine within a Class A EDNA so as to reasonably disturb or interfere with the peace, comfort, and repose of owners or possessors of real property.
4. Yelling, shouting, whistling, and singing, which unreasonably interferes with the peace, comfort and repose of property owners or possessors, particularly during the hours of 10:00 p.m. to 7:00 a.m. Weekdays and 10:00 p.m. to 9:00 a.m. Weekends, or at any time and place so as to unreasonably disturb or interfere with peace, comfort and repose of owners or possessors of real property.
5. Creation of frequent, repetitive or continuous sounds that emanate from any building, structure, apartment or condominium, such as sounds from musical instruments, audio sound systems, band sessions or social gatherings.
6. Sound from audio equipment or motor vehicle audio sound equipment, such as radios, compact disc players, and MP3 players, that area operated at a volume so as to be audible greater than 50 feet from the source, and if not operated upon the property of the operator.
7. Sounds from motor vehicle engines and/or exhaust systems in violation of performance standards provided in WAC 173-62-030.
8. The squealing, screeching or other such sounds from motor vehicle tires in contact with the ground or other roadway surface because of rapid acceleration, braking or excessive speed around corners or because of such other reason; provided that sounds which result from actions that are necessary to avoid danger shall be exempt from this section.
9. Sounds made by the construction activities outside the hours of 7:00 a.m. through 10:00 p.m. Weekdays and 9:00 a.m. through 10:00 p.m. Weekends.
10. Sounds originating from residential property relating to temporary projects for the maintenance or repair of homes, grounds and appurtenances, including but not limited to sounds from lawnmowers, power hand tools, snow removal equipment and composters between the hours of 10:00 p.m. and 7:00 a.m. Weekdays and 10:00 p.m. and 9:00 a.m. Weekends.

9.05.080 Variances.

- A. Variances may be granted to any person from the noise level requirements of this chapter, if findings are made by the City that compliance with such requirement cannot be achieved because of special circumstances rendering compliance unreasonable in light of economic or physical factors, encroachment upon an existing noise source, or because of non-availability of feasible technology or control methods.
- B. Any such variance, or renewal thereof, shall be granted only for the minimum time period found to be necessary under the facts and circumstances.
- C. If the variance is related to a permitted activity, variances shall be approved by the Permitting Authority. If a variance is not related to a permitted activity, variances shall be approved by the City Manager, or designee. The applicant for a variance shall supply information including, but not limited to:
 - 1. The nature and location of the noise source for which the application is made;
 - 2. The reason for which the variance is requested, including the hardship that will result to the applicant and/or the public if variance is not granted;
 - 3. The nature and intensity of noise that will occur during the period of the variance; and
 - 4. A description of interim noise control measures to be taken by the applicant to minimize noise impacts.
- D. In authorizing a variance, the city may attach any conditions deemed necessary to carry out the purpose of this chapter, including maximum noise levels, duration, and public notice requirements
- E. The city's decision on a variance application may be appealed to the Hearing Examiner as set forth in SMC 20.30 Subchapter 4.

9.05.090 Violation – Penalty.

- A. Enforcement of violations of this chapter shall be subject to enforcement by the Code Enforcement Officer or the Shoreline Police Department.
- B. Any person found in violation of the provisions of this chapter shall be deemed to have committed a civil infraction. The penalty for each violation shall be a fine of \$100.00.
- C. For enforcement purposes, each day in which a violation occurs or exists shall constitute a separate violation.
- D. The Code Enforcement Officer or a Police Officer may issue a civil infraction in accordance with SMC 20.30.770(A) and Chapter 7.80 RCW, upon the person(s) responsible for the violation.
- E. Any person who receives a civil infraction may contest the determination by filing an appeal in the King County District Court – West Division (Shoreline).

- F. The penalties set forth in this chapter are not exclusive. The City reserves the right to seek any other remedies provided by law to prevent or remedy any violation.

Chapter 9.05
NOISE CONTROL

Exhibit A – Tracked Changes Version from
April 2, 2018 Council Discussion

Sections:

- 9.05.010 Purpose and Authority.
- 9.05.020 Definitions.
- 9.05.030 Measurement of Sound.
- 9.05.040 Maximum Permissible Environmental Noise Levels.
- 9.05.050 Motor Vehicle Noise Performance Standards.
- 9.05.060 Exemptions.
- 9.05.070 Public Nuisance Noise.
- 9.05.080 Variances.
- 9.05.090 Violation – Penalty.

9.05.010 Purpose and Authority.

- A. The purpose of this chapter is to minimize the exposure of the citizens of the City of Shoreline to the physiological and psychological dangers of excessive noise and to protect, promote, and preserve the public health, safety, and general welfare. It is the express intent of the City Council to control the level of noise in a manner which promotes commerce; the use, value and enjoyment of property; sleep and repose; and the quality of the environment.
- B. In determining a violation of this chapter, the content of the sound shall not be considered.
- C. This chapter is established in conformance with Chapter 70.107 RCW Noise Control, Chapter 173-58 WAC, Sound Level Measurement Procedures, Chapter 173-60 WAC Maximum Environmental Noise Levels, and Chapter 173-62 WAC Motor Vehicle Noise Performance Standards, as amended from time to time.
- D. Nothing herein shall be construed to limit or prohibit different or more restrictive hours for any activity authorized under a permit issued under any other chapter of the Shoreline Municipal Code as provided for in that chapter.

9.05.020 Definitions.

As used in this chapter, the following terms shall have the meanings set forth in this section.

- 1. "Construction" means any site preparation, including blasting or pile driving, assembly, erection, demolition, substantial repair, alteration or similar action on private or public property, buildings, structures, or utilities.
- 2. "~~Daytime~~" means ~~7:00 a.m. — 10:00 p.m., Monday through Friday, and 9:00 a.m. — 10:00 p.m., Saturday, Sunday and Holidays.~~

3. "dB(A)" means the sound level measured in decibels, using the A-weighted network on a sound level meter.
4. "EDNA" means environmental designation for noise abatement, which is an area or zone within which maximum permissible noise levels are established. EDNA classifications include the following zones as set forth in the city Unified Development Code, SMC Title 20, at SMC 20.40.20:
 - a. Class A EDNA: Residential zones and Mixed-use residential zones;
 - b. Class B EDNA: Non-residential zones;
 - c. Class C EDNA: Industrial land use zones.
5. "Emergency work" means work necessary to restore property to a safe condition following a public calamity, work required to protect persons or property from imminent exposure to danger, or work by private or public utilities to provide or restore immediately necessary utility service.
6. "Holidays" means the "legal holidays" set forth in RCW 1.15.050, as it may be amended from time to time.
7. "Motor vehicle" means any vehicle that is self-propelled, used primarily for transporting persons or property upon public highways, and required to be licensed under RCW 46.16.010. Aircraft, watercraft, and vehicles used exclusively on stationary rails or tracks are not "motor vehicles" as the term is used herein.
8. ~~"Nighttime" means 10:00 p.m.—7:00 a.m., Monday through Friday, and 10:00 p.m.—9:00 a.m., Saturday, Sunday and Holidays.~~
9. "Noise" means the intensity, duration, and character of sounds from any and all sources.
10. "Permitting Authority" means the Director, or designee, of the city department that issues the permit, such as the Department of Community and Economic Development, Department of Public Works, and the Department of Parks, Recreation, and Cultural Resources.
11. "Person" means any individual, corporation, firm, partnership, association, or other entity, public or private.
12. "Property boundary" means the surveyed line at ground level which separates real property.
13. "Receiving property" means real property within which sound originating from outside the property is received.
14. "Sound level meter" means an electronic instrument that measure sound pressure levels so as to establish dBA.
15. "Weekday" means any day, Monday through Friday, which is not a legal holiday.
16. "Weekend" means the days of Saturday, Sunday, and any legal holiday.

9.05.030 Measurement of Sound.

- A. Sound level meter. The use of a sound level meter may not be required to verify all noise violations such as public disturbance noises which may be discrete and/or intermittent and, therefore, not measurable at the time of the occurrence. If the measurement of sound is made with a sound level meter, the instrument shall be in good operating condition and shall meet the requirement for a Type I or Type II instrument, as described in the most current American National Standards Institute Specifications.

- B. Location of Measurement. Unless otherwise specified in this chapter, the point of measurement shall be at the property boundary of the receiving property or anywhere within it.
- C. Multiple EDNAs. When the receiving property lies within more than one EDNA, the maximum permissible environmental noise levels shall be determined by the most sensitive EDNA.

9.05.040 Maximum Permissible Environmental Noise Levels.

- A. Maximum Noise Levels. No person shall cause or permit sound to intrude into the real property of another person that exceeds the maximum permissible environmental noise levels established by this section. For sound sources located within the city, the maximum permissible environmental noise levels shall be as follows:

Table 1. Maximum Permissible Environmental Noise Levels

EDNA of Noise Source	EDNA of Receiving Property			
	Class A (dBA)		Class B (dBA)	Class C (dBA)
	Daytime Hours 7 a.m.-10 p.m. Weekdays 9 a.m.-10 p.m. Weekends	Nighttime hours 10 p.m.-7 a.m. Weekdays 10 p.m.-9 a.m. Weekends		
Class A	55	45	57	60
Class B	57	47	60	65
Class C	60	50	65	70

- B. Deviations. The following deviations from the Maximum Permissible Environmental Noise Levels set forth in Table 1 of this Subsection are permitted:
 1. At any hour of the day or night, the applicable maximum permissible noise levels may be exceeded for any receiving property by no more than:
 - a. 5 dBA for 15 minutes in any one-hour period; or
 - b. 10 dBA for 5 minutes in any one-hour period; or
 - c. 15 dBA for 1.5 minutes in any one-hour period.

9.05.050 Motor Vehicle Noise Performance Standards.

No person shall operate any motor vehicle or any combination of such vehicle upon the public highways in violation of the standards specified in WAC 173-62-030, as amended from time to time, which is hereby adopted by reference.

9.05.060 Exemptions.

Nothing in these exemptions precludes the City from requiring the installation of best available noise abatement technology consistent with economic feasibility.

- A. The following sounds are exempt from the provisions of this chapter at any time:
1. Sounds generated by construction or maintenance activities in the city's right-of-way that have been conditioned by the city to minimize the impact on adjacent property owners.
 2. Sounds generated in the performance of necessary construction for emergency work.
 3. Sounds generated by railroad trains engaged in interstate commerce and regulated by the Federal Railroad Administration pursuant to 49 CFR Part 210 and 49 CFR Part 222, as amended.
 4. Sounds generated by the normal operation of a light rail transit system consistent with the Federal Transit Administration guidance set forth in *Transit Noise and Vibration Impact Assessment (May 2006)*, as amended.
 5. Sounds generated during routine railroad or light rail transit way maintenance activities and does not involve the use of general construction equipment consistent with federal regulations or guidance as denoted in Subsection (A)(3) and (A)(4) of this Section.
 6. Sounds caused by auxiliary equipment on motor vehicles used for highway maintenance.
 7. Sounds caused by motor vehicle in the performance of emergency work for the immediate safety, health, or welfare of the community or of individuals of the community, or to restore property to a safe condition following a public calamity.
 8. Sounds created by emergency equipment and vehicles, such as police and fire, necessary in the interests of law enforcement or the health, safety or welfare of the community.
 9. Sounds caused by fire alarms.
 10. Sounds created by surface carriers engaged in interstate commerce by railroad.
 11. Sounds originating from aircraft in flight.
 12. Sounds created by the removal of refuse by the city's Authorized Collection Company consistent with contract terms as provided in SMC 13.14 Solid Waste Code.
 13. Sound from electrical substations and existing stationary equipment used in the conveyance of water, waste water, and natural gas by a utility.
 14. Sounds created by safety and protective devices where noise suppression would defeat the intent of the device or is not economically feasible.
- B. The following sounds are exempt from the provisions of this chapter between the hours designated:
1. Sounds generated by City-approved or sanctioned events at parks, including but not limited to, public address systems for sporting events or concerts, festivals, parades, or outdoor movies between the hours of 9:00 a.m. and 11:00 p.m. Weekdays or Weekends.
 2. Sounds generated between the hours of 7:00 am and 10:00 pm ~~Weekdays Monday through Friday~~ and 9:00 a.m. and 10:00 p.m. ~~Weekends Saturday, Sunday and Holidays~~ for the following:
 - a. Sounds originating from property relating to temporary projects for the maintenance or repair of homes, grounds and appurtenances, including but not limited to sounds from lawnmowers, power hand tools, snow removal equipment and composters.
 - b. Sounds created by construction and emanating from construction sites.
 - c. Sounds created by the installation or repair of essential utility services.

- d. Sounds created by warning devices, including back-up beepers, bells, chimes, and carillons, not operating continuously for more than five minutes.

9.05.070 Public Nuisance Noise.

It is unlawful for any person knowingly to cause or make, or from any person in possession of property knowingly to allow to originate from property, sound that is a public nuisance. Public nuisance noise is any sound which unreasonably annoys, injures, interferes with, or endangers the comfort, repose, health of a person or persons. The following sources of sound are defined to be public nuisance noise, except as otherwise provided in this chapter:

1. Frequent, repetitive or continuous sounding of any horn or siren attached to a motor vehicle or watercraft, except as a warning of danger or as specifically permitted or required by law.
2. Frequent, repetitive or continuous sounds made by any domesticated animal which unreasonably disturbs or interferes with the peace of residents, except that such sounds shall be exempt when originating from a lawfully operated animal shelter, commercial kennel, or veterinary offices between the hours of 7:00 a.m. and 10:00 p.m. Weekdays and 9:00 a.m. and 10:00 p.m. Weekends.
3. Creation of frequent, repetitive or continuous sounds in connection with the starting, operation, repair, rebuilding or testing of any motor vehicle, motorcycle, off-highway vehicle or internal combustion engine within a Class A EDNA so as to reasonably disturb or interfere with the peace, comfort, and repose of owners or possessors of real property.
4. ~~The amplified or unamplified human voice, such as y~~elling, shouting, whistling, and singing, which unreasonably interferes with the peace, comfort and repose of property owners or possessors, particularly during the hours of 10:00 p.m. to 7:00 a.m. Weekdays and 10:00 p.m. to 9:00 a.m. Weekends, or at any time and place so as to unreasonably disturb or interfere with peace, comfort and repose of owners or possessors of real property.
5. Creation of frequent, repetitive or continuous sounds that emanate from any building, structure, apartment or condominium, such as sounds from musical instruments, audio sound systems, band sessions or social gatherings.
6. Sound from audio equipment or motor vehicle audio sound equipment, such as radios, compact disc players, and MP3 players, that area operated at a volume so as to be audible greater than 50 feet from the source, and if not operated upon the property of the operator.
7. Sounds from motor vehicle engines and/or exhaust systems in violation of performance standards provided in WAC 173-62-030.
8. The squealing, screeching or other such sounds from motor vehicle tires in contact with the ground or other roadway surface because of rapid acceleration, braking or excessive speed around corners or because of such other reason; provided that sounds which result from actions that are necessary to avoid danger shall be exempt from this section.
9. Sounds made by the construction activities outside the hours of 7:00 a.m. through 10:00 p.m. Weekdays Monday through Friday and 9:00 a.m. through 10:00 p.m. ~~Weekends, Saturday, Sunday, and Holidays.~~
10. Sounds originating from residential property relating to temporary projects for the maintenance or repair of homes, grounds and appurtenances, including but not limited to sounds from

lawnmowers, power hand tools, snow removal equipment and composters between the hours of 10:00 p.m. and 7:00 a.m. Weekdays and 10 p.m. and 9 a.m. Weekends.

9.05.080 Variances.

- A. Variances may be granted to any person from the noise level requirements of this chapter, if findings are made by the City that compliance with such requirement cannot be achieved because of special circumstances rendering compliance unreasonable in light of economic or physical factors, encroachment upon an existing noise source, or because of non-availability of feasible technology or control methods.
- B. Any such variance, or renewal thereof, shall be granted only for the minimum time period found to be necessary under the facts and circumstances.
- C. If the variance is related to a permitted activity, variances shall be approved by the Permitting Authority. If a variance is not related to a permitted activity, variances shall be approved by the City Manager, or designee. The applicant for a variance shall supply information including, but not limited to:
 - 1. The nature and location of the noise source for which the application is made;
 - 2. The reason for which the variance is requested, including the hardship that will result to the applicant and/or the public if variance is not granted;
 - 3. The nature and intensity of noise that will occur during the period of the variance; and
 - 4. A description of interim noise control measures to be taken by the applicant to minimize noise impacts.
- D. In authorizing a variance, the city may attach any conditions deemed necessary to carry out the purpose of this chapter, including maximum noise levels, duration, and public notice requirements
- E. The city's decision on a variance application may be appealed to the Hearing Examiner as set forth in SMC 20.30 Subchapter 4.

9.05.090 Violation – Penalty.

- A. Enforcement of violations of this chapter shall be subject to enforcement by the Code Enforcement Officer or the Shoreline Police Department.
- B. Any person found in violation of the provisions of this chapter shall be deemed to have committed a civil infraction. The penalty for each violation shall be a fine of \$100.00.
- C. For enforcement purposes, each day in which a violation occurs or exists shall constitute a separate violation.
- D. The Code Enforcement Officer or a Police Officer may issue a civil infraction in accordance with SMC 20.30.770(A) and Chapter 7.80 RCW, upon the person(s) responsible for the violation.

- E. Any person who receives a civil infraction may contest the determination by filing an appeal in the King County District Court – West Division (Shoreline).
- F. The penalties set forth in this chapter are not exclusive. The City reserves the right to seek any other remedies provided by law to prevent or remedy any violation.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussing Regional Economic Development Association Initiative
DEPARTMENT:	City Manager's Office
PRESENTED BY:	Dan Eernisse, Economic Development Manager
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:

For many years the Economic Development Council of Seattle and King County (EDC) led the effort to promote economic development in the region with the City of Shoreline's support. However, as the Puget Sound grew into one interrelated economy, the efforts of the state designated EDCs and the other various economic development organizations proved disjointed and ineffective, especially in global competitions such as attracting the production of the Boeing 777X or landing the Amazon second headquarters.

To address this lack of a cohesive regional message, former Governor Chris Gregoire and a board of public and private sector business leaders has led an effort to build a Regional Trade and Economic Development Alliance (REDA). The purpose of the organization is to promote and market the entire Puget Sound region. In February of this year, the EDC Board voted to merge with the REDA, following an earlier vote from the Seattle-based Trade Development Alliance. In theory, the economy of each city in the region should benefit from REDA. First, REDA may attract—or retain—a corporate campus or industry directly to that city; for example, REDA would be an invaluable partner to help attract a user that could realize the potential of any future vacant/surplus properties in Shoreline. Second, because the Puget Sound region's economy is so interconnected, each city benefits when jobs and commerce are attracted; Shoreline residents can benefit from nearby job growth. Shoreline, as a place to live, has seen benefit from the economic success of South Lake Union, Fremont, Paine Field, or Redmond. The challenge to our region is to ensure that there is adequate housing stock to enable affordable housing options and a workforce trained with the right skill set to meet the needs of the on-going regional expansion.

The REDA board effort was chaired by Bob Drewel, former county executive of Snohomish County and executive director of the Puget Sound Regional Council. Mr. Drewel will be making a presentation to Council this evening.

RESOURCE/FINANCIAL IMPACT:

The city budgeted \$5,000 for annual support of the EDC. However, given the emergence of the REDA effort, no funding has been committed for 2018. In a letter to

the Sound Cities Association (Attachment A), Governor Gregoire established a \$500,000 fundraising goal from the public sector to fund startup costs; \$50,000 of that amount is being asked from the members of the Sound Cities Association. Shoreline is being asked to contribute \$2,500. Staff anticipates that Shoreline will also be asked for on-going support of REDA once REDA is established.

RECOMMENDATION

Staff recommends the redirection of funds budgeted for the EDC to REDA. Council should provide direction on whether it supports that the \$5,000 budgeted for support of the EDC be redirected to support REDA. \$2,500 will be designated for the initial startup costs of REDA, and the remainder will be used for continuing support after REDA's official launch.

ATTACHMENTS

Attachment A – Letter from former Governor Chris Gregoire

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

January 2, 2018

Deanna Dawson, Executive Director
Sound Cities Association
6300 Southcenter Blvd, Suite 206
Tukwila, WA 98188

Dear Deanna,

Thank you for your continued support of the development of the regional alliance for trade and economic development in the Puget Sound Region. We appreciate your support and commitment in this effort to build a best-in-class organization that will support the region's trade and economic development work by focusing on international engagement, research and analysis, marketing and lead and prospect generation.

We have made significant progress in developing the organization. A search committee has been formed to identify the chief executive officer for the alliance and an executive recruitment firm has been selected. The board of directors for the organization is being developed and the first board meeting will be held first quarter 2018. In addition, over \$1 million has been raised from the private sector and we anticipate securing a total of \$1.5 million from the private sector.

However, to continue the development of the organization we need your financial support as well. Our goal is to raise a total of at least \$500,000 from the public sector to support the private sector contribution. The private and public sector funds will serve as the startup funding for the new organization and will pay for development of a strategic plan for the new organization, recruiting hiring and supporting the chief executive officer, and supporting staff focused on research and analysis, marketing and lead and prospect generation.

Therefore, we are asking your support of \$50,000 to continue the development of establishing a best-in-class organization for our region. This request is one-time support and will be separate from on-going operational support the organization will need once it is fully operational. I know you have budget procedures and thus may need to make a commitment for the actual payment later. By mid-January, could you please let me know when we can expect the payment?

Again, thank you for your commitment toward building a new regional economic development alliance to support the Puget Sound region. With your support, we can help ensure good quality jobs and opportunity for our residents in the future.

If you have any questions, please feel free to call Bob Drewel at 206-200-8903 or myself. Thanks again for your support of this exciting future for our region.

Sincerely,



Chris Gregoire, CEO
Challenge Seattle

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Discussion of Ordinance No. 819 – Amendments to Shoreline Municipal Code Chapters 20.20 and 20.30 for Subdivision Procedures
DEPARTMENT:	Planning & Community Development
PRESENTED BY:	Paul Cohen, Planning Manager Steven Szafran, AICP, Senior Planner
ACTION:	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

The purpose of a subdivision under Shoreline Municipal Code (SMC) Section 20.30.370 is to divide land into lots, parcels, or tracts, for the purpose of development and sale as fee-simple lots. The process of subdividing land in the City of Shoreline is unclear, slow, and cumbersome. It is necessary to articulate the subdivision process to meet State requirements, to respond to the development community, and to provide consistent City administration. In articulating a subdivision procedure, the Planning Commission and staff have proposed three options in the Code for property owners and developers to separate or consolidate the necessary approvals to subdivide property.

SMC sections 20.20.046, 20.30.410, 20.30.440, and 20.30.450, which all relate to subdivisions, are proposed to be updated to clearly describe the procedures for a subdivision. Proposed Ordinance No. 819 proposes to amend these Development Code sections to provide for this clarity. The Planning Commission discussed these proposed amendments on January 4, 2018 and held a public hearing on the amendments on February 1, 2018. Tonight, Council is scheduled to discuss proposed Ordinance No. 819. Proposed Ordinance No. 819 is currently scheduled to be brought back to Council for adoption on April 30, 2018.

RESOURCE/FINANCIAL IMPACT:

This amendment would have no financial impact on the City.

RECOMMENDATION

The purpose of tonight's presentation is for discussion only. No action is required by the City Council at this time. Proposed Ordinance No. 819 is scheduled for adoption on April 30, 2018.

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

BACKGROUND

The purpose of a subdivision under Shoreline Municipal Code (SMC) Section 20.30.370 is to divide land into lots, parcels, or tracts, for the purpose of development and sale as fee-simple lots. In recent months, the City has met with developers and related professionals about Shoreline's subdivision review process. Their feedback pointed out that Shoreline's review procedures for reviewing and approving development projects with a subdivision are unclear and cumbersome. Current trends in building and development throughout the region allow concurrent review of Subdivision, Building, Site Development, and Right-of-Way Permits.

Even though procedures for processing subdivision applications are not currently articulated in the Development Code, the Planning & Community Development Department does have an internal procedure that staff follows. The City's current process, largely procedural (not codified) is more complex than is required to be by State subdivision laws. The current procedure for processing subdivisions includes the following steps:

1. The applicant submits a Preliminary Plat application which includes a pre-application meeting with staff, a neighborhood meeting, soils report, site plans, and other submittal materials. Approval of a Preliminary Plat application is approved by staff. Step 1 takes approximately four months.
2. The applicant submits applications for Site Development and Right-of-Way Permits after Preliminary Plat approval but before Final Plat application. Site Development and Right-of-Way Permits are reviewed and approved by the Planner and the Development Review Engineer. Site Development and Right-of-Way Permits are approved and appropriate financial sureties to guarantee proper installation of the actual improvements are received. Step 2 takes approximately five months.
3. Once step 2 is completed, the applicant submits an application for Final Plat. The Final Plat is a surveyed site plan of the approved subdivision recorded with King County. Once the Final Plat is recorded, the applicant receives new tax identification numbers and may sell the individual lots as fee simple lots. Step 3 takes approximately one month.
4. The applicant may then submit applications for Building Permits. Step four takes approximately three months.

In total, the subdivision process to sell property or obtain Building Permits takes approximately 13 months.

In proposing a subdivision procedure in the Code, the Planning Commission and staff have proposed three options for property owners and developers to separate or consolidate the necessary approvals to subdivide property. SMC sections 20.20.046, 20.30.410, 20.30.440, and 20.30.450, which all relate to subdivisions, need to be updated to clearly describe the procedures for a subdivision. Proposed Ordinance No. 819 (Attachment A) proposes to amend these Development Code sections to provide for this clarity.

The Planning Commission discussed the proposed amendments (Exhibit A) to the subdivision regulations on January 4, 2018. The staff report for the January 4, 2018 Planning Commission meeting can be found at the following link: <http://www.shorelinewa.gov/home/showdocument?id=37041>.

On February 1, 2018, the Planning Commission held a public hearing on the proposed amendments. The staff report for the public hearing can be found at the following link: <http://www.shorelinewa.gov/home/showdocument?id=37135>.

The Planning Commission heard testimony from members of the development community about Shoreline's need to revise its subdivision procedures and especially the need to make the process less cumbersome. Staff explained that the proposed amendments will allow three subdivision options that may potentially save an applicant up to seven months in review time. Following the Planning Commission discussion and public hearing, the Planning Commission voted unanimously to recommend the subdivision regulation amendments for Council consideration.

DISCUSSION

Proposed Ordinance No. 819 proposes to amend the following Development Code Sections: 20.20.046, 20.30.410, 20.30.440, and 20.30.450. The following section describes the purposes of these amendments to the Development Code.

SMC 20.20.046 Amendments

As staff was reviewing the Development Code for potential amendments to the subdivision regulations, a minor error was found. In 2015, the City Council adopted Ordinance No. 731 which amended the number of lots in a short and formal subdivision. The definitions of short subdivision and formal subdivision should have been updated at the same time, but this was missed by staff. This proposed amendment would fix this issue so that the definitions of these subdivisions in SMC 20.20.046 are now in alignment with the subdivision categories in SMC 20.30.380.

SMC 20.30.410 Amendments

The amendments in this section of the Code are needed in order to provide the three procedure option amendments for the processing of subdivisions, as noted above. The three options are as follows:

1. **Option 1** is a subdivision without development. Land is subdivided with development to follow separately at a later date. Typically, this process is used when a property owner wants to subdivide their land with the intention of selling the newly created parcel(s). A Site Development and Right-of-Way Permit must be completed with the subdivision.
2. **Option 2** is a subdivision with development. This option is similar to Option 1, however, it allows submittal of the Building Permit. This option will allow concurrent review of the Site Development, Building, and Right-of-Way Permits after approval of the Preliminary Plat. This option is beneficial for the developer that wants to start the subdivision process but may not be ready to submit the development permits at the same time.

3. **Option 3** is a consolidated subdivision. It is similar to Option 2 above but with a concurrent review of the Preliminary Plat, Building, Site Development, and the Right-of-Way applications as one application. All of the applications are reviewed and processed concurrently by staff. This option is for the applicant who is ready for full-development which can potentially save the applicant up to seven months of review time.

Options 1, 2 and 3 to the subdivision code will provide clarity and options for staff and developers and potentially reduce approval times for the applicant. The proposed amendments in this section also move the code language referencing the state law time frame requirements (RCW 58.17) to SMC 20.30.450.

SMC 20.30.440 Amendments

The amendments in this section of the Code are needed to be more specific and require permit issuance for the Site Development and Right-of-Way permits, rather than just “approving the improvement plans”.

SMC 20.30.450 Amendments

To be consistent with proposed amendments in SMC 20.30.440, this section of the Code also needs to be more specific and require permit issuance for the Site Development and Right-of-Way permits. These amendments also incorporate the state law time frame requirements as noted above.

Decision Criteria

SMC 20.30.350 states, “An amendment to the Development Code is a mechanism by which the City may bring its land use and development regulations into conformity with the Comprehensive Plan or respond to changing conditions or needs of the City”. Development Code amendments may also be necessary to reduce confusion and clarify existing language, respond to regional and local policy changes, update references to other codes, eliminate redundant and inconsistent language, and codify Administrative Orders previously approved by the Director. Regardless of their purpose, all amendments are to implement and be consistent with the City’s Comprehensive Plan.

The decision criteria for a Development Code amendment in SMC 20.30.350 (B) states the City Council may approve or approve with modifications a proposal for a change to the text of the land use code when all of the following are satisfied:

1. The amendment is in accordance with the Comprehensive Plan; and
2. The amendment will not adversely affect the public health, safety or general welfare; and
3. The amendment is not contrary to the best interest of the citizens and property owners of the City of Shoreline.

RESOURCE/FINANCIAL IMPACT

This amendment would have no financial impact on the City.

RECOMMENDATION

The purpose of tonight's presentation is for discussion only. No action is required by the City Council at this time. Proposed Ordinance No. 819 is scheduled for adoption on April 30, 2018.

ATTACHMENTS

Attachment A: Proposed Ordinance No. 819

Attachment A, Exhibit A: Proposed Amendments to SMC Chapters 20.20 and 20.30

ORDINANCE NO. 819

**AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON
UPDATING SUBDIVISION PROCEDURES AND DEFINITIONS IN
SHORELINE MUNICIPAL CODE CHAPTER 20.30 SUBCHAPTER 7
SUBDIVISIONS AND CHAPTER 20.20 DEFINITIONS.**

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

WHEREAS, in 2000 the City adopted Shoreline Municipal Code (SMC) Title 20, the Unified Development Code, which in Chapter 20.30 Subchapter 7 sets forth the City's Subdivision regulations so as to implement Washington State regulations of plats, subdivisions, and dedications; and

WHEREAS, the subdivision review procedures and criteria set forth in Chapter 20.30 Subchapter 7 lack clarity and results in a lengthy process that needs to be update to create a more efficient and streamline process; and

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

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

WHEREAS, pursuant to WAC 197-11-800(19)(a), these procedural amendments are categorical exempt from SEPA; and

WHEREAS, on January 4, 2018, the City of Shoreline Planning Commission reviewed the proposed Development Code amendments; and

WHEREAS, on February 1, 2018, the City of Shoreline Planning Commission held a public hearing on the proposed Development Code amendments so as to receive public testimony; and

WHEREAS, at the conclusion of public hearing, the City of Shoreline Planning Commission voted that the proposed Development Code, as amended by the Planning Commission, be approved by the City Council; and

WHEREAS, on April 16, 2018, the City Council held a study session on the proposed Development Code amendments; and

WHEREAS, the City Council has considered the entire public record, public comments, written and oral, and the Planning Commission's recommendation; and

WHEREAS, the City provided public notice of the amendments and the public hearing as provided in SMC 20.30.070; and

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

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

Section 1. Amendment to SMC 20.20 Definitions and SMC 20.30 Subchapter 7. SMC Sections 20.20.046 S, 20.30.410, 20.30.440, and 20.30.450 and amended set forth in Exhibit A to this Ordinance.

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 (5) days after publication.

PASSED BY THE CITY COUNCIL ON APRIL 30, 2018

Mayor Will Hall

ATTEST:

APPROVED AS TO FORM:

Jessica Simulcik-Smith
City Clerk

Margaret King
City Attorney

Date of Publication: , 2018

Effective Date: , 2018

**Ordinance No. 819
Exhibit A**

**Shoreline Municipal Code
Amendments to SMC Chapters 20.20 and 20.30**

SMC 20.20.046 S definitions

Subdivision, Formal A subdivision of ten ~~five~~ or more lots.

Subdivision, Short A subdivision of nine ~~four~~ or fewer lots

SMC 20.30.410 Preliminary subdivision review procedures and criteria.

The short subdivision may be referred to as a short plat – Type B action.

The formal subdivision may be referred to as long plat – Type C action.

~~Time limit: A final short plat or final long plat meeting all of the requirements of this chapter and Chapter 58.17 RCW shall be submitted for approval within the time frame specified in RCW 58.17.140.~~

A. Review procedure: The following procedure shall be applicable to all subdivision applications:

Subdivisions may be processed using one of the following methods: 1) Subdivision without development, 2) Subdivision with development, or 3) Consolidated subdivision.

1. Subdivisions without development.

a. The application and review for subdivisions without development shall follow this process:

i. In order to provide timely and accurate review of subdivision proposals, applications for Preliminary Plat, Site Development, and Right-of-Way must be submitted concurrently.

ii. A Final Plat application shall be reviewed in compliance with SMC 20.30.450.

2. Subdivision with development.

a. The application and review for subdivisions with development shall follow this process:

- i. Preliminary Plat application – Review of environmental requirements, availability of utilities, sufficient access, conceptual drainage provisions, frontage improvements, and all dimensional requirements for the applicable zone must be completed. Approval of Preliminary Plat must be issued before proceeding to SMC 20.30.410(A)(2)(a)(ii).
- ii. Building, Site Development, and Right-of-Way applications must be submitted concurrently for review. The issuance of all three permits will occur at the same time once all requirements, including the submittal of sufficient surety as required in SMC 20.30.440, have been met.
- iii. A Final Plat application shall be reviewed in compliance with SMC 20.30.450 when all Building Permit(s) have been issued.

3. Consolidated subdivision.

- a. The application and reviews for consolidated subdivisions shall follow this process:
 - i. The review process for a consolidated subdivision requires that all applicable required documents and plans be submitted and reviewed under one application package. All required documents and plans associated with the Preliminary Plat, Building(s), Site Development, and Right-of-Way shall be included in the package. The issuance of all permits will occur at the same time once all requirements, including the submittal of sufficient surety as required in SMC 20.30.440, have been met.
 - ii. A Final Plat application shall be reviewed in compliance with SMC 20.30.450 when all Building Permit(s) have been issued.

B. Review criteria: The following criteria shall be used to review proposed subdivisions:

1. A. Environmental.

- a. 4. Where environmental resources exist, such as trees, streams, geologic hazards, or wildlife habitats, the proposal shall be designed to fully implement the goals, policies, procedures and standards of the critical areas regulations, Chapter 20.80 SMC, Critical Areas, and the tree conservation, land clearing, and site grading standards sections.
- b. 2. The proposal shall be designed to minimize grading by using shared driveways and by relating street, house site and lot placement to the existing topography.

- ~~c. 3.~~ Where conditions exist which could be hazardous to the future residents of the land to be divided, or to nearby residents or property, such as floodplains, landslide hazards, or unstable soil or geologic conditions, a subdivision of the hazardous land shall be denied unless the condition can be permanently corrected, consistent with subsections (A)(1) and (2) of this section, Chapter 20.80 SMC, Critical Areas, and Chapter 13.12 SMC, Floodplain Management.
- ~~d. 4.~~ Low impact development (LID) techniques shall be applied where feasible to minimize impervious areas, manage storm water, and preserve on-site natural features, native vegetation, open space and critical areas.

2. B. Lot and Street Layout.

- ~~a. 4.~~ Lots shall be designed to contain a usable building area. If the building area would be difficult to develop, the lot shall be redesigned or eliminated, unless special conditions can be imposed that will ensure the lot is developed consistent with the standards of this Code and does not create nonconforming structures, uses or lots.
- ~~b. 2.~~ Lots shall not front on primary or secondary highways unless there is no other feasible access. Special access provisions, such as, shared driveways, turnarounds or frontage streets may be required to minimize traffic hazards.
- ~~c. 3.~~ Each lot shall meet the applicable dimensional requirements of the Code.
- ~~d. 4.~~ Pedestrian walks or bicycle paths shall be provided to serve schools, parks, public facilities, shorelines and streams where street access is not adequate.

3. C. Dedications and Improvements.

- ~~a. 4.~~ The City may require dedication of land in the proposed subdivision for public use.
- ~~b. 2.~~ Only the City may approve a dedication of park land.
- ~~c. 3.~~ In addition, the City may require dedication of land and improvements in the proposed subdivision for public use under the standards of Chapter 20.60 SMC, Adequacy of Public Facilities, and Chapter 20.70 SMC, Engineering and Utilities Development Standards, necessary to mitigate project impacts to utilities, rights-of-way, and stormwater systems.
 - ~~i. a.~~ Required improvements may include, but are not limited to, streets, curbs, pedestrian walks and bicycle paths, critical area enhancements, sidewalks, street landscaping, water lines, sewage systems, drainage systems and underground utilities.

4. D. Unit Lot Development.

- a. 1. The provisions of this subsection apply exclusively to unit lot developments for single-family attached dwelling units or zero lot line developments in all zones in which these uses are permitted.
- b. 2. Unit lot developments may be subdivided into individual unit lots. The development as a whole shall meet development standards applicable at the time the permit application is vested.
- c. 3. As a result of the subdivision, development on individual unit lots may modify standards in SMC 20.50.020, Exception 2.
- d. 4. Access easements, joint use and maintenance agreements, and covenants, conditions and restrictions identifying the rights and/or the homeowners' association shall be executed for use and maintenance of common garage, parking and vehicle access areas; on-site recreation; landscaping; underground utilities; common open space; exterior building facades and roofs of individual units; and other similar features, and shall be recorded with the King County Recorder's Office.
- e. 5. Within the parent lot or overall site, required parking for a dwelling unit may be provided on a different unit lot than the lot with the dwelling unit, as long as the right to use that parking is formalized by an easement on the plat, to be recorded with King County Records and Licensing Services Division.
- f. 6. The unit lot is not a separate buildable lot, and that additional development of the individual unit lots may be limited as a result of the application of development standards to the parent lot and shall be noted on the plat, to be recorded with King County Records and Licensing Services Division.
- g. 7. The applicant shall record a covenant on the plat that states, "These units will be considered individual units and part of one structure that cannot be segregated from one another. A unit lot development is defined as one building or one structure in the International Building Code and International Fire Code and National Electrical Code."

SMC 20.30.440 Installation of improvements.

A. Timing and Inspection Fee. The applicant shall not begin installation of improvements until the Director has approved and issued the Site Development and Right-of-Way Permits improvement plans, and the Director and the applicant have agreed in writing on a time schedule for installation of the improvements, ~~and the applicant has paid an inspection fee.~~

B. Completion – Bonding. The applicant shall either complete the improvements before the final plat is submitted for City Council approval, or the applicant shall post a bond or other suitable surety to guarantee the completion of the improvements within one year of the approval of the final plat. The bond or surety shall be based on the construction cost of the improvement as determined by the Director.

C. Acceptance – Maintenance Bond. The Director shall not accept the improvements for the City of Shoreline until the improvements have been inspected and found satisfactory, and the applicant has posted a bond or surety for 15 percent of the construction cost to guarantee against defects of workmanship and materials for two years from the date of acceptance.

SMC 20.30.450 Final plat review procedures.

Time limit: A final short plat or final formal plat meeting all of the requirements of this chapter and Chapter 58.17 RCW shall be submitted for approval within the time frame specified in RCW 58.17.140.

A. Submission. The applicant may not file the final plat for review until the work required for the Ssite Ddevelopment and Right-of-Way Ppermits are completed and passed final inspection or bonded per the requirements of SMC 20.30.440~~has been approved by the City.~~

B. Final Short Plat. The Director shall conduct an administrative review of a proposed final short plat. Only when the Director finds that a proposed short plat conforms to all terms of the preliminary short plat and meets the requirements of Chapter 58.17 RCW, other applicable state laws, and SMC Title 20 which were in effect at the time when the preliminary short plat application was deemed complete, the Director shall sign on the face of the short plat signifying the Director's approval of the final short plat.

C. Final Formal Plat. After an administrative review by the Director, the final formal plat shall be presented to the City Council. Only when the City Council finds that a subdivision proposed for final plat approval conforms to all terms of the preliminary plat, and meets the requirements of Chapter 58.17 RCW, other applicable state laws, and SMC Title 20 which were in effect at the time when the preliminary plat application was deemed complete, the City Manager shall sign on the face of the plat signifying the City Council's approval of the final plat.

D. Acceptance of Dedication. City Council's approval of a final formal plat or the Director's approval of a final short plat constitutes acceptance of all dedication shown on the final plat.

E. Filing for Record. The applicant for subdivision shall file the original drawing of the final plat for recording with the King County Department of Records and Elections. One reproduced full copy on mylar and/or sepia material shall be furnished to the Department.

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Discussing the 2018-2020 City Council Goals and Work Plan
DEPARTMENT: City Manager's Office
PRESENTED BY: John Norris, Assistant City Manager
ACTION: Ordinance Resolution Motion
 Discussion Public Hearing

PROBLEM/ISSUE STATEMENT:

At the City Council's annual Strategic Planning Workshop, which was held March 16 and 17, 2018, the Council discussed their proposed 2018-2020 goals. Council did not propose any changes regarding the continued focus of their goals towards achievement of Vision 2029 and being a sustainable city in all respects:

- Sustainable neighborhoods – ensuring they are safe and attractive;
- Sustainable environment – enhancing our build environment so that it protects our natural resources; and
- Sustainable services – supporting quality services, facilities and infrastructure.

Council also determined that the goals themselves are still relevant and in keeping with their direction for City, although they provided direction that they would like one of the five goals for 2018-2020 to have slightly amended language. Specifically, Council Goal #1 was amended so that it now states that the goal is to "Strengthen Shoreline's economic climate and opportunities." This change was proposed by staff and Council in recognition that while regional economic development and economic development efforts in Shoreline have been successful, the City must also focus on providing economic opportunities for all Shoreline residents, many of whom may not have benefitted from the economic development efforts and achievements already made.

As noted in Attachment A, the proposed 2018-2020 City Council Goals are as follows:

1. Strengthen Shoreline's economic climate and opportunities;
2. Improve Shoreline's infrastructure to continue the delivery of highly-valued public services;
3. Continue preparation for regional mass transit in Shoreline;
4. Expand the City's focus on equity and inclusion to enhance opportunities for community engagement; and
5. Promote and enhance the City's safe community and neighborhood programs and initiatives.

In addition to the Council Goals themselves, the Council also reviewed the Action Steps, or sub-goals, that implement the five Council Goals at their Strategic Planning Workshop. Attachment A to this staff report provides the proposed 2018-2020 Council Goals and Work Plan, which include the suggested Action Steps under each goal. The tracked changes noted on Attachment A represent the additions and edits that the Council requested staff make to the staff-proposed Council Goals and Action Steps that were initially presented to Council at the March 16-17 Workshop. The Council was generally supportive of staff's recommend Goals and Action Steps.

Tonight, staff is requesting that Council review the proposed 2018-2020 Council Goals and Action Steps and provide staff direction to further amend the Goals, if needed, and bring them back for adoption. Adoption of the 2018-2020 Council Goals is currently scheduled for April 30, 2018.

RESOURCE/FINANCIAL IMPACT:

Resources needed to accomplish the Council's Goals and Work Plan are included in the 2018 budget and will be included in the proposed 2019-2020 biennial budget.

RECOMMENDATION

No action is required. Staff recommends that Council discuss the 2018-2020 Council Goals and Work plan. Staff further recommends that Council adopt the 2018-2020 Council Goals and Work Plan when they are brought back to Council for adoption on April 30, 2018.

ATTACHMENTS:

Attachment A – Proposed 2018-2020 City Council Goals and Work Plan

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

2018-2020 City Council Goals and Work Plan

The Council is committed to fulfilling the community's long-term vision – Vision 2029 – and being a sustainable city in all respects:

- Sustainable neighborhoods—ensuring they are safe and attractive;
- Sustainable environment—preserving our environmental assets and enhancing our built environment so that it protects our natural resources; and
- Sustainable services—supporting quality services, facilities and infrastructure.

The City Council holds an annual Strategic Planning Workshop to monitor progress and determine priorities and action steps necessary to advance Vision 2029. This workplan, which is aimed at improving the City's ability to fulfill the community's vision, is then reflected in department work plans, the City's budget, capital improvement plan, and through special initiatives.

Goal 1: Strengthen Shoreline's economic climate and opportunities

Robust private investment and economic opportunities help achieve Council Goals by enhancing the local economy, providing jobs and housing choices, and supporting the public services and lifestyle amenities that the community desires and expects.

ACTION STEPS:

1. Implement the Community Renewal Plan for Shoreline Place, including a review of recommendations for a regional stormwater detention/retention system and construction of intersection improvements at N 155th Street and Westminster Way N
2. Enhance the attractiveness of Shoreline as a place for private investment, including investment by small and medium sized developments, by ensuring that the permit process is predictable, timely and competitive, and by constantly evaluating and improving the quality of regulations for the City and other local permitting organizations
3. Continue to implement the 10-year Financial Sustainability Plan strategies to achieve sufficient fiscal capacity to fund and maintain priority public services, facilities, and infrastructure, with specific focus on implementing a Business and Occupation tax and replacing the General Fund support of the Roads Capital Fund with another dedicated funding source
4. Continue to foster innovative, community-supported place-making efforts that help create diverse communities with a mix of residential and commercial uses and promote economic development
5. Encourage affordable housing development in Shoreline, including continued promotion of the Property Tax Exemption program, partnership with King County in the development of affordable housing on the City's property at Aurora Avenue and N 198th Street, and identify opportunities for integration of affordable housing at the future community and aquatic center facility
6. Facilitate collaboration with and between members of the business community in order to remove barriers to starting and growing businesses, increase commerce and profitability, and identify appropriate new industries for Shoreline

Goal 2: Improve Shoreline's infrastructure to continue the delivery of highly-valued public services

Shoreline inherited an aging infrastructure system when it incorporated in 1995. The City has identified needed improvements to strengthen its municipal infrastructure to maintain public services the community expects through its 20-year planning documents, including the Comprehensive Plan, Surface Water Master Plan, Transportation Master Plan and Parks, Recreation and Open Space Master Plan. Improvements are not limited to infrastructure investments. The City is also interested in improving coordination, planning, and overall information sharing among all service providers. As capital improvements are made, it is important to include efforts that will enhance Shoreline's natural environment, ultimately having a positive impact on the Puget Sound region.

ACTION STEPS:

1. Identify and advocate for funding, including grant opportunities, to support construction of new and maintenance of existing sidewalks and other non-motorized facilities
2. Implement the Parks, Recreation, and Open Spaces Plan, including development of a strategy for a new community and aquatic center and priority park improvements and acquisitions
3. Continue to Implement the Urban Forest Strategic Plan
4. Implement the 2018-2020 Priority Environmental Strategies, including achievement of citywide Salmon-Safe certification, consideration of expanding green building mandates, and appointment of a stakeholder committee to evaluate and develop a recommendation on the implementation of recommendations from the Climate Action Analysis for the 185th Street Station Subarea
5. Continue to implement a comprehensive asset management system, including asset inventory, condition assessment and lifecycle/risk analysis, for the City's streets, facilities, trees, parks, and utilities
6. Evaluate alternatives for City maintenance facility needs
7. Implement the Surface Water Master Plan with a focus on completing the 2018-2019 small projects, completing the design of pump station improvements and improving education and outreach about the Plan
8. Update the Transportation Master Plan (TMP) Pedestrian System Plan and sidewalk prioritization process and move the Master Street Plan from the TMP to Title 12 of the Shoreline Municipal Code
9. Initiate environmental review and design for the N 175th Street Corridor Project from Interstate-5 to Stone Avenue N

Goal 3: Continue preparation for regional mass transit in Shoreline

In 2008, Shoreline voters supported the Sound Transit 2 (ST2) funding package by 61%, and in 2016, Shoreline voters supported the Sound Transit 3 (ST3) package by 59%. Our community looks forward to increasing mobility options and reducing environmental impacts through public transit services. The ST2 light rail extension from Northgate to Lynnwood includes investment in two stations in Shoreline, which are planned to open in 2024. The ST3 package includes funding for corridor improvements and Bus Rapid Transit service along State Route 523 (N 145th Street) from Bothell Way connecting to the 145th Street Light Rail Station. Engaging our community in planning for the two Shoreline light rail stations and improved transportation options and infrastructure along N 145th Street in Shoreline continues to be an important Council priority.

ACTION STEPS:

1. Work with the City of Seattle, King County, Sound Transit, the Washington State Department of Transportation, and federal agencies on a plan that will improve safety and efficiency for all users of 145th Street, including a design for the 145th Street and Interstate-5 interchange, design of the 145th Street corridor west of the Interstate-5 interchange, and coordination with Sound Transit for design and construction of 145th Street improvements from Highway 522 to Interstate-5 as part of ST3
2. Work collaboratively with Sound Transit to review and permit the Lynnwood Link Extension Project, including over the shoulder review of architectural, engineering and construction plans of the light rail stations, garages and associated facilities, review of Sound Transit's Special Use Permit, and providing comment on the design in accordance with the Council-adopted Guiding Principles for Light Rail Station Design
3. Partner with Sound Transit in hosting local public meetings for the In-Progress 90% and 90% design milestones to support identification of anticipated impacts to Shoreline neighborhoods from future construction and operation of the Lynnwood Link Extension and work proactively with Sound Transit to develop plans to minimize, manage, and mitigate these impacts, including construction management planning and neighborhood traffic impact management
4. Conduct the 185th Street Corridor Study between Aurora Avenue N and 10th Avenue NE to identify multi-modal transportation improvements necessary to support growth associated with the 185th Street Station Subarea Plan and the Sound Transit Light Rail Station
5. Continue to coordinate design elements of the Trail Along the Rail, 148th Street Non-Motorized Bridge and 3rd Avenue NE Woonerf projects with Sound Transit and seek funding through federal,

state and regional opportunities to complete the designs and construction of these projects

Goal 4: Expand the City’s focus on equity and inclusion to enhance opportunities for community engagement

The Council values all residents and believes they are an important part of the Shoreline community, including those who have been historically marginalized and underrepresented. The Council believes it is important to improve inclusion, equity, and participation among all members of the Shoreline community in the development and implementation of policies and programs in a meaningful and impactful way.

ACTION STEPS:

1. Implement the City’s Diversity and Inclusion Program
2. Continue to engage in efforts to address homelessness on a regional and local level
3. Ensure continued compliance with federal and state anti-discrimination laws, including Title VI of the Civil Rights Act, the Civil Rights Restoration Act, Title II of the Americans with Disabilities Act, and Washington’s Law Against Discrimination, so as to ensure all Shoreline residents benefit from the City’s programs and activities
4. Conduct community meetings with residents to discuss current issues, City policy and other changes that may impact the community
5. Continue to build relationships that support community policing with all members of the Shoreline community
6. Continue to use technology and social media to expand reach in the broader community and to solicit input and ideas on City business, events and policy issues
7. Improve the accessibility of the City’s website and the information contained within by working to conform to Web Content Accessibility Guidelines (WCAG) 2.0 Level AA

Goal 5: Promote and enhance the City’s safe community and neighborhood programs and initiatives

Maintaining a safe community is the City’s highest priority. The 2016 Citizen Survey reflected that 93% of respondents felt safe in their neighborhood during the day and 80% had an overall feeling of safety in Shoreline. These results are reflective of statistics from medium-sized cities across the United States, and the former measure was a slight increase from previous citizen surveys conducted by the City. The City is continuing a concentrated workplan to enhance our public safety communication and crime prevention efforts to ensure that our residents and businesses continue to find Shoreline a safe place to live, work, and play.

ACTION STEPS:

1. Use data driven policing to address crime trends and quality of life concerns in a timely manner.
2. Continue quarterly meetings of the City’s cross-department safe community team to address public safety problems and implement solutions
3. Continue the partnership between the Parks Department and Police, focusing on park and trail safety through Crime Prevention Through Environmental Design (CPTED), Problem Solving Projects (PSPs) and police emphasis to improve safety and the feeling of safety
4. Continue to partner with Shoreline schools and the Shoreline Fire Department to implement best practice school safety measures
5. Continue to address traffic issues and concerns in school zones and neighborhoods using the City’s speed differential map and citizen traffic complaints
6. Continue to coordinate efforts between the Community Outreach Problem Solving (COPS) officer and the City’s Neighborhoods Program to work on crime prevention education and outreach
7. Conduct trainings, and community programs to promote personal safety, awareness and response
8. Continue to implement the Risk Analysis De-escalation And Referral (RADAR) program to create a systematic policing approach to deal with mental illness in the community

9. Engage in an analysis with service providers to identify what services and processes exist to connect those experiencing homelessness and/or opioid addiction with supportive services and identify gaps that may exist

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